

TWO CLASSES OF TRAPPERS ROAMED ACROSS THE WILDERNESS OF NORTH AMERICA

First and most numerous were the Canadian voyageurs

these were mainly of French-Canadian descent -- many were Metis (mixed-blood) people
voyageurs were almost amphibious by nature and training

hardy, happy and amiable in disposition they glided over every harsh experiences
with laughter and a song

their quick sympathy and humane instincts resulted in a kinship with the Indians

Second group was an entirely different class of men known as free trappers

these were usually American by birth with Virginia and Kentucky being home for most
patient and unrelenting during their annual trapping trips

they were also given to wild debauchery and savage rioting

they were bold, overbearing and indifferent to sympathy or company

and they were harsh and cruel to the Indians

there was always blood in their eye, thunder in their voice and a gun in their hands

BRITISH GOVERNMENT RELAXES ITS SYSTEM OF FRENCH TRADING SUPERINTENDENTS

British government placed trading superintendents in trading areas oversee operations

of coureurs-de-bois (free traders) given privileges to trade in a specific region

but, the "Superintendent system" of French overseers proved to be too expensive to administer
instead, exclusive French trading privileges were abolished -- 1780

Into the vacuum left by the removal of the French fur monopolies rushed swarms of "free traders"

principally Scotsmen from the Scottish Highlands who were contemptuously called "Peddlers"

by the long-established Hudson's Bay Company and colonists from New England

Independent trappers and traders were forbidden by Hudson's Bay Company to deal with Indians at all

except in certain Indian villages and government posts

where they were compelled to conform to a fixed scale of prices set by Hudson's Bay Company

they were not allowed to sell liquor or firearms to the Indians

Independent traders varied by nationality

some Frenchmen such as Etienne Champion obtained a license to trade

south of Fort Michilimackinac on the upper Mississippi River

some came from a Scottish background like American-born Alexander Henry "The Elder"

who invaded the former French domain West of Fort Michilimackinac

he was the first trader on Lake Winnipeg (Manitoba, Canada)

Alexander Henry spent sixteen years in the wilderness traveling as far north

as Beaver Lake and the Churchill River (in today's Northern Manitoba)

Some were Americans like Peter Pond who ranged the Great Lakes region

Peter Pond became acquainted with Scottish traders Alexander Henry, Simon McTavish

and the English brothers Thomas, Benjamin and Joseph Frobisher
Trappers and traders in Canada entered a period of unscrupulous competition
competitive price cutting ruined business
Indians were corrupted with liquor
turf wars led to considerable bloodshed

CAPTAIN COOKS' CREW REACHED CANTON CHINA

Sailing under their third commander, British Naval Lieutenant John Gore, an American
British exploring squadron reached Canton (today's Guangzhou)¹China
Lieutenant Gore commanded HMS (His Majesty's Ship) *Resolution*
Lieutenant James King sailed HMS *Discovery*
Lieutenant King went upriver to the Chinese forbidden city of the mandarins to see what he could find
by chance he took with him twenty sea otter skins -- their effect on the Cantonese was electric
up to now, the Chinese had seen only sea otter pelts damaged in transit,
now they had found a new source of fresh pelts
to King's amazement he was paid eight thousand dollars for twenty low-quality pelts
and was besieged with requests for more
Chinese merchants came on board the British vessels
to bargain for furs acquired from the Moachat Indians at Nootka Sound
members of the crew discovered furs traded for a high profit -- and the price went up daily
some skins sold for 120 silver dollars each -- one sailor made \$800 each skin
all of the sailors received such handsome profits on furs they had obtained
they became most anxious to make a return trip to Nootka Sound
to secure a cargo of furs and make their fortune
In wildest excitement the crewmen demanded the ships return to the Northwest coast
men begged, blustered and even threatened mutiny
however, the officers refused to return to North America coast
two sailors deserted, presumably to try to find some way of getting back to America

COOK'S EXPLORING SQUADRON RETURNED TO ENGLAND

Resolution and *Discovery* arrived in London, England -- October 4, 1780
lucrative traffic in furs was soon made public
fur trade on the Northwest coast of America would soon begin
American Lieutenant John Gore, although the American Revolution was still ongoing,
brought the expedition to a successful conclusion

¹ Locations in parenthesis (i.e., today's Guangzhou) were not known by that name at the time.

James King had left England as a second lieutenant on *Resolution*

he returned to England in command of *Discovery* --- 1780

American John Ledyard also had returned to England

he was confined to barracks because he refused to fight Americans during the Revolution

CAPTAIN COOK'S EXPEDITION ACHIEVED MANY SUCCESSES

Captain James Cook and his crew listed among their significant contributions that they had:

- conducted the first scientific survey of Pacific coast;
- mentioned the great abundance of forests available in the Pacific Northwest;
- reported heavy runs of fish off the Pacific coast of North America;
- discovered the wildly profitable fur trade selling Native America furs in China

Captain Cook's voyage served as a training ground for several ambitious young adventurers who later returned to the Pacific Northwest as sea otter traders and explore:

- Nathaniel Portlock,
- George Dixon,
- James Colnett

other members of Cook's crew became explorers who added to the knowledge of the world:

- Lieutenant George Vancouver later returned to the Northwest and completed Cook's work;
- Able Bodied Seaman (eventually commodore of the Russian Navy) Joseph Billings, commanded a Siberian Pacific expedition which lasted nine years
they crossed Siberia to reach Asian waters -- he, in fact, accomplished little else;
- Corporal of the Marines American John Ledyard, became a well known entrepreneur
he proposed to walk across North America and did set out to explore the Nile River
he also proposed a scheme to launch the United States into the lucrative fur business
- William Bligh of HMS *Bounty* suffered from a mutiny of his crew [1789]
this event was characterized in a [1932] novel and [1935] movie *Mutiny on the Bounty*

Cook's Expedition marked the end of the "Age of Exploration"

however, details of Captain Cook's findings were kept secret by the British government until four years after his death [1884]

RUSSIAN ADVENTURERS ENTER THE FUR TRADE

(Members of Vitus Bering's second expedition to the Pacific coast had returned to Russia with sea otter furs [1742])

Russian traders and hunters had developed a brisk fur trade in the Aleutian Islands (they later moved on the mainland)

Gregory Shelikof was among the first to operate a trading ship in North Pacific waters he was a businessman of grand ideas

Shelikof partnered with wealthy merchant Ivan Gollikof
to form the Shelikof-Gollikof Company (sometimes known as the Shelikof Company) -- 1781
they organized independent trappers in the northern reaches of North America

BENGAL FUR COMPANY IS CREATED BY ENGLISH BUSINESSMEN

John Henry Cox, the son of a celebrated London clock maker, was based in Macau, China
where he represented the family business selling clocks, watches and toys to Chinese merchants
he had close connections with British East India Company's the supercargoes
(officers in charge of the trading cargo)
he immediately saw the financial prospects presented by Captain Cook's crewmen
John Henry Cox formed Bengal Fur Company in Macau, China in conjunction with his partners -- 1781
John Reid the Macau representative of the Austrian Imperial East India Company
who was conducting trade between China and India for the British East India Company
Reid, a Scot by birth, was a naturalized Austrian subject;
his position had consular status and enabled him to evade English charter requirements
Daniel Beale who was a supercargo for the East India Company
They carefully undertook preparations for a trading voyage to North Pacific waters

FORT MACKINAC ON MACKINAC ISLAND REPLACES FORT MICHILIMACKINAC

(Fort Michilimackinac had been a fort and trading post built by the French [1715]
and was later used by the British as the key trading post in the Great Lakes region
it was located on the mainland along the southern shore of the strategic Straits of Mackinac
which connected Lake Huron and Lake Michigan
at the northern tip of the lower peninsula [near today's Mackinaw City, Michigan])
Fort Michilimackinac was abandoned by the British -- 1781
as the old wooden structure was too difficult to defend
Fort Mackinac was built by the British to replace Fort Michilimackinac -- 1781
Fort Mackinac was located at a defensible location on the 150-foot high limestone bluffs
of Mackinac Island high above the beautiful Straits of Mackinac and overlooked a good harbor
(in spite of the terms of the [1783] Treaty of Paris which ended the American Revolution
British soldiers remained in possession of Fort Mackinac until [1796])

AMERICANS TRADE FOR FURS IN THE LAKE ATHABASCA REGION (OF CANADA)

American trader Peter Pond spent several years in the Lake Athabasca region
sometimes in the company of fellow American Alexander Henry "The Elder"
where they trapped and traded with the natives -- they each carried out a fortune in furs
Peter Pond and Alexander Henry heard tantalizing rumors from the Indians

of navigable streams leading to salt-water in the west
American Alexander Henry “The Elder” seems to have been the first
to suggest establishment of Pacific depots for facilitating the beaver trade of the interior -- 1781
Peter Pond and Alexander Henry traveled as far north as Great Slave Lake
(in today’s Northwest Territory of Canada)

AMERICAN TRADER PETER POND COMES UNDER SUSPICION

Fur trader Jean-Etienne Waddens, a rival of Peter Pond, worked for the same trading combine
personal animosities between the two men escalated
Waddens was shot and killed in a duel -- early March 1782
Waddens’ widow pressed charges against Pond to authorities at Fort Detroit
it is unclear if there was a trial -- in any event no verdict was ever established in the case

AMERICAN ADVENTURER JOHN LEDYARD RETURNS TO AMERICA

(John Ledyard had joined British Royal Navy and sailed with Captain James Cook to the Northwest
Ledyard had been confined to barracks for refusing to fight Americans during the Revolution
after the return of Cook’s expedition to London ([1780] Ledyard sailed to the United States)
there he deserted from a British man-of-war off Long Island -- 1782
he promptly he made his way to a boardinghouse run by his mother
then fled home to Hartford, Connecticut

JOHN LEDYARD PUBLISHES AN ACCOUNT OF CAPTAIN COOK’S EXPEDITION

John Ledyard wrote a journal based on his experiences traveling with Captain Cook [1779-1779]
A Journal of Captain Cook’s Last Voyage published in Connecticut -- 1783

he told enthusiastically of the richness and variety of sea otter on the Pacific coast
he described how he came in contact with several canoes filled with Indians: **“I had no sooner beheld these Americans than I set them down for the same kind of people that inhabit the opposite side of the continent. They are rather above the middle stature, copper colored, and of an athletic make. They have long black hair, which they generally wear in a club at the top of the head; they fill it, when dressed with oil, paint and the down of birds. They also paint their faces with red, blue, and white.... Their clothing generally consists of skins, but they have two others sorts of garments: the one is made of the inner rind of some sort of bark, twisted and united together like the woof of our coarse cloths; the other... principally made with the hair of their dogs, which are mostly white and of the domestic kind.”**²

Ledyard also told of his adventures in China including the amazing demand

²W. Storrs Lee, *Washington State*, P. 14-15.

by Chinese merchants for pelts of every variety and condition

AMERICAN REVOLUTION COMES TO AN END

President George Washington's new nation was surrounded by enemies
creation of the new nation had been ratified by a treaty with Great Britain
Treaty of Paris was signed -- September 3, 1783
but the boundaries of the United States remained in doubt
by definition a treaty is an agreement under international law
entered into by sovereign states and international organizations
when the architects of the American government created the U.S. Constitution,
they clearly recognized that treaties along with the Constitution itself
are the supreme law of the land

ALEXANDER MACKENZIE JOINS THE NORTH WEST COMPANY

(Alexander Mackenzie was born [circa: 1764] in Stornoway
on the bleak island of Lewis, Scotland -- one of the Hebrides Islands
his family migrated to New York [about 1774]
when the American Revolution erupted, the father joined the British navy
young Alexander was sent to Montreal to attend school [sometime before 1778])
Mackenzie became an apprentice clerk in a Montreal free trading establishment counting house
known as the Montreal Merchants -- 1783
Plans of the Montreal Merchants to expand the company went forward
soon Mackenzie was dispatched by this firm to Fort Detroit and Fort Michilimackinac
in the Great Lakes region
from there moved into the interior where he worked for five years
while there he listened to tales of exploits told by Peter Pond and other adventurers

RUSSIAN FUR TRADING EXPEDITION TRAVELS TO THE NORTH PACIFIC WATERS

George Shelikof led a three vessel expedition for the Russian Shelikof-Golikof Company
they explored the north Pacific as far east as Prince William Sound (Alaska)
where Shelikof established several small settlements to barter with the natives -- August 1783
Shelikof-Golikof Company traders were very aggressive toward the Aleut people whom they enslaved
Russians robbed them, burned their huts and storehouses and forced the Indians to pay tribute
they made enemies of those who could have been their friends
all of these activities took place in the territory that earlier had been claimed by Spain

TREATY OF PARIS ENDS THE AMERICAN REVOLUTION

Creation of the new nation was ratified by a treaty with Great Britain

Treaty of Paris was signed which ended the American Revolution was signed -- September 3, 1783

by definition a treaty is an agreement under international law

entered into by sovereign states and international organizations

Great Britain recognized American independence

boundary was drawn between Maine (U.S.) and Nova Scotia (British);

45° north latitude separated the two nations from the St. Lawrence River watershed

to the Great Lakes and from Lake Superior to the headwaters of the Mississippi River

(no one at that time knew exactly where 45° north latitude actually was located

and but the boundaries of the United States remained in doubt)

also, President George Washington's new nation was surrounded by enemies

THOMAS JEFFERSON WAS CONCERNED ABOUT BRITISH EXPANSION

Thomas Jefferson, delegate to the Articles of Confederation government congress

wrote to Revolutionary War hero George Rogers Clark -- December 1783

“I find they [British] have subscribed a very large sum of money in England for exploring the country from the Mississippi to California. They pretend it is only to promote knowledge. I am afraid they have thoughts of colonizing into that quarter. Some of us have been talking here in a feeble way of making the attempt to search that country. But I doubt whether we have enough of that kind of spirit to raise the money. How would you like to lead such a party? tho I am afraid our prospect is not worth asking the question.”³

MONTREAL MERCHANTS TRADING COMBINE COLLAPSES

Rival Canadian fur trading companies and independent fur trappers competed with each other

and with Hudson's Bay Company to obtain valuable pelts from the Native Americans

they trapped and traded the Great Lakes region and far up the Saskatchewan River

toward the Rocky Mountains

Ruinous trade wars among several independent trading companies operating in Canada

led to the downfall of the Montreal Merchants combine

NORTH WEST COMPANY OFFICIALLY COMES INTO EXISTENCE

(There had been several fur companies that called themselves the North West Company

Montreal-based traders Benjamin Frobisher, Isaac Todd, Alexander Henry and others

had formed an organization referred to by that name [1770]

another North West Company offered sixteen shares to its founders [1779]

this was little more than a loose association of a few Montreal merchants who discussed

³ Constance Lindsay Skinner, *Adventurers of Oregon*, P. 27-28.

how they might break the stranglehold the Hudson's Bay Company)

North West Company was officially created on a long-term basis -- winter 1783-1784

Scottish descendants of independent trappers previously engaged in fur trade combined they joined the remnants of the Montreal Merchants company to form the North West Company at the time British Hudson's Bay Company was losing a million dollars a year (in today's money) so the giant company was not in a position to exert the great power allocated to it to drive out the upstart rivals

MERCHANTS IN MONTREAL HEAD THE NORTH WEST COMPANY

North West Company leaders were Scottish immigrants to Canada who lived in Montreal, Canada trading firms of McGill and Patterson and Todd and McGill provided leadership distinguished British firm of Benjamin and Joseph Frobisher was represented by Joseph Frobisher other leaders included Duncan McGillivray, Simon McTavish, Simon Frazer and Charles Grant along with other investor-partners such as Peter Pond they were men of energy, daring and keen business ability

Interracial trade was the foundation of the North West Company business in exchange for various types of furs, natives received red blankets and calicoes, various colors and sizes of beads, tobacco, kettles and house wares, guns, ammunition, knives, trinkets, toys, buttons and whiskey

North West Company furs poured into Europe to be sold at public auction such skins as wolverine, bear, mink, squirrel, elk, marten, otter and fox were sold by the single pelt beaver, bed-feathers, whale fins were sold by the pound lowly rabbit skins came in lots of a dozen

Corporate leaders received shares of the company's profits

NORTH WEST COMPANY AND HUDSON'S BAY COMPANY COMPETE

Newly formed Canadian North West Company was created to compete with Hudson's Bay Company

North West Company leaders believed they could deal their rival a fatal blow

by sending traders and trappers into the interior which provided two chances to get to the pelts:

- they could purchase pelts them from Indians;
- they could trap the animals and prepare the pelts themselves

North West Company leaders provided a link between Europe and the Canadian interior and back goods imported from England were shipped to Montreal to be taken into the wilderness

traders and trappers in the field received their supplies and trade goods from the company

North West Company's organization was very fragile

it was no more than an association of commercial men agreeing to carry on a fur trade several minor changes occurred in the North West Company's fiscal affairs

it was reorganized several times between [1783] and [1791]

Corporate offices for the North West Company opened in St. Gabriel Street, Montreal, Canada
geographically, North West Company headquarters in Montreal lay as far east as New York City

NORTH WEST COMPANY TRANSPORTS GOODS INTO THE WILDERNESS AND FURS OUT

North West Company realized that in the developing struggle with Hudson's Bay Company
victory could best be achieved by a better transportation system

It was realized that canoe brigades could not penetrate the western interior,
pick up furs from isolated posts and return to Montreal before the winter freeze-up

it was necessary to establish a midway transshipment point

"Grand Portage" was founded on the north shore of Lake Superior (today's northeastern Minnesota)

Grand Portage was a natural meeting place

it was located as far west as the canoes could travel in one season

and still get back to Montreal before the lakes and rivers froze up

it was the original route used by independent trappers and traders into the heart of the west

it was situated on a great bay where large numbers of canoes could find shelter

Two routes linking Montreal and Grand Portage were developed to Lake Huron

main route from Montreal went up the Ottawa River

then through rivers and smaller lakes to Lake Huron

other route followed the St. Lawrence Seaway and Lake Erie to Lake Huron

Lake Huron was linked to Lake Superior through Sault Ste. Marie

From Montreal goods had to be carried westward up rivers and across lakes

in huge "Montreal Canoes" (freight canoes) thirty-six foot long and six feet wide

although they were built of the thinnest yellow birch bark stretched over a white cedar frame

they weighed about 600 pounds

Montreal Canoes carried three to four tons of profitable trade goods and unprofitable provisions

this cargo was placed in the canoe on the "grand perch"

four poles were placed lengthwise in the canoe bottom

all goods were carefully stored so as to not touch the fragile birch bark

crews of six to twelve "Montreal Canoemen" (also called *mangeurs de lard*

or "pork-eaters" because of their diet of dried peas or beans, sea biscuit and salt pork

provided to them by North West Company)

paddled and poled over the "settled up" route up twisting rivers, across ninety portages

and along the windy north shore of Lake Superior to Grand Portage

they also made the return trip to Montreal carrying valuable furs to market

as they transported company goods, canoemen were allowed to barter with the Indians

often they could make their year's salary by conducting trade

Northwest Company maintained a definite schedule that determined the load of every canoe
each canoe took sixty-five packages of goods, 600 pounds of biscuit, 200 of pork,
three bushels of peas, two oilcloths, a sail, an ax, a towing line, a kettle,
a sponge for bailing, gum and bark for repairing the canoe

NORTH WEST COMPANY'S SECOND DIVISION OF ITS TRANSPORTATION LINK

Second leg of the journey occurred at Grand Portage (Minnesota) located on Lake Superior
where the Pigeon River enters the lake

First twenty miles of the Pigeon River was obstructed by waterfalls and rapids that had to be bypassed
this was accomplished by use of a nine mile portage footpath (thus the name for the route)

Grand Portage received the four ton cargoes carried from Montreal in Montreal Canoes
this cargo was divided into ninety-pound "pieces" or bales of goods and provisions
which were backpacked to the North West Company's "Rainy Lake House" for storage
(located near today's International Falls, Minnesota)

NORTH WEST COMPANY'S THIRD DIVISION OF ITS TRANSPORTATION LINK

Third leg of the journey was westward from Rainy Lake Depot (in today's Minnesota)
after spending the winter in the Rainy Lake Depot the ninety-pound pieces
were loaded into smaller, ton-and-a-half ton interior (sometimes called "North") canoes
which were manned by four to eight paddlers known as "voyageurs" (travelers)
(or sometimes they were known as "engages")

twenty-five foot long interior canoes carried half of the load of the Montreal Canoes
when fully loaded an interior canoe carried twenty-five to thirty "pieces"

During the summer uneducated, happy, enduring voyageurs paddled and poled canoes
up fifty miles of the Pigeon River and across Arrow Lake

they continued through bogs, mosquitoes, rapids and endless miles of flooded rivers
such as the Winnipeg River with its twenty-six portages to Lake Winnipeg
and on to the Athabasca District

EXPRESS SERVICE WAS RUN BY NORTH WEST COMPANY

Montreal and Canadian interior were linked by express service
an "Express Canoe" was not a physical type but rather a canoe used to rapidly carry
messages and passengers -- these had extra crewmen and carried no freight
when the express canoe approached the landing colorfully dressed voyageurs
sang their canoe songs
once tied to the landing, the voyageurs leaped into the water
and carried the passengers to dry ground

Trade was well organized with regular routes and schedules

two expresses brigades were sent annually -- (summer) and (winter)

(summer express left the posts ahead of the regular, causal, canoes

voyageurs carried news of the winter trade, dispatches to officials and letters home)

(winter express left Rainy Lake House in November and reached Sault Ste. Marie [in March]

canoes were useless in the interior at that time of year

they were replaced with snowshoes and sledges)

LIFE OF A VOYAGEUR

Only illiterate and enduring French-Canadian and half-breed voyageurs

could furnish the muscle that made the trade possible

and as the routes grew longer it began to look as if even their efforts would not be enough

Voyageurs (also known as “pork eaters”) seemed to be almost amphibious by nature and training

physically and mentally hardy, they were disdainful of hardship and danger

happy and amiable in disposition, they were care free, light-hearted and good natured

they would glide over every harsh experience with laughter and a song

they sang constantly while paddling their canoes or carrying packages around portages

during wet weather or at long portages the men were given a glass of rum

they were indifferent to all education other than the harsh training of the wilderness

their quick sympathy and humane instincts resulted in a kinship with the Indians

These laborers were employed to paddle canoes back and forth over the “settled up” river route

they transported supplies and trade goods to the West

they transported furs to Grand Portage in the East

Voyageurs traveled for six months out of the year

they paddled for eighteen hours a day; week after week

when necessary they carried loads at portages

two twenty-minute breaks were provided as they traveled -- one for breakfast; another for dinner

four hours was often the allowance for sleep

Portages were necessary around rapids or waterfalls -- everything was taken out of the canoe

two men carried the canoe upright on their shoulders

each man carried two ninety pound packs on his back

their load was partly supported by a strap across the forehead

some voyageurs often managed three packs -- for an additional wage

one famous voyageur, a huge Negro named Bonga

regularly carried no less than 450 pounds

voyageurs could trot along for miles on rough portage trails

during wet weather or at long portages men were given a glass of rum as a reward

When running rapids two men steered the canoe -- the "avant" (bowman) standing in front
and the "gouvernail" (steersman) standing in the rear
these positions paid higher wages
as in dangerous water the safety of canoes depended largely on their skill

Voyageurs dressed like Indians

their long black hair was worn over their shoulders to provide protection from mosquitoes
they possessed capes made of blanket worn over striped cotton shirts
their costume was completed with leather leggings, or cloth trousers, moccasins,
a belt of variegated worsted and a hat or fur cap

Voyageurs did not have time to "live off the land" by hunting or gathering

they carried their food with them with re-supplies provided along the route
this trip was often marked by privations as speed was essential

voyageurs were dependent on local Indians for supplies
voyageurs mostly ate meat -- eight pounds of buffalo, venison, or horse per day
ten pounds with the bone in
in the (autumn) they often substitute two geese or four ducks per man
or sometimes an equivalent amount of fish
in the West, no bread or vegetables were available

Before arriving at an outpost voyageurs always dressed for the occasion

they put on their plumes and made their costumes as regal as possible
voyageurs paddled the canoe at full speed as they approached the canoe landing
they sang their best selection of canoe songs
at the last possible moment, they all paddled backward
as the bowmen leaped ashore and seized the prow
guns of the fort were fired at the first sight of the approaching brigade
everyone at the post hastened to greet the arrivals

Voyageurs were proud and hardy people

they often spoke in picturesque contempt to the Montreal canoemen

NORTH WEST COMPANY EMPLOYEES WERE CALLED "NOR'WESTERS"

Anyone who worked for the North West Company was known as a Nor'Wester
from the Montreal merchants who owned and operated the company on down

To ensure the Montreal merchants corporate leaders maintained control of the North West Company
simple partnerships were created that allowed shares in the company to be transferred
this arrangement was designed to hold an employee's loyalty

Montreal Canoemen were hired for one to three years

they were responsible for transporting mail and provisions and trade goods to and from Montreal

they braved hazardous winds, river currents and ice
which plagued the river during the winter months
Voyageurs were employed for five years
they were mainly of French-Canadian descent but many later were Metis (half-breed)
number of Nor'Westers employed in transportation of goods and pelts
eventually increased from 500 to 2,000 men working in the three divisions
voyageurs had great respect for their superiors
some voyageurs remained in Indian country at retirement
these self-reliant retirees were called "Freemen" -- they were held in bad repute
as they were generally a shiftless element with contempt for both Indians and whites
"Wintering partners" (trapper/trader) were usually Scotsmen, and often former coureurs de bois,
were at the second level in chain of command
they held shares in the company without having to invest any money
an employee could retire and live very well on one share of company stock
wintering partners who had given the company long and distinguished service
might, upon his retirement, receive a second share in the company
retired wintering partners often cleared a piece of ground near some post
where he settled down to spend his remaining years
or on retirement he could sell his share and go to Montreal
"Clerks" (lower level wintering partners) were employed for terms of five or seven years
clerks were capable young men who received shares of the North West Company's profits
in proportion to the money they generated through trade
clerks were reasonably sure of becoming wintering partners after their apprenticeship was served
however, promotion required the consent of a majority of the corporate leaders
if a clerk did not receive a partnership his annual salary was increased
until he could be promoted to a wintering partner
occasionally, a retiring winter partner would give the young clerk selected to succeed him
his second share in the company
French Creoles-West Indians or American-born Negroes who spoke Creole
also held all kinds of positions in the North West Company
There was a constant readjustment of corporate leaders
as attempts were made to eliminate smaller stockholders
and tighten the monopoly for the North West Company owners

COMPANY COMPETITION BECAME VICIOUS

Nor'Westers fought for control of the interior fur trade
they gathered furs from the Native Americans in the wilderness

before they could be taken to Hudson's Bay Company posts to be traded
Competition, especially along (today's international boundary line) west of Grand Portage,
reached a point where indecencies were unbounded:

- Indians were demoralized with liquor;
- fur-bearing animals were killed without regard to future supply;
- Nor'Westers and Hudson's Bay men both resorted to outright murder

North West Company had to transport their furs to Montreal
across the region controlled by Hudson's Bay Company
when two groups met there was violence
voyageurs of the North West Company brigades held Hudson's Bay Company men in disgust
Nor'Westers contemptuously referred to the British company employees as "Peddlers"

Competition with North West Company
forced Hudson's Bay Company to change its system of trade
Hudson's Bay was forced to establish trading posts in the interior

PETER POND RETURNS TO ATHABASCA REGION TO TRADE AND MAP

Peter Pond was an early organizer of the North West Company
Pond explored the waterways around Lake Athabasca -- winter 1783-1784
he came into contact with many Indians from the country north of the lake
Pond determined the approximate locations of Great Slave Lake and Great Bear Lake
from the Indian people of the area
and perhaps learned of the routes of the (Peace) and (Mackenzie) rivers, also

AMERICAN REVOLUTION COMES TO AN END

Articles of Confederation Second Continental Congress ratified the Treaty of Paris -- January 14, 1784
British warships cleared New York harbor
Americans had endured many regulations under the control of the British government
but they also had enjoyed many privileges and opportunities
American status changed with the granting of independence
Americans were forced to seek out new markets
adventurers and traders from Boston, New York, Salem, Newport and Philadelphia
looked first to the Orient; then to the north Pacific coast for opportunities

RUSSIAN BUSINESSMAN GREGORY SHELIKOF TREATS THE NATIVES BADLY

Gregory Shelikof expanded his domain beyond Prince William Sound (Alaska)
he arrived on Kodiak Island in (Alaska's) Aleutian Islands
he named the region Russian-America and established a Russian headquarters there -- 1784

Shelikof-Gollikof Company sent out twelve hundred men to hunt for pelts
others were engaged in other activities for the company
Indians received a string of beads four feet long for a good sea otter skin
When Shelikof encountered several native women collecting berries
he hit on a scheme to ensure large profits in the fur trade
he carried them off to the building he had constructed and held them hostage
he rewarded the cooperation of the native men
by returning their wives in exchange for their daughters
and the young children of chiefs
Russian overhunting nearly destroyed populations of fur-bearing animals in the Aleutian Islands

JOHN JACOB ASTOR IMMIGRATES TO THE UNITED STATES

John Jacob Astor was born in the village of Waldorf, Deutschy of Baden, Germany [July 17, 1763]
at age fourteen, John Jacob took up his father's trade of butchering [1777]
he became dissatisfied and followed the example of his two older brothers
George Peter Astor had migrated to London
James Henry Astor had migrated to New York City
he ran away from his father's butcher shop and went to London at age seventeen [1780]
where his brother George Peter Astor sold musical instruments
he became a shopkeeper, principally in musical instruments
Astor took a small stock of goods to America and exchanged them for furs
returned to England and sold the furs for a good profit
Astor fled England for America four years later and arrived in Baltimore -- 1784
during his voyage he met a fellow countryman who talked to him about the fur trade
Astor was told his new-found friend was a furrier
this struck a chord in Astor and he soon began questioning his newly-made friend
regarding the quality and value of furs as well as their marketability
When the two men arrived in Baltimore --1784
Astor had one good suit, seven flutes and seven pounds sterling in his pocket
Astor was advised by his new friend to invest the proceeds he made
from the sale of his small stock of goods into furs
this he proceeded to do as he exchanged the flutes for furs
he returned to England and sold the furs for a good profit
John Jacob hastened to New York where his brother James Henry Astor was a prosperous butcher
John Jacob was apprenticed to a German baker for whom he peddled cakes
Astor became employed by Hayman Levy where he got his first experience in a fur store
he carried a pack of trinkets into the wilderness where he exchanged them for furs

UNITED STATES OPENS TRADE WITH CHINA

Empress of China, America's first merchant ship, was bound for China under the command of former U.S. Naval captain John Green accompanying the ship was ship's owner Robert Morris and supercargoes (business agents) Samuel Shaw and Thomas Randall who were responsible for the cargo aboard ship and for conducting trade *Empress of China* was loaded with thirty tons of leather and American ginseng for trade valued at \$30,727 to be exchanged for Chinese goods *Empress of China* set out from New York harbor -- February 22, 1784 just months after the British had finally evacuated the city after the Revolutionary War

AN OFFICIAL ACCOUNT OF CAPTAIN JAMES COOK'S FINAL VOYAGE WAS PUBLISHED

Captain James Cook kept a detailed official record of his voyage to the north Pacific this account, of course, abruptly ended [July 17, 1779] when he was killed by Hawaiian natives James King, eventual captain of the *Resolution*, completed the ship's log Accounts of the voyage were published by members of the crew John Rickman *Journal of Captain Cook's Last Voyage* [1781] Surgeon's Mate William Ellis on the *Discovery* published his record [1782] John Ledyard's *A Journal of Captain Cook's Last Voyage* [1783] *Journal of Captain Cook's Last Voyage to the Pacific Ocean* in three volumes (1,617 pages) was published in London -- June 1784 James King gave a vivid account of the prices paid to the crew in Canton (today's Guangzhou) for the sea otter furs public interest was so great all copies sold out in three days despite the high price

BRITISH INTEREST IN MARITIME TRADE RAPIDLY EXPANDS

Official published reports of Captain Cook's third voyage elevated interest in the Pacific Northwest and in the fur buying market of China Additional interest was generated in the great profits possible in a British "triangle trade"

- goods from England would be shipped would travel around South Africa's Cape of Good Hope to trade with merchants in Asia;
- Asian spices, silk and tea would be transported to the Pacific coast of North America to be exchanged with the Indians for furs;
- furs acquired from the Indians would be sold in the European market

vast sources of income could generate at each stop Impeding the profitable possibility of the triangle trade was the British system of trading licenses

two British companies held monopolies in issuing licenses to trade:

- South Sea Company had sole rights to British trade in the Pacific Ocean

only merchants licensed by the company could trade there

- East India Company had exclusive rights in India and China

only licensed merchants under heavy bond to the company could dispose of cargoes there
trading in both Asia and North America required a license from both companies

British adventurers in Asia heard of the profitable cargoes of sea otter furs

which Cook's expedition carried to China and traded for amazing profits

but because of licensing requirements only a few considered trading along the Pacific coast

trading without a license exposed ship, captain and crew to seizure by licensed traders

rather than be regulated by British companies, some British captains

decided to operate under foreign flags -- a very risky proposition

EMPRESS OF CHINA ARRIVES IN CANTON, CHINA

Empress of China traveled from New York around South America's Cape Horn

she reached the anchorage at Whampoa, China the anchorage for Canton -- August 28, 1784

to become the first American merchant ship to visit the Orient

they were well received by the Chinese authorities

Cargo of ginseng was transferred from the *Empress of China* and her holds were filled

with a fresh cargo of teas, silks and nankeens (Chinese goods of rough cotton and porcelains)

(*Empress of China* set sail for New York [December 1784])

DAVID THOMPSON BECOMES AN APPRENTICE FOR HUDSON'S BAY COMPANY

David Thompson was born [April 30, 1770] in Westminster, England to impoverished Welsh parents

his father died when David was two

at the tender age of seven, he was enrolled by his mother

in the London's historic Grey Coat charity school near Westminster Abbey

Thompson spent seven years in school preparing himself for life as a midshipman in the Royal Navy

his studies included algebra, trigonometry, geography and navigation using astronomy

as Thompson neared the end of his education

Hudson's Bay Company asked Grey Coat charity school for four more apprentices

only two were eligible at that time

one of them was the fourteen-year-old David Thompson

Apprenticed for seven years as a clerk to Hudson's Bay Company

Thompson went to Churchill Factory (in today's Manitoba) on the shore of Hudson's Bay

Indian canoes, heavy with furs, were arriving daily from the interior

a city boy, Thompson exulted in the wilderness

PETER POND DREAMS OF COMBINING THE PACIFIC TRADE AND CHINA TRADE

During a trip to Montreal Peter Pond picked up a copy
of Cook's recently published *Journal of Captain Cook's Last Voyage to the Pacific Ocean* -- 1784
together with rumors of John Ledyard's effort to reach the Pacific coast of North America
and word of the Russian thrust across the North Pacific
Pond became obsessed with the idea of capturing a share of the sea otter trade for his own company
and of combining the Pacific trade to China with new supply lines to the interior

PETER POND MAPS THE LAKE ATHABACA REGION

Peter Pond drew a celebrated map showing rivers and lakes from the Great Lakes and Hudson Bay
westward to the Rocky Mountains and northward to the Arctic Ocean -- 1784-1785
he indicated a large river flowing from Lake Athabasca to (Great) Slave Lake
which continued on to the Arctic Ocean, called by Pond the "Supposed, the Ice Sea"
Pond's map made him famous but he received more credit than he deserved
his maps of the West were mostly wrong

DAVID THOMPSON CONTINUES HIS APPRENTICESHIP WITH HUDSON'S BAY COMPANY

David Thompson was reassigned from Churchill Factory (in today's Manitoba) on Hudson Bay
to York Factory on the southwestern shore of Hudson Bay
With two Indians he walked the 120 miles from Churchill Factory to York Factory -- 1785
fifteen years old when he arrived, Thompson spent five years there as a clerk

ALEXANDER MACKENZIE BECOMES A PARTNER IN THE NORTH WEST COMPANY

Alexander Mackenzie had been working for the Montreal Merchants accounting firm
during the ruinous trade war that ended with the collapse of the company
Montreal Merchants was absorbed into the North West Company -- 1785
twenty-three-year-old Alexander Mackenzie was hired by his former competitors
he was made a full partner in the North West Company
this indicated the depth of his ability and his worth -- even to a rival
In celebration of his new employment, Mackenzie commissioned a formal portrait of himself
dressed in an immaculate wool suit and starched linens
his thick, wavy hair combed neatly back from his high, handsome forehead
he looked aloof and reserved -- which he was

PETER POND FEUDS WITH THE NORTH WEST COMPANY

After a conflict with the North West Company Peter Pond was removed from their employment

however, he was seen by the company to be so powerful that his demands were soon met
Pond rejoined the North West Company

Peter Pond's former friends who had stood beside him when he was first driven out of the company were furious with the company for forcing him out and with Peter Pond for coming back they banded together and made war on the North West Company brigades

NORTH WEST COMPANY MOVES INTO DEEPER INTO THE CANADIAN INTERIOR

North West Company used Grand Portage (Minnesota) near the Pigeon River as its base
however, the establishment of the American border and the subsequent threat of customs duties forced the Nor'Westers to search for another inland base to meet the growing demand for furs
Nor'Westers were forced to move deeper into the interior regions of Canada in search of pelts

BRITISH CAPTAIN JAMES HANNA BEGINS THE SEA TRADE FOR OTTER PELTS

Pioneering British sea trader James Hanna formed a business venture
with financial backing of John Henry Cox and his Bengal Fur Company of Macau, China
Hanna led the first British trading voyage to the coast after British Captain James Cook had investigated the north Pacific Ocean region and discovered Nootka Sound
Captain Cook pointed out Nootka Sound was best place to gather furs

Captain Hanna set out in a snow storm
from the free Portuguese the port of Macau, China -- April 15, 1785
with twenty men on small brig of only sixty tons christened the *Harmon*
he had had no license from the South Seas or East India companies
perhaps he sailed from the Portuguese port under a Portuguese flag
to avoid the cost of the British licenses

EMPRESS OF CHINA RETURNS FROM HER VOYAGE TO CHINA

After a journey of fourteen months and twenty-four days America's first merchant ship to China, *Empress of China*, returned to New York harbor -- May 11, 1785
bringing businessman and owner Robert Morris and Captain John Green home
Empress of China's voyage symbolized a breach of the British East India Company's tea monopoly
this voyage resulted in a thirty percent return on investment (about 1/10th of the return of later trips)
upstart businessman John Jacob Astor's share of the profits (\$55,000)
were credited with providing him the foundation for the great Astor family wealth
successful trade had been conducted with Chinese merchants
and encouraged others to invest in further trading with China
(*Empress of China* was refitted for a return voyage to Canton, financed by a new partnership
within two years American merchants along the east coast, particularly those in New England,

took up the China trade in earnest)

PROBLEMS CAN BE SEEN WITH THE AMERICAN-ORIENT TRADE

Return of the *Empress of China* had pointed out significant problems:

- United States produced nothing the Chinese wanted -- trade goods had to be acquired en route
- lack of American money under the Articles of Confederation government
meant Chinese goods had to be traded in Europe or the West Indies
as Americans could not afford to buy them

These problems might be overcome if American merchant ships
traveled around Africa's Cape of Good Hope to the Indian Ocean
to trade American goods for Middle Eastern goods to be taken to China and traded
before sailing home to Boston or New York with Chinese goods

RUSSIAIAN FURS ARE SOLD IN CHINA

5,000 sea otter pelts collected by Russian traders in Prince William Sound
were sold in China for \$160,000 -- 1785
a trader who invested \$500 might reasonably expect \$3,000 in return
one Russian agent made half a million dollars in one voyage

COMMERCIAL EXPEDITIONS REPLACE VOYAGES OF DISCOVERY AND EXPLORATION

European exploits in the waters of the Pacific Ocean had been limited to voyages of exploration
Spain wished to expand her sovereignty over the Pacific coast;
Russia wished to expand both its domain and fur trade;
Great Britain primarily hoped to find a Northwest Passage and extend her sovereignty over the area
With the discovery of valuable sea otter pelts by Captain Cook's crewmen,
commercial voyages rather than exploration expeditions
began to attract sailors to the Pacific Northwest
Spanish, English, Russian, American, Dutch, French and Portuguese ships
all began preparations to converge on the Pacific Northwest
visions of the trade for sea otters began to take the place of the quest for gold
in the search for fortune

KING GEORGE'S SOUND COMPANY IS CREATED TO CARRY OUT TRADE IN THE PACIFIC

Fur trade was both potentially lucrative and extremely frustrating for British traders
who had to obtain permission from two monopolistic corporations to trade
South Sea Company had exclusive trading rights in the Northwest
East India Company had the same rights in China

trade in both regions required two licenses

Bombay and London merchant Englishman Richard Cadman Etches and other British associates entered into a commercial partnership formed to conduct trade in sea otter pelts -- 1785

“King George’s Sound Company” headquartered in London, England

was named for Captain Cook’s original name for Nootka Sound

(this business syndicate was sometimes called Richard Cadman Etches and Company)

King George’s Sound Company was to undertake “a regular and reciprocal system of commerce between Great Britain, the Northwest coast of America, the Japanese, Kureil (Islands between Japan and Kamchatka, Russia), and Jesso Islands (Japan), and the coasts of Asia, Corea (sic) and China”⁴

Etches and his associates were able to obtain two licenses to trade in pelts for five years:

- South Sea Company license allowed them to trade and explore in the Pacific Ocean,
- East Indian Company provided a license to sell furs in China

KING GEORGE’S SOUND COMPANY SENDS TWO SHIPS TO THE NORTH PACIFIC

James Strange, a mysterious figure who was in Bombay, India,

was employed by Richard Cadman Etches’ King George’s Sound Company of London -- 1785

Strange also a business alliance with Bombay merchant David Scott

who was member of the East India Company

Scott had invested £3,000 in a trading venture to Nootka Sound

Strange may have also been acting as an informal British government observer

Two ships were fitted out in Bombay, India under orders from Supercargo James Strange

300-ton *Captain Cook* commanded by Henry Lawrie

100-ton *Experiment* under John Guise

This expedition sailed from Bombay, India with James Strange serving as supercargo -- 1785

(that is, the person responsible for the cargo and conducting trade)

FRANCE DEVELOPS AN INTEREST IN MARITIME TRADE

John Ledyard and John Paul Jones spoke often and glowingly about the Pacific coast to French King Louis XVI and his courtiers

France became interested in the West coast of North America

Louis XVI helped plan a scientific trip around the world to focus on two objectives:

- to make a scientific survey of the fur trading possibilities;
- to look for the Northwest Passage

Famous French naval officer and navigator Comte Jean Francoise de La Perouse (Count Galaup)

led an expedition for France aboard the *Boussole* -- August 1, 1785

⁴ Joseph Schafer, *A History of the Pacific Northwest*, P. 16.

accompanied by the ship *Astrolabe* under Fleuriot de Langue
both frigates were large -- 500-tons burden

Jean Francois Galaup was born [1751] into a middle-class family of some wealth
at age fifteen, he entered the French navy
he served with distinction in the Seven Years' War and the American Revolution
and received the title Comte de la Perouse

This scientific effort was designed to surpass the efforts of British Captain James Cook
staffed with scientists and observers their objectives were geographic, scientific, ethnological,
economic (looking for possibilities of whaling or fur trading)
and political (eventual establishment of French bases
or colonial cooperation with their Spanish allies in the Philippines)

they were to explore both the north and south Pacific Ocean
including the coasts of the Far East and of Australia

they were to send back reports through existing European outposts in the area

La Perouse sailed to Chile and on to the Sandwich Islands before reaching the North Pacific Ocean
his expedition landed near Mount St. Elias (Alaska) and explored the area [late June 1786]
he lost twenty-one men attempting to accomplish this task [July 13, 1786]

La Perouse turned south to explore down the Pacific coast to California

BRITISH CAPTAIN JAMES HANNA ARRIVED IN THE NORTHWEST

Captain James Hanna was hired in Macau, China to lead a trading expedition to the North Pacific
by John Henry Cox, John Reid and Daniel Beale of the Bengal Fur Company

Harmon arrived at Nootka Sound on the west side of Vancouver Island -- August 8, 1785

this was the first European effort to sail to the Pacific Northwest to trade in furs

he discovered and named Fitzhugh Sound -- 1785

Harmon was not well received by Chief Maquinna of the Mowachat Band of the Nu-Cha-Nulth people
who lived in the (Nootka) village of Yuquot on (what later became Friendly Cove)

natives, who had been dealing with Russian traders, were becoming suspicious of whites

after an altercation in which a number of natives lost their lives,

the Indians traded quietly and peaceably with Hanna

Hanna gathered 560 sea otter pelts worth about \$20,600 [1885 dollars] in about five weeks

Nootka Chief Maquinna (this was his title rather than his name)

later told of how he had been tricked by Captain Hanna

Maquinna was offered a chair that had powder sprinkled under it

Captain Hanna indicated this was an honor shown to most important visitors

Maquinna supposed the powder was sand until the captain lit the charge

Maquinna was raised from the deck by the blast and permanently scarred

CAPTAIN JAMES HANNA RETURNS TO MACAU, CHINA

After a relatively successful first ever British trading expedition

James Hanna left the Pacific coast of North America on the *Harmon* -- October 1, 1785

he carried 560 pelts and reported receiving \$120 for each pelt in Macau, China

Encouraged by this financial success, Bengal Fur Company sponsored a second voyage

PROFITS RUN HIGH IN THE SEA OTTER TRADE

Trade goods taken to the north Pacific coast such as cooper sheets, iron bars, pans, kettles, mirrors, guns, ammunition, colored cloth and glass beads could be traded for sea otter pelts

an investment of \$40,000 in trade goods could be sold in China for \$150,000 -- a 275% profit

\$150,000 worth of Chinese trade goods could be delivered in America

and sold for \$261,000 -- a 553% profit

in the London Market a single sea otter pelt was worth \$2,000

(Approximately 2½ million pelts were taken from the Pacific Coast in fifteen years)

NOOTKA SOUND IS DESTINED TO BECOME A VERY BUSY PORT

This inlet located on the West side (outside) of Vancouver Island

was first named "San Lorenzo" by Spanish Captain Juan Josef Perez [1774]

when British Captain James Cook visited the area he named it "King George's Sound" [1778]

before re-naming the inlet "Nootka Sound" after the local natives

Nootka Sound became a very busy port -- 1785 to [1795]

it became the center of all activity on the Northwest coast south of the Russian posts

little friction existed among nations trading for sea otter -- there were skins enough for everyone

(Thirty-five British vessels traded on the Northwest coast over the next ten year period

joined by ships from France, Spain, Russia and the United States)

RUSSIANS BECOME AWARE OF FRENCH PLANS TO EXPLORE THE NORTH PACIFIC

Czarina Catherine II learned of French Comte Jean Francoise de La Perouse's scientific expedition

she organized a Russian expedition to the north Pacific Ocean

American sailor Joseph Billings had sailed with Captain James Cook [1776-1779]

he joined the Russian navy as a lieutenant was appointed to command an expedition

to the coasts of Siberia and Alaska in search of the Northwest Passage

ahead of the French explorer Comte Jean Francoise de La Perouse -- October 1785

Joseph Billings' Siberian Pacific expedition lasted nine years

it was considered to be a failure by scholars of the time because expenditures outweighed results

however, a substantial record of achievement was established:

- accurate maps were made of the Chukchi Peninsula in Eastern Siberia,
the west coast of (Alaska) and the Aleutian Islands;
- members of the expedition landed on Kodiak Island;
- expedition compiled a census of the native population of the Aleutian Island
and reported stories of abuse by the Russian fur traders to the Russian government

(After the Expedition, Joseph Billings remained with the Imperial Russian Navy
before retiring [1797] and settling in Moscow, Russia)

AMERICA ATTEMPT TO DEVELOP A NEW TRADE ROUTE TO CHINA

An attempt was made to change the American trade route
to travel around Africa's Cape Horn rather than South America
to conduct trade in West Africa and the Indian Ocean

this was necessary because of a lack of trade goods of interest to West coast Indians
and the lack of money in the new United States to purchase Chinese goods

Elias Hasket Derby was a Salem, Massachusetts merchant and owner of the ship *Grand Turk*
she was built as a three-masted Revolutionary War privateer ship of 300 tons
designed for speed and yet still had good cargo capacity
she was outfitted for America's second trading expedition

Grand Turk under Captain Ebenezer West and William Vans, supercargo,
cleared Salem, Massachusetts -- December 1785

bound for Africa's Cape of Good Hope which was rounded in eighty-two days

(Markets in east Africa were not as good as anticipated)

Vans and West continued on to Mauritius, an island nation in the Indian Ocean,
which was then French control and had recently opened as a way station to U.S. vessels
The *Grand Turk* was apparently the first American vessel to call there)

(West and Vans wrote inform Derby that their American cargo was not in demand

French merchants who purchased the *Turk's* cargo offered a solution

they contracted the *Grand Turk* to take a cargo to Canton, China and then on to Boston
which was the only Chinese port then open to foreigners

Vans and West wrote to Derby to inform him of the new plan

but the decision to proceed was made before the letter ever reached Salem)

(Once the *Grand Turk* reached Canton the plan fell apart

the French merchants had not provided enough money to pay the duties, charges and presents
demanded by Chinese officials

Grand Turk could afford to continue on to Salem)

(Captain Vans and Supercargo West purchased a cargo on Derby's behalf

Grand Turk e arrived back in Salem harbor [May 22, 1787]

the first New England ship to trade directly with China)

CONTINENTAL CONGRESS REJECTS JOHN LEDYARD'S TRADE ARRANGEMENT

Proposal based on Ledyard's plan to create an American company
comparable to Great Britain's East India Company

was rejected by the Articles of Confederation Second Continental Congress -- 1786

it was decided that commercial endeavors **“between the United States and the Indians would be more prosperous if left unfettered in the hands of private adventurers, than if regulated by any system of national complexion.”**

John Ledyard is once again left without the prospect of a financial backer

JOHN LEDYARD RETURNS TO EUROPE

Ledyard continued his attempts to organize a fur hunting expedition to the Northwest coast
he visited the capitols of Europe looking for financing -- 1786

he went to Spain but could find no backers as their interest was focused in Central America,
South America and the Pacific Northwest

he visited Great Britain and France but could not find an investor
as the American Revolution continued sporadically
and they did not want to antagonize the Spanish

CAPTAIN JAMES HANNA UNDERTAKES A SECOND TRIP TO NORTH PACIFIC WATERS

Once again sailing for John Henry Cox, John Reid and Daniel Beale's Bengal Fur Company
Captain James Hanna left Macau, China with a crew of thirty -- May 17, 1786
aboard the 120-ton *Sea Otter* -- twice the size of his first ship

MACKENZIE ENVISIONS EXPANDING TRADE INTO THE CANADIAN INTERIOR

It took Mackenzie only a year to prove he could be a successful trapper and wintering partner
Alexander Mackenzie was sent to Fort Detroit in the Lake Erie vicinity -- 1786

there he envisioned a series of trading posts with at least one on the Columbia River
and another at the southern limit of British claims

he had a vision of linking the Columbia River trade with the East India Company
“who possess the Privilege of the Chinese Market”

Mackenzie further noted it was a matter of **“importance to Great Britain, as a maritime Power --& possibly, in the case of necessity, might be of consequence to the safety of Upper Canada.”**⁵

⁵ Oscar Osburn Winther, *The Great Northwest*, P. 36.

British Lieutenant Governor J. Graves Simcoe sponsored Mackenzie's plans
before the British Privy Council for Trade and Plantations in London

FRENCH EXPEDITION REACHES THE NORTH PACIFIC COAST

French Comte Jean Francoise de La Perouse (Count Galaup) sailing the *Boussole*
accompanied by the ship *Astrolabe* under Fleuriot de Langle
sailed the Pacific Ocean to 60° North where they arrived -- June 23, 1786
La Perouse and de Langle spent six weeks in the area looking for the North West Passage
they also made a scientific survey of the fur trade
they landed in the vicinity of Mount St. Elias -- late June

KING GEORGE'S SOUND COMPANY'S EXPEDITION REACHES NOOTKA SOUND

300-ton *Captain Cook* commanded by Captain Henry Lawrie
and 100-ton *Experiment* under Captain John Guise
arrived at Nootka Sound from Bombay, India -- June 25, 1786
this was the second expedition to arrive at Nootka Sound (after Captain James Hanna)
In a month of trading in Nootka Sound, Supercargo James Strange collected 600 sea otter pelts
in keeping with his orders from Bombay merchant David Scott,
ship's surgeon mate of *Captain Cook* John Mackay volunteered to serve as commercial agent
and remain at the southwestern tip of Nootka Sound's semi-circular harbor
that had been named "Friendly Cove" (today's Yuquot, British Columbia)
he would encourage Indians to collect and hold furs for King George's Sound Company
Indians promised to protect him and let him live in their village
Mackay remained with the natives for a year during which time they treated him well

ADVENTURER JOHN LEDYARD DEVELOPS A PLAN TO INVESTIGATE NORTH AMERICA

While in Europe John Ledyard attempted to organize a fur trading expedition
to the West coast of North American
he met with U.S. Minister to France Thomas Jefferson and Captain John Paul Jones in Paris -- 1786
Ledyard outlined for Jefferson and Jones a plan of exploration and trade
this was same scheme he had offered to American merchants
Jones became interested in Ledyard's trading plan
Jefferson became interested in Ledyard's plan for exploration
and the possible expansion of the new nation all the way to the Pacific Ocean
(this may, in fact, be the beginning of the idea for the Lewis and Clark Expedition
implemented many years later)
however, because of international concerns, Ledyard was unsuccessful in selling his grand scheme

Ledyard went to Hamburg, Germany and then on to Sweden -- both rejected him
he gave up on his idea of an exploration and trading voyage to the Pacific coast

ADVENTURER JOHN LEDYARD DEVELOPS A PLAN TO EXPLORE NORTH AMERICA

Having failed to find any financial backer for a trading trip to the Pacific coast

Ledyard turned his attention to the prospects of exploring North America

He developed a plan of exploration -- to go to the Northwest coast and cross North America alone
two possible routes presented themselves Ledyard:

- get passage to the West coast and strike out overland toward the Mississippi River
in the opposite direction from what he believed that trade goods had crossed the continent;
- return to the United States and set out from Kentucky's Mississippi River west bank
and "**penetrate Westwardly to the South Sea**"⁶ across the unknown continent

Thomas Jefferson proposed a third alternative: that he travel to Moscow and he walk across Russia
and Siberia to the Pacific Ocean, somehow cross the Pacific Ocean to North America
and journey across the North America to the United States on the East Coast

Ledyard accepted Jefferson's challenge and wrote a letter in which he announced:

"I am going across Siberia as I had once before intended...."⁷

Jefferson did not place much stock in Ledyard's plan

he described Ledyard as a "**person of ingenuity and information,**"

but with "**too much imagination**" (Thomas Jefferson Encyclopedia)

however, in spite of his misgivings, Jefferson trusted Ledyard's strength and resourcefulness

John Ledyard met with Sir Joseph Banks the President of Royal Society of London

Ledyard collaborated with Banks who provided the necessary letters of introduction

to request Russia grant permission for Ledyard to cross Siberia and to go on to Kamchatka,
to cross from there in some Russian vessel

to Captain Cook's King George's Sound (Nootka Sound)

from there Ledyard planned to penetrate East across North America to the Missouri River

Ledyard also received additional assistance from British businessman Richard Cadman Etches

Setting out on his most recent adventure Ledyard anticipated crossing over the frozen water

of Gulf of Bothnia (the northernmost arm of the Baltic Sea), then cross Finland into Russia

but when he arrived at the Gulf of Bothnia he found open water

Ledyard returned to Stockholm, Sweden to await the freeze

JOHN JACOB ASTOR DEVELOPS A BUSINESS PLAN

Astor intended to enter the fur fields about the head waters of the Mississippi River

⁶ Stephen D. Watrous, *John Ledyard's Journey Through Russia and Siberia 1787-1799*, P. 110.

⁷ Stephen D. Watrous, *John Ledyard's Journey Through Russia and Siberia 1787-1799*, P. 28.

observed Canadian fur companies were operating under very heavy expenses
furs and supplies had to be transported across continent to and from Montreal
Astor planned a chain of posts to connect the Columbia River with the Missouri River
essential part of plan was an overland route to the States for quick communication
China market was open to an American post on the Columbia River
Astor also dreamed of mid-Pacific station on some island the U.S. might procure

JOHN JACOB ASTOR -- BUSINESSMAN

Entered and developed the Louisiana Country [between 1784 and 1808]
before the federal government arrived
soon went among the Indians buying as cheaply and selling as dearly as he could
He began his own fur business at age twenty-three -- 1786
a beaver skin purchased from the Indians for \$1.00 sold in London for \$6.00
he quickly prospered and became wealthy

JOHN MEARES ENTERS THE SEA OTTER TRADE

Thirty-year-old John Meares had served in the British Royal Navy as a lieutenant
after the American Revolution, he took command of a merchant ship for a voyage to India
while in India he learned of the glowing accounts of fur trading given by James Cook's crew
he also learned of James Hanna's phenomenal luck in the sea otter trade
At Calcutta, India Meares joined John Henry Cox, John Reid and Daniel Beale's Bengal Fur Company
to form an expedition to collect furs along the north Pacific Coast
and trade for Chinese nankings -- July 1, 1786
Governor-General of India Sir John MacPherson was his patron and co-organizer of the expedition
this arrangement assured better treatment by Chinese officials in the port of Macau
Meares may have become the principal owner of the Bengal Fur Company
at least he was the company's guiding spirit
John Meares never permitted his conscience to interfere with a good business deal
ruthless and shrewd he was also resourceful and bold
he was harsh and unyielding -- when pressed he could become unscrupulous
he was willing to bribe, rob, or compromise to achieve a goal
he was neither modest nor reliable

JOHN MEARES PARTNERS WITH WILLIAM TIPPING

British East India Company held a monopoly on British trade in the Pacific Ocean
all British traders were required to be licensed with the company and pay duties
John Meares prepared two ships for the Bengal Fur Company

to journey to the North Pacific Ocean to trade for sea otter pelts

Meares took command of the *Nootka*

William Tipping (formerly of the *Harmon*) sailed the *Sea Otter* -- a popular name for ships

Tipping, like Meares, had been an officer in the Royal Navy

Meares did not license his ships -- instead he tried to conceal his illegal activity

by registering his ships in Macau, China -- then a Portuguese colony

Bengal Fur Company's *Nootka* and *Sea Otter* sailed under the Portuguese flag

Meares and Tipping, both brave and capable officers, sailed separately from Calcutta, India

but they made plans to rendezvous in Prince William Sound (Alaska)

after trading throughout the season

FRENCH SCIENTIFIC EXPEDITION SUFFERS A TRAGEDY

Comte Jean Francoise de La Perouse (Count Galaup) sailed the *Boussole*

Fleuriot de Langle was aboard *Astrolabe*

La Perouse entered and named "Port des Francais" (today it is known as Lituya Bay)

south of Mount St. Elias (Alaska)

he and took possession in the name of French King Louis XVI

Comte La Perouse set up an observatory

he remained for nearly a month looking for Strait of Anian (North West Passage)

he also made scientific survey of the fur trade

La Perouse's scientific expedition encountered heavy currents in Port des Francais

in a tragic accident a barge and two longboats carrying twenty-one men were lost -- July 13, 1786

Continuing on, the French explorers visited (Canada and Alaska's) Tlingit people

before La Perouse sailed south passing through the outer islands

of (today's British Columbia) on their way to California

Realizing a thorough investigation of the Northwest would take longer than anticipated

la Perouse sailed *Boussole* with M. de Langle the *Astrolabe* from 60° North

in a southerly direction to California waters looking for the Spanish activity

DAVID THOMPSON CONTINUES HIS APPRENTICESHIP IN THE INTERIOR OF CANADA

After serving as an apprentice clerk at York Factory on the shore of Hudson Bay

David Thompson took his trunk, handkerchief, shoes, shirts, gun, powder and a tin cup

he set out with a forty-six member fur brigade headed to the Canadian prairies -- July 21, 1786

to South Branch House -- the South Saskatchewan River's only significant fur trading post

next he moved to Cumberland House -- one of the most important fur trade depots in Canada

KING GEORGE'S SOUND COMPANY'S EXPEDITION SAILS FROM NOOTKA SOUND

Captain Cook and *Experiment* sailed from Nootka Sound -- July 28, 1786

four days later they reached the islands earlier identified by Captain James Hanna

James Strange named Scott Island and Cape Scott in honor of his partner David Scott

Strange also named Queen Charlotte Sound (today's Charlotte Strait)

between the northern tip of Vancouver Island and the mainland

Captain Cook and *Experiment* continued on to Prince William Sound (Alaska)

BRITISH CAPTAIN JOHN MEARES ARRIVES ON THE WEST COAST OF NORTH AMERICA

John Meares, head of a two-ship expedition for the John Henry Cox's Bengal Fur Company,

sailed the *Nootka* out of Malacca (today's Malaysia) headed to (today's Bataan) for supplies

although the island was under Spanish rule British East India Company ships visited often

Meares continued on his way to the North Pacific Ocean, stopping at the Sandwich Islands (Hawaii)

there a Hawaiian Chief from the island of Kauai named Tianna

(sometimes identified as Tiana, Tyana, Taiana, or Kaiana) joined the expedition

he was then in his early thirties and six feet five inches tall with a very muscular build

Hawaiians were referred to as "Kanakas" (free man) by the British

Nootka arrived in the Aleutian Islands (Alaska) -- August 1, 1786

there Meares met a Russian who escorted the *Nootka* to a harbor on Unalaska Island

where he anchored and began to trade with the Aleut Natives

CAPTAIN JAMES HANNA SAILS THE *SEA OTTER* (II) INTO NOOTKA SOUND

Captain James Hanna arrived at Nootka Sound -- August 1786

King George's Sound Company's Supercargo James Strange had visited the area previously

Hanna could purchase only fifty skins

After two days in Nootka Sound, Hanna sailed north along the west coast of (Vancouver Island)

he discovered and named a number of inlets and islands in honor of his partners

such as Cox's Island, Lane's Bay, "Fitz Hugh Sound," Lance's Islands and MacIntosh's Inlet

and various other geographic features

(these names, with the exception of Fitz Hugh Sound, were ignored by later explorers)

Hanna turned south along the outside of (Vancouver Island) and entered Clayoquot Sound

this was the homeland of Chief Wickannish of the Tla-o-qui-aht people

he was a dominate figure in the maritime fur trade

4,000 natives lived along the bay

Opitsat (opposite today's Tofino, British Columbia) was the largest village in the Northwest

however, Hanna's trading success was limited -- he could purchase only another fifty skins

before he set sail for the Bengal Fur Company headquarters in Macau, China

(Hanna spent the winter trading along the Pacific coast and augmented his trading with exploration

he discovered and named “Smith Sound” and “Fitz Hugh Sound” -- 1786
he visited Queen Charlotte Sound examining and naming several places
he named “Cox Point” named after John Henry Cox a merchant residing in China -- 1786
who had fitted out James Hanna’s two expeditions
(later, Cox would provide the same service for John Meares)
Hanna anchored in and named “St. Patrick’s Bay” [today’s St. Joseph Bay -- September 1786]
and named “Sea Otter Cove” at the same time)

BRITISH CAPTAIN JOHN MEARES TRADES IN THE ALEUTIAN ISLANDS (ALASKA)

Captain Meares found the Russians were obtaining all the sea otter pelts in the vicinity of Unalaska
leaving Unalaska Island, Meares used Captain James Cook’s journal and atlas as his guide
he conducted trade all the way to the Shumagin Islands (in the Aleutian chain)
he was the first English navigator to sail these waters -- August 20, 1786

John Meares sailed the *Nootka* to Cook Inlet (Alaska) where he conducted trade with the Indians
but it was very late in the season

he described the catching of sea otter by skilled native hunters and noted this activity

was far more dangerous than whaling: **“For this purpose two very small canoes are prepared, in each of which are two expert hunters. The instruments they employ on this occasion are bows and arrows, and a small harpoon. Thus equipped, the hunters proceed among the rocks in search of their prey. Sometimes they surprise him sleeping on his back, on the surface of the water; and, if they can get near the animal without awakening him, which required infinite precaution, he is easily harpooned and dragged to the boat, when a fierce battle very often ensues between the otter and the hunters, who are frequently wounded by the claws and teeth of the animal.”**⁸

SNUG HARBOR IN PRINCE WILLIAM SOUND BECOMES AN ACTIVE TRADING AREA

Bengal Fur Company’s William Tipping reached (Alaska’s) Prince William Sound
he sailed the *Sea Otter* (II) into Snug Harbor (today’s Valdez, Alaska) -- September 5, 1786
where he was to meet his trading partner John Meares as they had arranged

before their departure from Calcutta, India bound for the North Pacific

Tipping discovered King George’s Sound Company’s Supercargo James Strange
and the *Captain Cook* under Henry Lawrie and John Guise’s *Experiment*

James Strange was doing business with the blessing of the East India Company

James Strange informed Tipping there was little profit trading in the Prince William Sound area

Tipping dismissed the advice

after a few days, the unlicensed trader William Tipping continued northeast

⁸ Oscar Osburn Winther, *The Great Northwest*, P. 24.

through thick fog toward Prince William Sound -- never to be seen or heard of again
John Meares was, therefore, left in complete control of the Bengal Fur Company expedition

IMPERIAL EAGLE SAILS TO THE NORTH COAST OF NORTH AMERICA

Fictitious Austrian East India Company was operated by Bengal Fur Company's John Henry Cox
he purchased a large British ship, *Loudou*, and changed her name to the *Imperial Eagle* to evade
the exorbitant cost of licenses of the British East India Company and the South Sea Company
Imperial Eagle under the command of twenty-five-year-old Captain Charles William Barkley
and sailed out of London flying the flag of Austria -- September 6, 1786
to avoid procuring a license from East India Company
(Barkley's name is sometimes erroneously spelled "Barclay"
due to the misspelling of "Barclay Sound"
[in what is now British Columbia] on early Admiralty charts)
aboard was his seventeen-year-old bride Frances Hornby Travor Barkley
who kept a journal of the trip
After acquiring additional trade goods and false papers in Belgium
Imperial Eagle rounded South America's Cape Horn and made for the Sandwich Islands (Hawaii)

FRENCH SCIENTIFIC EXPEDITION LED BY JEAN LA PEROUSE VISITS NEW SPAIN (MEXICO)

French Comte Jean Francoise de La Perouse (Count Galaup) sailing *Boussole*
accompanied by Fleuriot de Langle aboard *Astrolabe* after having examined the (Alaska) shore
looking for signs of Spanish development from Aleutian Islands eastward to the Gulf of Alaska
and then on to the south to California
They entered Monterey Bay, California where they were well received -- September 14, 1786
Galaup met with Spanish Chief Pilot of San Blas Esteban Jose Martinez who wrote to his uncle
Manuel Antonio Flores the viceroy of New Granada (northern South America)
Martinez' letter concerned rumors he had heard of vast Russian efforts in the fur commerce
he said French explorer Jean La Perouse had a map showing four Russian settlements
and that one of the Russian settlements was at San Lorenzo (Nootka Sound)
Comte Jean Francoise de La Perouse (Count Galaup) completed an investigation
of Spanish settlements, ranches and missions
La Perouse continued on his scientific expedition

ETCHES SENDS A SECOND TRADING EXPEDITION TO THE NORTH PACIFIC

King George's Sound Company owner Richard Cadman Etches purchased two additional ships:

- 320-ton *King George* with a crew of sixty men;
- 200-ton *Queen Charlotte* with a crew of thirty

Etches employed two British naval officers who had sailed with Captain James Cook [1776-1779] to conduct a sea otter trading expedition in the waters explored by Captain Cook

Captain Nathaniel Portlock born [1748] was appointed to command a fur trading expedition he served as the chief officer of the larger *King George*

Lieutenant George Dixon served under Captain Portlock

he was commander of the smaller *Queen Charlotte*

King George and *Queen Charlotte* held the necessary license from the East India Company

both ships left London to cross the Atlantic Ocean -- September 16, 1786

as instructed by Richard Cadman Etches they were bound for the north Pacific Ocean by way of South America's Cape Horn

both ships were outfitted with trade goods and materials to establish several trading posts as the leaders of the expedition were specifically ordered to do

[winter 1786-1787] was spent in the Sandwich Islands [Hawaii])

KING GEORGE'S SOUND COMPANY SENDS A THIRD TRADING EXPEDITION

Richard Cadman Etches' King George's Sound Company

secured East Indian Company and South Sea Company licenses to trade -- 1786

two merchant ships were outfitted for a fur trading expedition to the Pacific Northwest coast

171-ton *Prince of Wales* was placed under the command of James Colnett

who had served under Captain Cook during his scientific expedition to the Antarctic

British Royal Navy Captain James Colnett was on leave of absence from the navy

65-ton sloop *Princess Royal* was commanded by Captain Charles Duncan

they operated under licenses from the South Sea Company and the British East India Company

their cargo of pelts was to be sold at East India Company's trading post in Canton, China

James Colnett and Charles Duncan sailed from England -- September 23, 1786

to cross the Atlantic Ocean around Cape Horn (South America) and continue to the North Pacific

DEPLOYMENT OF RICHARD CADMAN ETCHES' TRADERS

King George's Sound Company had already dispatched three expeditions

first Etches had sent Supercargo James Strange's expedition from Bombay 1785]-1786

composed of Henry Lawrie on *Captain Cook* and Captain John Guize on *Experiment*

to conduct trade with the blessing of the East India Company

next Etches had dispatch Captain Nathaniel Portlock on the *King George*

and Lieutenant George Dixon under Portlock on the *Queen Charlotte* 1786-[1787]

both ships were licensed by the East India Company

Etches sent Charles Barkley on *Imperial Eagle*

which was licensed by the fictitious Austrian East India Company 1786-[1787]

finally Richard Cadman Etches' King George's Sound Company secured licenses from both East Indian Company and the South Sea Company for two additional ships 1786-[1787] 171-ton *Prince of Wales* and 65-ton sloop *Princess Royal*

JOHN MEARES REACHES PRINCE WILLIAM SOUND

John Meares left Cook Inlet in search of his trading partner William Tipping and the *Sea Otter* (II) he sailed to Prince William Sound and entered Snug Harbor -- September 25, 1786

Meares learned that William Tipping and the *Sea Otter* had preceded him and departed with a cargo of peltries

Meares attempted to trade with the local Indians but pelts were not plentiful

there were signs that another ship had been at Prince William Sound recently

(in fact, William Tipping's *Sea Otter* had departed about two weeks earlier

while James Strange's *Captain Cook* and *Experiment* had sailed from there [September 14])

JOHN MEARES DECIDED TO REMAIN AT PRINCE WILLIAM SOUND FOR THE WINTER

Meares decided not to spend the winter in Sandwich Islands (Hawaii)

he feared his men would refuse to leave the delights of the islands and return to the North Pacific

Still at Snug Harbor in Prince William Sound John Meares talked with the local chief, Shenawah,

once the chief understood Meares' plan to remain for the winter he offered to help

Shenawah guided the *Nootka* fifteen miles up the inlet from Snug Harbor to a sheltered spot

Nootka became iced in by mid-November 1786

food became scarce and the crew fell ill to scurvy

JAMES STRANGE EXPEDITION RETURNS TO BOMBAY, INDIA

Richard Cadman Etches' King George's Sound Company two-ship expedition led by James Strange sailed out of Prince William Sound

Captain Cook under Henry Lawrie and *Experiment* under John Guise sailed to Macau, China

with a disappointingly small cargo of furs -- December 1786

Supercargo James Strange did not collect enough furs to pay the expenses of the expedition

he never returned to the Pacific Northwest

PETER POND AGAIN COMES UNDER SUSPICION

Peter Pond once again drew the attention of authorities at Fort Detroit -- winter 1786-1787

John Ross, a leader among the allied free traders and a rival of Peter Pond

was shot and killed during a confrontation

Two of Pond's men were arrested

but both the North West Company and the free traders who harassed the company united

to avoid any investigation by the authorities
both of Pond's men were acquitted and the killer's identity was never established
although many believed Peter Pond had ordered the killing
however, when he was brought to trial Peter Pond also was acquitted

ADVENTURER JOHN LEDYARD AGAIN SETS OUT TO CROSS RUSSIA AND SIBERIA

After being defeated in his first effort to cross Europe and Asia [1786]

American John Ledyard made preparations for a second expedition in Stockholm, Sweden
He set out on his journey across the Baltic Sea to St. Petersburg, (Leningrad) Russia -- March 1787

FROBISHER BROTHERS END THEIR FUR TRADING BUSINESS

Montreal Businessman Benjamin Frobisher died unexpectedly -- April 14, 1787

his youngest brother Joseph knew very little about the management side of the business
middle brother Thomas Frobisher knew nothing at all about running the company

Joseph and Thomas Frobisher went into business with the North West Company -- 1787

Simon McTavish became the man in charge of the Frobisher brother's business interests

NORTH WEST COMPANY EXPANDED IN SIZE AND INFLUENCE

Shares in the company were held by both agents in Montreal who controlled the company
and by wintering partners who spent the winter trading season in the fur country
they oversaw the trade in the field with the Indians, secured furs
and explored the expanding territory

several new partners were brought into the company -- 1787

North West Company employees were identified by their assignment

wintering partners known as "Factors" or "Partners-in-the-Field" or "proprietors"

were in command of the field operations -- they were second only to the Montreal partners
they were Scotsmen who held shares in the company without having to invest any capital
they could retire and live on their one share

however, for long and distinguished service, a retiring factor
might receive a double share

leisurely retirement was possible for factors who often cleared a piece of ground
near some post where he settled down to spend his remaining years
or upon retirement he could sell his share and go to Montreal or wherever he liked

"Clerks" were capable young men employed for terms of five or seven years

they receive shares in proportion to the capital they generated through trade

a Factor could name a young clerk to succeed him and give the second share to him

this would provide the clerk a full share in his own right

however, the consent of a majority of partners was required to promote a clerk
clerks could be reasonably sure of becoming a shareholder after an apprenticeship was served
if a clerk did not receive a partnership, his salary was increased annually
until he could be promoted to Factor status -- this ensured loyalty to the company
there was a constant readjustment of partners as clerks were promoted
merchants and wintering partners met every year (in July) at the company depot at Grand Junction
on Lake Superior (eventually the rendezvous was moved Fort William, Ontario)
North West Company required proprietors, clerks and other officials to keep a journal
More than 500 men were employed in the transportation of goods supplies and pelts
collectively they were referred "Nor'Westers"
"Montreal Boatmen" (or "voyageurs") were generally French-Canadians
light hearted and good natured, they sang constantly while working
they served as laborers and canoe paddlers and had great respect for their superiors
they paddled round-trips back and forth over the "settled up" route
to transport supplies and trade goods and supplies to the West
and transport furs back to the headquarters in the Montreal
strong men were given the post of "bowmen" and "steersmen" and received higher wages
as the safety of the boats depended largely on their skill in dangerous water
loads were packed in ninety pound bales for convenience at portages
where canoes and cargo were carried around rapids or waterfalls or to another river
Nor' Westers dressed as Indians with capes made of blanket worn over striped cotton shirts
they wore hats or fur caps and a belt of variegated worsted around the waist
their long black hair fell over the shoulders provided protection from mosquitoes
leather leggings or cloth trousers protected the legs and moccasins completed their attire
some Nor'Westers remained in Indian country at retirement
they were called "freemen" and were generally held in bad repute
usually shiftless, they could be filled with contempt for both Indians and whites
in time, half-breed sons and Iroquois were added to the French-Canadians
to serve as Montreal Boatmen and Voyageurs
(in the Columbia River region a number of Hawaiians [Kanakas] served as Voyageurs)
French Creoles-West Indians or American-born Negroes who spoke Creole
held all kinds of positions in the North West Company

NATHANIEL PORTLOCK AND GEORGE DIXON REACH COOK INLET (ALAKSA)

(Richard Cadman Etches' King George's Sound Company were under license

Captain Portlock and Lieutenant Dixon, both under license to the East India Company

had spent the (winter) in Sandwich Islands [Hawaii] [1786]-1787

they set out for the northern coast of North America [March 8, 1767])

Portlock arrived at Cook Inlet aboard the *King George*

accompanied by Dixon with the *Queen Charlotte* -- April 25, 1787

while looking for good anchorage, they were astonished by the report of a great gun

soon afterwards a party of Russians accompanied by some Indians came on board

since none of the Russians or Indians spoke English

no satisfactory information could be exchanged

but Portlock and Dixon were disappointed to find Russians already established there

Two veins of good burning coal were found, Portlock and Dixon named their location Coal Harbor

an elderly chief paid a visit to Dixon and informed the Englishman that his people

had fought and bettered the Russians whose relations with the Indians had not improve since

however, the chief knew by Dixon's and his men's dress that they were from a different nation

JAMES HANNA RETURNED TO MACAU, CHINA

Trading ship *Sea Otter* under James Hanna arrived at Macau, China -- May 8, 1787

furs he had procured for the Bengal Fur Company consisted of 100 sea otter skins

these were sold in Macau for \$50 each

and 300 different sized slips and pieces of sea otter that were sold at \$10 each

Hanna's total profit amounted to \$8,000

not enough to make the voyage a success, but enough to invite a third effort

(however, James Hanna died before a third trip could be undertaken)

PORTLOCK AND DIXON SAIL FROM COOK INLET TO PRINCE WILLIAM SOUND

Captain Nathaniel Portlock on the *King George* and George Dixon aboard the *Queen Charlotte*

sailed from Cook Inlet to Prince William Sound where trade was again undertaken

for Richard Cadman Etches' King George's Sound Company

Several Indian canoes visited the *Queen Charlotte* -- May 13, 1787

Sheenaawa, a chief of great consequence, arrived in one of these

he was accompanied by members of his tribe who proved themselves to be determined thieves

they exerted various tricks and great ingenuity to accomplish their goal

they danced, sang, laughed and diverted the attention of the sailors in every possible way

while slyly their hands seized everything on the deck

literally, they committed robbery with smiles on their faces

CAPTAIN BARKLEY REACHES THE SANDWICH ISLANDS ON THE *IMPERIAL EAGLE*

Captain Charles Barkley and his wife Frances reached the Sandwich Islands -- May 1787

Imperial Eagle was flying an Austrian flag to avoid British license fees

Several canoes were paddled out by natives to meet the ship

Hawaiians lived close to the sea and had superb swimming, diving and boat-handling skills

personal cleanliness was very important -- they bathed several times a day

Frances Barkley noted of Hawaiian women: **“Their dexterity in swimming is most surprising. They are quite equal to the men in the Art and cannot be distinguished from them in the Water; it is a disgusting sight.”**⁹

one native, a young woman named Winee, remained on board the *Imperial Eagle*

she became Frances Barkley’s personal servant

and accompanied on the ship to the Northwest coast

CAPTAIN PORTLOCK AND NATHANIEL DIXON DECIDE TO TRADE SEPARATELY

Portlock and Dixon decided to double their trading activities -- May 1787

Captain Nathaniel Portlock remained in Prince William Sound with the *King George*

Lieutenant George Dixon took the smaller *Queen Charlotte*

on several trading excursions up the sound

small boats were sent out to establish contact with the Native Americans

these excursions enjoyed some success

however, the expedition suffered from thefts by the native

sometimes accompanied by menacing gestures

GEORGE DIXON FINDS JOHN MEARES AND THE *NOOTKA* IN PRINCE WILLIAM SOUND

While trading Lieutenant George Dixon received some hints from the natives

that a vessel had spent the winter in the sound and was in distress in Prince William Sound

Dixon conducted a search for several days

Eventually Indians in two canoes led Lieutenant Dixon to the distressed ship -- May 21, 1787

Dixon discovered British Captain John Meares’ trading ship *Nootka*

twenty-three members of the crew had died from exposure and scurvy

their bodies had been dumped unceremoniously through groaning cracks in the ice
remaining twenty-one men were close to death

Meares was the only man strong enough to walk the deck of his ship

JOHN MEARES AND HIS REMAINING CREWMEN ARE RESCUED

Rescue came in the form of Lieutenant George Dixon and his crew from the *Queen Charlotte*

John Meares informed Dixon that few or no furs could be obtained in Prince William Sound

several vessels had already been on the coast for trade purposes and had visited the sound

⁹ Beth Hill, *The Remarkable World of Frances Barkley: 1769-1845*, P. 133.

and two or three others were expected next month

(if this was indeed the case it is odd none offered to assist the British officer)

George Dixon informed the unlicensed John Meares that he was an interloper in the sea otter trade because both Nathaniel Portlock and Dixon sailed under British license that had been acquired by Richard Cadman Etches' King George's Sound Company Meares was, in effect, captured Dixon gave Meares just enough assistance to enable him to save himself and the lives and his crew two men from the *Queen Charlotte* were put aboard the *Nootka* to allow the ship to sail however, Dixon extracted a high price for his assistance

he insisted Meares sign a bond for £1,000, to be forfeited

if he did not abandon his intentions to trade and leave the Pacific Coast

Meares was released with the understanding that he would sail directly for Macau, China and not return to the northwest coast

Meares agreed to the proposal -- but remained on the Pacific coast and conducted trade anyway

UNITED STATE CONSIDERS ALTERING THE ARTICLES OF CONFEDERATION

Articles of Confederation has proven to be inadequate in meeting the needs of the new nation chief problem with the new government was the lack of money

Continental Congress could print money; but the currency was worthless

thus leading to the expression "not worth a Continental"

earlier attempts to amend the Articles of Confederation had been inadequate or ended in failure

Finally a convention of political leaders was called to completely rewrite the Articles -- May 25, 1787 eventually delegates from twelve of the thirteen states were represented -- Rhode Island was absent seventy-four delegates were chosen to undertake the task

it was quickly decided to abandon the Articles of Confederation

and write a new plan for the federal government

Constitutional Convention began deliberations -- May 25, 1787

first three articles established the rules and separate powers

of the three branches of the federal government:

- legislature, the two houses of Congress (House of Representatives and Senate);
- executive branch led by the President and Vice-President;
- federal judiciary headed by the Supreme Court and consisting of other federal courts

Article Four described the relationship between the states and federal government

Article Five described how to amend (change) the U.S. Constitution

Article Six identified the U.S. Constitution as the "supreme law of the land"

Article Seven described how the U.S. Constitution was to be ratified (approved) by the states

(United States Constitution went into effect [March 4, 1789])

CAPTAIN JOHN MEARES REMAINS IN PRINCE WILLIAM SOUND

After a terrible winter spend in Prince William Sound where the *Nootka* had been frozen in *Nootka's* hold was not filled with furs, but Meares had obtained many pelts from natives in the Aleutian Islands and in Prince William Sound *Nootka*, with her still ailing crew, sailed close to Lieutenant Dixon's *Queen Charlotte* -- June 9, 1787 members of Lieutenant Dixon's crew rendered her some assistance

CAPTAIN NATHANIEL PORTLOCK SEND OUT A TRADING EXPEDITION

Two of the crewmen from the *King George*, Third Mate Mr. Hayward and Mr. Hill, were dispatched in the ship's long boat to Cook's River north of their location -- June 11, 1787 they returned with a very good cargo of pelts Portlock sent them off again to Cook's River with orders to return in a month

CAPTAIN PORTLOCK'S OFFICERS RETURN AFTER THEIR TRADING EXPEDITION

Captain Nathaniel Portlock's men, Third Mate Mr. Hayward and Mr. Hill returned in their longboat from their expedition to the Cook's River region -- June 21, 1787 after trading for only ten days -- they did not enjoy the success of their first expedition

CAPTAIN JOHN MEARES SAILS THE *NOOTKA* OUT OF PRINCE WILLIAM SOUND

Nootka's crew of twenty-four men including Meares sailed from Prince William Sound -- June 21, 1787 many of the crewmen were far from recovered from the devastating winter sailing the ship was very difficult Although Meares had given his word to Lieutenant George Dixon and had posted a £1,000 bond his first action after clearing the sound was to head east to conduct trade (ten days later he was at Sitka [Alaska] where he obtained sea otter pelts before continuing on to the Sandwich Islands)

FLYING AN AUSTRIAN FLAG THE *IMPERIAL EAGLE* ARRIVES AT NOOTKA SOUND

Sailing from the Sandwich Islands (Hawaii), Captain Charles Barkley anchored the *Imperial Eagle* in Nootka Sound which was commonly used by fur trading vessels -- June 1787 eighteen-year-old Frances Barkley, wife of the captain, became the first European woman and Winee the first Hawaiian woman known to have visited the Pacific Northwest *Imperial Eagle* was the largest ship to have entered Friendly Cove (today's Yuquot, B.C.) to that time Indians were greatly impressed by its enormous size -- 400 tons and forty guns but they were even more impressed by Frances Barkley's extraordinary red-gold hair *Imperial Eagle* was also the first merchant vessel to arrive at Nootka Sound -- June 1787

she was greeted by the Indians and an extremely dirty white man clad in sea otter skins
Irishman surgeon's mate John Mackay formerly of the *Captain Cook*
had been living among the natives since volunteering as agent
for Richard Cadman Etches' King George's Sound Company
he had been left behind at Nootka Sound by Supercargo James Strange [1786]
when the *Captain Cook* sailed to China

John MacKay agreed to sign on the *Imperial Eagle* as medical officer
Mackay helped Captain Barkley conduct a successful trade
soon 800 sea otter skins of varying conditions were acquired

John Mackay told Captain Barkley he had gathered information from the Indians
leading him to believe that Nootka Sound was not on the mainland of North America
but rather was on an island separated from the continent by a waterway

During their month-long stay at Nootka Sound,

Frances Barkley was impressed by Nootka Chief Maquinna and his management of the fur trade
Imperial Eagle acquired 700 prime skins and many others of inferior quality
worth a great fortune for sale in China

(MacKay accompanied Barkley when the ship left Nootka Sound)

GRAND TURK RETURNS TO AMERICA FROM TRADING WITH CHINESE MERCHANTS

American trading ship *Grand Turk* of Salem, Massachusetts returned to New England
bringing owner Elias Hasket Derby an exotic and profitable cargo
of Chinese teas and chinaware which sold at a great profit -- 1787

This successful venture promptly alerted the imagination of Boston merchant Joseph Barrell
he believed that great profits could be made by trading highly prized sea otter pelts in China
for tea and other Chinese goods

JOHN LEDYARD HAD DEVELOPED A YANKEE TRIANGULAR TRADE ROUTE PLAN

Ledyard's Yankee Triangular Trade would involve a three-way commerce:

- Massachusetts trade goods would be traded to the Northwest Indians,
- Northwest furs gathered from the natives would be taken to China to be traded,
- Chinese goods would be taken around the world back to Boston

Ledyard's triangular trade scheme required no forts, no settlements and no storehouses
ships fitted out in Boston or New York with trinkets, axes, hatchets and tobacco
proceed around South America's Cape Horn for six to eight months

bound for Sandwich Islands (Hawaii) where they would arrive for the (winter)
repairs would be made to the ships and supplies replenished

then the trade goods would be taken to the Northwest coast for another six to eight month's trading

before returning to the Sandwich Islands (Hawaii) for a second (winter)
merchant ship would then sail back to the Northwest coast for a second six to eight month's trade
and continue on to Macau or Canton (today's Guangzhou) China
for an additional six to eight months of trading
cargo of furs would go out
cargo of nankeens (rough cotton, Chinese porcelains, teas and silks) would be loaded
American merchant ship would return to Boston or New York
Great margin of profit was to be made at each port of call
(proceeds produced could exceed ten times the entire cost of the outfitting and subsistence)

JOHN LEDYARD'S TRIANGULAR TRADE PLAN BECOMES A REALITY

Joseph Barrell, prominent Boston merchant, trader and banker adopted John Ledyard's trade plan
his was convinced that Ledyard had proposed an original, foolproof idea
he seems to have taken the lead in the enterprise
Barrell asked five other Yankee merchants to join with him in forming the company
Charles Bullfinch the renowned architect who designed Boston's Bowdoin Square
along with slave trader Samuel Brown of Boston and shipmaster John Darby of Salem
these business leaders were joined by:

- Captain Crowell Hatch from Cambridge, Massachusetts,
- John M. Pintard a New York City merchant

All six investors gathered at the Bullfinch's library on a summer evening -- 1787
after reading a published account of Captain Cook's voyages
they were anxious to enter the Northwest fur trade

"Boston Marine Association" held their meetings at the famous old tavern *Bunch of Grapes*
all were anxious to enter the Northwest fur trade after reading the report of Captain James Cook
and learning of the trade opportunities suggested by John Ledyard
they began with a \$50,000 investment -- six men subscribed to fourteen shares of stock
each share worth \$600

Boston Marine Association became known locally as "Barrell, Bullfinch and Company"
It was a sound plan but late in developing
English traders in China had long before learned of the dazzling prices
to be received for their sea otter pelts

LIEUTENANT GEORGE DIXON SAILS OUT OF PRINCE WILLIAM SOUND TO TRADE

Queen Charlotte left the calmer waters of Prince William Sound -- June 27, 1787
she coasted south for some time until an inlet was seen -- there a boat was dispatched
it was found to be an excellent harbor -- Dixon anchored there

several canoes visited the ship and some pelts were traded -- but only a limited number
Dixon named the inlet "Port Mulgrave" (today's Yakutat Bay, Alaska)

Queen Charlotte continued south until another inlet was seen in the distance

after an examination by his boats, it was seen to extend for a considerable distance
and held a number of coves -- a place very well situated for anchorage

Dixon named his discovery "Norfolk Bay" (Sitka Sound)

natives there were civil and well-behaved at first -- but soon became troublesome
trade in this area was not very productive

GEORGE DIXON REACHES THE (QUEEN CHARLOTTE ISLANDS)

Captain Dixon sailed *Queen Charlotte* through what was later became known as (Dixon Entrance)
(later named in his honor)

Dixon reached the "Queen Charlotte Islands" (today's Haida Gwaii) which he named after his ship

as he reported in his journal: **"The Indians we fell in with in the morning of the 2d of July, did not seem inclined to dispose of their cloaks, though we endeavoured [sic] to tempt them by exhibiting various articles of trade such as toes [chisels or spikes], hatchets, adzes, howels [copper's planes], tin kettles, pans, etc., their attention seemed entirely taken up with viewing the vessel, which they apparently did with marks of wonder and surprise. This we looked on as a good omen, and....**

"After their curiosity, in some measure, subsided, they began to trade, and we presently bought what cloaks they had got, in exchange for toes, which they seem to like very much.

"By ten o'clock we were within a mile of shore, and saw the village where these Indians dwelt...; it consisted of about six huts.... A scene now commenced...with which we were so overjoyed, that we could scarcely believe the evidence of our senses. There were ten canoes about the ship, which contained, as nearly as I could estimate, 120 people; many of these brought most beautiful beaver [sea otter] cloaks; others excellent skins, and, in short, none came empty handed,...they fairly quarreled with each other about which should sell his cloak first; and some actually threw their furs on board, if nobody was at hand to receive them; but we took particular care to let none go from the vessel unpaid."

"In less than half an hour we purchased near 300 beaver skins, of an excellent quality;...[So that you may] form some idea of the cloaks we purchased here, I shall just observe, that they generally contain three good sea otter skins, one of which is cut in two pieces, afterwards they are neatly sewed together, so as to form a square, and are loosely tied about the shoulders with small leathers strings fastened on each side."¹⁰

This village probably was located at the head of Fury Bay on Langara Island

¹⁰ Charles Lillard, *Just East of Sundown: The Queen Charlotte Islands*, P. 67.

LIEUTENANT GEORGE DIXON TRADES AND EXPLORES (LANGARA ISLAND)

Dixon sailed the *Queen Charlotte* around Langara Island in the large archipelago
he entered and named “Cloak Bay” on Langara Island -- July 3, 1787
in remembrance of a large number of sea otter cloaks
he obtained from Indians along the west shore

As Dixon continued southward through what he determined was a large island or group of islands
he purchased a great number of sea otter pelts from the natives
Queen Charlotte sailed from Langara Island along the western shore of these islands
he named “Hippa Island,” “Rennell’s Sound,” “North Island,” and “Queen Charlotte Sound,”
traveling the length of the Queen Charlotte Islands [renamed Haida Gwaii 2007]

IMPERIAL EAGLE LEAVES NOOTKA SOUND AND SAILS SOUTH

When Captain Charles Barkley left Nootka Sound with a large number of sea otter skins -- July 1787
he took the *Imperial Eagle* south and entered a harbor where he conducted trade with the natives
he named the sound “Wickannish Sound” in honor of the local chief
(Wickannish Sound later became Clayoquot Sound)
Barkley also named “Frances Island” and “Hornby Peak” in honor of his bride
(neither name appears today)

Continuing south he entered a large sound now known as “Barkley Sound”
on (Vancouver Island south of today’s Ucluelet, British Columbia)
he named one of the channels in the sound after his ship, “Imperial Eagle Channel”
Barkley scurried along the coast searching for a fortune in pelts

CAPTAIN CHARLES BARKLEY DISCOVERS THE STRAIT OF JUAN DE FUCA

Leaving Wickaninnish Sound (today’s Clayoquot Sound)

Captain Charles Barkley proceeded south on the *Imperial Eagle* in clear weather
To his surprise he discovered the entrance to a strait at 49° north located between Cape Flattery
and the land he had just left (Vancouver Island) -- July 1787

he believed this to be the legendary Strait of Juan de Fuca and placed it on his chart

Frances Barkley wrote in her journal of the discovery: **“In the afternoon, to our great astonishment, we arrived off a large opening extending to the eastward, the entrance of which appeared to be about four leagues wide, and remained about that width as far as the eye could see, with a clear easterly horizon, which my husband immediately recognized as the long lost strait of Juan de Fuca, and to which he gave the name of the original discoverer, placing it on his chart.”**¹¹

Rather than sailing into the Strait of Juan de Fuca to explore, Barkley continued south

¹¹ Pierre Berton, *The Quest for the Northwest Passage and the North Pole, 1818-190*, P. 350.

past the mouth of the Strait of Juan de Fuca

his map and sketch of the entrance contained some comments regarding the Indians living at what he called “Cape Claaset” (today’s Cape Flattery)

he also included a drawing of “Pinnacle Rock” (Juan de Fuca’s Pillar) off the cape

Captain Barkley did not explore the strait but gave it its name

honoring the fabled Spanish explorer who claimed to have discovered

and sailed up a large strait at that location [1592]

all other previous explorers had missed the entrance

even Captain James Cook who had emphatically declared the passage could not exist [1778]

Rather than sailing into the Strait of Juan de Fuca to explore,

Captain Charles Barkley turned the *Imperial Eagle* south along the coast

LIEUTENANT GEORGE DIXON CONTINUES TO TRADE WITH THE HAIDA NATIVES

Haida Indian canoes continued to paddle out to trade with the *Queen Charlotte* -- July 9, 1787

there **“was an old man, who appeared to have some authority over the rest, though he had nothing to dispose of; he gave us to understand, that in another part of these islands, (pointing to the Eastward) he could produce plenty of furs for us, on which Captain Dixon gave him a light horseman’s cap: this present added greatly to his consequence, and procured him to the envy of his companions in the other canoes, who beheld the cap with a longing eye, and seemed to wish it in their possession.”**¹²

COLETT AND DUNCAN SPEND A SECOND SUMMER ON THE PACIFIC COAST

British Royal Navy Captain (on leave of absence) James Colnett

was placed in command of King George’s Sound Company’s two-ship expedition

Captain Colnett sailed the *Prince of Wales*

while Captain Charles Duncan sailed the sloop *Princess Royal*

Colnett and Duncan arrived at Nootka Sound from England -- July 1787

they remained at Nootka Sound the remainder of the month

there Scottish surgeon, botanist and naturalist Dr. Archibald Menzies

gathered botanical specimens under the watchful eye of Chief Maquinna’s sister-in-law

he collected a number of new plants on this voyage

and also ensured that none of the crew died of illness

Captain Charles Barkley’s *Imperial Eagle*, a large fur trading ship, had sailed from Nootka Sound

only two weeks before and had taken all of the Indians’ catch of furs

¹² Charles Lillard, *Just East of Sundown: The Queen Charlotte Islands*, P. 69.

SECOND MASSACRE ON THE WASHINGTON COAST

Continuing his trading expedition Captain Charles Barkley sited a river which interested him
(today's Hoh River)

Imperial Eagle was anchored off a small island -- July 24, 1787

Barkley ordered a boat be taken ashore to investigate and to trade copper with the natives for furs

Second Mate William Miller was put in charge of the jolly boat

six unarmed men rowed ashore accompanied by John Beale, purser

when they failed to return an armed party of twenty men went in search of them

they found clothes and evidence of murder -- they burned the Indian village in retaliation

(this event took place where seven men of the Spanish ship *Sonora* had been sent ashore

by Juan Francisco de la Bodega y Quadra to get fresh water [July 12, 1775]

Quadra named the location Isle Delores [Island of Sorrows])

Captain Barkley named the river "Destruction River"

(this name was later transferred by Captain George Vancouver to the island nearby

Quadra's Isle Delores became "Destruction Island")

(John Meares will later claim to have named the island)

(Destruction River will also be changed to the Hoh River)

Captain Barkley sailed the *Imperial Eagle* for the Sandwich Island en route to Canton, China

DIXON CONTINUED TO CONDUCT TRADE SAILING THE *QUEEN CHARLOTTE* EASTWARD

Eleven Haida canoes carrying 180 people came alongside the *Queen Charlotte* -- July 24, 1787

they were simply curious as they had nothing to trade

chief of this area had a very fierce appearance

larger than other natives, his body was spare and thin with strong muscular arms and legs

this formidable person had a firm, bold stride

LIEUTENANT DIXON NAMES THE QUEEN CHARLOTTE ISLANDS

Rounding the southern terminus of land, George Dixon named "Cape St. James"

and "St. James Point" on St. James' day -- July 25, 1787

Dixon turned the *Queen Charlotte* northward again returning up the east side of the archipelago

until he recognized high mountains that he had seen a few days earlier

Noting the area he had been working was a group of islands

he named the location the "Queen Charlotte Islands" in honor of his ship -- end of July

NATHANIEL PORTLOCK SAILS THE *KING GEORGE* OUT OF KING WILLIAM SOUND

Captain Portlock shifted the *King George* to Hinchinbroke Island (Alaska) -- July 26, 1787

some of the ship's boats were sent out to trade -- this proved to be only minimally successful

they suffered from continual thefts which were sometimes accompanied by menacing gestures
if attempts were made to resist the plunderers
finding trading difficult, Portlock sailed the *King George* to Sitka (Alaska)

LIEUTENANT GEORGE DIXON SEES THE OLD INDIAN ONCE AGAIN

No less the eighteen native canoes came alongside the *Queen Charlotte*
carrying about 200 Indians -- early afternoon July 29, 1787

Lieutenant Dixon reported **“this was not only the greatest concourse of traders we had seen, but what rendered the circumstance additionally pleasing, was the quantity of excellent furs they brought us, our trade now being equal, if not superior to that we met in Cloak Bay, both in number of skins, and the facility with which the natives traded, so that all of us were busily employed, and our articles of traffic exhibited in the greatest variety.”**¹³

One of the traders they encountered was the old man they had visit with several days before
he had lost his hat in a fight and showed Captain Dixon the wounds he received
trying to keep his hat -- he then asked for another promising with signs
that he would rather die that lose it

As the natives became increasingly treacherous Lieutenant George Dixon turned the *Queen Charlotte*
toward Nootka Sound -- he had already collected 1,821 sea otter skins

LIEUTENANT GEORGE DIXON ENTERS NOOTKA SOUND

Lieutenant George Dixon, Captain Portlock’s trading partner, reached Nootka Sound
where he encountered two merchant ships -- August 1, 1787

Prince of Wales commanded by Captain James Colnett

Princess Royal, commanded by Charles Duncan

both ships proved to belong to Richard Cadman Ethers’ King Georges Sound Company

as did Dixon’s *Queen Charlotte* and her sister ship, Captain Nathaniel Portlock’s *King George*

This was a fortunate meeting for everyone involved

Lieutenant Dixon learned that his trading partner Nathaniel Portlock was not at Nootka Sound
and learned from Duncan no furs were to be had at Nootka Sound

Captain Colnett and Duncan learned there were no pelts to be had at Prince William Sound
since they were all working for Richard Cadman Etches’ King George’s Sound Company

Dixon advised Colnett and Duncan to investigate the Queen Charlotte Islands instead

Lieutenant Dixon learned the Spanish were making plans for settlements south of Nootka Sound

Dixon decided not build an English settlement of his own at Nootka Sound

as he had been instructed by Richard Cadman Etches

¹³ Charles Lillard, *Just East of Sundown: The Queen Charlotte Islands*, P. 70.

later he explained to Etches that he used his “discretionary powers”
indeed, none of the men would volunteer to remain at a post

COLNETT AND DUNCAN SAIL OUT OF NOOTKA SOUND IN SEARCH OF TRADE

British Navy Captain James Colnett and Captain Charles Duncan had little success at Nootka Sound
on the advice of Lieutenant George Dixon they sailed north to the Queen Charlotte Islands
in search of favorable trade -- August 3, 1787

Captain Colnett took the *Prince of Wales* along the outside of (today’s Vancouver Island)
accompanied by Charles Duncan sailing the *Princess Royal*

KING GEORGE MAKES SLOW PROGRESS TOWARD SITKA (ALASKA)

Captain Nathaniel Portlock encountered shifting winds which slowed the progress of the *King George*
his ship was visited by two large canoes with twenty-five men, women and children on board
they appeared very honest and were invited to dinner in the captain’s cabin
they enjoyed the meal so much that the dishes were quickly replenished
these natives departed in the evening well pleased by their entertainment
and promised to return bringing their new friends more trade -- August 3, 1787

Good to their word, the natives returned with their friends

longboats were dispatched from the *King George* to take advantage of the opportunity
for several days additional tribes in the vicinity brought more trade

COLNETT AND DUNCAN REACH THE VICINITY OF THE QUEEN CHARLOTTE ISLANDS

Prince of Wales and *Princess Royal* reached the Queen Charlotte Islands -- August 4, 1787

James Colnett and Charles Duncan reached what they called “Port Ball” (today’s Calamity Bay)
although their primary focus was collecting sea otter pelts, Colnett remained at Port Ball
for eleven weeks while repairs were made to the *Prince of Wales*

While in Port Ball Captain Colnett used boats to explore the complex waterways
in the hope of finding the fabled Northwest Passage

(Juan Josef Perez had visited the northern Queen Charlottes [1774] but had not gone ashore)

Colnett and his crew were among the first Europeans to set foot on the islands

Colnett’s journal contained twelve maps of various channels, harbors, inlets and coastal features
including then unnamed (Principe Channel), (Douglas Channel) and (Laredo Sound)

Charles Duncan visited (today’s Aristazabal Island) and “Banks Island” named by Duncan
where he anchored at the south end of the island

Captain Charles Duncan sailed *Princess Royal* into the inner channels of the island chain
in search of trade --August 4, 1787

no anchorage was available so on several nights the ship was moored to trees

British crewmen made their first contact with the Kitkatla Tsimshian natives
minor conflicts escalated into larger incidents including the theft of a British longboat
violence soon followed, muskets, pistols and cannons were used by the British
several Tsimshian people were killed, wounded and taken captive
Captain Duncan named "Brooks Port" where he anchored
on his way south from Queen Charlotte Islands -- August 5

LIEUTENANT DIXON SAILED THE *QUEEN CHARLOTTE* TO THE SANDWICH ISLANDS

Lieutenant George Dixon, satisfied with his trading efforts,
turned the *Queen Charlotte* away from Nootka Sound -- August 8, 1787
(Not finding his trading partner, Captain Nathaniel Portlock,
where they had agreed to meet in the Sandwich Islands (Hawaii) Dixon continued on to Macau
with a load of 5,800 sea otter pelts
for Richard Cadman Etches' King George's Sound Company

CAPTAIN CHARLES DUNCAN ENTERS CLAYOQUOT SOUND

Continuing south from Brooks Port along the outside of (Vancouver Island) -- August 15, 1787
Duncan anchored the *Princess Royal* off the Nootka village of Ahousaht,
located on (Vargas Island) where he traded with Chief Wickaninnish of the Tla-o-qui-aht tribe
Wickaninnish was a rival of the Mowachaht chief Maquinna of Nootka Sound

CAPTAINS JOHN MEARES AND CHARLES DUNCAN MEET

Captain Meares on the *Nootka* arrived at the (Vancouver Island) native village
of Ahousaht -- August 16, 1787
Captain Charles Duncan, who had served under Captain James Cook, pointed out to Meares
the large island Cook had named New Caledonia (today's Meares Island)
Duncan named the point of land on the island "Colnett Point" in honor of his trading partner

CHARLES DUCAN TURNED THE *PRINCESS ROYAL* AWAY FROM THE COAST

When the weather began to turn Captain Duncan sailed for the Sandwich Islands -- August 17, 1787
to spent the [winter of 1787-1788]

CAPTAIN NATHANIEL PORTLOCK SAILS TO THE SANDWICH ISLANDS (HAWAII)

Having conducted as much trade as they seemed likely to accomplish
Portlock sailed the *King George* away from the North Pacific coast -- August 22, 1787
to meet his trading partner, Lieutenant George Dixon, in the Sandwich Islands (Hawaii)

FRENCH SCIENTIFIC EXPEDITION ENDS IN DISASTER

French Comte Jean Francoise de La Perouse (Count Galaup) sailed from California where he had visited with the Spanish officials

he visited East Asia, Japan before stopping in Russia -- September 7, 1787

At the Kamchatka Peninsula La Perouse put ashore the Russian interpreter Jean-Baptiste de Lesseps a Frenchman raised in St. Petersburg, Russia who was to make his way overland to Paris with reports, maps and de La Perouse's and de Langle's journals of the expedition to that time (he delivered these materials in Paris [1788])

French sea expedition next set sail for New Zealand, the Cape of Good Hope and home they reached New Zealand, but somewhere in Indian Ocean *Boussole* and *Astrolabe* were lost neither Comte Jean Francoise de La Perouse or Fleuriot de Langle nor their ships were ever heard from again

twenty-one officers and marines along with scholars and crew perished (remains of two large ships were discovered [1826])

between the reefs of remote islands of the Solomon chain

archeological investigations [2005] and [2008] proved these were *Boussole* and *Astrolabe*)

sole survivor of the French expedition was Jean-Baptiste de Lesseps, who had made his way overland to Paris

reports made by Comte Jean Francoise de La Perouse (Count Galaup) and Fleuriot de Langle did not encourage settlement efforts along the Pacific Coast

AMERICAN JOHN LEDYARD ATTEMPTS TO CROSS RUSSIA AND SIBERIA

Leaving from Moscow, Russia John Ledyard successfully crossed the Ural Mountains in three months and entered Siberia -- September 1787

he joined a party of Russians carrying supplies to Joseph Billings' Siberian Pacific Expedition as they forded major rivers and crossed the Central Siberian Plain -- September 1787

hardships experienced on this journey must be left to the imagination as no record was kept (Vitus Bering had taken seven years to make the same journey [1725])

BARREL, BULLFINCH AND COMPANY OUTFITS TWO SHIPS FOR THE SEA OTTER TRADE

Columbia Rediviva (Latin for "Columbia Revived") as a 220-ton ship eighty-three feet long with a twenty-four foot beam

Columbia Rediviva had been built at North River, Massachusetts [1773]

she had two decks, a figurehead with a square stern and carried ten mounted guns

she was manned by thirty men who quickly named her the *Columbia*

Lady Washington named for Martha Washington the wife of George Washington was a single-masted sloop when she was constructed in the [1750s]

Lady Washington was sixty-eight feet long with twenty-two foot beam
she was armed with two three-pounder cannons and two swivel guns aft
she had a crew of twelve

(a replica of this ship was built in Aberdeen, Washington and was launched [March 7, 1989])

There was no precedent other than British Captain James Cook's brief account
to tell the owners what sort of goods would most appeal to the Nootka Indians
as a result the ships were filled with quantities of items favored by East coast Indians
trinkets, pocket mirrors, iron tools and cooking utensils

AMERICAN CAPTAIN KENDRICK TAKES COMMAND OF THE *COLUMBIA REDIVIVA*

Captain John Kendrick, a friend of Charles Bullfinch, was hired to lead the trading expedition
and sail the *Columbia Rediviva*

he should have been a good choice -- he was impressive in size and courage
he had been to sea for a quarter century

during the Revolutionary War he had commanded three different privateers
he was a family man with six children and entered the sea otter trade for the money alone
at age forty-seven (almost ancient for those times and the sea trade)

he demonstrated a strange easygoing nature, sometimes even a lethargic demeanor,
which often sapped his effectiveness

he was something of a glad-hander when that could advance his status
a poor trader, he was interested only in his pay

he was tempestuous, brave, persuasive, bold and unconventional but also slow and cautious
and lacked the persistence and stability to execute his great and fanciful notions

he was intemperate in his habits and disposition

he had an unstable character and a distorted idea of honesty in his business dealings

he was not to be trusted with other people's property

AMERICAN CAPTAIN ROBERT GRAY TAKES COMMAND OF THE *LADY WASHINGTON*

Captain Robert Gray, also a friend of Charles Bullfinch, was second in command of the expedition
and sailed the ninety-ton sloop *Lady Washington*

he had been born in Rhode Island and was thirty-two years old

he had served during the Revolution as a privateer -- he had only one good eye
he had neither the colorful personality nor weaknesses of his superior, John Kendrick
shrewd in business, Captain Gray was honest -- but ruthless in driving a bargain

he was diligent regarding his obligations to the business owners

Gray was a typical Yankee Skipper: hard living, hard headed, rough and hot-tempered, impatient
stubborn, bad-tempered and brave to the point of being fool-hardy

he was a foul-mouthed coldblooded hard charger
because of his Puritan upbringing he insisted his crew worship on Sunday
fearless, he exhibited great respect for the Almighty
and attempted to convert the Indians he encountered to Christianity
sincerely religious and viciously uncouth, he quarreled, prayed and labored hard
in short, Captain Robert Gray was a vigorous and challenging man

COLUMBIA REDIVIVA AND LADY WASHINGTON SAIL FOR THE PACIFIC COAST

Captain John Kendrick on the *Columbia Rediviva*

and American Captain Robert Gray on the *Lady Washington* left Boston -- September 30, 1787
under the employ of Barrell, Bullfinch and Company

together they traveled by way of the Cape Verde Islands and the Straits of Magellan

Barrell, Bullfinch and Company's two captains did not get along well with each other

Voyage of the *Columbia Rediviva* and *Lady Washington* was to be a long one

around South America and on to the sea otter region of the north Pacific Ocean

it was planned *Columbia* would continue to China where she would exchange furs

for a cargo of tea and silk and return home to Boston

Lady Washington would remain on the Pacific coast and continue to trade until the *Columbia*

returned from her trip to China and Boston

CAPTAIN JAMES COLNETT SAILS FOR THE SANDWICH ISLANDS (HAWAII)

After spending eleven weeks in Port Ball (Calamity Bay) on Banks Island in the Queen Charlottes

Colnett sailed the *Prince of Wales* to the Sandwich Islands -- October 11, 1787

where he was to meet his trading partner Charles Duncan and the *Princess Royal*

(While anchored in Waimea, Kauai Captain James Colnett and Captain Charles Duncan

became involved in several violent conflicts

during which five Hawaiians were killed in one incident and fourteen in another)

JOHN MEARES SAILED *NOOTKA* TO MACAU, CHINA

Captain Meares brought the *Nootka* and its remaining crew members into port -- October 20, 1787

along with Kauai Chief Tianna who was the first Hawaiian (Kanaka) to visit China

Meares delivered precious little cargo as his sea otter trading efforts had been difficult and dangerous
but not been successful

Meares spent the [winter of 1787-1788] in Macau

BRITISH EAST INDIA COMPANY LEAVES MACAU, CHINA

British East India Company continued to have financial difficulties

company relations with the British government became increasingly strained
British Parliament passed a series of laws imposing a series of administrative and economic reforms
as the government established increasing control over the company
political functions of the East India Company were differentiated from its commercial activities
Under an agreement signed by China and Portugal
Macau officially became a territory solely under Portuguese administration -- 1787
Portuguese Governor of Macau Juan Carvalho became responsible for trade activities in Macau
because of restrictions imposed by the Chinese government
East India Company focused its business activities in India
and abandoned its trade in Macau
Richard Cadman Etches and his King George's Sound Company
lost their business contacts and access to British trading licenses
Etches did not give up his trade
rather he sailed his ships under foreign flags and sent them to foreign ports
thus avoiding British license fees

JOHN MEARES TAKES ADVANTAGE OF THE CHANGE IN MACAU, CHINA

With the British East Indian Company no longer competing with the Bengal Fur Company
Meares began looking for a new business partner with political clout in Macau
Meares entered into a financial arrangement with Portuguese merchant Juan Cawalho
who had the support of Portuguese Governor of Macau Juan Carvalho
because of his diplomatic status Carvalho had special privileges in the fur trade in Macau
Meares expected to gain preferential access to the Portuguese free port
and in the harbor at Nootka Sound
Portuguese Governor Carvalho had to explain to the Chinese authorities
how so many Portuguese gentlemen had English names, spoke English, used British boats
and traded in British coin

AMERICAN CAPTAINS KENDRICK AND GRAY CLASH CONSTANTLY AND OPENLY

After the month-long crossing from Boston both *Columbia Rediviva* and *Lady Washington*
paused to take on water and fresh food at the Cape Verde Islands -- November 1787
this operation should not have taken long, but Kendrick stretched the effort into forty days
“thirty-six more than I thought was necessary” Robert Gray wrote to Joseph Barrell
Captain John Kendrick was busy fending off challenges from his crew
Columbia Rediviva first mate Simeon Woodruff resigned in a huff and the ship's doctor deserted
Kendrick came to blows with his second mate, nineteen-year-old Robert Haswell
who was shifted to the *Lady Washington* at the Falkland Islands

JOHN LEDYARD CONTINUES TO CROSS SIBERIA

After an unbelievably difficult journey crossing the Ural Mountains and Siberian Plain
American John Ledyard met American Captain Joseph Billings at Yakutsk, Siberia
6,000 miles east of St. Petersburg -- November 13, 1787

Ledyard told Billings he wanted to cross to North America to explore the continent on foot
Ledyard and Billings traveled together down the Lena River toward Irkutsk, Siberia
after incredible hardships, they reached Irkutsk
where they waited for the ice to break up on Lake Baikal in Central Siberia

NATHANIEL PORTLOCK REACHES MACAU, CHINA ABOARD THE *KING GEORGE*

After procuring necessary supplies in the Sandwich Islands (Hawaii),
Captain Portlock set a course to take his 2,552 furs to Macau, China
he reached Macau, China where he found his trading partner
Lieutenant George Dixon -- November 21, 1787

Portlock and Dixon found the Macau market flooded with sea otter skins
their best skins were disposed of to the East India Company for \$50,000
inferior pelts were sold to Chinese merchants -- they realized only \$54,857

(After spending the winter in Macau, Captain Nathaniel Portlock sailed the *King George* to London
with a cargo of tea for the East India Company
he was accompanied by Lieutenant George Dixon aboard the *Queen Charlotte*
also carrying trade goods for the East India Company
both ships reached London [September 1788]

Portlock and Dixon published a narrative of their exploits

A Voyage Round the World, but More Particularly to the North-West Coast of America [1789]

Dixon also wrote about his controversial meeting with Captain John Meares in Snug Harbor
when he had found the British captain and his crew near death
Meares also wrote an account of this encounter giving his own, less accurate, version
both Portlock and Dixon had added to the geographic knowledge
of the then almost unknown north Pacific region
they had sketched a few harbors and named a few geographic features)

RICHARD CADMAN ETCHES PROPOSES THE NORTHWEST COAST BE COLONIZED

Etches was indignant with Captain Nathaniel Portlock and Lieutenant George Dixon
for failing in their assignment to establish King George's Sound Company trading posts
along the west coast of North America
and for achieving such a poor return on his investment

Etches proposed the British government colonize the Northwest with convicts

British government did not respond to his suggestion

(although this plan had been used in Australia)

Etches did not give up his efforts to conduct trade

instead he sent his ships to foreign ports and sailed under foreign flags

thus avoiding British license fees

CAPTAIN CHARLES BARKLEY SAILS THE *IMPERIAL EAGLE* TO MACAU, CHINA

After the massacre of six of his crew Captain Barkley sailed the *Imperial Eagle* to Macau, China

Barkley and his wife Frances were accompanied by her young Hawaiian servant, Winee

Barkley delivered eight hundred sea otter pelts which paid only 20,000 Spanish dollars

as the Chinese fur market had become saturated -- December 1787

Captain Charles Barkley met with John Meares in Macau, China

he told Meares of his discoveries of Barclay Sound and the Strait of Juan de Fuca

Winee had fallen ill and Barkley requested that Meares

take her back to the Sandwich Islands (Hawaii) on his return voyage to the Pacific coast

John Meares agreed to provide transportation for Winee

Barkley learned the fictitious Austrian East India Company which employed him and owned his ship

was in difficulty with the British government for operating without proper licenses

Barkley suffered at the hands of agents of the *Imperial Eagle* and John Meares

because of the lack of financial support Barkley was required to surrender his ship's log, charts

and private stores without compensation

these fell into John Meares' hands who removed the pages

that told of the discoveries of Barclay Sound and the Strait of Juan de Fuca

Mrs. Frances Barkley noted in her journal the captain's charts, journals,

and private stores were confiscated dishonestly by Meares

Meares was a great collector of information

JOHN MEARES ORGANIZES A SECOND TRADING EXPEDITION

(Meares' first expedition to the North West Coast [1787] had not been successful

his trading partner Captain William Tipping and the *Sea Otter* had been lost at sea

while Meares himself after spending a terrible winter at Snug Harbor in Prince William Sound

had lost half his crew [1786-1787]

he arrived in Macau, China with only a small number of pelts)

Meares convinced his old partners in Macau John Henry Cox, John Reid and Daniel Beale

of the Bengal Fur Company to invest in a second expedition

Meares sold the *Nootka* and adjusted his sailing papers -- December 1787

Portuguese merchant Juan Cawalho joined forces with John Meares and the Bengal Fur Company to finance the purchase of two ships for used in the sea otter trade
when acquired these were renamed the *Felice Adventurer* and *Iphigenia Nubiana*
(both were spelled various ways)
Portuguese names were used to disguise the fact that they were, in fact, British ships

DAVID THOMPSON TRADES ALONG THE SASKATCHEWAN RIVER IN CANADA

Seventeen-year-old David Thompson spent his second winter living among Piegan natives in a teepee belonging to an old Cree Indian, Saukamappee,
on the Bow River (in today's Alberta, Canada) -- winter 1787-1788
Indians filled his soul with history and taught him the art of survival in the wilderness
he learned much of the language, life and customs of the native people of the northern plains
and became familiar with Piegan war chief Kootanae Apee

JOHN MEARES MOVES HIS BASE OF OPERATION FROM MACAU TO CANTON, CHINA

Meares establish his new business interests in Canton, China (today's Guangzhou)
to avoid being troubled by the prying eyes of Macau authorities -- January 1788
Meares outfitted the 230-ton *Felice Adventurer* and 200-ton *Iphigenia Nubiana*
for a trading voyage to the north Pacific coast with the help of several merchants
who were partners in Richard Etches' Bengal Fur Company
Meares registered both ships under the name of the Portuguese firm of Cawalho and Company
he sailed under the flag of Portugal and no longer bothered with British licenses
from the British South Sea Company and East India Company
Meares ships were prepared to sail
newly renamed *Felice Adventurer* (usually known as the *Felice*) with its with fifty crewmen
was under the command of Captain John Meares accompanied by Supercargo Robert Duffin
newly renamed *Iphigenia Nubiana* (usually known as *Iphigenia*) with its forty crewmen
was officered by merchant ship captain Scotsman William Douglas
who served as supercargo (business agent) on the ship
Portuguese Captain Francisco Jose Viana was the supposed commander
since the ship was sailing under a Portuguese flag
Iphigenia was manned with a Bengalese crew from India (today's Bangladesh)
Suspicious Chinese officials ordered *Iphigenia Nubiana* out of Canton's harbor
along with expedition commander John Meares on the *Felice Adventurer*

CAPTAIN JOHN MEARES SAILS FROM CANTON, CHINA TO THE PACIFIC COAST

Meares' two-ship expedition sailed to the Northwest under Portuguese flags -- January 22, 1788

(however, months later Meares will claim to have operated under British colors)

Felice Adventurer carried three passengers on the way to the Pacific coast

two Hawaiians who were returning to the homeland

Winee, a Hawaiian girl who had travelled to Macau on the ship *Imperial Eagle*

as the servant of Frances Barkley, the wife of the ship's captain, Charles William Barkley

Chief Tianna whom Meares had brought from the (Hawaiian) island of (Kauai)

Comekela, the brother of the Nootka chief Maquinna, who had been brought to Macau, China

by James Hanna to learn English and to act as interpreter for the fur traders

John Meares added several other endeavors to his trading scheme

in the hold of the *Iphigenia Nubiana* he loaded the framework and supplies for a small sloop

that could easily be maneuvered in and out of the tortuous inlets of the Pacific coast

Supercargo William Douglas also carried supplies and equipment for a settlement

also aboard *Iphigenia* were fifty or so Chinese, most of whom were craftsmen,

they were hired because they were faithful workers -- and cheap labor

they would help him on building projects planned for the Northwest by Richard Cadman Etches

(they will become the first of their countrymen in the Pacific Northwest)

WINEE DIES DURING THE CROSSING FROM MACAU TO THE SANDWICH ISLANDS

Both the young Hawaiian woman Winee and Kauai Chief Tianna fell ill during the crossing

John Meares wrote: **“Our friends of Owyhee [Hawaii] had suffered extremely during the passage across the China seas...the poor unfortunate woman justified our fear concerning her, that she would never again see her friends or native land. She died February 5, 1788. At noon her body was committed to the deep; nor was it thought an unbecoming act to grace her remains with the formalities of that religion [Christianity] which opens wide its arms to the whole human race.”**¹⁴

Tianna recovered

CAPTAIN JOHN MEARES' EXPEDITON STOPS IN THE PHILIPPINES

Felice Adventurer and *Iphigenia Nubiana* stopped for supplies in the Philippines

repairs were undertaken to the *Iphigenia* which had been damaged in a storm

Captain Meares sailed the *Felice* for the Pacific Coast

leaving Supercargo William Douglas to complete repairs on the *Iphigenia*

arrangements had been made to meet in Nootka Sound

AMERICANS JOHN LEDYARD AND JOSEPH BILLINGS WAIT FOR THE SPRING THAW

Ledyard and Billings remained in Irkutsk, Siberia waiting of the ice of Lake Baikal to break

¹⁴ John Meares, *Voyages Made in the Years 1788 and 1789*, P. 27.

two hussars (Russian cavalry soldiers) appeared at Ledyard's dwelling -- February 24, 1788
they took Ledyard into custody as a spy -- Ledyard was returned to Moscow for questioning

SPAIN PLANS TO INVESTIGATE ACTIVITIES IN THE NORTH PACIFIC

Spain had long regarded the entire Pacific coast as Spanish territory

Spain had no intention of abandoning her claim of sovereignty over the Pacific coast
she needed to better know what lay between the California missions and the Russian settlements

Spain was aware of many changes that had taken place regarding the North Pacific Ocean

- publication of Captain James Cook's journals [published about 1784] brought newly-made charts very different from the Spanish maps and weakened Spain's claim of discovery
these charts placed Russian settlements much further north than the Spanish had;
- Spain had heard English and American vessels were trading on northwest coast;
- as a result of La Perouse's report it was suspected France might be intending to join in the fur trade

Lack of any Spanish outpost north of California made it imperative that a firm stand be taken

Spain needed to know more fully what lay between its chain of California missions
and the Russian settlements of the north Pacific region

King of Spain Carlos III wished to know at once what trade was taking place in his territory
he ordered two ships sent from San Blas

- to verify reports of activities to the north of New Spain (Mexico);
- to establish settlements anywhere not already occupied by a "civilized" nation;
- to restrict free trade by other nations along the Pacific coast

Spain had long enforced this policy within the lands of her empire
however, it was difficult to organize an expedition to protect Spain's claim of discovery
as a shortage of ships and officers still prevailed in San Blas, New Spain (Mexico)
most of the naval officers in San Blas had gone away
to defend the Caribbean against English pirates

SPANISH WARSHIPS STRENGTHEN SPAIN'S CLAIM TO THE PACIFIC SHORE

Fifty-first Viceroy of New Spain Manuel Antonio Flores (the former Viceroy of New Granada)
sent his nephew Esteban Jose Martinez as commander of a three ship expedition

Martinez was chief pilot of the port of San Blas

he was the only man available for command

he was not the best choice because he was boastful and conceited

he also had an unpredictable temper when he drank too much

additional officers were sent from Cuba to assist Martinez

Two war ships were sent north from San Blas, New Spain to investigate activity in the north Pacific

Spanish Chief Pilot Esteban Jose Martinez on the twenty-six-gun corvette *Princesa*
was in command of the expedition
he was accompanied by Pilot Gonzalo Lope de Haro on the small packet boat *San Carlos*

JOHN MEARES STOPS AT THE BIG ISLAND OF HAWAII

Having left his trading partner Supercargo William Douglas and the *Iphigenia Nubiana* behind
Meares sailed the *Felice Adventurer* from the Philippines and arrived in the Sandwich Islands
Celebrated Hawaiian Chief from the island of Kauai Tianna left the *Felice*
carrying his accumulated treasures acquired in the Pacific Northwest
However, leadership of the island of Kauai was under dispute
Chief Tianna went to the big island of Hawaii under the protection of King Kalakaua
rather than return to his island home of Kauai where he feared his enemies had taken control
and he would be murdered
When the *Felice Adventurer* set sail for Nootka Sound Chief Tianna accompanied her

JAMES COLNETT AND CHARLES DUNCAN RETURN TO THE PACIFIC COAST

After wintering in the Sandwich Islands (Hawaii)
British Royal Navy Captain James Colnett was on leave of absence returned to the Pacific coast
sailing the *Prince of Wales*
he was accompanied by Captain Charles Duncan with the *Princess Royal* -- March 1788
because Richard Cadman Etches had properly purchased
East India Company and South Sea Company licenses for his ships [1786]
Prince of Wales and *Princess Royal* sailed under British flags
Once on the coast, unlike the previous year, they parted ways and operated independently
after a season of trading the British captains planned to meet and Nootka Sound
and sail to the Sandwich Islands before sailing on to Macau, China
Captain James Colnett's *Prince of Wales* traveled to Prince William Sound
where he anchored in and named "Safety Cove" (on Calvert Island) -- 1788
(there he spent the summer trading with Indians before sailing to the Sandwich Islands)
Captain Charles Duncan sailed to Nootka Sound to make repairs to the *Princess Royal*

SPANISH WAR SHIPS ARRIVE IN RUSSIAN-AMERICAN (ALASKA) WATERS

Spanish Chief Pilot of San Blas Esteban Jose Martinez sailing the *Princesa* led the expedition
he was accompanied by Pilot Gonzalo Lope de Haro on the packet boat *San Carlos*
Both ships arrived at Prince William Sound (Alaska) -- May 1788
they secretly took possession of Unalaska Island for Spain
but were alarmed by evidence of heavy Russian, English, and American trading in the area

Martinez and Haro sailed west out of Prince William Sound in search of additional Russian activity
Pilot Gonzalo Lope de Haro sailed the *San Carlos* toward Kodiak Island in the Aleutian chain
Chief Pilot Esteban Jose Martinez sailed the *Princesa* further east
to Trinity Island in the (Alaskan) Aleutian chain where he found Russian trapping activity

PETER POND BEGINS CONSTRUCTION ON FORT CHIPEWYAN

Peter Pond set out from North West Company headquarters at Grand Portage
at the West end of Lake Superior (on the Minnesota shore)
Far to the northwest of Grand Portage a thousand miles and seventy days journey from Lake Superior
Pond discovered Lake Athabasca and the Athabasca River (in Alberta)
Fort Chipewyan was constructed by Peter Pond on the southwest edge of Lake Athabasca -- 1788
Peter Pond discovered a westward flowing Athabasca River running into Lake Athabasca
that he thought might be the "Great River of the West"
Peter Pond served as a wintering partner for the North West Company
he traveled as far North as Great Slave Lake and often acquired furs by using opium on the natives
which quickly produced cooperative attitude from the Indians
unless the dose was too large -- then it induced violence or death

AMERICAN CAPTAINS JOHN KENDRICK AND ROBERT GRAY SEPARATE

Columbia Rediviva and *Lady Washington*, sailing together approached Cape Horn -- April 1, 1788
because of delays at the Falkland Islands

it was late in the trading season and worst possible season of the year
huge seas and blinding snowstorms separated the two ships

Captain John Kendrick of the *Columbia Rediviva* and Captain Robert Gray on the *Lady Washington*
went separate directions across the Pacific Ocean

(Captain Gray later noted in his report to Joseph Barrell, "**I had the good luck to part
Company...and I made the Coast six weeks sooner by being alone.**"¹⁵)

DAVID THOMPSON CHANGES HIS HUDSON'S BAY COMPANY ASSIGNMENT AGAIN

After spending the [winter 1787-1788] living among the Piegan natives along (Alberta's) Bow River

David Thompson moved to the one year old Manchester House

Hudson's Bay Company's outpost on an island in the North Saskatchewan River -- spring 1788
(northwest of today's North Battleford -- where he will remain for the year)

CAPTAIN JOHN MEARES SAILS THE *FELICE ADVENTURER* INTO NOOTKA SOUND

¹⁵ David Lavender, *Land of Giants*, P. 24.

Captain Meares arrived on *Felice Adventurer* at Nootka Sound (Spain's San Lorenzo)
from the Philippines -- May 13, 1788

He anchored off the Indian village of Yuquot in British Captain James Cook's Friendly Cove
Maquinna, the head chief of the region, was away at the time

but the villagers happily welcomed home Maquinna's brother Comekela

(he had travelled to China with Captain James Hanna on the *Harmon* [1785])

Chief Comekelah quickly welcomed the British captain and sailors, "**dressed in scarlet
regimental coat, decorated with brass buttons...a military hat set off with a flaunting cockade,
decent linens, and other appendages of European dress.**"¹⁶

In his first of several efforts to take credit for naming already named geographical locations

John Meares claimed to rename the Nootka Sound after his old ship, *Nootka*

CHARLES DUNCAN SAILS FOR THE QUEEN CHARLOTTE ISLANDS

(Lieutenant George Dixon the year before had recommended to British captains Colnett and Duncan
that trade could be successfully conducted in the Queen Charlotte Islands)

Leaving Nootka Sound after successfully repairing the *Princess Royal*,

Captain Charles Duncan sailed for the Queen Charlotte Islands -- May 14, 1788

Duncan traded for sea otter skins with the Haida natives

he sailed into the inner channels of the Queen Charlotte chain of islands

because no anchorage was available, several nights were spent moored to trees

he was the first to prove that these were, in fact, islands

by sailing through Hecate Strait and Dixon Entrance

thus confirming the speculations of Lieutenant George Dixon [1787]

and the French explorer Comte Jean Francoise de La Perouse [1785-1786]

MEARSE AND THE CREW OF THE *FELICE* ARE WARMLY WELCOMED TO NOOTKA SOUND

Captain John Meares received a royal welcome from Chief Maquinna when he returned to his village
and also from his son Chief Callicum -- May 16, 1788

Maquinna appeared with a great line of war canoes as he noted by Meares in his journal: "**They
moved with great parade about the ship, singing at the same time a song of pleasing though
sonorous (loud) melody; there were twelve of these canoes, each of which contained about eighteen
men, the greater part of whom were clothed [sic] in dresses of the most beautiful skins of the sea
otter, which covered them from their neck to their ancles [sic]. Their hair was powdered with the
white down of birds, and their faces debaubed [sic] with red and black ochre, in the form of a
shark's jaw, and a kind of spiral line which rendered their appearance extremely savage. In most of**

¹⁶ J. Richard Nokes, Columbia Anthology: "Patriot or Scalawag?" *Columbia Magazine*, Fall 1990: Vol. 4, No. 3.

these boats there were eight rowers on a side.... The Chief occupied a place in the middle, and was also distinguished by a high cap, pointed at the crown, and ornamented at the top with a small tuft of feathers. We listened to their song with an equal degree of surprise and pleasure. It was, indeed, impossible for any ear susceptible of delight from musical sounds, or any mind that was not insensible to the power of melody, to remain unmoved by this solemn, unexpected concert.... Sometimes they would make a sudden transition from the high to the low tones, with such melancholy turns in their variations, that we could not reconcile to ourselves the manner in which they acquired or contrived this more than untaught melody of nature.... Everyone beat time with undeviating regularity, against the gunwale of the boat, with their paddles; and at the end of every verse or stanza, they pointed with extended arms to the North and the South, gradually sinking their voices in such a solemn manner as to produce an effect not often attained by the orchestras in our quarter of the globe.”¹⁷

Meares presented the chiefs with copper and iron and other items
both chiefs removed their splendid sea otter robes and threw them at Meares’ feet,
leaving themselves naked -- Meares hastily presented them with woolen blankets

MAQUINNA IS CHIEF OF THE MOWCHAT BAND OF THE NU-CHA-NULTH PEOPLE

Maquinna, as he was called by the Native Americans, was the well-known Indian chief
of the native people living in Yuquot village on (Vancouver Island’s) Nootka Sound
he had been permanently disfigured by British Captain James Hanna of the *Harmon* [1785]
Maquinna became the most wealthy and powerful chief in the region
(he would later would become the center of an international struggle
among British, Spanish and Americans as they competed for trading rights
later joined by Russian and French traders would join in the dispute)

KANAKA (HAWAIIAN) CHIEF TIANNA MEETS MAQUINNA

Kanaka (Hawaiian) Chief Tianna had traveled with Captain John Meares on the *Felice Adventurer*
Maquinna and Tianna took an instant dislike for each other
Tianna possessed good looks and lively intelligence, intellectual curiosity
and personal cleanliness
one European after another commented favorably on the Hawaiian’s impressive stature
he was six foot five inches tall with a very muscular build
in the opinion of John Meares Maquinna’s animosity was because of the Indian’s small stature
Tianna towered over Indian chief
Tianna returned Maquinna’s hostility because of the Indian’s small stature

¹⁷ Constance Lindsay Skinner, *Adventurers of Oregon*, P. 14-15.

and because the Kanaka presumed the local Indians were cannibals

JOHN MEARES PURCHASES LAND FROM THE INDIANS

Captain John Meares, Supercargo Robert Duffin
and Robert Funter went ashore -- May 17, 1788

Meares bought a plot of ground, little better than a garden plot with the boundaries unspecified, from Nootka Indian leader Maquinna to use as a camp in Friendly Cove on Nootka Sound
he paid for the land with a suit of clothing adorned with metal buttons, two pistols,
eight or ten sheets of copper and some trifling articles

British flag was displayed on shore while the purchase formalities took place
since Indians had no concept of private ownership of land, Maquinna was probably
being no more than pleasant when he nodded agreement to Meares
nonetheless the chief made no objection when the Meares landed his goods on the plot

(Meares later reported they bought all of the land that formed Friendly Cove
from Maquinna and Callicum for eight or ten sheets of copper and some trifling articles
both chiefs and their people offered to leave that place and retire to the village of Tahsheis
as noted in John Meares' journal: **“Maquilla (sic) had not only most readily consented to grant us a spot of ground in his territory, whereon an (sic) house might be built for the accommodation of the people we intended to leave here, but had promised also his assistance in forwarding our works, and his protection of the party who were destined to remain at Nootka during our absence. In return for this kindness, and to insure a continuance of it, the chief was presented with a pair of pistols.”**¹⁸

this claim by John Meares will later come under dispute from the Indians and the Spanish)

JOHN MEARES BEGINS TWO CONSTRUCTION PROJECTS AT NOOTKA SOUND

Meares landed a group of Chinese carpenters and artisans -- May 25, 1788

he ordered his Chinese workmen to build a primitive temporary fort

this was a flimsy two-story house of logs protected by a breastwork

Indians even helped build the house and received their pay in beads or iron each evening
when a bell was rung

Meares later reported: **“The Natives helped bring timber from the woods, for which they were paid beads and iron. By May 25 the house was finished. Meares considered it spacious for the party that would remain there while he went exploring along the coast. It had workshops and storerooms on the ground floor and eating space and bed chambers above.** (Others, including Robert

¹⁸ J. Richard Nokes, Columbia Anthology: “Patriot or Scalawag?” *Columbia Magazine*, Fall 1990: Vol. 4, No. 3.

Gray, later belittled its sumptuousness.) **A breastwork was thrown up around the house and a cannon mounted to command the harbor.**¹⁹

Meares built a storehouse at Friendly Cove (present-day Yuquot, B.C.)

this represented Britain's claim to a portion of the coast against the Spanish claim (according to later testimony by *Felice Adventurer* Supercargo Robert Duffin

Meares appointed Robert Funter to reside in the house which consisted of three bedrooms with a dining room for officers and proper apartments for the men; these were elevated about five feet from the ground the under part served as a warehouse in addition to the house there were several out buildings and sheds built for the convenience of the artisans to work in)

Meares' Chinese carpenters and artisans also constructed a shipway

on which they promptly laid the keel of the sloop carried in the hold of the *Iphigenia Nubiana* work was soon begun on the small sloop or schooner of forty or fifty tons

that was designed to enter shallow harbors to conduct trade

At Nootka Sound, Meares received a dried hand and a signet ring by way of trade -- June 1788

having read Captain Charles Barkley's journals he recognized the hand

as belonging to Second Mate William Miller of Captain Barkley's *Imperial Eagle* crew who had been killed during the attack at the Destruction River [July 24, 1787]

SAN CARLOS REACHES KODIAK ISLAND

Gonzalo Lopez de Haro arrived at Kodiak Island in (Alaska's) Aleutian Islands -- June 1788

there he learned from the natives that a Russian post had been established nearby

Haro sent his pilot, Jose Maria Narvaez, in a longboat to look for the Russian post at Three Saints Bay

Narvaez found the post, becoming the first Spaniard

to make contact with a large contingent of Russians in Russian-America

Narvaez took the Russian commander, Evstratii Delarov on the *San Carlos* to meet Haro

then returned the Russian back to his outpost

Delarov gave Narvaez a Russian map of the north Pacific coast

that indicated the locations of seven Russian posts containing nearly 500 men

Delarov also told Narvaez the Russians intended to occupy Nootka Sound (Spain's San Lorenzo)

JOHN MEARES CONDUCTS TRADE IN NOOTKA SOUND

As the construction projects were under way Meares set out to trade

he had 145 otter pelts aboard *Felice Adventurer* by June 5, 1788

¹⁹ J. Richard Nokes, Columbia Anthology: "Patriot or Scalawag?" *Columbia Magazine*, Fall 1990: Vol. 4, No. 3.

Meares described the process skilled native hunters used to catch sea otters: **“For this purpose two very small canoes are prepared, in each of which are two expert hunters. The instruments they employ on this occasion are bows and arrows, and a small harpoon. Thus equipped, the hunters proceed among the rocks in search of their prey. Sometimes they surprise him sleeping on his back, on the surface of the water; and, if they can get near the animal without awakening him, which required infinite precaution, he is easily harpooned and dragged to the boat, when a fierce battle very often ensues between the otter and the hunters, who are frequently wounded by the claws and teeth of the animal.”**²⁰

JOHN MEARES SAILS THE *FELICE ADVENTURER* SOUTH

Meares decided to go trading to the south but he was probably even more interested in exploring (while he had been in Macau, China he had by devious means

obtained Charles Barkley’s charts and papers of the voyage of the *Imperial Eagle*)

Meares counted on the *Iphigenia Nubiana*, which had not yet arrived, to conduct trade

Meares left his construction projects now underway near the native village of Yuquot in good repair he directed Maquinna to take care of the people until Meares or one of his associates could return

Felice Adventurer sailed from Friendly Cove and exited Nootka Sound -- June 11, 1788

John Meares turned south along the Pacific Ocean side of (Vancouver Island)

he followed the course Captain Charles Barkley had described in his ship’s log

CAPTAIN CHARLES DUNCAN MOVES CLOSER TO THE MAINLAND

Duncan moved the *Princess Royal* from the Queen Charlotte Islands to the large islands

lying off the mainland to the east between the mouth of the (Skeena River) and (Calvert Island)

he named this archipelago “Princess Royal Isles” in honor of his sloop -- June 15, 1788

(however only one island retains that name today)

Duncan created a chart of the area (that was later used by Captain George Vancouver [1791])

while trading along the coast he named “Calvert Island” and “Milbanke Sound”

Duncan traded with the Kwakiutl, Bella Coola and Tsimshian natives living along the continental shore between (today’s Skeena River and Cape Caution in British Columbia)

CAPTAIN CHARLES DUNCAN CONTINUES TO TRADE

Duncan anchored at and named “Port Stephens” just off the North American mainland east of Calvert Island -- June 19, 1788

However, on one occasion the Indians attacked *Princess Royal* -- Duncan nearly lost his crew but he managed to escape to the security of Safety Cove on Calvert Island

²⁰ Oscar Osburn Winther, *The Great Northwest*, P. 24.

After fleeing from a native attack, Duncan remained in Safety Cove
he kept the *Princess Royal* at anchor for more than a month

JOHN MEARES ENTERS CLAYOQUOT SOUND

Sailing on the *Felice Adventurer* from Nootka Sound along the Pacific side of (Vancouver Island)
Meares entered Wickaninnish Sound first discovered by Charles Barkley [1787]

Meares named the area “**Port Cox**” to honor business partner John Henry Cox -- June 20, 1788

Meares claimed to have discovered the body of water (today’s this is Clayoquot Sound)

Chief Wickannish was encountered -- the chief led the British traders to his village

where they were entertained in a huge house of planks with carved and painted rafters

supported by great posts adorned with “gigantic images”

(After a week of trading in Clayoquot Sound Meares continued south [June 28, 1788])

UNITED STATES CONSTITUTION RATIFIED

New Hampshire was the ninth state to ratify by a vote of fifty-seven to forty-six

Federal Constitution was formally adopted by the United States of America -- June 21, 1788

U.S. Constitution was technically in effect although no government has been established

federal government is a union of states which form a national Republic

(people elect representatives to exercise power for them)

federal government is composed of three Branches:

- Executive Branch composed of the President and administrative officials
is the law-enforcement branch;
- Legislative Branch composed of the Congress: national Houses of Representatives
and national Senate is the law-making branch that protects the interest of the majority;
- Judicial Branch composed of the United States Supreme Court and other federal courts
determines if laws may be enforced under the United States Constitution
and protects the interest of the individual

U.S. Supreme Court has the power to review federal, state and local laws

if any of those laws are contrary to the U.S. Constitution

Supreme Court can declare them unconstitutional and, therefore, null and void

President and members of Congress are the people’s representatives

placed in office to manage national affairs

they can be voted out if they do not administer the nation’s business

to the satisfaction of the voters

elected officials’ power is limited and their duties defined in the U.S. Constitution

which also protects the freedoms and rights of the people

no act of Congress or the President may violate the Constitution

CAPTAIN JOHN MEARES REACHES THE STRAIT OF JUAN DE FUCA

Sailing *Felice Adventurer* from Clayoquot Sound Meares continued to follow the course that Captain Charles Barkley had described on his charts

Felice Adventurer reached the Strait of Juan de Fuca -- 3:00 p.m. June 29, 1788

Meares was convinced he had crossed the track of the old Spanish sailor Juan de Fuca (who allegedly had visited the area [1592])

(Meares later claimed in a book about his voyages to have discovered the Strait of Juan de Fuca and to have taken possession for Great Britain

however both Charles Barkley and Charles Duncan were there before him)

Near (Tatoosh Island) Meares saw **“a very remarkable rock that wore the form of an obelisk”**²¹

Tatoosh, the local chief, visited the *Felice Adventurer*

a surly and forbidding figure, the chief had painted his face completely black and was covered with glittering sand which added to his savage appearance

John Meares named “Tatoosh Island” in honor of the chief

Meares made no effort to explore the Strait of Juan de Fuca

however, this did not prevent him from showing on his chart the great river “Oregon,” that flowed into the eastern end of the strait

Just south of Cape Flattery British Captain John Meares saw villages on high banks close to the sea however, the coastline promised no place for shelter

Meares continued to sail *Felice Adventurer* south carried by a gentle breeze

AMERICAN CAPTAIN JOHN KENDRICK BEGINS TO TRADE WITH THE HAIDA INDIANS

Sailing the *Columbia Rediviva* Captain Kendrick arrived at the Queen Charlotte Islands

where he began trading with the Haida natives -- end of June 1788

On one occasion some clothes were stolen from the ship

Kendrick had Chief Coyah of the Haida people held hostage until the return of the clothes

one version of the story states Coyah was locked up until the clothes were delivered

another version states Kendrick clamped two chiefs in irons to the base of a cannon

and threatened to kill them both unless the Indians let him have all of their skins

which was the price Kendrick set on the stolen clothes

when the clothes came back Coyah (or the two chiefs) was released

but a deep and bitter resentment had been caused among the natives by the incident

(this incident has been cited as the basis for the hatred of the Haida toward the “Boston Men”

as all American traders were then called by them)

²¹ Lucile McDonald, *Search For the Northwest Passage*, P. 38.

CAPTAIN CHARLES BARKLEY REACHES CALCUTTA, INDIA

Captain Barkley continued on the *Imperial Eagle* from Macau, China to Calcutta, India
in an effort to settle his dispute with John Henry Cox, the Bengal Fur Company and John Meares
Captain Barkley was forced to sue to get his share of the profit for the trading expedition

JOHN LEDYARD TURNS HIS ATTENTION TO EXPLORATION

John Ledyard returned to London, England -- early summer 1788
unable to find a financial backer for his scheme to conduct sea trade with the Pacific Northwest
he turned his attention to finding a financier for an exploration expedition

Ledyard applied to Society for Promoting the Discovery of Interior Parts of Africa for a commission
his interviewer was impressed with Ledyard because of **“manliness...the breadth of his chest, the openness of his countenance and the inquietude of his eye”**²²

Society for Promoting the Discovery of Interior Parts of Africa
offered a commission to explore Africa
was asked when he could be ready to leave, Ledyard answered: **“Tomorrow morning”**²³

ALEXANDER MACKENZIE GOES WEST FOR THE NORTH WEST COMPANY

Fur trader Alexander Mackenzie made his way west using the usual route
from the North West Company headquarters at Grand Portage he traveled to Lake Winnipeg
then up the Saskatchewan River to Lake Athabasca and on to Fort Chipewyan
this journey was long and difficult but also full of interest for Mackenzie
few white people had seen this part of North America
the region abounded in wild life of many descriptions and, for the most part, undisturbed
Mackenzie traveled with a North West Company brigade for ninety to one hundred men
they carried no food as their luggage was restricted to personal effects and trade goods

PETER POND IS JOINED BY ALEXANDER MACKENZIE

Peter Pond and Alexander Mackenzie represented North West Company at Fort Chipewyan
in the Athabasca district (Northwest Saskatchewan)
Geography around the southwest end of Lake Athabasca where Fort Chipewyan is located is complex
during most of the year the elevation of the Peace River is lower than the lake
water flows northward out Lake Athabasca along the (Chenal des Quatre Fourches)
it joins with the (Peace River) to form the (Slave River) that flows into (Great Slave Lake)
however, then the water level on the (Peace River) is high (about twenty days a year)

²² William Allen, *An American Biographical and Historic Dictionary*, P. 521.

²³ William Allen, *An American Biographical and Historic Dictionary*, P. 521.

the (Peace River) is higher than Lake Athabasca
and the (Chenal des Quatre Fourches) flows south
which leads to flooding of the (Peace-Athabasca Delta)

Peter Pond and Alexander Mackenzie heard rumors of navigable steams leading to salt-water
to the east lay a chain of lakes and streams stretching toward the rivers entering Hudson Bay
to the south and west the inflowing streams of the Athabasca River and the Peace River
linked Fort Chipewyan to the Saskatchewan River Valley and to the Rocky Mountains
to the north a tremendous river flowing from Lake Athabasca,
gathered up its mighty waters in the Great Slave Lake
and moved on through the northern forests to places yet unseen by white men
native stories and gossip led Pond and Mackenzie to develop an outline of the regional geography
that was completely confused -- they pointed rivers in the wrong direction
and did not comprehend the majesty of the Canadian Rocky Mountains,
because they could not compute longitude,
they thought they were farther west than they really were
despite their mistakes, they evolved a basic idea
which would guide almost all future adventurers into the West

JOHN MEARES CONTINUES HIS JOURNEY SOUTH

Sailing the *Felice Adventurer* Meares passed (Cape Alava) on the Olympic Peninsula
(which he called "Cape Flattery")
Meares continued south not acquiring many sea otter pelts but charting several new features
he saw a snowcapped mountain he named "Mount Olympus" -- July 4, 1788
(this name replaced Sierra Nevada de Santa Rosalia, which Juan Perez had applied [1774])

JOHN MEARES CONTINUES TO SAIL THE *FELICE ADVENTURER* SOUTH

Continuing from Mount Olympus Meares next sighted an inlet that he named Shoalwater Bay
(today's Willapa Bay) -- he perceived it to be a deep bay at latitude 46° 10' north -- July 5, 1788
he found dangerously shallow (shoaling) water
with huge eastern swells breaking across the mouth
this wild, desolate shore at the entrance had no inhabitants

JOHN MEARES SAILS BEYOND (TODAY'S COLUMBIA RIVER)

Continuing south *Felice Adventurer* rounded a headland and Meares steered for a high promontory
where he expected to find the mouth of the river where Spanish Captain Bruno de Heceta
had found indications a great river existed but could not confirm the fact (the Columbia River)
(Heceta had named what he expected to be a great river "Rio San Roc" [Rogue -1775])

Captain John Meares sailed into what Spanish charts showed to be Heceta's Inlet
he found only shoals and saw no opening in the line of breakers -- there was no channel
unaware of the irony of the identification, he named "Deception Bay" -- July 6, 1788
as he refused to believe a river existed there

he noted in his ship's log: **"We can now with safety assert that there is no such river as that of St. Roc exists, as laid down in the Spanish charts.... We now reached the opposite side of the bay, where disappointment continued to accompany us; and, being almost certain that there we should obtain no place of shelter for the ship, we bore up for a distant headland, keeping our course within two miles of the shore."**²⁴

Meares came near enough to the mouth of the (Columbia River)
to change the name of the high cliff to the north of the river to "Cape Disappointment"
Meares had missed the Columbia River and denied its existence
great white breakers completely across the river's mouth
had fooled better explorers than British Captain John Meares

CAPTAIN JOHN MEARES CONTINUES TO SAIL SOUTH

Meares kept two miles off shore as he sailed the *Felice Adventurer* -- July 7, 1788
he reached another opening which he named "Quicksand Bay" (today's Tillamook Bay)
John Meares gave names to a few capes -- none of which have survived
he then turned the *Felice Adventurer* back north

CAPTAIN MEARES SAILS THE *FELICE ADVENTURER* TO "PORT EFFINGHAM"

John Meares turned north and sailed farther out to sea than he had on his southerly journey
making directly for what he called "Port Effingham" (Barkley Sound)
once again he missed the mouth of the Columbia River

Meares reached Port Effingham -- July 11, 1788

Felice Adventurer anchored behind "Effingham Island"

Meares spoke highly of the climate during their stay on the sound: **"It was now the height of summer, the weather was warm and pleasant; and we very sensibly enjoyed the benign influence of the delightful season. Not a single patch of snow was visible on the summits of the lofty mountains which surrounded the sound. We could not, therefore, but derive a most refreshing satisfaction from our temporary repose in this calm and charming situation."**²⁵

CAPTAIN MEARES SENDS HIS LONGBOAT TO INVESTIGATE THE STRAIT OF JUAN DE FUCA

²⁴ George W. Fuller, *A History of the Pacific Northwest*, P. 42.

²⁵ Captain John T. Walbran, *British Columbia Coast Names*, P. 386.

As Captain John Meares was trading in Port Effingham (Barkley Sound)
his supercargo, Robert Duffin, was sent in the *Felice Adventurer's* longboat with thirteen men
to explore the Strait of Juan de Fuca -- July 13, 1788
Duffin investigated the north shore from about twelve miles

SUPERCARGO ROBERT DUFFIN COMES UNDER ATTACK

Robert Duffin, the *Felice Adventurer's* supercargo, continued to investigate the Strait of Juan de Fuca
he moved his longboat to a place where a short skirmish occurred -- July 16, 1788
while no injuries were sustained by the crewmen but Duffin named the place "Hostility Bay"
Duffin left the Strait of Juan de Fuca and traveled up the outside of (Vancouver Island)

ROBERT DUFFIN AGAIN COMES UNDER ATTACK

Supercargo Duffin steered his longboat for a harbor on the outside of (Vancouver Island)
he named the body of water "Port Hawkesbury" (today's Port San Juan)
Duffin would have landed to trade
but Indians armed with spears, stone clubs and arrows resisted his approach -- July 17, 1788
between forty and fifty natives paddled out in two large canoes
hand-to-hand combat between the British sailors and the Indians broke out
one sailor was wounded in the chest and another was struck near the heart
yet another sailor went through the battle with an arrow sticking through his calf
one of the Chinese craftsmen also was wounded
Duffin was struck in the head by an arrow
however, his life was spared because of a heavy hat he was wearing
death toll of the natives was not recorded
Duffin's longboat escaped to journey toward Port Effingham (Barkley Sound)

DUFFIN'S LONGBOAT REACHES PORT EFFINGHAM (BARKLEY SOUND)

Supercargo Robert Duffin's crewmen returned to the *Felice Adventurer*
in Port Effingham -- July 20, 1788
Captain John Meares' journal noted that Duffin's crew rowed "near thirty leagues" (ninety miles)
and could see a stretch of open water for fifteen leagues more
(Meares later claimed to have taken possession of Port Hawkesbury in the name of the King of Britain
but he himself was not present and he was sailing under a Portuguese flag
Duffin had conducted the formal ceremony -- if one occurred)
Meares also badly exaggerated the distance Duffin's crew rowed into the Strait of Juan de Fuca
Felice Adventurer sailed out of Port Effingham to return to Nootka Sound -- July 21, 1788

CAPTAIN MEARES RETURNS TO NOOTKA SOUND

After trading in at what he called Port Effingham (Barkley Sound) for two weeks

Captain John Meares returned to Friendly Cove on the *Felice Adventurer* -- July 26, 1788
Chinese workers under the direction of Robert Funter were well along
in the building of the small schooner brought over from Canton
hull was nearly planked and the decking in place but the work was not completed

SOME OF JOHN MEARES' CREW ATTEMPTED TO MUTINY

Anxious to return to the Sandwich Islands, the boatswain of the *Felice* and seven or eight of the crew
attempted to mutiny -- most of the sailors were sympathetic to the attempt -- July 28, 1788
Meares put down the uprising -- all but eight of the crew
accepted the loss of some of their pay as punishment
remaining eight mutiny leaders were put ashore to live "among the savages"
Maquinna wanted to kill the lot, but Meares dissuaded him
instead the natives made them virtual slaves

SPANISH WAR SHIPS ARRIVE AT UNALASKA ISLAND

Spanish Chief Pilot of San Blas Esteban Jose Martinez on the *Princesa*
and Pilot Gonzalo Lope de Haro on the packet boat *San Carlos* stopped at Unalaska Island
where a large Russian post which was also called Unalaska was located -- July 29, 1788
Spanish officers talked with Russian Governor Potap Zaikof
they learned the Russians intended to send three frigates from Siberia under Joseph Billings
to establish a settlement at Nootka Sound (Spain's San Lorenzo)
in fact, this greatly overstated the extent of the Russian mission
Martinez and Haro heard for the first time the names John Meares and William Douglas
Douglas was supercargo of the *Iphigenia Nubiana* from Canton sailing under a Portuguese flag
he had been at the mouth of Cook Island only a few days ahead of the Spaniards
Martinez secretly took possession of Unalaska Island for Spain

JOHN MEARES ARMS THE LOCAL INDIANS

Meares provided small arms and ammunition to Maquinna and the natives of Nootka Sound
who wanted to make war on a northern tribe -- early August
Meares wrote this attack ended "**in a most shocking scene of blood and massacre**"²⁶
he took back the weapons

²⁶ J. Richard Nokes, Columbia Anthology: "Patriot or Scalawag?" *Columbia Magazine*, Fall 1990: Vol. 4, No. 3.

PRINCESS ROYAL SAILS FROM SAFETY COVE

After a summer of trading in the Queen Charlotte Islands, Princess Royal Isles and Safety Cove
Captain Charles Duncan sailed south toward Nootka Sound
to meet his trading partner Captain James Colnett -- August 3, 1788

CAPTAIN MEARES MEETS CAPTAIN DUNCAN OFF THE COAST OF (VANCOUVER ISLAND)

Captain Charles Duncan sailed the down the *Princess Royal*
down the outside of (Vancouver Island) -- August 5, 1788
Captain John Meares of the *Felice Adventurer* and his men
were excited by the sight of sails off the village of Ahousaht
they hoped it was their trading partner William Douglas and the *Iphigenia Nubiana*
this turned out to not be the case
Captain Duncan and Captain Meares met
Meares was friendly but told Duncan nothing of his trading plans
Meares informed Duncan that James Colnett, Duncan's trading partner, was not at Nootka Sound

CAPTAIN CHARLES DUNCAN SAILS THE *PRINCESS ROYAL* PAST NOOTKA SOUND

Captain Duncan continued on his southward journey aboard the *Princess Royal* -- August 6, 1788
but after hearing the news that his trading partner James Colnett was not at Nootka Sound
he did not bother to stop there but rather continued south
sailing along the outside of (Vancouver Island)
trading for furs in the vicinity of Clayoquot Sound

CAPTAIN JOHN MEARES SAILS TO PORT COX (CLAYOQOUT SOUND)

Meares decided to take the *Felice Adventurer* trading in Port Cox (Clayoquot Sound) -- August 8, 1788
all but eight members of Meares crew who had mutinied were taken back
work on the tiny sloop by the Chinese craftsmen continued at Friendly Cove (today's Yuquot, B.C.)
(Meares will spend most of the month of August in Port Cox)

ROBERT GRAY ARRIVES ON THE PACIFIC COAST WITH THE *LADY WASHINGTON*

American Captain Robert Gray out of Boston arrived in the Pacific Northwest
having left his trading partner Captain John Kendrick far behind him
several of Gray's crewmen had been stricken with scurvy during the voyage
Gray sighted an opening in the coastline (what is today's Tillamook Bay, Oregon) -- August 14, 1788
as the anchor plunged down, curious natives swarmed out to the ship
many were loaded with berries and ready-boiled crabs
these were a joy to behold for the scurvy-stricken crew

Brisk trade for pelts opened, but Gray's main concern was taking on wood and water for the men and grass and shrubs for the livestock he carried on board the *Lady Washington*

CHARLES DUNCAN SAILED THE *PRINCESS ROYAL* PAST THE STRAIT OF JUAN DE FUCA
Continuing his journey southward from Clayoquot Sound,

Captain Duncan reached the mouth of the Strait of Juan de Fuca -- August 15, 1788

he mapped and sketched its entrance -- comments regarding the Indians of "Cape Claaset" (today's Cape Flattery) were included with the drawings

Duncan also included a drawing of "Pinnacle Rock" (Juan de Fuca's Pillar) off the cape (the striking similarity between the drawings of the rock by Captain Duncan and Juan de Fuca's account of the Strait of Anian later led to the belief in England that the Strait of Juan de Fuca led to the polar sea)

Captain Duncan continued to Tatoosh Island where he traded for all of the furs the Indians possessed

CAPTAIN GRAY'S *LADY WASHINGTON* COMES UNDER ATTACK

Captain Gray sent a small boat and crew under First Mate David Coolidge

and Second Mate young Robert Haswell to search for water -- August 16, 1788

one the sailors, Marcus Lopez, (spelled Lopus by Haswell) a Cape Verde Island Negro, was first Black man to set foot in the Pacific Northwest

he had been Captain Gray's personal servant and cabin boy

before he was promoted to crew member during the expedition

Coolidge and Haswell wandered up to the nearby native village to see what they could see

Indians seemed friendly -- they entertained the officers with a war dance

however, Coolidge and Haswell became apprehensive as the dance became more active

Coolidge and Haswell turned and walked back along the beach

to where the sailors were cutting grass with their cutlasses

Lopez laid down the cutlass was using to cut grass which was picked up by an Indian

Lopez began to chase an Indian who was making off with the cutlass

Coolidge and Haswell and another sailor also ran after the thief

as the remaining crewmen took to the boat and followed along the shore

nearing the village, the horrified whites saw several Indians attack young Marcus Lopez

Coolidge later reported that he saw the natives **"drench their knives and spears with savage fury in the body of the unfortunate youth. He...staggered toward us but having a flight of arrows thrown into his back, [Lopez collapsed]."**²⁷

Coolidge and Haswell began wading out to the boat

²⁷ David Lavender, *Land of Giants*, P. 25.

but when the Indians splashed into the water after them hurling spears and arrows
all three unarmed men were wounded -- one critically
Coolidge and Haswell each were nicked
Because of Captain Gray's strict orders to avoid bloodshed everyone had held their fire
then Coolidge and Haswell each shot and killed a man
this slowed the attackers enough for two officers to climb into the boat
As the sailors pulled for the ship, the Indians launched their canoes
but two or three shots from the swivel guns on the *Lady Washington* stopped the pursuit
Captain Gray named the location "Murderers' Harbor" (Tillamook Bay)
in memory of the death of Marcus Lopez
Another attack later that night was easily defended

CAPTAIN ROBERT GRAY LEAVES MURDERER'S HARBOR

Lady Washington sailed out of Murderers' Harbor and turned north -- morning August 17, 1788
constant gales and dense fogs hampered both sailing and trading
fog also caused Gray to miss the mouth of Bruno Heceta's Rio San Rogue
(as the Spaniard had named the elusive Columbia River)
Gray and the Americans saw the Strait of Juan de Fuca
(previously discovered and named by English trader Charles Barkley)
They continued north along the outside of (Vancouver Island)
near Clayoquot Sound Captain Robert Gray turned toward the rocky shore,
he and his crewmen searched for landmarks that would identify the sound in front of them
Lady Washington was hit by a rolling swell that almost threw her onto a reef
as the frightened crew maneuvered away from the danger
they were surrounded by huge native canoes
some of the occupants yelled out words in English
yielding to gestures of friendship, Gray let the canoes help tow the *Lady Washington*
into the nearby harbor where Gray and his crew found native Chief, Wickaninnish,
"dressed in a genteel sute (sic) of Cloths"²⁸
Indians at Clayoquot Sound had been trading for no less than four years -- principally with the English
Wickaninnish mentioned the names of other white men who had been there
Hanna, Duncan, Barkley and Douglas
even shortly before Gray had arrived, English traders had taken the best skins
only one acceptable pelt remained but Gray did not possess suitable trade goods
his trinkets and pots were rejected by the natives

²⁸ David Lavender, *Land of Giants*, P. 26.

Gray left Clayoquot Sound bound for Nootka Sound
and the preordained meeting with Captain John Kendrick and the *Columbia Rediviva*

MARTINEZ AND HARO SAIL FROM UNALASKA ISLAND

Spanish Chief Pilot of San Blas Esteban Jose Martinez aboard the corvette *Princesa*
and Pilot Gonzalo Lopez de Haro on the packet boat *San Carlos* set sail
heading south for Monterey, California and San Blas, New Spain (Mexico) -- August 18, 1788
(Within three days of sailing conflicts between Esteban Jose Martinez and Gonzalo Lopez de Haro
caused the *Princesa* and *San Carlos* to sail south separately
Martinez ordered Haro to rejoin him at Monterey, California
out of sight of Martinez, Haro declared his ship was no longer under Martinez's command)

AMERICAN JOHN LEDYARD ARRIVES IN CAIRO, EGYPT TO EXPLORE NORTH AFRICA

While in Cairo Ledyard wrote to Thomas Jefferson -- August 19, 1788
of his desire to go **“to America and penetrate from Kentuske (sic) to explore the Western side
of the continent”**²⁹
John Ledyard, at age thirty-seven, set out to explore North Africa

OVER DUE *IPHIGENIA NUBIANA* APPEARED IN FRIENDLY COVE

Captain John Meares' trading partner Supercargo William Douglas had sailed the Pacific coastline
trading with the northern Indians from Prince William Sound (Alaska) to Nootka Sound
while Captain Meares had traded to the south
As had been previously arranged *Iphigenia Nubiana* and her Bengalese crew entered Nootka Sound
and anchored in Friendly Cove (now Yuquot, B.C.) -- August 26, 1788

DUNCAN SAILS THE *PRINCESS ROYAL* NORTH TOWARD NOOTKA SOUND

Departing from the Strait of Juan de Fuca Captain Charles Duncan
returned up the outside of (Vancouver Island)
on the way he met the *Felice Adventurer* under Captain John Meares
Meares was friendly but told Duncan nothing of his trading plans
Captains John Meares and Charles Duncan entered Nootka Sound together -- August 27, 1788
where they found Meares trading partner Supercargo William Douglas and the *Iphigenia Nubiana*
had finally arrived
Preparations were being made at Nootka Sound for the construction of Meares' schooner
being built by Chinese craftsmen from parts carried in the *Iphigenia's* hold

²⁹ Maritime Fur Trade: The Americans In The Northwest, <http://www.3rd1000.com/history3/era3.htm>

CHARLES DUNCAN SAILS THE SLOOP *PRINCESS ROYAL* ACROSS THE PACIFIC OCEAN

Duncan sailed from Nootka Sound bound for the Sandwich Islands (Hawaii) where he joined his trading partner Captain James Colnett and the *Prince of Wales* who had been trading in Prince William Sound their time on the coast has been profitable -- almost 2,000 furs had been obtained (repairs were made to the *Prince of Wales* and the *Princess Royal* and both ships were resupplied for their journey to Canton, China)

AMERICAN CAPTAIN ROBERT GRAY ARRIVES AT NOOTKA SOUND

Lady Washington sailed north along the outside of Vancouver Island -- September 17, 1788
Captain Gray kept a sharp lookout for signs of Nootka Sound
Suddenly a longboat under sail was seen by the Americans pulling out of an inlet when longboat's crew boarded the American ship
it was learned they were part of Captain John Meares' *Felice Adventurer* crew
Lady Washington was towed into Nootka Sound by the British crew
this invaluable service provided by Captain Meares' longboat crew was not forgotten by Captain Gray
Americans told the Vancouver Island natives that they had sailed from Boston from that time forward the local Indians referred to the Americans as "Bostons"

ROBERT GRAY REPOSITIONES HIS SHIP

Captain Gray moved the *Lady Washington* to Friendly Cove located the southwestern tip of Nootka Sound -- September 18, 1788
there he found pair of two-masted, square-rigged brigs
flying what *Lady Washington* Second Mate Robert Haswell called "Portogees Coulers"
these were British Captain John Meares with the *Felice Adventurer*
and his trading partner Supercargo William Douglas with the *Iphigenia Nubiana*
Meares was surprised to learn the *Lady Washington* was from Boston
Lady Washington under American Captain Robert Gray was the first United States ship to visit the Pacific Northwest coast
friendship blossomed as the British helped the Americans make repairs to their sloop, which had been damaged on the bar at Murderers' Harbor (Tillamook Bay)

AMERICAN CAPTAIN ROBERT GRAY IS IN A QUANDARY

His trading partner American Captain John Kendrick should have overtaken him unless the *Columbia Rediviva* had foundered

Meanwhile John Meares and William Douglas were warning Gray
not to stay too long in Nootka Sound
in an effort to entice Gray to continue trading elsewhere they swore
there was no trade (actually 750 skins were stored in the *Felice's* hold at the time),
natives were hostile (in fact the natives were unfriendly due to ill treatment by the British)
winters at Nootka Sound were unendurable

Captain Gray suspected that the British captains were exaggerating to scare off competition
still, there might be virtue in sailing to China

where he could buy the proper trade goods to appeal to the Indians
as what they had brought from Boston was held in low esteem by the natives
however, Gray wondered if he had the authority to take such drastic action

Captain Gray wandered about Friendly Cove postponing any decision
but he found plenty to absorb his attention:

- formal dinners were exchanged with the British;
- strange Indian villages were visited;
- above all, he admired the trim sloop being constructed on the stocks by Chinese craftsmen

JOHN MEARES' NEWLY-CONSTRUCTED SCHOONER IS LAUNCHED

Chinese craftsmen finished construction of a new small vessel of about forty tons burden
built from parts carried in hold of the *Iphigenia Nubiana*
this was first boat to be built along the Pacific Northwest coast

Captain John Meares christened the tiny sloop *North West America* -- September 20, 1788

American Captain Robert Gray, his officers and men helped celebrate the launching
Indians, doubting so large an object could be moved from shore, gathered in great numbers to watch
at high tide in the early afternoon Meares ran up flags on his ships and on the house on shore
he ordered the three-pound cannon to be fired

and the Chinese released the *North West America* from her cradle

Kanaka chief Tianna, dancing and clapping his hands, rode the little sloop down the ways

however, the carpenters had forgotten to put an anchor and cable on board to stop the craft
small boats from the *Felice Adventurer* and the *Iphigenia Nubiana* had to follow her out
and tow her back into the cove

Robert Funter was given the command of the *North West America*
men and stores were transferred from the *Felice* and *Iphigenia*
captains and crew of the *Felice Adventurer* and *Iphigenia Nubiana*
settled down to a day to festivity

Captain Robert Gray and his American crewmen who had witnessed the exploits
went back to loading wood and water on the *Lady Washington*

NOOTKA SOUND WAS THE MOST IMPORTANT ANCHORAGE ON THE NORTHWEST COAST

At this time Captain John Meares' hut consisted of rough posts covered with boards located near the native village of Yuquot that Chinese workers and local Indians had built. Ships from Great Britain, Spain and the United States visited locations in Nootka Sound. Maquinna chief of the Nootka people became one of most important figures in the sea otter trade. It became clear that possession of Nootka Sound would provide control of the coastal fur trade even up to Russian-America waters of the north Pacific Ocean.

CAPTAIN JOHN MEARES PREPARES TO SAIL TO CANTON, CHINA

Captain Meares was under orders from his sponsors to send the *Iphigenia Nubiana* back to China at the end of the season with all the furs the two ships had collected but instead Meares decided he would return on the *Felice Adventurer* and deliver the season's catch of furs himself.

To ensure he would have an adequate crew for the three vessels, Meares took back the remaining mutineers except for the boatswain who was left in exile ashore but they were forced to forfeit nine months of pay (that later was returned in China).

Meares loaded *Felice* with a cargo of furs and ship's spars. This was the first time that forest products had been shipped from the Northwest (however, a storm later forced him to throw the timbers overboard before he reached China).

John Meares threw a farewell party aboard the *Felice Adventurer*. He promised to take a packet of letters from American Captain Robert Gray that could be dispatched from China via another ship to Boston. He promised Maquinna he would return the next season to establish a colony to show him the English way of life.

John Meares sailed the *Felice Adventurer* out of Friendly Cove -- September 21, 1788 bound for Canton, China. But after sailing only a few miles Meares sent a boat back to Friendly Cove with Gray's letters. Gray was affronted -- another year would pass before he could notify his sponsors he had arrived safely along the Pacific coast. He believed Meares intended to discourage American fur traders from visiting the area (Meares arrived at Canton [December 5, 1788] where he sold his furs for a good profit).

AMERICAN CAPTAIN JOHN KENDRICK ARRIVES AT NOOTKA SOUND

Quite possibly Captain Robert Gray would have followed the British captains to the Sandwich Islands had not Captain John Kendrick's *Columbia Rediviva* suddenly appeared -- September 22, 1788. Her topsails had been tied down and her topgallant masts were on the deck.

Alarmed by these indications of trouble, Gray boarded the ship to hear Kendrick's tale of woe since Kendrick had separated from *Lady Washington* off Cape Horn
Columbia Rediviva had been in jeopardy
desperate, Captain Kendrick had at last put in at the island of Juan Fernandez
there Spanish Commandant Blas Gonzalez had provided him with food and water
(it later developed Gonzalez was removed from office for this kindness)
Commandant Gonzalez' help had not been sufficient
as the *Columbia* toiled on northward, scurvy killed two of the crew
and, as Gray could now see, had crippled most of the rest
Captain Gray proposed that both *Columbia Rediviva* and *Lady Washington* sail to China
but Captain John Kendrick overruled him
Kendrick believed the reason the natives were reluctant to trade
was that John Meares had ordered the Indians not to
they feared Meares who, during the summer, had forced compliance with his wishes
by firing on their village and canoes
Kendrick believed that as soon as the British were gone matters would improve

BRITISH SAILORS LEAVE FRIENDLY COVE ON NOOTKA SOUND

Supercargo William Douglas was instructed to take the *Iphigenia Nubiana* to the Sandwich Islands
accompanied by Robert Funter and the tiny sloop *North West America*
both were to spend the winter there and return to the North West Coast
for more trading during the next season
William Douglas busily prepared the *Iphigenia Nubiana* for its journey
Douglas tore down the hut that Meares had built near the native village of Yuquot
boards from the walls were taken aboard the *Iphigenia Nubiana*
American Captain Kendrick was given the roof to John Meares' hut
Douglas carried two Sandwich Island (Hawaiian) natives as passengers back to their homes
a boy and a man who Douglas referred to as "Tawnee" (this was most probably Chief Tianna)
Robert Funter readied the tiny sloop *North West America*
to accompany Supercargo Douglas to the Sandwich Islands
Preparations for sailing were completed
both ships set sail from Friendly Cove -- September 24, 1788

PETER POND LEAVES THE LAKE ATHABASCA REGION NEVER TO RETURN

Pond had been placed in charge of developing trade in the Athabasca and Peace River areas
however, if fifty-year-old Peter Pond held any hope of finding the way to the Pacific Ocean himself
his chance vanished when his men became involved in the murder of rival trapper John Ross

many believed that Pond had ordered him to be killed
this was after Pond had shot and killed Jean-Etienne Waddens in a duel [1782]
after the death of John Ross Pond, as the wintering partner, was recalled to Montreal
Peter Pond left the Lake Athabasca region in anger -- 1788
forced into a retirement in exile he withdrew from the North West Company
accusations that Pond was guilty of violence, dishonesty and lawlessness
may be at least partly unjust given the times and circumstances of his life
his contemporaries generally regarded him with a mixture of admiration and suspicion
admiration for his energetic activities and success
suspicion for his association with murders -- and for his American background

Peter Pond was an unusual man

he was more energetic, aggressive and capable of organizing than most traders
lured by profits from northern furs, he pushed farther north and west
than any other trader in the [1770s] and 1780s

Pond discovered a westward flowing river from Great Slave Lake

which he thought might be the "Great River of the West"

he was known for his maps of the country covered in his journeys

which he presented to Congress -- as a mapmaker he more famous than he deserved
his maps of the West were mostly wrong

American adventurer and trader Peter Pond was remembered mainly because of his violence
an ambitious man with a reputation for a violent temper

he was mixed up in several murders and numerous robberies

he established the first trading post in the Athabasca region on the Athabasca River

he often acquired furs from the Indians by using opium

which quickly produced a cooperative attitude from the Indians

unless the dose was too large in which case it would induce violence or death

he spent several years trading in the Lake Athabasca region

and carried out a fortune in furs

SPANISH PILOT GONZALO LOPEZ DE HARO RETURNS TO SAN BLAS NEW SPAIN

Haro failed to stop at Monterey, California as he had been ordered by his commander

Spanish Chief Pilot of San Blas Esteban Jose Martinez who waited for his arrival

Haro sailed the *San Carlos* directly back to San Blas, New Spain where he arrived -- October 22, 1788

he charged Chief Pilot Martinez with irresponsible leadership

he reported threats of Russian expansion in the north Pacific waters

and the increasing use of San Lorenzo (Nootka Sound) by the British traders

this resulted in Spain's decision to assert its sovereignty along the Pacific coast once and for all

Plans were laid for San Lorenzo to be colonized by Spain

to enforce its control as far north as the Russia posts in Prince William Sound (Alaska)

COLNETT AND DUNCAN LEAVE THE SANDWICH ISLANDS (HAWAII) FOR CANTON, CHINA

British Royal Naval Captain (on leave of absence James Colnett and Captain Charles Duncan

sailed the *Prince of Wales* and the *Princess Royal* to Canton, China -- November 12, 1788

Captain Charles Duncan did not return to the northwest coast

he exchanged ships with Captain Colnett and sailed the *Prince of Wales*

loaded with tea by way of Africa's Cape of Good Hope back to England

Captain James Colnett and the *Princess Royal* remained in Canton

preparations were begun another fur trading voyage (to begin the next year)

WILLIAM DOUGLAS AND ROBERT FUNTER ARRIVE IN THE SANDWICH ISLANDS (HAWAII)

Supercargo William Douglas sailed the *Iphigenia Nubiana* to the island of Maui

he was accompanied by Robert Funter with the tiny sloop *North West America*

they arrived -- December 6, 1788

both of the ships belonging to John Meares' company prepared for another trading season

CAPTAIN JOHN MEARES ARRIVES IN CANTON, CHINA

Meares sailed the *Felice Adventurer* into Canton, China -- December 1788

storms had forced him to throw the timbers he carried as cargo overboard before he reached China

Meares sold both his cargo of furs and the *Felice Adventurer* in Canton

SPANISH CHIEF PILOT ESTEBAN JOSE MARTINEZ RETURNS TO SAN BLAS, NEW SPAIN

Esteban Jose Martinez had spent a month in Monterey, California

waiting for Spanish Pilot Gonzalo Lopez de Haro to arrive

Martinez reached San Blas, New Spain (Mexico) -- December 1788

there he found himself under attack with charges of irresponsible leadership

brought by Gonzalo Lopez de Haro

(However, Chief Pilot Martinez soon regained favor with the Spanish government authorities

thanks in large part to his uncle Viceroy of New Spain Manuel Antonio Flores)

ACTIVITIES ALONG THE PACIFIC COAST ARE A CONCERN TO THE SPANISH GOVERNMENT

Detailed information about Russian activities in Russian-American (Alaska)

had been delivered by Gonzalo Lopez de Haro and Esteban Jose Martinez -- 1788

including ominous indications the Russians might seize control of San Lorenzo (Nootka Sound)

in addition there were rapidly increasing numbers of traders working the Pacific Northwest coast

these were mainly British but also American and others were known to have visited British government since the days Queen Elizabeth became “Queen of the Sea” [1588] had held that British subjects had the right to navigate the ocean, visit and trade also, as a result of Comte Jean Francoise de La Perouse’s report to the King of France [1786], Spain suspected France might be intent on joining in the maritime trade Spain’s San Lorenzo had become the focal point of all these trading activities it was perhaps not the best port of the region but it was well known and well charted it was fairly easy to reach, and well situated as a base of operations and a place of rendezvous over the years it had become the fur trader’s primary harbor and gathering point it was feared the occupation of San Lorenzo by some other power would be the first step toward creating a new province located north of California and south of Russian-America

NEW SPANISH KING TAKES THE THRONE

Spanish King Carlos III died and was succeeded by his son Carlos IV -- December 14, 1788
Carlos IV intended to maintain the policies of his father
he left the same Spanish prime minister in office
however, he never took more than a passive part in the direction of his own government
affairs of state were left to his wife, Maria Luisa and his prime minister

AMERICAN CAPTAINS DECIDED TO REMAIN AT NOOTKA SOUND FOR THE WINTER

Captain John Kendrick announced to Captain Robert Captain Gray that he had decided his expedition would spend the (winter) in Nootka Sound at (today’s Marvinas Bay) to avoid the long run to the Sandwich Islands (Hawaii) and back next season their trading ships would be the first in the field to trade for sea otter and other pelts he said they would befriend the native people and gain an advantage in the fur trade over the competing British and other ships -- winter 1788-[1789]

Kendrick and Gray escaped the freezing cold that British Captain Meares had predicted very little snow fell, but rains were incessant and brought their own penetrating chill Indians seemed accustomed to this weather as they paddled about in their canoes unconcerned wearing ankle-length, broad-belted mantles of cedar bark, their heads were covered with conical bark hats decorated by tufts of feathers or tassels of hide

AMERICANS ESTABLISH GOOD RELATIONS WITH THE NOOTKA SOUND NATIVES

Apparently trade expedition leader Captain John Kendrick had anticipated correctly British Captain John Meares had antagonized the local Indians by his unfair treatment During the winter John Kendrick and Robert Gray established friendly relations with Maquinnq at Nootka Sound

and Wickannish at Wickannish Sound (today's Clayoquot Sound)
Maquinna and his Indians flocked about American Captain Gray's *Lady Washington*
to trade fish, whale oil and venison
at first the Americans had nothing of value to trade with the natives for their pelts
then Kendrick hit on the idea of refashioning some of their iron tools into "chisels"
(bits of iron about eight inches long and one inch wide with one end drawn down
to a cutting edge) -- with these the "Bostons" were able to obtain skins
natives offered to trade anything they had for the chisels
on one occasion, Gray traded two hundred two-penny chisels for 200 prime sea otter pelts
on another occasion he bartered \$8,000 worth of furs for an axe
Robert Gray developed a better reputation with Maquinna and his Indians than had the British
Kendrick decided that the *Columbia Rediviva* was too unwieldy
to be used for close sailing on the Pacific Northwest coast
Lady Washington, a smaller more maneuverable ship, was better suited for trading

DAVID THOMPSON CHANGES THE DIRECTION OF HIS LIFE

When Hudson's Bay Company apprentice David Thompson was eighteen years old
he was living at remote Manchester House on an island in the North Saskatchewan River
he broke his leg in an accident -- December 23, 1788
this break was serious and the injury life-threatening -- David Thompson's life changed course
Thompson was to be taken to York Factory -- one of the most important fur trade depots in Canada
however, the brigade he was with was forced to leave him at Cumberland House,
about two weeks' travel downriver from Manchester House
there he spent the winter of 1788-1789 convalescing
(he was so weak he would not be able to sit up for two months
it was an additional month before he could take his first step with crutches
another year would pass before he could take his first feeble steps
and he would limp for the remainder of his life)

During his recovery at Cumberland House he met Philip Turnor,
Hudson's Bay Company's premier surveyor and astronomer
Thompson voraciously absorbed mathematics and practical astronomy
his mentor taught him the craft of surveying

RICHARD CADMAN ETCHES FORMS A NEW COMPANY

Etches' King George's Sound Company was now defunct so he formed a new trading company
"Associated Merchants for trading to the Northwest Coast of America"
this new was known by several names:

“United Company of British Merchants Trading to the North West Coast of America,”

“Associated Merchants of London and India,”

but most often it was referred to as the “Associated Merchants”

Captain John Meares was in Canton, China when he heard business partner

Portuguese Governor of Macau Juan Carvalho had gone bankrupt

and his business partner Portuguese merchant Juan Cawalho had died

John Meares joined Etches joined in his a new partnership -- winter 1788-1789

Meares served as spokesman for the Associated Merchants

ASSOCIATED MERCHANTS ORGANIZES A NEW TRADING EXPEDITION

Richard Cadman Etches’ Associated Merchants planned for a new trading expedition to Nootka Sound

however, this was to be more than just a trading expedition to the Northwest coast

Etches and his partner John Meares planned to establish a colony at Friendly Cove

to conduct trade and establish the English way of life in Nootka Sound

as Meares had promised Maquinna

Nootka Sound was to have a permanent trading post to be named “Fort Pitt”

in honor of the British Prime Minister William Pitt the Younger

this post was to be built on land Meares claimed to have purchased from Maquinna

where he had constructed a temporary house and outbuildings

John Meares hoped that a permanent post at Nootka Sound

would establish his own dominance in the lucrative marine fur trade

Two ships were purchased by the Associated Merchants for the trading expedition -- winter 1788-1789

and it was arranged to purchase two trading licenses from the British South Sea Company

Captain James Colnett who was on leave from the British Royal Navy

took command of the *Argonaut* and of the trading expedition

Colnett called his new employer the “South Sea Company of London”

Argonaut’s consort the sloop *Princess Royal*, Captain Charles Duncan’s old ship,

was placed under the command of Thomas Hudson

Argonaut and *Princess Royal* were loaded with three years worth of supplies

they were sail to Nootka Sound where they would meet John Meares’ other two ships

Iphigenia Nubiana under Portuguese Captain Francisco Jose Viana

but actually commanded by Supercargo William Douglas

and the tiny schooner *North West America* under Robert Funter

both ships were then in the Sandwich Islands (Hawaii)

JOHN LEDYARD IS REPORTED TO BE DEAD

American adventurer, explorer and dreamer John Ledyard was reported to have died

somewhere on Nile River at age thirty-seven -- January 10, 1789

no headstone was erected which was appropriate as the world was his monument

his legacy was not of one place but rather extended worldwide:

- he was one of the first Americans to see the West coast of North America when he traveled with British Captain James Cook [1776-1778];
- he was the first publicist of the beauty and resources of the Pacific Northwest when he published his journal;
- he laid plans for developing America's trade with China and saved the floundering American economy despite the fact that countries with monarchs refused to trade with the rebellious new nation;
- he gave Thomas Jefferson the idea for the Lewis and Clark expedition which strengthened American claim to the West coast of North America as Americans sometimes referred to the region

SPAIN IS VERY CONCERNED ABOUT ACTIVITIES IN THE NORTH PACIFIC

Spain was apprehensive about the intentions of the British, French, Russians and Americans

British activities in the Spanish Caribbean caused a critical shortage of ships and men in San Blas

most of the naval officers in San Blas had gone away to the war

Viceroy of New Spain Manuel Antonio Flores ordered the Spanish officers in San Blas, New Spain to take positive steps against the Russians in the north Pacific

Viceroy Flores had no authority to do this

he had dispatched a letter to Spain's new king, Carlos IV, requesting the necessary authority but no response had as yet been received

there was no alternative but to use the same crews who had just returned from the north Pacific

SPANISH VICEROY PREPARES AN EXPEDITION TO THE PACIFIC COAST

Fifty-first Viceroy of New Spain (Mexico) Manuel Antonio Flores

sent his nephew Chief Pilot of the Port of San Blas Esteban Jose Martinez

as commander of the expedition to establish a colony at San Lorenzo (Nootka Sound)

and to examine all of the coastline from San Francisco Bay to San Lorenzo

Martinez was the only man available with a high enough rank to lead the expedition

he was not the best choice because he was boastful and conceited

he also had an unpredictable temper when he drank too much -- which was too often

Chief Pilot Esteban Jose Martinez once again took command of the frigate *Princesa*

this was a ship of war bristling with guns

he was accompanied once again by Pilot Lopez Gonzalo de Haro on the *San Carlos*

Martinez and Haro were ordered to:

- see what Comte Jean Francoise Galaup (Count de la Perouse) had done;
- see what the Russians were doing and to take positive steps against them;
- gather information and establish a permanent colony at San Lorenzo (Nootka Sound)

hastily the two ships were reconditioned and provisioned for the voyage to the north Pacific
 Martinez's two-ship expedition sailed from San Blas, New Spain -- February 17, 1789

he set a direct course for Spain's San Lorenzo (Nootka Sound)

to gather information and to establish a permanent colony there

Martinez brought six Catholic priests from New Spain (Mexico) on the voyage

being assigned to San Lorenzo was thought to be a form of exile

AMERICAN CAPTAIN ROBERT GRAY TAKE THE *LADY WASHINGTON* NORTH TO TRADE

During the winter, Captain John Kendrick seemed satisfied by the activities of daily living
 broken only by the brief excitement of a fire on the *Columbia Rediviva* and thefts by the Indians
 Captain Robert Gray, however, bristled with impatience

At the first faint show of spring Captain Kendrick sent Captain Gray and the *Lady Washington*
 out on a short trading voyage to Wickannish Sound (Clayoquot Sound) -- March 16, 1789

after establishing friendly relations with the natives there, he spent ten days trading and fishing
 this area had been visited by British Lieutenant George Dixon, but not explored

Gray collected many sea otter pelts in Clayoquot Sound

on one occasion Second Mate Robert Haswell noted he had purchased

two hundred prime otter skins for a chisel (these were later sold in China for \$8,000)

Captain John Kendrick had forged chisels out of iron bars at his camp at Nootka Sound

Captain Gray and the *Lady Washington* returned to Friendly Cove on Nootka Sound -- March 26

NORTH WEST COMPANY ASSIGNS ALEXANDER MACKENZIE TO ATHABASCA DISTRICT

If fifty-year-old Peter Pond held any hope of finding the way to the Pacific Ocean himself
 that chance vanished when his men became involved in a murder

and he, as their leader, was recalled to Montreal

Pond was forced out of the fur business because of his implications in two murders

although his guilt or innocence was never proven

Alexander Mackenzie replaced Peter Pond as the wintering partner at Fort Chipewyan

Mackenzie was put in charge of the man-killing Canadian Athabasca region --1789

Mackenzie was ordered to complete Fort Chipewyan begun by Pond on southwest Lake Athabasca

Fort Chipewyan was seventy days journey from where Mackenzie was on Lake Superior

Alexander Mackenzie was accompanied by his cousin Roderick McKenzie

Alexander Mackenzie was a hard taskmaster

he drove himself to achieve the impossible -- and his employees to desertion

(he would prove to be a most singularly determined explorer
never dramatic, his journal was always rigidly matter-of-fact
efficient, he detested inefficiency in others -- yet he could be patient)

ROBERT GRAY AGAIN SAILS THE *LADY WASHINGTON* TO TRADE

Captain Gray sailed out of Friendly Cove (today's Yuquot, B.C.) on Nootka Sound -- March 31, 1789
he coasted south along the outside of (today's Vancouver Island) and entered Port San Juan
where the Indians appeared to have never before seen a ship inside the harbor
Gray crossed to the (Washington) shore (probably near today's Clallam Bay)
and sailed west toward the entrance of the Strait of Juan de Fuca
Lady Washington visited Neah Bay where Gray purchased some halibut and a few pelts
before he moved south along the (Washington) coast
Gray bartered for sea otter pelts near La Push (Washington)
paying five crude chisels Kendrick had forged out of iron bars at his camp for each pelt

JUAN FRANCISCO DE LA BODEGA Y QUADRA RECEIVES A PROMOTION

Juan Francisco de la Bodega y Quadra had spent four years in Spain [1785-1789]
during that time he was knighted by the King of Spain into the Order of Santiago
which was the most prestigious of Spain's four orders of chivalry -- April 8, 1789
in recognition of his previous two voyages of discovery
his courage and resourcefulness were legendary in San Blas
and then he was promoted to the position of commandant of the Naval Department of San Blas
Juan Francisco de la Bodega y Quadra was placed in command of the Department of San Blas

SPANISH KING CARLOS IV ORDERS A POST CONSTRUCTED AT SAN LORENZO

King of Spain, Carlos IV, issued the Royal Order -- April 14, 1789
this required the construction of an outpost at San Lorenzo (Nootka Sound)
to be maintained with "honour and firmness"
Neither the king nor Viceroy of New Spain Manuel Antonio Flores
was aware Chief Pilot of the port of San Blas Esteban Jose Martinez
and Pilot Gonzalo Lopez de Haro had not established a colony at San Lorenzo
during their [1788] investigation of the north Pacific

SUPERCARGO WILLIAM DOUGLAS SAILS THE *IPHIGENIA NUBIANA* INTO NOOTKA SOUND

Iphigenia Nubiana flying a Portuguese flag anchored on the north side of Friendly Cove
near the native village of Yuquot -- April 19, 1789
and in front of the place where John Meares had built his rough house [1788]

no trace of the building now remained as Douglas had taken the best cedar boards and posts when he had departed for the Sandwich Islands (the previous autumn) and its roof was in the possession of American Captain John Kendrick

Iphigenia was presumably under the command of Portuguese Captain Francisco Jose Viana and his Bengalese crew -- but was actually commanded by Supercargo William Douglas as had been arranged by ship owners Richard Cadman Etches and John Meares
Supercargo Douglas discovered American John Kendrick and the *Columbia Rediviva* anchored in Friendly Cove

but Robert Gray had taken the *Lady Washington* on a cruise to the Strait of Juan de Fuca
Robert Funter's *Northwest American* still arriving from the Sandwich Islands was far out to see
William Douglas also learned that the Americans had already traded with the Nootka Indians for all of their winter's furs and also had gathered furs to the south

WILLIAM DOUGLAS IS UNAWARE OF JOHN MEARES' ACTIVITIES IN CANTON, CHINA

Supercargo William Douglas expected John Meares to arrive soon aboard the *Felice Adventurer* carrying supplies for establishing a trading post at Nootka Sound and possibly other places
Douglas did not know that events in China, India and London had caused significant changes in plans
Meares had formed a new company, the Associated Merchants,
he stayed in Canton, China to oversee the running of this new venture
Felice Adventurer had been sold and another ship, the *Argonaut*, was purchased and placed under the command of British Navy Captain (on leave of absence) James Colnett
John Meares' fourth ship, *Princess Royal*, now under the command of Thomas Hudson, accompanied *Argonaut* on the voyage to Nootka Sound

AMERICAN CAPTAIN JOHN KENDRICK BUILDS "FORT WASHINGTON"

While his trading partner Robert Gray was trading in the vicinity of the Strait of Juan de Fuca
Captain Kendrick had sailed the *Columbia Rediviva* seven miles up the inlet from Friendly Cove to what became known as "Kendrick Arm" in Nootka Sound
there he had constructed "Fort Washington" on a small island
that he named "Columbia Islet"
Fort Washington had a house, a gun battery, a blacksmith forge and various outbuildings (he later purchased the land from an Indian chief)

CAPTAIN ROBERT GRAY SAILS THE *LADY WASHINGTON* INTO NOOTKA SOUND

Captain Gray returned from his visit to the mouth of the Strait of Juan de Fuca -- April 22, 1789
his trading expedition had been very successful
he entered Nootka Sound and found the *Iphigenia Nubiana* under Supercargo William Douglas

American Captain Robert Gray returned to Friendly Cove with the *Lady Washington* but he found that his trading partner Captain John Kendrick had sailed the *Columbia Rediviva* to Kendrick Arm and had constructed Fort Washington there
When Gray reached Kendrick Arm the *Lady Washington* was immediately made ready for another trading voyage

GEORGE WASHINGTON IS SWORN IN AS THE FIRST PRESIDENT OF THE UNITED STATES

George Washington's term of office was officially to begin [March 4, 1789] when the United State Constitution replaced the Articles of Confederation on that date the national House of Representatives convened but did not have a quorum it would not officially meet until [April 1] national Senate first met [April 6] after the official counting of the electoral votes, Washington, the only nominee, was notified of his election [April 14] George Washington was sworn into office -- April 30, 1789 this ceremony took place on the balcony of Federal Hall in New York City -- the nation's capital Washington delivered a short inaugural address in the Senate chamber no other ceremonies or celebration took place (although an inaugural ball was held a week later)

NORTH WEST COMPANY'S DAVID THOMPSON COMPLETES HIS EDUCATION

At Cumberland House David Thompson recovered from his badly broken leg when a North West Company employee completed his apprenticeship its was the custom of the company to present that employee with a set of new dress clothes David Thompson announced he would rather receive a new set of nautical tools to survey and record the latitude of locations he visited North West Company outfitted him with a set of new clothes and with a sextant, an artificial horizon, compass, thermometers, watches, Nautical Almanacs and all of the instruments and supplies necessary to carry out his surveying efforts Surveying and mapping the uncharted West became Thompson's ambition he began a daily journal and never moved another uncharted mile without fixing the position of key landmarks and trading posts wherever he traveled in the West his dedication to locating points became the framework his life's work and eventually his greatest achievement -- mapping North America (he became blind in his right eye probably due to observing the sun without proper eye protection) David Thompson, a devoutly religious man, became known as "The Praying Trapper"

SPANISH CHIEF PILOT SAILS TOWARD SAN LORENZO (NOOTKA SOUND)

Chief Pilot Esteban Jose Martinez had been sent by Viceroy of New Spain Manuel Antonio Flores to take control of Spain's San Lorenzo (Nootka Sound)

and to assert Spain's claim to the Pacific Coast

Martinez noted at least fifteen British ships working along the Pacific coast

As he traveled north Martinez was soon sailing alone as the *Princesa* was faster than his consort ship Gonzalo Lopez de Haro's small packetboat *San Carlos*

MARTINEZ ON THE *PRINCESSA* ARRIVES AT THE ENTRANCE TO SAN LORENZO

Before Martinez could find the entrance to San Lorenzo (Nootka Sound)

he unexpectedly encountered the American sloop *Lady Washington* under Captain Robert Gray who had just departed from the harbor Martinez was seeking -- May 5, 1789

Chief Pilot Esteban Jose Martinez politely summoned the American captain aboard the *Princesa* where the Spanish captain spun a tale which Gray recognized as being not completely candid

Martinez asked why Gray was in Spanish waters

and other searching questions about the ships in San Lorenzo

to Captain Gray this was all very mysterious--even ominous

and became increasingly so when Gray learned that the sixteen-gun *San Carlos*

under Gonzalo Lopez de Haro was somewhere behind Martinez

Robert Gray and his officers showed him a passport and made weak excuses for being on the coast

Gray said both he and John Kendrick had wintered in Nootka Sound [1788]-1789

Gray indicated to Martinez he was on a harmless expedition to look for stolen water casks

he also said another small English packet boat, *Iphigenia Nubiana*, was in the harbor

seemingly in the charge of an Englishman but flying a Portuguese flag

Martinez let the *Lady Washington* proceed although Captain Gray had misled him

after all, Spain had actively supported America in the effort to win independence

both Gray and Kendrick had served as privateers fighting against the British

also, Martinez knew the American expedition's command ship *Columbia Rediviva*

was trapped in San Lorenzo (Nootka Sound) by the Spanish war ship

If the arrival of the Spanish meant trouble, Gray decided to let John Kendrick worry about it

Gray had been sent to the Pacific coast to trade and trade he would

accepting gifts of brandy, wine and ham from the Spaniard Captain Gray sailed on north

ESTEBAN JOSE MARTINEZ ENTERS SAN LORENZO (NOOTKA SOUND)

Spanish Chief Pilot Esteban Jose Martinez entered Spain's San Lorenzo (Nootka Sound)

and sailed the *Princesa* into Friendly Cove -- May 5, 1789

he saw little sign of a real settlement -- only a temporary looking building and a shed or two

which was all that remained of John Meares' modest building project at Friendly Cove

there was no vestige of a house remaining although Meares had remained
among the natives for nine months [1786-1787]

Meares had probably never purchased any land on Nootka Sound

at least Maquinna and other chiefs reported they had never sold any land

In Friendly Cove Martinez found a small British packet boat *Iphigenia Nubiana*

which flew a Portuguese flag and was under Portuguese Captain Francisco Jose Viana

Viana explained to Esteban Jose Martinez that they had come from Macau, China

and had taken a beating in a storm

Supercargo William Douglas confirmed Captain Viana's report but did not mention

that he (Douglas) was employed to command the ship

Martinez and Douglas appeared mutually friendly

Iphigenia's inadequate supplies were supplemented by Martinez

(and later American captains Kendrick and Gray)

Martinez next visited the American Captain John Kendrick who was repairing *Columbia Rediviva*

anchored seven miles up the sound near the village of Yuquot at Kendrick's Arm

Both British Supercargo William Douglas and American Captain John Kendrick

were invited to dine aboard the *Princesa* with Spanish Chief Pilot Esteban Jose Martinez

(each captain returned the favor aboard the *Iphigenia Nubiana* and *Columbia Rediviva*)

MARTINEZ AND KENDRICK ESTABLISH A FRIENDSHIP

Although Viceroy of New Spain Manuel Antonio Flores might have been suspicious of Americans,

Esteban Jose Martinez was not

after all, Spain and the United States had been allies during the American Revolution

Soon after meeting John Kendrick, Martinez and he were acting like old friends

Yankee captain had no love for the British against whom he had fought in a war not long before

he could hardly be expected to grieve if a British rival now ran afoul of the Spanish

NOOTKA SOUND (SAN LORENZO) TAKES ON INTERNATIONAL SIGNIFICANCE

Nootka Sound (Spain's San Lorenzo) had become the center

of the flourishing Pacific Northwest coast fur trade

five nations competed: Spain, Great Britain, Russia,

to a lesser degree the United States and France were also involved

each country had laid plans to seize control of the harbor and commerce

CAPTAIN ROBERT GRAY GOES NORTH TO TRADE

Captain John Kendrick made no move to venture beyond Fort Washington to trade

though by now he was rapidly losing whatever advantage that might have accrued

from being first traders on the scene for the new season

Furious at the lack of initiative shown by Kendrick

Captain Gray left him and started his own trading voyage to the north -- May 5, 1789

Gray had just cleared the headland out of Nootka Sound when he encountered a vessel

Spain's twenty-six-gun warship *Princesa* commanded by Chief Pilot Esteban Jose Martinez

SPANISH WAR SHIP *SAN CARLOS* ARRIVES AT SAN LORENZO (NOOTKA SOUND)

Spanish Pilot Gonzalo Lopez de Haro sailed the sixteen-gun Spanish corvette *San Carlos* into San Lorenzo (Nootka Sound) -- May 10, 1789

After three days of visiting with Captain Kendrick aboard the American ship *Columbia Rediviva*

Spanish Chief Pilot Martinez visited the *San Carlos* and Haro and provided a warm greeting

Haro's arrival greatly added to the confidence of Chief Pilot Esteban Jose Martinez

in his dealing with foreign interlopers to the Spanish claim

CHIEF PILOT MARTINEZ CHALLENGES THE *IPHIGENIA NUBIANA*'S SAILING PAPERS

With the arrival of Spanish Pilot Gonzalo Lopez de Haro and the fourteen-gun *San Carlos*

Spanish Chief Pilot Esteban Jose Martinez changed his attitude toward the British -- May 13, 1789

he claimed Spain possessed the sole right to the Pacific coast and ocean

he renounced the supposed sale of land by the Indians to British Captain John Meares

Martinez charged the small packetboat *Iphigenia Nubiana* had illegally entered Spanish territory

he said his orders directed him to seize for piracy any British ships found on the Northwest Coast

and take them to San Blas, New Spain (Mexico)

Iphigenia's use of a Portuguese flag only served to further anger Martinez

Spanish Chief Pilot Esteban Jose Martinez demanded the *Iphigenia Nubiana*'s sailing papers

Martinez kept them overnight for translation

MARTINEZ BEGINS WHAT BECOMES KNOWN AS THE "NOOTKA SOUND CONTROVERSY"

Chief Pilot Martinez summoned Douglas and Portuguese Captain Francisco Jose Viana

to his ship, the *Princesa* -- May 14, 1789

Martinez threw the *Iphigenia Nubiana*'s sailing instructions on the deck

he demanded an explanation of a clause which his interpreter had translated as follows: **"if any Russian, Spanish, or English vessel tried 'to divert you from your voyage...resist by force. ...If, perchance, in such conflict you should have the superiority, you will take possession of the vessel and its cargo, conducting them, with the officers, to Macao (sic) in order that they may be condemned as legal prizes and the officers and crew punished as pirates."**³⁰

³⁰ David Lavender, *Land of Giants*. P. 33.

Martinez noted this was in direct violation of Spanish sovereignty

in fact, the orders were written in Portuguese which neither Douglas nor Martinez could read them
Douglas responded by saying his ship's papers had been misinterpreted

Martinez retorted that his interpreters, Spanish-speaking padres, translated the papers correctly

Spanish Chief Pilot Esteban Jose Martinez ordered Douglas arrested and held aboard the *Princesa*

SPANISH CHIEF PILOT MARTINEZ SEIZES THE *IPHIGENIA NUBIANA*

Martinez believed he had proof in both sailing papers and cargo of a British attempt to build a colony
he seized the *Iphigenia Nubiana* and hoisted the Spanish colors over the ship -- May 14, 1789

Iphigenia's crew was taken aboard the two Spanish warships

Iphigenia was emptied of supplies, cannons, trade goods and charts -- all removable objects
including most of sea otter and other pelts that had been collected the year before

Preparations were made for taking the captive Bengalese sailors

and the *Iphigenia* to San Blas, New Spain

(Spaniards spent considerable time and effort repairing and refitting the ship for the voyage)

At the same time the Americans were allowed to continue to conduct trade with the natives

DOUGLAS ATTEMPTS TO WARN OTHER SHIPS SAILING FOR JOHN MEARES

Supercargo William Douglas was being held captive on board the *Princesa*

he managed to send a message to Maquinna

asking that he warn Meares' small sloop *North West America* should it appear

Maquinna offered to help Douglas escape in a canoe but the supercargo decided not to attempt it

Martinez did not have enough men of his own to spare for the voyage to San Blas

he planned to have Douglas' crew sail the *Iphigenia Nubiana* under Spanish officers

however, Douglas and his crew refused to cooperate with the Spanish

SPAIN BUILDS FORT SAN MIGUEL AT SAN LORENZO (NOOTKA SOUND)

Esteban Jose Martinez chose the location for a small Spanish settlement near the home of Maquinna

Puerto de la Santa Cruz de Nuca was built on a rocky (Hog Island) -- May 15, 1789

at the entrance to a small sheltered cove

named Friendly Cove by the British inside Nootka Sound

this was the first European colony in (today's British Columbia)

Fort San Miguel was constructed to provide protection for the newly established Spanish settlement

this post featured barracks, a hospital and sixteen Spanish cannons from the *Princesa*

aimed across the entrance of San Lorenzo (Nootka Sound)

Chief Pilot Martinez clearly displayed the Spanish flag above the fort

MARTINEZ RELEASES THE *IPHIGENIA* WITH ORDERS TO LEAVE SAN LORENZO

On the day the *Iphigenia Nubiana* was to sail to San Blas, New Spain under Spanish control
Supercargo William Douglas struck a deal -- May 22, 1789

Douglas told Chief Pilot Esteban Jose Martinez about the tiny sloop *North West America*
currently sailing toward Nootka Sound from the Sandwich Islands

Martinez believed this boat would make a fine gift

for his uncle Spanish Viceroy Manuel Antonio Flores

Douglas agreed to sell the vessel to Martinez for \$400

further, Douglas promised Martinez that he had no intention of remaining
on the Northwest coast to collect furs

although Martinez was suspicious, Douglas convinced him that his only desire
was to sail to Macau, China

Douglas was given permission to proceed with the *Iphigenia* via the Sandwich Islands to China

(Martinez would later assert he let the *Iphigenia Nubiana* go

because he lacked enough sailors to man her for the trip to San Blas)

Martinez announced that his interpreters had re-read the *Iphigenia Nubiana's* sailing papers
and this time they were found to be quite acceptable

Martinez provided a sumptuous banquet for Supercargo Douglas aboard his flagship *Princesa*

Douglas and Portuguese Captain Francisco Jose Viana were compelled to sign a paper

stating that the British had been well treated by the Spanish

and that Macau Governor Juan Carvalho's Carvalho and Company

would pay for the provisions placed aboard *Iphigenia* for the trip to Macau

further, if the Spanish Viceroy Manuel Antonio Flores later ruled that *Iphigenia*

had been seized appropriately then Carvalho and Company would have to pay

the full value of the vessel and its cargo

two American officers witnessed the agreement

Captain John Kendrick and his First Mate Joseph Ingraham

Martinez freed the British supercargo, Portuguese captain and Bengalese crewmen

Martinez supplied Douglas with what he thought was a minimal amount of equipment, food

and other provisions from the stores of the *Princesa* enabling the British ship to sail for Macau

without waiting for British Captain John Meares to deliver supplies

SPANISH CHIEF PILOT MARTINEZ CHANGES SAN LORENZO (NOOTKA SOUND)

Esteban Jose Martinez was first to introduce the Christian faith to the natives of the Pacific Northwest
priests soon gained an Indian follower, a small boy to whom they gave the name

Esteban Lorenzo Francisco Severo Martinez y Flores in honor of

the Chief Pilot of San Blas, Commandant of San Blas, Spanish Viceroy and others

there was no record of any other converts

IPHIGENIA NUBIANA SAILS OUT OF NOOTKA SOUND (SAN LORENZO)

Chief Pilot Esteban Jose Martinez escorted *Iphigenia Nubiana* out of Friendly Cove -- June 1, 1789
and politely told the Supercargo William Douglas to go straight to China and not return

Douglas agreed and the *Iphigenia Nubiana*, flying Portuguese colors, sailed southwest
as though headed for the Sandwich Islands (Hawaii)

but Douglas knew that Martinez was not ready to send the *San Carlos* north to patrol the coast
and he thought the *Columbia Rediviva* would not be allowed to leave

until the *San Carlos* was ready to begin a patrol

Douglas wrote **“the interval was therefore mine”**³¹

Martinez had taken all of the furs acquired during the previous years trading

he did not have any furs to trade in China

and **“my people had been accustomed to short allowances”**³²

DOUGLAS TOOK THE *IPHIGENIA* NORTH TO TRADE WHERE HE HAD THE YEAR BEFORE

Supercargo William Douglas ordered his ship to change course -- midnight June 1-2, 1789

Iphigenia Nubiana headed north a leisurely pace to collect sea otter furs in the area of Hecate Strait,

Dixon Entrance, the Alexander Archipelago and the Queen Charlotte Islands

Douglas kept a sharp lookout for John Meares other ship the *North West America* under Robert Funter
but missed sighting the vessel -- thus Funter was unaware of events at Nootka Sound

Douglas stopped at the village of the Haida chief Blakow-Coneehaw

on the north coast of (Graham Island) where he had been the year before

Douglas was greeted by the chief who came aboard while 200 villagers sang songs on the beach

Chief Blakow-Coneehaw honored Douglas by “exchanging names”

Douglas departed on very friendly terms

ALEXANDER MACKENZIE PREPARES FOR AN EXPEDITION TO THE PACIFIC COAST

British government offered £20,000 reward to anyone who could find the Northwest Passage

this new route would make it easier to carry trade goods inland and furs out

and would give Great Britain a direct route to the markets of Asia

Alexander Mackenzie and his cousin Roderick had completed construction on Fort Chipewyan

located on the southwestern tip of Lake Athabasca

(Fort Chipewyan is one of the oldest European settlements today's Alberta, Canada)

³¹ Richard J. Nokes, *Almost a Hero: the Voyages of John Meares, R.N., to China, Hawaii, and the Northwest Coast*, P. 46.

³² Richard J. Nokes, *Almost a Hero: the Voyages of John Meares, R.N., to China, Hawaii, and the Northwest Coast*, P. 137.

Alexander Mackenzie decides to search for the Northwest Passage

Roderick McKenzie was to be left in charge of operations on the shore of Lake Athabasca

ALEXANDER MACKENZIE'S EXPEDITION SETS OUT

Alexander Mackenzie's expedition left Fort Chipewyan -- 9:00 a.m. June 3, 1789

one canoe included four Canadian voyageurs and two of their wives and a German trader,

small second canoe carried the Indian interpreter, English Chief and his two favorite wives

third canoe carried two young Indians who served as interpreters and hunters

fourth canoe was in the charge of North West Company Clerk Laurent Le Roux

this canoe carried a load of trade goods and presents along with a part of the provisions

and ammunition for the expedition

Mackenzie's expedition traveled twenty-four miles across Lake Athabasca

before camp was made -- 7:00 p.m.

ALEXANDER MACKENZIE OFTEN GETS AN EARLY START

Because midsummer nights are short north of Lake Athabasca,

Mackenzie's expedition was under way by 4:00 a.m. and often started at 3 or 2 a.m.

their day seldom ended before 6:00 or 7:00 p.m. and sometimes it was 11:30 p.m.

after fifteen or sixteen hours of hard labor Mackenzie would sit up alone all night

working his papers, making observations to determine his location,

or planning the next day's activities -- and to keep his guides from running away

he was a disciplinarian who disciplined himself to lead by doing more, walking farther,

taking greater risks and resting less than everyone else

MACKENZIE'S EXPEDITION REACHES THE MOUTH OF THE PEACE RIVER

Alexander Mackenzie's expedition set out -- 4:00 a.m. June 4, 1789

here they followed the channels of the Chenal des Quatre Fourches flowing from Lake Athabasca

which merge into the Peace River and Slave River

Mackenzie noted the Chenal des Quatre Fourches was about two hundred yards wide with low banks

except in one place where a huge rock rose above the river

he described how the low ground beside the river was covered with white birch, different pines,

poplars and three kinds of willows

Warmer weather weakened the ice of the Chenal des Quatre Fourches which became the Slave River

but also brought out gnats and large viscous northern mosquitoes

They arrived at the mouth of the Dog River where Mackenzie landed and made camp -- 7:30 p.m.

MACKENZIE'S EXPEDITION REACHES A SERIES OF RAPIDS

Mackenzie continued down the Slave River -- 3:00 a.m. June 5, 1789

they proceeded to the first rapids they would face and unloaded their canoes

to make them light enough to successfully navigate the churning water

after crossing the rapids their goods were carried a short distance and reloaded the canoes

they entered a narrow channel that threaded itself through a series of islands in the river

About half an hour later they reached the first portage route where their goods were again unloaded

this time they were carried their baggage 380 paces around the rapids

reloading the canoes was difficult because the ice on the river had not thawed

Next carrying place they reached was called "Portage d' Embarras"

which was caused by piles of driftwood about six miles long in the narrow channel

this portage required 1,020 paces to travel around

About four miles later another portage called "Portage de la Montane" (Mountain) was reached

after crossing this portage they entered the Slave River

(named for Indians forced to leave the vicinity of the river -- not to indicate servitude)

Dangerous "Portage de Chetique" (Pelican) Rapids about a mile long was reached

its landing site near a waterfall is very steep and the portage was 820 paces long

everyone became involved in carrying the baggage and canoe up the hill

one of Indian canoes went over the was fall and was smashed to pieces

the Indian woman in charge of the canoe jumped in time and her life was spared

but she lost the little property the canoe contained

Nine miles down the river from Portage de Chetique was the last carrying place

"Portage des Noyes" bypassed three rapids

this portage's bad path 535 paces long was constantly in bad repair

(here five men under the direction of Nor'Wester Cuthbert Grant were killed [1786])

Six miles later camp was made at "Point de Roche" -- 5:30 p.m. June 5, 1789

ALEXANDER MACKENZIE CONTINUES DOWN THE SLAVE RIVER

Mackenzie broke camp -- 2:30 a.m. June 6, 1789

after a full day of travel in cold weather camp was made -- 6:00 p.m.

nets were set in a small nearby river for fish

(As Mackenzie's expedition proceeded along the Slave River the weather turned rainy

sometimes forcing them to stop to keep the baggage from getting wet

headwinds slowed their progress)

NORTH WEST AMERICA UNDER ROBERT FUNTER ARRIVED AT NOOTKA SOUND

Robert Funter and the *North West America* had wintered in the Sandwich Islands (Hawaii)

this tiny sloop built by British Captain John Meares served as consort for the *Iphigenia Nubiana*

she arrived in Nootka Sound under Robert Funter with her supplies exhausted³³ -- June 8, 1789
she was barely able to stay afloat as she was badly eaten by ship worms, her seams had opened
and her planks were rotting -- she was quickly hauled up on the beach for repairs
Esteban Jose Martinez informed Mr. Funter that he had purchased the little boat from William Douglas
Funter explained the *North West America* belonged to John Meares
Supercargo William Douglas was not authorized to sell it

SPANISH CHIEF PILOT ESTABAN JOSE MARTINEZ SEIZES THE *NORTH WEST AMERICA*

Robert Funter and his crew were soon arrested
and the *North West America* was seized by Martinez -- June 9, 1789
Martinez said he wanted to hold the *North West America* as security
for payments for the repairs and supplies he had given to the *Iphigenia Nubiana*
North West America was re-christened *Santa Gertrudis la Magna* (and later *Santa Saturnina*)
she was placed under the command of *San Carlos*' Second Pilot Jose Maria Narvaez
(*Santa Gertrudis la Magna* was used by the Spanish for several exploration voyages)

ALEXANDER MACKENZIE'S EXPEDITION REACHES GREAT SLAVE LAKE

Mackenzie and his explorers set out again -- 2:30 a.m. June 9, 1789
soon they were joined by the two of their hunters who had killed four beaver and ten geese
Mackenzie's expedition reached Great Slave Lake about 9:00 a.m.
this lake had been previously visited by British trader Samuel Hearne [1771]
Ice on the lake blocked their progress -- Alexander Mackenzie's companions rested and hunted
here the ground remained frozen to a depth of fourteen inches
gnats and large northern mosquitoes that had tormented them during their journey
were stopped by the cold weather

Mackenzie noted: **"The Indians informed me that at a very small distance from either bank of the river are very extensive plains frequented by large herds of buffaloes: while the moose and reindeer keep in the woods that border on it. The beavers, which are in great numbers, build their habitations in small lakes and rivers, as in the larger streams the ice carries everything along with it during the spring. The mud banks in the river are covered with wild fowl, and we this morning killed two swans, ten geese, and one beaver, without suffering the delay of an hour; so that we might have soon filled the canoe with them, if that had been our object."**³⁴

That day they reached the house built on Great Slave Lake
by Nor'Westers Laurent Le Roux and Cuthbert Grant [1786]
here they pitched their tents as it seemed likely that the ice would detain them for some time

³³ Clinton A. Snowden, *History of Washington*, Vol. 1 p. 117.

³⁴ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 201-202.

CAPTAIN GRAY REACHES (ALASKAN) WATERS

American Captain Robert Gray sailed the *Lady Washington* to the maze of islands
off the southeastern coast of (today's Alaska)
there he became reckless in pressing too close to shore

Lady Washington was hit by a sudden gust and the jib boom and bowsprit were carried away

Gray's ship was hurled onto the rocks

Second Mate Robert Haswell noted in the ship's log: **"The next surf took us far up into a nook
in the rocks where we ware (sic) surrounded with huge craggy cliffs (sic) nearly as high as our mast
heads."**³⁵

some of the crewmen jumped wildly for the slippery ledges below the ship

finding footholds, they made fast ropes so that the heaving vessel could not thrash about
they then hoisted out the long boat and dragged the *Lady Washington* free of the rocks

Lady Washington was still water tight, but she was so battered

that Captain Gray decided to return to Nootka Sound for repairs

As the *Lady Washington* was en route to Kendrick's Arm Captain Gray had a stroke of good fortune
two hundred pelts were sold to him for one of John Kendrick's chisels

ICE ON GREAT SLAVE LAKE DELAYS MACKENZIE'S EXPEDITION

Rain during the night weakened the ice on the lake

but not enough to allow Alexander Mackenzie's expedition to proceed

Mackenzie resented the time lost although he knew that meat acquired by hunting was necessary

Indian women busily gathered different kinds of berries which were plentiful

Mackenzie and one of his men visited a small nearby island where they caught

dozens of swans and geese and picked up dozens of swan, duck and goose eggs

Warmer weather brought back the gnats and mosquitoes and the ice continued to slowly break up
thunder and lightning and violent gusts of wind and heavy rain helped to weaken the ice

ALEXANDER MACKENZIE PREPARES HIS EXPEDITION TO SET OUT

Ice on Great Slave Lake covered the expedition's fishing nets so they could not be removed

when a west wind blew across the lake the nets were uncovered and a passage was opened

After a delay of six days by ice on Great Slave Lake

Mackenzie and his expedition set out once again -- sunset June 15, 1789

eight miles were covered in about two hours

Mackenzie's party landed on a small island -- 11:30 p.m.

³⁵ David Lavender, *Land of Giants*, P. 30.

and proceeded to seal their canoe with gum for the next day's travel
That night the sky cleared for the first time in almost a week
when the moon rose about midnight it went into a partial eclipse

ALEXANDER MACKENZIE'S EXPEDITION INVESTIGATES GREAT SLAVE LAKE

Mackenzie and his men were prevented from an early start by a strong north wind
and vast amounts of ice floating on the Great Slave Lake
When the wind died down they continued their search through the islands
for an outlet from Great Slave Lake -- 1:00 p.m. June 16, 1789
Camp was made for the night -- 5:00 p.m.

ALEXANDER MACKENZIE IS FORCED TO BACKTRACK TO ESCAPE THE ICE

When Mackenzie and his expedition once again set out -- June 17, 1789
they traveled about a mile before they were again stopped by ice on Great Slave Lake
Mackenzie turned back to the place where fishing had been successful
Indians were sent out to find a passage among the islands and to hunt -- they succeeded at neither
Thunder, lightning and rain hit about sunset

LADY WASHINGTON RETURNS TO NOOTKA SOUND

American Captain Robert Gray sailed into Nootka Sound to find several changes -- June 17, 1789
although on the surface things appeared cordial,
Spanish Chief Pilot Esteban Jose Martinez had taken control of the port
commercial rivalries had taken on national colorings
from the slopes of Hog Island Spanish Fort San Miguel and three smaller buildings
scowled out over Friendly Cove
British ship *Iphigenia Nubiana* had been captured and released

ONCE AGAIN MACKENZIE IS STOPPED BY ICE

When the nets were taken up in the early hours of the morning fishing had been successful
setting out again ice was encountered and stopped their progress -- June 18, 1789
once again the nets were set out and hunters killed a reindeer doe and her fawn
Mackenzie's expedition encountered two Indian families
one of the native men visited the camp that evening
these people lived entirely on fish and were waiting for the ice to clear so they could cross
from the island to the mainland

MARTINEZ SENDS THE *SANTA GERTRUDIS LA MAGNA* SOUTH TO INVESTIGATE

Jose Maria Narvaez took command of the newly-christened *Santa Gertrudis la Magna* (the former *North West America*) to explore the Strait of Juan de Fuca
Narvaez sailed from Friendly Cove down the outside of (Vancouver Island) -- June 21, 1789
he entered Clayoquot Sound and made acquaintance of Tla-o-qui-aht Chief Wickaninnish
he called at Barkley Sound, entered Port San Juan and reached the Strait of Juan de Fuca

ALEXANDER MACKENZIE GETS A LATE START

Ice held the expedition in camp until a southerly wind cleared Great Slave Lake
a late start was made --5:00 p.m. June 21, 1789
after cautiously traveling through broken ice for fifteen miles camp was made on a small island
Five large reindeer and two small ones were killed
Mackenzie named the island "Isle de Carreboeuf"
(which commonly meant flesh dried and pounded and mixed with grease -- that is, pemmican)
Mackenzie stayed up all night to observed the setting and rising of the sun
both of which occurred at only a short interval apart

ALEXANDER MACKENZIE'S PROGRESS IS SLOWED BY BAD WEATHER

Mackenzie broke camp and steered northwest -- 3:30 a.m. June 22, 1789
where the ice was broken near the shore his expedition traveled for thirteen miles
winds blew so hard that the expedition landed on an island -- 9:30 a.m.
Nor'Wester Laurent Le Roux's men provided two bags of pemmican
which were cached on the island (named "Isle a la Cache") for their return trip
Setting out again at 2:00 p.m. the expedition traveled eighteen miles
before making camp on yet another small island -- 8:00 p.m.
While warmer weather was appreciated, it also brought out a host of mosquitoes
which tormented the expedition

ALEXANDER MACKENZIES DRIVES THE MEMBERS OF HIS EXPEDITION HARD

Mackenzie maintained his killing schedule as his expedition set out again -- 3:30 a.m. June 23, 1789
he wrote in his journal: "**Toward morning [June 23] the Indians who had not been able to keep up with us the preceding day, now joined us**"³⁶
he had not waited even for his guides
Mackenzie's expedition came to a deep bay in Great Slave Lake that was drained by a river
may small islands in the west side of the bay were covered with ice
but the wind had cleared a passage through the islands

³⁶ Gordon Speck, *Northwest Explorations*, P. 196.

Under sail Mackenzie traveled twenty-five miles through treacherous water
before landing on the mainland where three Red-Knife Indians were seen -- 2:30 p.m.
(so called because of their knives made of copper)
they informed the Mackenzie that others of their people were nearby
Torrents of rain hit in the afternoon

DOUGLAS CONTINUES TO TRADE IN THE QUEEN CHARLOTTE ISLAND

Supercargo William Douglas unhurriedly sailed the *Iphigenia Nubiana*
to the Haida Indian village of Tartanee -- June 23, 1789
there he described a populated area that displayed “**great wooden images**”
Douglas traded with the Haida for several days and acquired a considerable cargo of valuable pelts
he noted a garden (that had probably been planted by the American Robert Gray)
Douglas assisted the Indians by planting beans

MARTINEZ CLAIMS SAN LORENZO (NOOTKA SOUND) AND THE PACIFIC COAST FOR SPAIN

Chief Pilot Esteban Jose Martinez renounced the British claim that British Captain John Meares
had purchased land for his fort from Maquinna and erected any kind of building
(Maquinna himself later called Meares a liar and denied selling him any land)
Martinez staged a triumphant pageant of possession for the Spanish Crown at Friendly Cove
claiming the entire Pacific coast from South America’s Cape Horn to 60° north latitude
all in the name of Carlos IV, the King of Spain
Esteban Jose Martinez fired a salvo from the new fort and the Spanish ships
while his soldiers and sailors knelt with him in prayer on the beach -- May 24, 1789
six Catholic priests who had accompanied him from Mexico sang: *Te Deum Laudamus*
(a Catholic hymn sung on occasions of public rejoicing)
Martinez announced in a loud voice: “**I take, and have taken, I seize and I have seized,
possession of this soil...for all time to come.**”³⁷
as he spoke, he pointed his sword at various trees, distributed stones to indicate possession,
then hoisted a cross on his shoulders and led a chanting procession along the sandy shore
this act of formal possession was witnessed by American Captain John Kendrick
After the ceremony, Martinez served a great banquet aboard the *Princesa*
he closed the day with a twenty-one gun salute fired from Fort San Miguel
Americans John Kendrick and Robert Gray had no desire to quarrel about land titles
Gray believed that Spain had a better right to the coast than Great Britain

³⁷ David Lavender, *Land of Giants*, P. 34.

MARTINEZ IS VERY SINCERE ABOUT ESTABLISHING SPANISH POSSESSION

While at San Lorenzo (Nootka Sound) Martinez was tireless in his efforts to convince his government that Fort San Miguel should be made permanent

he ordered a large bell and all of the required ornaments for a proposed church

as well as copper sheets for the Indian trade to be delivered from San Blas

he formulated a plan, based on the conquest and settlement of the Sandwich Islands,

for a triangular transpacific trade system in which Mexican products would be exchanged

on the northwest coast for sea otter pelts and lumber, which would in turn be sold in China

for oriental luxury goods and mercury needed in the Mexican mining industry

ALEXANDER MACKENZIE MAKES CONTACT WITH THE RED-KNIFE INDIANS

Nor'Wester Laurent Le Roux purchased eight packs of good beaver and marten skins from them

Mackenzie's interpreter, English Chief, acquired 100 skins in payment for a debt owed to him

many people were indebted to him in this country

he traded forty of these to other Indians in payment of debts he owed

and traded sixty to Mackenzie for necessary goods and rum

Mackenzie added a small quantity of rum as a present to English Chief and his young men

Mackenzie met several times with the Red-Knife Indians at Great Slave Lake -- June 24, 1789

they seemed to know little or nothing about the country to the north

one of the Red-Knife Indians was hired to serve as guide

his task was more to announce the presence of the expedition

to Indians encounter along the way rather than to identify a route

Mackenzie told the Red-Knife people he would be leaving the next day

but some men would stay behind to build a dwelling and conduct trade

he asked the Indians to tell their relatives to bring their pelts here to trade

if trade was good the fort would remain and more goods would be delivered

NOR'WESTER LAURENT LE ROUX IS LEFT BEHIND TO CONDUCT TRADE

Mackenzie and his expedition set out -- 3:00 a.m. June 25, 1789

North West Company Clerk Laurent Le Roux saluted the expedition with small arms fire

as they watched Mackenzie's expedition move across Great Slave Lake

this salute was answered by Mackenzie's men

Mackenzie's canoe was very heavy as some of the goods carried in Laurent Le Roux's canoe

had been transferred to the expedition's canoe

Mackenzie noted the countryside had changed from high hills and islands of solid rock

with some moss, shrubs and a few scattered, stunted trees to patches of berries

cranberries, juniper berries, raspberries, partridge berries, gooseberries

and pathegomenan (something like a raspberry)

larger trees dotted shoreline as the land reaches to a rocky summit above the lake
Deserted Indian lodges could be seen could be seen along the shore of Great Slave Lake

MACKENZIE CONTINUES ACROSS GREAT SLAVE LAKE

Mackenzie broke camp -- 5:00 a.m. June 26, 1789

steering to the southeast several the expedition cross several deep bays
to a place McKenzie named the "Detour"

two reindeer were killed but three hours were lost going after them

Strong winds for the expedition to make camp -- 7:00 p.m.

MACKENZIE CONTINUES TO SEACH FOR AN OUTLET TO GREAT SLAVE LAKE

Mackenzie and his expedition took to their canoes -- 3:00 a.m. June 27, 1789

sleep had been difficult the night before due to mosquitoes

Mackenzie's expedition traveled and reached a ten-mile-deep bay

fog forced them to land for two hours before the weather cleared

they continued for thirteen miles passing several small bays before reaching a very deep bay

Mackenzie's guide had not been in this region for eight years and did not what direction to take

although he believed it was the entrance to a river

ice and fog forced another landing on an island as darkness deepened

MACKENZIE'S GUIDE REMAINS CONFUSED

Mackenzie again took to the water of the very deep bay -- 3:15 a.m. June 28, 1789

since no current could be detected it was obvious there was no river outlet near

After traveling twenty miles they entered another deep bay

Mackenzie lost sight of English Chief's canoe but was forced to continue on

as there was no landing place to be found

reaching the end of the bay they forced their way through rushes to reach shore and light a fire

here they were joined by English Chief a couple of hours later

Since no campsite could be found so Mackenzie's expedition continued on until sunset

English Chief was very irritated by the Red-Knife guide and threatened to kill him

for leading them on a course of which he was ignorant

IPHIGENIA NUBIANA SAILS TO THE SANDWICH ISLANDS (HAWAII)

Supercargo William Douglas was completely out of trade goods and everything else

that was desired by the Haida natives including clothes, pots, kettles and metal items in general

Douglas set sail for the Sandwich Islands (Hawaii)

although Spanish Chief Pilot Esteban Jose Martinez
had confiscated a year's worth of furs at Nootka Sound
when the *Iphigenia Nubiana* reached the open ocean -- June 28, 1789
Douglas had 760 prime pelts and seventy pelts taken by Martinez

ALEXANDER MACKENZIE FINDS AN OUTLET FOR GREAT SLAVE LAKE

Mackenzie's expedition was again under way -- 5:30 a.m. June 29, 1789
rounding a point of land they found a channel that flowed from Great Slave Lake
this delta abounded with fish and water fowl such as swans, geese and several kinds of ducks
but none came within gun range
Mackenzie followed the slow-moving river current for fourteen miles past a long island
Mackenzie's unnamed river turned west -- the direction they must travel to reach the Pacific Ocean
fire had destroyed the forest along the river on both side for twenty-four miles
poplar trees replaced burned-off stands of spruce, pine and white birch
Winds from the east allowed the use of a sail until the river widened and the wind died down
forcing the members of the expedition to use paddles
they reached an area that was unknown to the their Red-Knife Indian guide
after paddling for fifteen miles they stopped to make camp

MACKENZIE CONTINUES ON THE UNNAMED RIVER

Camp was broken and the expedition set out in fine calm weather -- 4:00 a.m. June 30, 1789
good time was made as they traveled thirty-six miles and reached a bay full of small islands
it appeared a river from the south entered the river that Mackenzie traveled
after another fifteen miles the weather took a turn -- 6:00 p.m.
before camp could be made a violent thunder and lightning storm and drenching rain hit

WEATHER MAKES TRAVEL FOR MAKENZIE'S EXPEDITION UNCOMFORTABLE

Mackenzie and his expedition took to their canoes -- 4:30 a.m. July 1, 1789
they traveled westerly down the fast-flowing river for twenty-one miles
both sides of the river displayed high banks and islands stood along their route
after another nine miles the current became so strong that eight paddles and a towline were needed
another nine miles were covered before lightning and thunder, wind and rain struck -- 1:00 p.m.
Mackenzie chose not to land and the members of expedition were drenched
ice was again seen along the river bank
Mackenzie landed where four abandoned Knisteneaux (Cree) Indian lodges stood
here a very large tributary (Laird River) entered the unnamed river
Continuing on another six miles Mackenzie stopped to make camp

Mackenzie cached two bags of pemmican to be used on the return trip

MACKENZIE DRIVES HIS MEN HARD AS THEY TRAVEL DOWN THE UNNAMED RIVER

This morning dawned foggy but once again Mackenzie set out -- 5:30 a.m. July 2, 1789

river water turned from clear to dark and muddy -- 7:00 a.m.

but Mackenzie was unable to identify exactly where that happened

very high mountains were seen ahead -- their tops were hidden by clouds

Lightening, thunder and rain began -- about noon

as they continued downriver they saw mountains that were heavily wooded on the slopes

but barren and rocky at the top

Mackenzie proceeded with caution as he was concerned they would approach a rapids or waterfall

still they traveled thirty miles

Camp was made that night on the north side of the unnamed river

several abandoned Indian camps had been seen while traveling thirty-three more miles beyond

where the mountains had first been sighted

JOHN MEARES' SHIPS, *PRINCESS ROYAL*, ARRIVES AT NOOTKA SOUND

While *Santa Gertrudis la Magna* (formerly John Meares' *North West America*) was being outfitted

Princess Royal under Thomas Hudson arrived in Nootka Sound -- July 2, 1789

this was a trading ship owned by John Meares' Associated Merchants

and licensed by the British South Sea Company

Thomas Hudson told Spanish Chief Pilot Esteban Jose Martinez the *Iphigenia Nubiana*

had a new owner as the former company had failed

Associated Merchants had been formed by Richard Cadman Etches and John Meares

Spanish Chief Pilot Esteban Jose Martinez imposed Spain's territorial sovereignty

Martinez told Thomas Hudson he must leave San Lorenzo (Nootka Sound) at once

and not conduct trade along the Pacific coast with the *Princess Royal*

Martinez also said that if Meares' old company which owned the *Iphigenia* had failed,

he would keep the *Northwest America* and its cargo in payment to Spain

for necessary provisions given to *Iphigenia Nubiana*

Hudson put out to sea from San Lorenzo (Nootka Sound) -- July 2, 1789

as she left the harbor, a distant sail was seen on the horizon

but for some reason Hudson did not stop although the ship was his consort,

John Meares' *Argonaut* under the command of Captain James Colnett

However, instead of sailing to China as ordered Hudson turned north to collect more furs

ANOTHER SHIP BELONGING TO JOHN MEARES ARRIVES AT NOOTKA SOUND

John Meares third ship, the *Argonaut* reached Nootka Sound -- afternoon July 2, 1789

she was under license by the Associated Merchants and the British South Sea Company
Argonaut commanded by British Royal Naval Captain (on leave absence) James Colnett

Argonaut carried a cargo far beyond that required for a trading expedition:

- supplies for three years;
- frame for another small schooner to be constructed in Friendly Cove;
- materials and supplies obviously intended for construction of a permanent base;
- also on board were twenty-nine Chinese artisans

After Captain James Colnett entered Nootka Sound he was informed of the events that had taken place by the officers of the *Columbia Rediviva* and the *North West America*:

- Spanish Pilot Esteban Jose Martinez had taken control of Friendly Cove and established a fort;
- he had seized and released Supercargo William Douglas' *Iphigenia Nubiana*
which was sailing under a Portuguese flag;
- he had purchased John Meares' tiny sloop *North West America*;
- Thomas Hudson's *Princess Royal* had been forced by Martinez to sail from Nootka Sound

all of these vessels belonged to Captain John Meares' and the Associated Merchants
Nevertheless, Colnett was persuaded to by Spanish Chief Pilot Martinez to enter Friendly Cove

REAL TROUBLE APPEARS TO BE APPROACHING SAN LORENZO (NOOTKA SOUND)

Spanish Chief Pilot Esteban Jose Martinez became particularly troubled by the arrival of the *Argonaut* although John Meares had remained in Canton, China

it was obvious that he planned grandiose developments for Nootka Sound
more grandiose than Spain's newly aggressive Northwest policy could allow

Later that day Colnett was invited aboard Martinez' *Princesa* to show his sailing papers -- July 2, 1789

Colnett informed Martinez of his intention to take possession of Nootka Sound

in conjunction with the orders of John Meares and some other English gentlemen in Canton
and to construct a fort and settle a colony under the British flag

Martinez replied the British captain was at liberty to erect a tent and to wood and water his ship,
after which he would be free to depart when he pleased

Colnett replied that was not what he wanted -- his object was to build a blockhouse, erect a fort
and settle a colony for the crown of Great Britain

Martinez answered that if he agreed to such a proposal he would violate the orders of his king,
and relinquish the Spanish claim to the coast and risk losing his commission

Colnett then asked if he should be prevented from building a house in the port

MARTINEZ AND COLNETT MOVE TO THE SPANISH OFFICER'S CABIN ON THE *PRINCESSA*

Although the initial exchanges between the two men were respectful

their argument, inflamed by the wine both captains had drunk, quickly deteriorated -- July 2, 1789
Colnett insisted to Martinez the British held the claim of discovery of Nootka Sound
Colnett himself had been a midshipman on Captain James Cook's *Discovery*
when they had visited this very cove [1778]
also, Friendly Cove had been occupied by British Captain John Meares [1788]
Martinez reminded the British captain that before Cook's expedition
Juan Perez had been to San Lorenzo (Nootka Sound) [in 1774]
even Captain Cook in his *A Voyage to the Pacific Ocean* wrote about silver spoons
in the possession of the natives -- this was proof of the earlier Spanish visit
what is more, Martinez himself had been the one who gave up those spoons to the Indians
further, Martinez let it be known he was the real discoverer of the Strait of Juan de Fuca
he said he had seen the opening when sailing with Juan Josef Perez
but, he said, Perez did not wish to sail closer,
and Martinez could not be certain his eyes had not played tricks on him
(however no mention was made of the event in the *Santiago's* journal)
to finalize his point Martinez went as far back as far as Pope Alexander VI's papal bull [1493]
when Spain had been awarded the entire Western world
Discussion between Martinez and Colnett became increasingly heated
Martinez insisted he, personally, had taken formal possession of Nootka Sound
in the name of his Catholic Majesty
in a ceremony witnessed by American Captain John Kendrick
Martinez noted natives were asked by the Spanish commander to describe the clothing and flag
of the first Europeans they had seen -- Spanish!
Colnett replied that he was an officer in the King's Royal Navy
and insisted he would claim Nootka Sound and build a British fort
Esteban Jose Martinez stated that Colnett's vessel did not belong to the King of Great Britain
nor was Colnett invested with the power to transact any public business
Martinez observed that Colnett's being on half-pay and in the merchant service
rendered his commission as a lieutenant in the British navy of no consequence
Martinez suspected a British plot to take control of San Lorenzo (Nootka Sound)
Martinez concluded that he commanded the garrison at the already built Fort San Miguel
which stood to protect the Spanish colony of Puerto de la Santa Cruz de Nuca
Martinez controlled San Lorenzo (Nootka Sound) in the name of the Spanish king

HOT WORDS TURN TO ACTION

Martinez, whose warships gave him *de facto* control, asserted Spanish sovereignty -- July 2, 1789
versions of the physical altercation differed by orator

British Royal Captain James Colnett may have reached for his sword
and, perhaps, Colnett threatened Martinez
Colnett responded to these charges by stating he was struck unconscious to the cabin floor
by men secretly slipping up behind him
Martinez denied the Englishman's accusation
he noted he had simply called for his soldiers and clapped Colnett in the *Princesa's* brig

SPANISH CHIEF PILOT ESTABAN JOSE MARTINES CREATES AN INTERNATIONAL CRISIS

Martinez seized the *Argonaut* for violating Spanish sovereignty -- July 2, 1789

British Royal Navy Captain (on leave of absence) James Colnett was confined to his cabin

Colnett was in such a passion that he went temporarily insane
imprisoned, he jumped from his cabin window into the sea

he was saved from drowning only after considerable difficulty

Argonaut's crew was arrested and confined below the *Argonaut's* decks

twenty-nine Chinese artisans who had arrived at Nootka Sound aboard the *Argonaut*
were taken to Fort San Miguel to be held in custody

they were put to work building and improving the fort

Argonaut carried a considerable amount of equipment to be used by the Chinese workers
to build a settlement at Nootka Sound -- that too was taken

Martinez wrote in his journal about personal insults thrown at him by Captain Colnett

Martinez was also irritated by Colnett having sailed the *Argonaut* under a Portuguese flag
rather than a British flag which he felt was deceptive

Esteban Jose Martinez had initiated what became known as the "Nootka Sound Controversy"
with the arrest of a British Royal Navy captain and the seizure of his ship

ALEXANDER MACKENZIE TRAVELS SWIFTLY DOWN THE UNNAMED RIVER

Continual rain fell through the night when it stopped Mackenzie set out -- 7:00 a.m. July 3, 1789

they traveled twelve miles north-northwest

strong headwinds and violent rain forced the expedition to land -- 10:00 a.m.

After a fifteen minute delay, the expedition was once again under way

strong currents sped them along the river

rocky islands were reached that indicated they were near rapids and waterfalls

Camp was made at the foot of a high hill on the north river bank -- 8:00 p.m.

Mackenzie with two voyageurs and several Indians climbed the hill

at the top was an abandoned native encampment

Mackenzie was told that Indians with no weapons chose elevated campsites
mosquitoes drove the party back down the hill

back in camp the weather turned cold

MACKENZIE CONTINUES HIS RAPID DESCENT OF THE UNNAMED RIVER

Mackenzie's expedition again faced cold weather when they set out -- 5:00 a.m. July 4, 1789
strong current of the river carried them quickly downstream for eighty miles
as they traveled ice appeared on the river before they made camp on an island -- 8:00 p.m.
hunters killed a beaver and a goose but the bird sank before they could reach it

AMERICANS HOLD THE FIRST FOURTH OF JULY CELEBRATION ON THE PACIFIC COAST

Even though the tensions generated by the conflict between Spanish Pilot Esteban Jose Martinez
and British Royal Captain James Colnett continued to linger

Captain John Kendrick staged the first Fourth of July celebration on the Northwest Coast
to celebrate the thirteenth anniversary of American independence

he fired thirteen of the *Columbia Rediviva's* guns

frightening nervous sailors and natives -- dawn July 4, 1789

Kendrick, who sometimes acted the clown, fired repeated volleys all day in Kendrick's Arm

British officers James Colnett and Thomas Hudson were not amused

Kendrick also invited the officers of other ships to a feast aboard the *Columbia*

ALEXANDER MACKENZIE REACHES THE GREAT BEAR RIVER

Mackenzie noted the sun set at 9:53 p.m. and rose again at 2:07 a.m. by his watch -- July 5, 1789

Mackenzie's expedition continued rapidly down the unnamed river

smoke was seen along the north bank of the river -- July 5, 1789

as Mackenzie's canoes approached, natives were seen running about in apparent alarm

some took refuge in the woods while others hurried to their canoes

one of Mackenzie's hunters called out to the Chippewa Indians in their own language

rather than approaching the frightened native,

Mackenzie unloaded his canoes and pitched their tents

English Chief, after some difficulty, convinced the Indians there was no danger

it was learned this party of natives was composed of five families

about twenty-five to thirty people from two different tribes

Mackenzie offered them a pipe although it was apparent that they were unacquainted with tobacco

he also gave them a drink of grog (hot water and rum) which also seemed new to them

however, these natives appreciated the beauty of knives, beads, awls, rings and hatchets

they soon became very trusting and made no effort to steal from the traders

Mackenzie reported: **“They became more familiar even than we expected, for we could not keep them out of our tents; though I did not observe that they attempted to purloin anything.”**³⁸

Mackenzie also noted that **“The information that they gave respecting the river had so much of the fabulous that I shall not detail it, it will be sufficient just to mention their attempts to persuade us that it would require several winters to get to the sea, and that old age would come upon us before the period of our return; we were also to encounter monsters of such horrid shapes and destructive power as could only exist in their wild imagination. They added, besides, that there were two impassable falls in the river, the first of which was about thirty days' march from us.”**³⁹

These stories did not affect Mackenzie but they did influence his Indians

who were already tired of the journey and were anxious to turn back

it required some effort by Mackenzie to convince them that it was better to go on

one of the local natives was briefly persuaded to accompany them as a guide

although he quickly wished to withdraw from the expedition he was not allowed to do so

with some ceremony he finally, unwillingly, accompanied the white men

Mackenzie and his men passed the outlet of the river flowing from Great Bear Lake -- July 5, 1789

as it emptied into the unnamed river the expedition was following

travel became very difficult because their river grew very deep but less the 300 yards wide

Indian camps became smaller

one camp with only two canoes was encountered

here one of Mackenzie's guides ran away and a local Indian was forced to take his place

one of the two canoes was used by the newly-recruited guide

second canoe was made inoperable by taking the paddles to prevent other Indians

from following and attempting to coax their relative to desert

Camp was made beneath a high rocky hill

Indians traveling with Mackenzie began to sulk about and devise ways to slip away and go home

there was little joy for them in working fifteen to eighteen hour days with little sleep

and the distant mountains to the west and north appeared ominous

ALEXANDER MACKENZIE MAINTAINS HIS KILLING PACE

Mackenzie's expedition was under way on a raw and cloudy morning -- 3:00 a.m. July 6, 1789

after traveling seventy-nine miles they again made camp under a high rocky hill -- 7:30 p.m.

Mackenzie's guide told him these mountains held a great number of bears

and small white buffalo (mountain sheep)

Mackenzie attempted to climb the hill but got only half way to the top

³⁸ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 232.

³⁹ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 232.

before he was “almost suffocated by clouds of mosquitoes”⁴⁰

he did, however, see a river that flowed to the west (today’s Mountain River)
which peaked his interest

THOMAS HUDSON ABOARD THE *PRINCESS ROYAL* RETURNS TO NOOTKA SOUND

When Chief Pilot Esteban Jose Martinez had ordered Thomas Hudson’s *Princess Royal*
out of Nootka Sound, Hudson had sailed north on a trading expedition

instead of leaving the Pacific coast as he had been instructed

Expecting that the Spanish had vacated Nootka Sound by this time,

Hudson sailed the *Princess Royal* back toward Nootka Sound seeking his consort *Argonaut*

Hudson did not intend to enter the sound but the *Princess Royal* was becalmed on an incoming tide

she was captured by a Spanish longboat and towed into Nootka Sound

Now all three of Meares’ ships were under Spanish control:

Princess Royal sailed by Captain Thomas Hudson

Argonaut commanded by British Captain (on leave of absence) James Colnett

North West America built on the Pacific coast and sailed by Robert Funter

(now re-named the *Santa Gertrudis la Magna* sailed by Jose Maria Narvaez)

SPANISH-AMERICAN RELATIONS IN SAN LORENZO (NOOTKA SOUND) REMAIN CORDIAL

Americans John Kendrick on the *Columbia Rediviva* and Robert Gray captain of the *Lady Washington*
watched as Spain captured John Meares’ ships

they apparently were in sympathy with the Spaniards who had furnished them with supplies

from Captain James Colnett’s seized vessel *Argonaut*

John Kendrick’s *Columbia Rediviva* and Robert Gray’s *Lady Washington*

spent the summer trading along the Pacific coast -- sometimes anchored in Friendly Cove

Martinez left the Americans alone even though his instructions were to prevent ships of any nation
from trading at San Lorenzo (Nootka Sound)

ALEXANDER MACKENZIE ENCOUNTERS A SERIES OF LOCAL INDIANS

Mackenzie broke camp -- 4:00 a.m. July 7, 1789

facing a rapids at the onset of the day, the expedition crossed to the other side of the river

this proved to be unnecessary as the rapids was easily navigated

Mackenzie saw more natives who, as usual, fled when the members of the expedition approached
one old man, however, did not run, but approached the travelers -- July 7, 1789

⁴⁰ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 241.

as Mackenzie reported, he “...represented himself as too far advanced in life, and too indifferent about the short time he had to remain in the world, to be very anxious about escaping from any danger that threatened him; at the same time, he pulled his gray hairs from his head by handfuls to distribute among us, and implored our favor for himself and for his relations. Our guide, however, at length removed his fears, and persuaded him to recall the fugitives, who consisted of eighteen people.”⁴¹

Mackenzie offered the new arrivals presents of beads, knives and awls which they joyfully received they overwhelmed the members of the expedition with hospitable gestures such as giving food which Mackenzie and his men gladly accepted Mackenzie was told of dangers to be met with if they proceeded down the river some of the natives accompanied Mackenzie’s people to point out a safe passage through the rapids said to be farther down the unnamed river -- but as a matter of fact there were no rapids Mackenzie came upon six families numbering a total of thirty-five people who provided the members of the expedition an ample quantity of excellent fish Mackenzie returned the favor with a few presents when Mackenzie again set out he was followed by native men in fifteen canoes Another encampment of three or four families, about twenty-two people, was reached rabbits and partridges were acquired from these people -- they received trade goods in return Mackenzie’s expedition continued on for five miles and found two families of seven people although it was thought there were others hidden in the woods two dozen boiled rabbits were presented to the members of the expedition After traveling four more miles the expedition’s tents were pitched -- 9:00 p.m.

MACKENZIE CONTINUES HIS INCREDIBLE PACE DOWN THE UNNAMED RIVER

Maintaining the pace that exhausted the members of his expedition, Mackenzie’s men took to their canoes 2:30 a.m. July 8, 1789 Soon they reached two lodges occupied by nine Indians after leaving these people the smoke of several fires were seen beneath a hill on the north river bank natives could be seen climbing the hill to reach the woods two canoes belonging Indians traveling with Mackenzie reached the frightened natives and explained the friendly intentions of the members of the expedition When the fleeing Indians returned to their fires it was found there were twenty-five in number expedition members were informed these were Hare Indians who ate principally rabbits and fish Mackenzie left them a small quantity of trade goods

⁴¹ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 242.

Mackenzie's guide who had been less than satisfactory as he had to be watched day and night to prevent him from fleeing was replaced

their new guide soon changed his mind about accompanying the expedition

he reported that his relatives further down the river were better acquainted with the river and would readily accompany the explorers -- this ploy had no success

about three hours after setting out Mackenzie's expedition was overtaken by a man in a canoe it was suspected he was there to help their new guide escape

Mackenzie saw an Indian man walking along the river bank -- a small canoe approached him

members of the expedition followed they and found three men, three women and two children who were hunting and carried some reindeer meat which they offered

however, the venison was so rotten that it was politely refused

these natives, like others they had encountered, told stories of danger and terror

they said a Manitoe (spirit) lived behind the island across from where they were standing

since it would have taken half a day to satisfy his curiosity, Mackenzie did not investigate

Sixty-seven miles had been traveled when camp was made -- 8:00 p.m.

fog had prevailed through most of the day accompanied by frequent showers

ALEXANDER MACKENZIE ENCOUNTERS SEVERAL MORE INDIAN ENCAMPMENTS

Thunder and lightning accompanied by rain fell during the night

Mackenzie's newest guide deserted and was replaced, unwillingly, by another local Indian

When the expedition entered their canoes -- 3:30 a.m. July 9, 1789

they took one local native's paddles with them to prevent his following and tempting the new guide

Soon after departing his camp, Mackenzie saw smoke on the east bank of the river

and made for it as their guide called out to the natives in their camp

when questioned the guide told Mackenzie that these were a very wicked people

who would beat the members of the expedition and mistreat them in other ways

four native men waited on the river bank but the women and children fled into the woods

although they appeared vicious when the guide addressed them they became appeased

Mackenzie presented the Indian men with beads, awls and other trinkets

when the women and children returned they also received gifts

in all fifteen very good-looking, clean healthy Indians could communicate with the guide

English Chief was able to communicate with one of the natives quite easily

ornaments and utensils used by these people did not differ greatly from those farther up the river

they had a little iron, which they obtained from the Eskimos

their arrows were made of very light wood and winged with two feathers

while their bows were of Eskimo type -- made of two pieces spliced with sinew

their shirts were made of muskrat skin and were not cut square at the bottom

but tapered to a point from the belt downward
reaching to the knees in front and behind -- these points were fringed
their shirts were also fringe across the chest, back and shoulders
this fringe was ornamented with the pit of a berry that was drilled
and placed on each string of the fringe
sleeves of the shirts were short and wide
long mittens covered their hands and arms
their leggings were like trousers -- shoes were sewn to the leggings

Mackenzie hired the native who could communicate with English Chief to serve as guide
this guide told the expedition members that after ten nights sleep they would come to the sea
after three nights they would come upon the Eskimo people

When the expedition pushed off to continue their journey some of the men fired their weapons
these Indians had never heard gunfire before -- the frightened guide threatened to quit
Mackenzie convinced his guide the noise was sign of friendship
their guide set out in his own canoe although he was offered a seat with the expedition
two other Indians the guide said were his brothers followed in their own canoe
they amused the expedition by singing native songs and imitating Eskimo songs

Smoke on the shore was seen -- 4:00 p.m.

when the expedition landed the natives made ran about and shouted in great fear
most of the women and children ran away

Mackenzie and the expedition members waited in their canoes for calm to be restored
which was accomplished with the usual presents -- especially blue beads which they preferred
this party was composed of five families numbering forty men, women and children

Mackenzie's guide announced he wanted to leave

as he thought the expedition would return by a different route
in addition, the Eskimo had killed his grandfather and he feared for his life
however, Mackenzie's Indians calmed him and the expedition continued on

Camp was made that night on the east bank of the river

ALEXANDER MACKENZIE FACES A MUTINY

Mackenzie set out -- 4:00 a.m. July 10, 1789

their guide became despondent and wanted to quit
he said he had never been to *Benahullo Toe* (White Man's Lake -- Pacific Ocean)
his tales were so discouraging that Mackenzie's Indians became dismayed

Mackenzie faced a mutiny

he told his Indians he would travel only seven days more
if they had not reached the ocean by then he would turn back

in fact, Mackenzie, himself, was growing increasingly uneasy
he feared it was so late in the season that he could not complete the trip in one effort
his provisions were growing scant, his hunters discouraged
and his men were more than anxious to return home

To complicate Mackenzie's situation he had concluded the river that he followed
emptied not into the Pacific Ocean but most probably flowed into the Arctic Ocean
he had followed the wrong river
he began to contemplate spending the (winter) at the Arctic Ocean

Forty-one more miles were covered before camp was made
near three abandoned Eskimo campsites -- 8:30 p.m.

Mackenzie sat up all night observing the sun which did not set in the Arctic region

ALEXANDER MACKENZIE CONTINUES HIS RAPID PACE TO THE ARCTIC OCEAN

Mackenzie had the members of his expedition up and moving -- 3:45 a.m. July 11, 1789
weather was cloudy, cold and unpleasant

Mackenzie's canoes landed about noon where thirty native campfires had burned lately
some his men went inland and saw many more fire pits
many poles had been driven into the river bed so that nets could be attached
fish were so plentiful here that one leaped into the canoe
pieces of whalebone and thick burned leather were scattered about

Once again they entered the unnamed river and continued on until -- 4:00 p.m.

Alexander Mackenzie's expedition came upon an abandoned Indian camp
three huts were located around an oval plot of ground fifteen feet long and ten feet across
and dug twelve inches deep with half of the oval covered in willow branches
probably for use as a bed
six or eight stumps were driven into the ground so the roots held up the roof
these dwellings were so low that they could only be entered by crawling
in the roof was a hole to emit smoke, provide light and serve occasionally as a door
scattered about the ground were sledge (sled) runners, pieces of whalebone
and poplar bark cut into circles to serve as corks to hold up their fishing nets
their fish was dried on a great number of stumps fixed in the ground

Continuing on, camp was made after fifty-four miles had been traveled -- 8:00 p.m.

according to Mackenzie's guide they were approaching a large lake where the Eskimos lived
Eskimos killed large fish that were found there -- Mackenzie suspected they must be whales
white bears and other large animals that could not identified from the description were told of
as well as the Eskimo canoes, which could conveniently carry four or five families
Mackenzie enticed English Chief to continue to be of service with the gift of a traveling coat

he presented his most recent (reluctant) guide with a moose hide

SANTA GERTRUDIS LA MAGNA (NORTHWEST AMERICA) RETURNS TO SAN LORENZO

After a voyage of three weeks investigating the area south of San Lorenzo (Nootka Sound)

Jose Maria Narvaez sailed the *Santa Gertrudis la Magna* (former *Northwest America*)

back to San Lorenzo with seventy-five sea otter pelts -- July 12, 1789

In his enthusiastic report to Chief Pilot Esteban Jose Martinez,

if possible Jose Narvaez overstated the importance of the Strait of Juan de Fuca

he said the waterway was a large inlet which appeared to extend indefinitely

and showed a great deal of promise for further exploration

Martinez became convinced the strait had its terminus near New Orleans on the Mississippi River

he believed Spain could not afford to relinquish control over the area

until a full investigation of the Strait of Juan de Fuca had been completed

Santa Gertrudis la Magna was supplied with materials from the captured *Argonaut*

to upgrade conditions aboard the tiny sloop

ESTEBAN JOSE MARTINEZ MAKES ARRANGEMENTS TO DELIVER HIS CAPTIVES

Chief Pilot Esteban Jose Martinez had three prizes to deliver to San Blas, New Spain (Mexico)

Argonaut, *Princess Royal*, and *Santa Gertrudis la Magna* (*Northwest America*)

Santa Gertrudis la Magna was to be a gift to from Martinez

to his uncle Spanish Viceroy Manuel Antonio Flores

Martinez decided the British officers and crew would sail the *Argonaut* under Spanish officers

however, British Royal Navy Captain James Colnett and his crew refused to sail the *Argonaut*

Colnett and his crew were imprisoned below the decks of the *Argonaut*

Spanish Chief Pilot Esteban Jose Martinez turned to the Americans for help

Captain John Kendrick, blandly agreed to assist the Spanish chief pilot with his dilemma

he sent over the first mate of the *Lady Washington*, David Coolidge,

to take charge of the *Argonaut*

Possibly because of lack of space Martinez did not send the British crew of the tiny sloop

Santa Gertrudis la Magna (*North West America*) to Mexico with the other prisoners

Gertrudis was to be sailed by Spanish officers and crewmen

Spanish Chief Pilot Martinez next proposed the Americans

carry the stranded British crew of the *Santa Gertrudis la Magna* to China

Captain Kendrick agreed to this proposal also

Martinez gave Kendrick enough skins to pay the passage of the British sailors

and their wages for the time they had been sitting idle in San Lorenzo (Nootka Sound)

Martinez also entrusted to the Americans with the safe delivery to Meares,

215 pelts which he and confiscated during the seizure of the British ships

ALEXANDER MACKENZIE REACHED THE LAND OF ESKIMOS

Violent rain had struck during the night and the weather was very cold

After the expedition had set out Mackenzie encountered four huts -- 10:00 a.m. July 12, 1789

these appeared to have been abandoned during the (past winter)

Alexander Mackenzie reported: **“The adjacent land is high and covered with short grass and flowers, though the earth was not thawed above four inches from the surface, beneath which was a solid body of ice. This beautiful appearance, however, was strongly contrasted with the ice and snow that was seen in the valleys. The soil, where there is any, is a yellow clay mixed with stones. These huts appear to have been abandoned during the last winter, and we had reason to think that some of the natives had been lately there, as the beach was covered with the tracks of their feet. Many of the runners and bars of their sledges were laid together near the houses in a manner that seemed to denote the return of the proprietors. There were also pieces of netting made of sinews, and some of bark of the willow. The thread of the former was platted, and no ordinary portion of time must have been employed in manufacturing so great a length of cord. A square stone kettle with a flat bottom also occupied our attention, which was capable of containing two gallons; and we were puzzled as to the means these people must have employed to have chiseled it out of a solid rock into its present form.”**⁴²

other utensils included small pieces of flint fixed into wooden handles, wooden dishes,
thick pieces of leather and several bones of large fish

When Mackenzie decided to leave the deserted huts he was confused

regarding their route through the channels as his guide was ignorant of the area
although the current was very swift they appeared to have entered a shallow lake
ice covered the lake ahead

Tents were pitched for the night on an island and nets set in the lake

Mackenzie and English Chief climbed to the highest part of the island
in the distance a chain of mountains could be seen stretching north

it had become obvious that the time for turning back was fast approaching -- July 13, 1789

Mackenzie, the Canadians and even the Indians with him began to regret not reaching the ocean
large white gulls and other birds were seen

No sooner had the members of the expedition retired for the night

when they were forced to move the baggage because of rising water

NOOTKA INDIANS ARE CONFUSED ABOUT THE INTERNATIONAL DISPUTE

⁴² Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 263-364.

Callicum, the son of local chief Maquinna, met with Spanish Chief Pilot Martinez who was on board the newly captured *Princess Royal* -- July 13, 1789

Callicum's aggressive attitude and angry shouts alarmed the Spanish officer during the confrontation Callicum was shot dead -- sources differ over exactly how this happened one account indicated Martinez fired a warning shot at the chief a sailor standing nearby thought Martinez had missed and fired the killing shot another version reported that Martinez aimed to hit Callicum but his musket misfired another sailor fired his musket and killed Callicum a third description purported Martinez became so angry that he fired the *Princesa's* cannon killing the kindly native in the presence of his terrified wife (this may well be the most accurate accounting as it was later reported that Martinez' own officers were ashamed of him) as a result of the incident, the attitude of local Indians toward the Spanish deteriorated dramatically Maquinna, in fear of his life, fled from his village of Yuquot to Clayoquot Sound

ALEXANDER MACKENZIE NEARS THE ARCTIC OCEAN

Mackenzie and the members of his expedition awoke to fine weather -- July 13, 1789 calm winds allowed the fishing nets to be inspected and the limited success harvested Mackenzie's supplies were down to about five hundred pounds this was enough to feed fifteen people for about twelve days Mackenzie's expedition remained in the camp on the island time was spent fishing in an effort to replenish their supplies

ALEXANDER MACKENZIE REACHES HIS DESTINATION

Hard Northwest winds blew through the night as Mackenzie stayed up until 3:00 a.m. before finally going to sleep

One of Mackenzie's men saw a great many animals in the water -- 8:00 a.m. July 14, 1789

Mackenzie slept in but was awakened to investigate what had been seen -- 9:00 a.m.

he determined they were whales and ordered a canoe to overtake them -- fortunately they failed (these were Beluga whales) which the Indian guide stated were a principal source of food for the Eskimos

Mackenzie's journal entry for that day notes, "**This morning I ordered a post to be erected close to our tents, on which I engraved the latitude of the place, my own name, the number of persons which I had with me, and the time we remained there**"⁴³

When the fog lifted about noon, Mackenzie order a canoe made ready to go view the distant ice

⁴³ Gordon Speck, *Northwest Explorations*, P. 220.

Mackenzie's canoe was followed by the Indians in their canoe
suddenly the wind rose from the Northeast and the fog returned impeding their view of the ice
their island could be seen only dimly in the distance
as the ocean swells grew more violent they raised the sail on the canoe
two men were kept busy bailing to keep the canoe afloat
their rapidly increasing danger resulted in corresponding relief when they reached land
Camp was made that night at what Mackenzie called "Whale Island" -- 8:00 p.m.

CAPTURED BRITISH SHIPS SAIL TO SAN BLAS, NEW SPAIN (MEXICO)

Argonaut sailed out of Friendly Cove on Nootka Sound -- July 14, 1789
American David Coolidge had command of the British ship and the Spanish crew
British Royal Navy Captain James Colnett (on leave of absence) and his crew
were carried below deck as prisoners
James Colnett's life was in jeopardy as he had become mentally deranged

LIFE AT SAN LORENZO (NOOKA SOUND) IS DIFFICULT

Chief Pilot Esteban Jose Martinez was having a difficult time remaining in control of his expedition
he quarreled violently with most of his officers and issued several threats to keep them in line
his officers voted to return directly to San Blas
to keep Martinez from carrying out his threats when they reached Monterey, California
Martinez ignored their display of democracy

ALEXANDER MACKENZIE DISCOVERS HE IS AT THE ARCTIC OCEAN

Mackenzie was awakened by water flowing under their baggage -- 4:00 a.m. July 15, 1789
he determined this was caused by the rising tide rather being driven by the wind
Mackenzie decided to stay until the next day to be sure that wind was not the cause
he took an observation of the sun and determined they were at 69° 7' north latitude
Mackenzie and his men had traveled 1,080 miles on an unknown river in forty-one days
reflecting his dissatisfaction at not reaching the Pacific Ocean
he named the body of water he had traveled the "River of Disappointment"

AMERICAN TRADERS LEAVE KENDRICK'S ARM IN NOOTKA SOUND

Captain John Kendrick on the *Columbia Rediviva* and Captain Robert Gray of the *Lady Washington*
sailed south to Wickannish Sound (Clayoquot Sound) -- July 15, 1789
(where they stayed for two weeks)
Kendrick recognized that with the British driven out of the fur trade by the Spanish
he and Gray had a window of opportunity on the Northwest Coast

ALEXANDER MACKENZIE BEGINS THE RETURN TRIP TO FORT CHIPEWYAN

Mackenzie set out on the return trip up the River of Disappointment the next day -- July 16, 1789
(later geographers renamed the second largest river on the continent the Mackenzie River
and applied his name to the territory through which it flows, the bay it enters,
and the mountains that attend it -- all are called Mackenzie)

Once they began their journey back up the River of Disappointment the expedition experienced
an agreeable change in the temperature of the air -- which sadly brought back the mosquitoes
They were living largely on wild fowl the Indians killed and the fish that they took in their nets
there was barely enough food to support them
on some days the wild birds were so wary that they could not be approached
more and more the expedition depended on their store of provisions
Mackenzie's guide fled from the expedition
however, in a admirable display of honesty he left behind the moose hide gift given to him
as he had not fulfilled his promise to guide the expedition

MACKENZIE AND HIS EXPEDITION CAME UPON AN INDIAN BURIAL GROUND

Mackenzie broke camp -- 4:00 a.m. July 17, 1789

They landed on a small round island that held numerous graves
they found various dishes, troughs and utensils and a small canoe with no skin covering
Mackenzie concluded wild animals had eaten the covering
this canoe's frame was made entirely of whale bone sawed in some places and tied in others
they found several sledges (sleds) four to eight feet long with runner two inches thick
their prows were two-and-a-half feet high and were formed of two pieces
sewed with whalebone to three other thin wooden spars
three of four crossbars tied to the runners held the sledge together

HUNTERS ADD TO ALEXANDER MACKENZIE'S FOOD SUPPLY

Hunters killed two reindeer -- a very fortunate addition to their supply of food -- July 18, 1789
however, the killing of the reindeer alarmed their newest guide so much that he deserted that night
Geese became plentiful and hunters killed twenty-two the next day
and the day after that four swans were killed
It became necessary to laboriously tow the canoes against the river's current
but when the wind was from the north it was possible to use a sail on the canoes

MACKENZIE'S EXPEDITION IS VISITED BY NATIVES

Mackenzie and his companions were under way again -- 1:30 a.m. July 21, 1789

weather was cold and unpleasant

Once again it became necessary to tow the canoes up the River of Disappointment

although high cliffs and a narrow shoreline made this difficult

men riding in the canoes relieved those on shore every two hours

That evening they were joined in their camp by eleven natives

including the brother of the guide who had fled and left the moose hide behind

Mackenzie's men began to prepare their firearms in case they became necessary

this activity concerned the Indians

in answer to the native's questions they were shown a piece of meat and a goose

to indicate they were preparing to hunt -- not kill Indians

these natives were fascinated with Mackenzie's writing and wondered what he was doing

Mackenzie reported: **“Those who remained immediately kindled a small fire and layed (sic) themselves down to sleep around it, like so many whelps, having neither skins nor garments of any kind to cover them, notwithstanding the cold that prevailed. My people having placed their kettle of meat on the fire, I was obliged to guard it from the natives, who made several attempts to possess themselves of its contents; and this was the only instance I had hitherto discovered of their being influenced by a pilfering disposition. It might perhaps be a general opinion that provisions were a common property.”**⁴⁴

MACKENZIE VISITS AN INDIAN CAMP

Mackenzie's expedition began towing their canoe -- 3:30 a.m. July 22, 1789

Mackenzie visited the huts of the Indians who had remained in his camp the night before

this took about three hours which was a far greater distance than he had anticipated

their huts were built of driftwood with the earth floor leveled by digging

each end of the hut displayed a stout fork that held up the ridgepole that supported the building

spruce bark was used to construct the roof

inside the hut were a number of spars at different heights

that were covered with split fish hung to dry

fires were laid in different places inside the hut to speed the drying

outside the buildings were rails that held fresh fish that were in the early stages of drying

Mackenzie acquired as many fish as his canoe would hold which he paid for with strings of beads

towing the canoe continued up the River of Disappointment until camp was made -- 8:00 p.m.

MACKENZIE GROWS INCREASING CONCERNED ABOUT HIS SUPPLIES

Hunters for the expedition had had no luck for several days

⁴⁴ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 282.

food became short for the ten men and four women that made up Mackenzie's expedition
Mackenzie said during this time they consumed two reindeer, four swans, forty-five geese
and a considerable quantity of fish

as he wrote in his journal: **"I have always observed that the northmen possessed very hearty appetites, but they were much exceeded by those with me since we entered this river. I should really have thought it absolute gluttony in my people, if my own appetite had not increased in a similar proportion."**⁴⁵ -- July 23, 1789

MACKENZIE APPEASES HOSTILE NATIVES

Mackenzie's expedition set out up the River of Disappointment -- 5:00 a.m. July 24, 1789
when the river grew so swift that paddles were ineffective it became necessary to use a towline
An Indian lodge was seen but the inhabitants fled for the woods or ran about in great confusion
three men waited for Mackenzie's canoe to land
they remained at a distance with their bows and arrows ready
English Chief attempted to relieve their concerns but they were not convinced
Mackenzie presented them with beads but they refused to communicate
Mackenzie's expedition continued up the river using the towline

ALEXANDER MACKENZIE ENCOUNTERS A VIOLENT STORM

Mackenzie and his expedition set out -- 3:15 a.m. July 25, 1789
it became possible to progress by paddling rather than using the towline
many Indian camps were passed that had not been seen on their journey down the river
Arrival of a thunder and lightning storm caused Mackenzie to make camp -- 7:00 p.m.
but before the tents could be put up the storm hit with such violence
that members of the expedition expected everything to be swept away
ridge pole of Mackenzie's tent was broken in the center
although it was 9½ inches in circumference
expedition members had to throw themselves flat on the ground
to escape flying rocks hurling through the air

ALEXANDER MACKENZIE CONTINUES UP THE RIVER OF DISAPPOINTMENT

Rain fell through the night and into the morning -- Mackenzie broke camp -- 4:00 a.m. July 26, 1789
three Indian lodges were reached at 8:00 a.m.
when the sleeping occupants were awakened they expressed alarm and agitation
although most of these people had seen the expedition go by as it traveled downriver

⁴⁵ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 286.

Mackenzie requested to trade for fresh fish and several young natives were sent to visit their nets
these Indians were presented some beads and a few other items which were gratefully received
in addition some of the members of the expedition traded small pieces of tin for native products
Five of six of these natives were not recognized by Mackenzie

one of these had a conversation with English Chief in his own language

relating their chat to Mackenzie, English Chief said he was told **“there is another river on the other side of the mountains to the South-West, which falls into the *Belhoullay Teo*, or White-man’s Lake (Pacific Ocean), in comparison of which that on whose banks we then were, was but a small stream; that the natives were very large, and very wicked, and kill common men with their eyes; that they make canoes larger than ours; that those who inhabit the entrance of it kill a kind of beaver, the skin of which is almost red (sea otter); and that large canoes often frequent it. As there is no known communication by water with this river, the natives saw it went over the mountains.”**⁴⁶

When Mackenzie continued up the River of Disappointment
it occasionally became possible to use a sail

MACKENZIE TRIES TO LEARN MORE ABOUT THE RIVER TO THE WEST

Alexander Mackenzie’s expedition was underway -- 2:15 a.m. July 27, 1789

when they drew close to a rapids three families were seen on shore

Mackenzie stopped to visit -- 7:00 a.m.

he attempted to learn more about the river he had learned about the day before

when offered a few beads, one of the Indians drew a map in the sand
of the river to the Pacific Ocean

Mackenzie reported he traced **“a very long point of land between (the river where they were located and a west flowing river across the mountains) ...without paying the least attention to their courses, which he represented as running into the great lake (Pacific Ocean), at the extremity of which, as he had been told by Indians of other nations, there was a *Belhoullay Couin*, or White Man’s Fort. This I took to be *Unalascha* (Unalaska) Fort, and consequently the river to the west to be *Cook’s River*; and that the body of water or sea into which this river discharges itself at *Whale Island*, communicates with *Norton Sound*.”**⁴⁷

Mackenzie offered to pay the man to guide him to what he believed to be Cook’s River
but the man refused as he explained that other natives fishing in the neighborhood
were better qualified

Contact with Indians further upstream also proved to be of little value

⁴⁶ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 292.

⁴⁷ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 295.

ESTEBAN JOSE MARTINEZ SENDS A SECOND OF MEARES' SHIP TO SAN BLAS

Spanish Chief Pilot Martinez was anxious to report the significance of the Strait of Juan de Fuca to his uncle, Viceroy of New Spain Manuel Antonio Flores

Martinez turned his attention to British Captain Thomas Hudson, his ship and crew
Princess Royal was renamed the *Princesa Real* by Martinez

British Captain Thomas Hudson and his crew sailed the *Princesa Real* for San Blas under the command of Pilot Jose Maria Narvaez -- July 27, 1789

and under escort by the *San Carlos* commanded by Lopez Gonzalo de Haro

Spanish Chief Pilot Esteban Jose Martinez, himself, was now free to sail to San Blas, New Spain having generated the "Nootka Sound Controversy" by his confiscating British ships

MACKENZIE'S EXPEDITION CONTINUES TO TRAVEL THE RIVER OF DISAPPOINTMENT

Mackenzie continued his practice of starting early in the morning

they journeyed in various forms of weather ranging from clear and warm to cold and rainy on day **"the heat was unupportable"**

the next **"we could not put on clothes enough to keep us warm"**⁴⁸ -- July 28-29, 1789
occasionally a canoe was seen along the river bank but no Indians were to be found

although signs they recently had been in the area were found

Mackenzie's hunters met with little or no success although animal tracks were discovered

SPANISH SUPPLY SHIP ARANZAZU ARRIVES IN SAN LORENZO (NOOTKA SOUND)

Aranzazu under command of Chief Pilot Pedro Alberni

brought orders from Viceroy of New Spain Manuel Antonio Flores -- July 29, 1789

Chief Pilot Esteban Jose Martinez was directed to evacuate San Lorenzo (Nootka Sound)

abandon Fort San Miguel and the colony of Puerto de la Santa Cruz de Nuca

and return to San Blas, New Spain by the end of the year

Esteban Jose Martinez' efforts to maintain a colony at Friendly Cove had ended in failure

AMERICAN CAPTAINS JOHN KENDRICK AND ROBERT GRAY EXCHANGE SHIPS

Captain John Kendrick decided to send Robert Gray to Canton, China with the *Columbia Rediviva* to dispose the cargo of furs in Canton, China and continue on to Boston, Massachusetts

Kendrick told Gray that he would stay behind with the *Lady Washington*,

trade to the north as long as supplies held out, and then follow along to Canton later in the year

pelts and furs located on the *Lady Washington* were moved to the *Columbia Rediviva*

as were Robert Funter and the captured crew of the *North West America*

⁴⁸ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 303.

Captain Gray must have been very surprised since management of the business in Canton and the eventual accounting with the owners at home in Boston would seem to be the duty, even the privilege, of the senior officer but evidently John Kendrick, who was his own man out in the middle of nowhere, did not want to go home although a wife was waiting for him in New England

COLUMBIA *REDIVIVA* SAILS FOR CANTON, CHINA

American Captain Robert Gray, now in command of the *Columbia Rediviva* left Clayoquot Sound bound for Canton by way of the Sandwich Islands (Hawaii) -- July 30, 1789
Crewmen had been divided so Captain John Kendrick would have a full complement of experienced sailors on the *Lady Washington*
Columbia carried a cargo of 1,300 prime pelts
(these would be traded in Canton, China for Chinese teas to be taken to Boston and sold)

AMERICAN CAPTAIN JOHN KENDRICK TAKES THE *LADY WASHINGTON* TRADING

When Captain Robert Gray took command of the *Columbia Rediviva*
Captain John Kendrick took command of Gray's former ship, *Lady Washington*
Kendrick was to remain on the coast and conduct trade
as soon as Gray was out of sight -- July 30, 1789
Kendrick sailed out of Clayoquot Sound with a crew of twenty
up the coast of (Vancouver Island) to what he named "Barrell Sound"
(now Houston Stewart Channel)

SPAIN'S ORGANIZES THE MOST IMPRESSIVE SCIENTIFIC EXPEDITION TO DATE

British Captain James Cook had conducted a scientific investigation of the Pacific waters [1776–1780]
Spain acquired a fictitious [1770] map drawn by the unreliable French mapmaker Philippe Buache showing the Strait of Anian (Northwest Passage) located between 59° N and 60° N latitude
this prompted the Spanish to undertake an expedition of discovery
Alexandro Malaspina conceived an around-the-world tour
collecting scientific and geographic data that would surpass Captain Cook's
Spanish Naval Chief Pilot Alexandro Malaspina was a celebrated hero at age thirty-five
and a most romantic figure among the navigators of the north
he had previously circumnavigated the globe [1784]
Malaspina was given command of a scientific and exploring expedition
designed to go around the world
Malaspina's expedition consisted of two fast, lightly armed corvettes:
•*Descubierta* (*Discovery*) commanded by Chief Pilot Malaspina

•*Atrevida* (“Audacious,” “Daring” or “Bold”) under Chief Pilot Jose Bustamante y Guerra
these names were chosen to honor James Cook’s *Discovery* and *Resolution*
crewmen on both ships were hand-picked by Malaspina

Malaspina insisted the expedition was to be under “dual command”
twin Spanish corvettes set sail from Cadiz, Spain -- July 30, 1789

Malaspina carried with him a map showing the most recent discoveries of the Pacific coast
based on the works of British captains Cook, Portlock, Dixon
plus Spanish voyages of Arteaga, Bodega y Quadra, Fidalgo, Lopez de Haro and Martinez
like the James Cook [1776] and Comte Jean Francoise de La Perouse [1786] expedition before it
some of the leading scientists, technicians and specialists of the day accompanied Malaspina
(scientific data collected during the expedition surpassed that of Cook,
but due to changed political circumstances in Spain Malaspina was jailed upon return
and the reports and collections were locked up and prohibited from publication)

ALEXANDER MACKENZIE REACHES THE (BEAR LAKE RIVER)

Mackenzie’s expedition reached the mouth of the river
that flowed from (Great Bear Lake) -- August 2, 1789

Mackenzie visited the western shoreline where he saw numerous native footprints in the sand
he led a small party toward the smoke of several campfires -- 5:00 p.m.

as he wanted to learn more about the alleged river that flowed west to the sea
he and his party smelled burning sulfur and discovered the whole river bank was on fire
this proved to be a coal mine that had been set afire by an old Indian encampment
he saw the beach was covered in coals

Poles for five Indian lodges were seen a short distance from where Mackenzie landed
he dispatched his Indians to see if any local natives could be found
for the first time English Chief refused an order as he pled exhaustion
since their search for the Indians was unsuccessful, Mackenzie made camp

AMERICAN CAPTAIN JOHN KENDRICK TRADES IN THE QUEEN CHARLOTTE ISLANDS

Kendrick traded with the Haida and their chief, Coyah, in the Queen Charlotte Islands
some clothes were stolen from the ship *Lady Washington*

Kendrick strung up two chiefs in such a manner
that he could thrust a leg of each Indian into a cannon barrel
terrified by Kendrick’s threats to fire, the natives produced the stolen goods
not satisfied, Kendrick demanded every skin in the village
these he paid for “at the regular price”

Kendrick sailed away bound for China

Coyah was deeply bitter about the incident

Haida natives long maintained their hatred of "Boston Men" (American traders)

MACKENZIE ATTEMPTS TO CLIMB THE MOUNTAINS SEEN IN THE DISTANCE

Mackenzie's expedition departed in clear warm weather -- 3:00 a.m. August 10, 1789

they reached the mountains they had first encountered [July 2] and the expedition stopped

Mackenzie decided to climb to the summit to see if he could find a west-flowing river

he was accompanied by one young Indian

as the fatigue felt by the other overwhelmed their curiosity

they climbed through a densely growing spruce forest

after a walk of about an hour the underbrush was replaced by birch and poplar trees

when Mackenzie finally caught a glimpse of the mountains they appeared no closer

although they had been walking for three hours

Mackenzie's Indian companion requested to return to the canoe

his shoes and leggings had been torn to shreds and he did not want to return in the dark

together they pressed on toward the mountains and soon reached a marshy area

they waded in water and grass up to their knees to within a mile of the mountains

Mackenzie suddenly sunk to his armpits and escaped only with great difficulty

Mackenzie decided to return to the canoe -- they arrived at midnight

very tired and with no additional information

MACKENZIE AGAIN HAS TROUBLE WITH ENGLISH CHIEF

Setting out once again Mackenzie observed tracks along the shoreline -- 3:00 a.m. August 11, 1789

also an encampment was seen that appeared to have been deserted five or six day earlier

Mackenzie crossed the river to the other side in search of his hunters

(who had not returned after setting out the day before)

two of the hunters were found who reported they had killed only one beaver and a few rabbits

they said the woods were so thick that game could not be followed

they had seen several native camps close to the river

but the Indians were careful to avoid the expedition

Mackenzie asked English Chief to accompany him in search of the allusive natives

but the Indian refused and suggested a young Indian go in his place

Mackenzie believed that English Chief and his wives

were determined to leave and live with the local Indians

SUPERCARGO WILLIAM DOUGLAS SAILS THE *IPHIGENIA NUBIANA* TO (HAWAII)

After being released from capture in Nootka Sound by Spanish Chief Pilot Esteban Jose Martinez

Iphigenia Nubiana had made its way to the Sandwich Islands (Hawaii)

where Douglas stopped to resupply with fresh water and yams -- mid-August
having no trade goods left with which to barter with the Hawaiians

crew members began to cut up the rudder chains -- Douglas quickly put an end to the attempt
lack of goods available for trade incited the Hawaiians to attempt to capture the ship
but this effort was soon ended and the *Iphigenia* sailed to the East

AMERICAN CAPTAIN JOHN KENDRICK SAILS FOR THE SANDWICH ISLANDS (HAWAII)

After his incident with the Haida natives, Kendrick sailed the *Lady Washington* to (Hawaii)
to the Sandwich Islands (Hawaii) to pick up a load of sandalwood
for delivery to Canton, China -- August 1789

(Kendrick then sailed the *Lady Washington* from the Sandwich Islands [Hawaii]
loaded with a cargo of furs and sandalwood in an effort to organize a new American trade)

ALEXANDER MACKENZIE HAS A CONFRONTATION WITH ENGLISH CHIEF

As Mackenzie continued up the River of Disappointment Indian camps were frequently seen
but they were always unoccupied -- August 13, 1789

it was apparent the natives were making a successful effort to avoid contact with the expedition
rain fell occasionally day and night

Provisions were in short supply and the hunters had no luck

wild game was again becoming scarce with the advance of (winter) in the region
setting nets in the river during the night proved to be of little value

Mackenzie's party reached the island where they had cached their pemmican on the way downriver
with this added supply of food Mackenzie was no longer obligated to send out hunting parties
and wait at some designated place for their return -- August 13

Moving up the River of Disappointment Mackenzie's men saw another camp of Indians
as they were very frightened, they drew their canoes up on the beach and fled into the woods
leaving a great deal of the property behind them

this was pounced upon by Mackenzie's Indians and divided among them
Mackenzie severely scolded English Chief for the conduct of the Indians

English Chief was very displeased with Mackenzie's scolding and said so

this was an opportunity Mackenzie had waited for as he had been dissatisfied with English Chief
Mackenzie stated he had paid a great deal of money and had traveled a great distance
without reaching the Pacific Ocean

he suspected English Chief was withholding information about the country
to keep Mackenzie from finding a route to the sea and forcing the Indians
to accompany him before they returned to Fort Chipewyan

These suspicions greatly irritated English Chief

he denied the charges and declared he had not concealed anything

further, the poor hunting was due to the nature of the country and the scarcity of animals

English Chief concluded by announcing although he had no ammunition he would go no further

he could live like the local Indians and he would remain with them

his rant included loud and bitter weeping assisted by his wives and relatives

although English Chief said his tears were for dead friends

Mackenzie remained quiet for two hours as the Indians wept in grief

but he knew he could not continue on without the chief and his family

there was no choice but to soothe the feeling of English Chief

this was accomplished although with great reluctance on the part of English Chief

Six hours had been lost during the confrontation before camp was made -- 8:30 p.m.

Mackenzie asked English Chief to have supper with him

much of the native's discontent was relieved with the assistance of a good meal

and a dram or two of rum

English Chief informed Mackenzie that it was a custom of Chipewyan chiefs to go to war

after shedding tears to remove the disgrace attached to a feminine weakness

this he now planned to do in the (spring) -- but he would continue with Mackenzie first

ARGONAUT ARRIVES IN SAN BLAS, NEW SPAIN (MEXICO)

When Richard Cadman Etches and John Meares *Argonaut*

arrived in San Blas, New Spain -- August 16, 1789

Spanish government officials became very concerned regarding how British authorities

would react to the capture and confiscation of their vessels

British Royal Navy Captain (on leave of absence) James Colnett was sent to Mexico City

there a very surprised and concerned Viceroy of New Spain Manuel Antonio Flores

did not know what to do with the British captain, his ship or his crew

Captain Colnett constantly bemoaned the conditions of his confinement

however, in reality Colnett was treated as a guest in Mexico City

by Viceroy of New Spain Manuel Antonio Flores

some of the British sailors in San Blas were released by the Spanish government

ALEXANDER MACKENZIE'S EXPEDITION RETURNS TO GREAT SLAVE LAKE

Mackenzie entered the River of Disappointment -- 3:30 a.m. August 17, 1789

three Red-Knife Indian encampments were passed along the river

(Mackenzie had sent the young Indians under English Chief ahead to hunt)

Mackenzie caught up with them about 10:00 a.m. -- they had killed five young swans

English Chief presented Mackenzie an eagle, three cranes, a small beaver and two geese
Camp was made at the same place they had camped [June 29] -- 7:00 p.m.

MACKENZIE RETURNS TO THE LAND OF BUFFALO

Mackenzie sent all of his Indians out hunting as he was nearly out of food -- 4:00 a.m. August 18, 1789
he and his voyageurs followed and caught up with his hunters about noon
fresh buffalo tracks and bedding place were seen
Mackenzie landed -- 5:00 p.m.
but before the canoe could be unloaded English Chief arrived with a buffalo tongue
four men were sent to bring in the meat but they did not return until after dark

MACKENZIE'S EXPEDITION REACHES THE SLAVE RIVER

Mackenzie and his companions took to their canoes -- August 22, 1789
when the wind turned to come out of the west it became cold and strong
which allowed Mackenzie to use a half sail on the canoe
Three hours after setting out Alexander Mackenzie reached the entrance to Great Slave Lake
strong winds kept the expedition from entering the lake
four hours later, not having the benefit of a sail, the Indian canoe arrived
Camp was made and a net set in the lake
women gathered a large quantity of berries while the hunters killed two swans and three geese

ALEXANDER MACKENZIE TRAVELS OVER GREAT SLAVE LAKE

Mackenzie's expedition was under way again -- 5:00 a.m. August 23, 1789
Great Slave Lake was entered using the same channel that had been their exit on the downriver trip
they traveled along the northwest side of the lake where they knew fish was plentiful
Mackenzie expected to find North West Company Clerk Laurent Le Roux and Cuthbert Grant
as they had been instructed to wait at their trading post until (autumn)
Favorable wind allowed the expedition to use a sail rather than paddle the canoe
but the wind increased in the afternoon and the yardarm under the sail broke
luckily the mast remained intact
when a pole was fastened to the yardarm it allowed the sail to remain in place
swells of lake water entered the canoe and if the mast had broken the canoe would have sunk
Mackenzie continued on this very dangerous course as no place could be found to land
two men continually bailed out the canoe to keep it afloat
fortunately when they rounded a point of land they became screened from the wind and swells
there camp was made for the night to await the arrival of the hunters
Mackenzie's men set a net, repaired the yardarm and mast and gummed the canoe

during the night the weather moderated

MACKENZIE MAKE CONTACT WITH NOR'WESTER LAURENT LE ROUX

Alexander Mackenzie set out although his hunters had not yet arrived -- 5:00 a.m. August 24, 1789
continuing across Great Slave Lake Mackenzie saw a canoe with a sail led by two smaller canoes
these belonged to North West Company Clerk Laurent Le Roux
who was accompanied by an Indian with his family
they had been out hunting for twenty-five days

Le Roux reported he had seen no Indians after Mackenzie had departed
but had traveled to Lac la Martre (the third largest lake in today's Northwest Territories)
where he met eighteen small canoes belonging to the Slave Indians
there he obtained five packs of skins -- principally marten pelts
Le Roux was informed that relatives of these Slave Indians had more furs
so he sent the Indians to tell their relatives he would remain at Great Slave Lake (for the winter)
to receive them and trade for their furs

English Chief and some the Indian hunters had arrived in camp -- early evening August 24
he said he nearly drowned trying to follow Mackenzie's canoe
English Chief's canoe had been broken by a swell some distance from the shore
most of the hunters were left behind to lament their situation
if English Chief could not overtake Mackenzie or if Mackenzie did not wait for them
they would be stranded in the wilderness
English Chief said he thought the hunters would not be able to repair their canoe
rum lifted the spirits of the discouraged Indian chief and his few companions

MACKENZIE IS FORCED TO REMAIN IN CAMP

Few fish were caught in the net the night before
Nor'Wester Laurent Le Roux provided food from his store of supplies -- August 25, 1789
Those hunters who had been left behind arrived at the Great Slave Lake camp
they scolded Mackenzie for leaving them behind
During the day the expedition was held in camp by a strong southerly wind
that afternoon the sky darkened and lightening accompanied loud claps of thunder
another deluge of rain threatened

MACKENZIE'S EXPEDITION MAKES LITTLE PROGRESS

Bad weather continued as rain continued all night
head winds continued that would impeded their progress
so Mackenzie decided to remain in camp for the day

Indians went hunting but returned without having any success
Heavy showers with thunder and lightning hit the camp and very strong winds blew through the night
discouraged, English Chief and his people expressed a desire to quit the expedition
he said he would return to Fort Chipewyan in the (winter)
While bad weather continued the expedition was luckier with their fishing nets
as a considerable quantity of fish were taken
two hunters who had been gathering berries saw two moose and the tracks of reindeer and buffalo

ALEXANDER MACKENZIE EXPEDITION VISIT LAURENT LE ROUX'S HOUSE

Underway once again -- 1:00 a.m., August 30, 1789
Mackenzie's expedition reached Nor'Wester Laurent's Le Roux house -- 2:00 p.m.
when Le Roux, English Chief and his Indians arrived, Mackenzie gave them iron ware,
ammunition, tobacco and other gifts as he had promised in payment for their service
Mackenzie proposed to English Chief that he go to visit the Beaver Indians
and bring them to Le Roux to trade

MACKENZIE SETS OUT DOWN THE SLAVE RIVER

Alexander Mackenzie sat up all night making preparations for the last leg of his journey
Mackenzie left Nor'Wester Laurent's Le Roux's house in calm weather -- 5:00 a.m. August 31, 1789
he took some provisions with him for the journey to Fort Chipewyan
Mackenzie was forced to stop at a small island to repair his canoe
as it had been hit below the water line by an arrow shot by Indian children
starting out again a strong wind from the southeast slowed their progress

MACKENZIE CONTINUES HIS JOURNEY UP THE SLAVE RIVER

As Alexander Mackenzie and his voyageurs continued up the Slave River -- September 1, 1789
calm warm weather prevailed as they passed Isle a la Cache
they passed Isle de Carreboeuf about 5:00 p.m.

ALEXANDER MACKENZIE HURRIES TOWARD FORT CHIPEWYAN

Occasionally good weather allowed for the use of a sail on the canoe -- September 1789
however, sometimes bad weather forced the expedition to make frequent stops
or to remain in camp rather than attempting an early start
With a break in the weather, Mackenzie set out -- 5:00 a.m. September 7, 1789
wind accompanied by a series of showers dampened the voyageurs but not their spirits
Mackenzie ran his canoe on a stump and it filled with water before they could reach land -- 3:00 p.m.
two hours were lost in making repairs

ALEXANDER MACKENZIE REACHES THE FIRST OF THE PORTGES

Camp was broken and Mackenzie's expedition set out -- 4: 30 a.m. September 8, 1789
Mackenzie reached the first carrying place, "Portage des Noyes" (Mountain)
camp was made at the upper end to dry their clothes -- some of which had become rotten

MACKENZIE CONTINUES ALONG THE SERIES OF PORTGES

Alexander Mackenzie and his companion broke camp -- 5:00 a.m. September 9, 1789
his canoe was damaged while being carried over "Portage de Chetique"
however, it was repaired by their guide as the men carried the baggage to the end of the portage
at "Portage de la Montagne" the canoe was gummed to make it watertight
Camp that evening was made at the Dog River

ALEXANDER MACKENZIE'S EXPEDITION REACHES FORT CHIPEWYAN

Awakening to cloudy, very cold weather the expedition set out using a sail in the strong wind
Mackenzie arrived at Fort Chipewyan -- 3:00 p.m. September 12, 1789
Nor'Wester Archibald Macleod and five men were busy building a new house
Mackenzie traveled more than 3,000 miles to the Arctic Ocean and back day in an amazing 102 days
an average of seventy-five miles per day

Alexander Mackenzie had had seen a chain of mountains in the west

he was convinced there was no Northwest Passage across the continent above 55° north

He had discovered and explored the second largest river (after the Mississippi River) in North America
from source to mouth -- the Mackenzie River

however, as Mackenzie noted he was disappointed in his performance as an explorer: **"I was not only without the necessary books and instruments, but also felt myself deficient in the science of astronomy and navigation. I could not stop to dig in the earth over whose surface I was compelled to pass with rapid steps."**⁴⁹

ALEXANDER MACKENZIE PLANS A SECOND EXPEDITION

Too young to retire, but with only a passing interest in the fur trade

Alexander Mackenzie shook off his discouragement, turned his attention to exploration
and began to plan a second expedition to the Pacific Ocean

Because the River of Disappointment (Mackenzie River) did not empty into the Pacific Ocean
another possibility, yet to be explored, occurred to Mackenzie

Peace River flowed to the west to meet the Slave River a few miles above Lake Athabasca

⁴⁹ Gordon Speck, *Northwest Explorations*, P. 222.

perhaps the source of the Peace River could be reached, a portage made across the mountains
and canoes refloated in some as yet unknown stream which flowed to the west
Mackenzie was determined to be better prepared,
on his first effort to reach the Pacific Ocean he lacked proper instruments
and knowledge of how to use them
he could not draw scientifically acceptable maps of where he had been
For two years Alexander Mackenzie labored to put his Athabasca District in proper shape
so he could leave and advance his education in preparation for his second expedition

TWO MORE AMERICAN TRADING SHIPS ARRIVE OFF THE QUEEN CHARLOTTE ISLANDS

(Two American trading ships these owned by Benjamin Hussey of Nantucket, Massachusetts
had left Macau, China [June 5, 1789])

Simon Metcalfe sailed the brigantine *Eleanora*

his son, Thomas Humphrey Metcalfe sailed the sloop *Fair American*

they had become separated in a storm off the coast of Japan and arrived separately
off the Queen Charlotte Islands -- September 1789

American Captain John Kendrick, sailing the *Lady Washington*, encountered the two American ships
and warned them of conditions at Nootka Sound

SUPERCARGO WILLIAM DOUGLAS SAILS THE *IPHIGENIA NUBIANA* TO CANTON, CHINA

After completing a trading expedition that he had given his word he would not conduct

Supercargo William Douglas sailed *Iphigenia Nubiana* into Canton, China -- October 5, 1789

Douglas met with John Meares and gave his report about the clash with the Spaniards in Nootka Sound

it was an incomplete report because the *Iphigenia* had sailed

before another of Meares' ship, *Argonaut*, had arrived and been seized

nonetheless, Douglas's report helped set Britain on the course toward an international crisis

NEW SPANISH LEADERSHIP ARRIVES IN NEW SPAIN (MEXICO)

Viceroy of New Spain Manuel Antonio Flores, who was about to leave New Spain,

he wanted to avoid any responsibility for the events at San Lorenzo (Nootka Sound)

Juan Vincente de Guemes Pacheco de Padilla y Horcasitas, 2nd Count of Revillagigedo

had been appointed to serve as the new Viceroy of New Spain

he arrived in Veracruz, New Spain -- October 8, 1789

Accompanying him on his voyage to North America was

Commandant of the Naval Department of San Blas Juan Francisco de la Bodega y Quadra

who was arriving after his four year visit to Spain

he had been instructed to select six junior officers to serve under him in San Blas

six junior officers had accompanied him: Manuel Quimper, Francisco de Eliza, Ramon Saavedra Guiraldez y Ordonez, Salvador Fidalgo, Jacinto Caamano and Salvador Menendez Valdes

FAIR AMERICAN ENTERS NOOTKA SOUND (SAN LORENZO)

As Chief Pilot Esteban Jose Martinez was preparing to return to San Blas, New Spain (Mexico) despite the warning from Captain Kendrick and the ongoing conflict

American Captain Thomas Humphrey Metcalfe's schooner *Fair American* was seen approaching San Lorenzo (Nootka Sound)

After she anchored a few miles from Friendly Cove

Martinez invited Captain Thomas Humphrey Metcalfe to move into Friendly Cove

When the *Fair American* anchored in Friendly Cove Martinez seized the ship for illegally entering a Spanish port -- mid-October

NEW SPANISH GOVERNMENT IS ESTABLISHED IN NEW SPAIN (MEXICO)

Viceroy of New Spain Manuel Antonia Flores was replaced

by Juan Vincente de Guemes Pacheco de Padilla y Horcasitas, 2nd Count of Revillagigedo who was the son of a former Spanish viceroy of New Spain [1746-1755]

New Spain's new viceroy arrived to take office in Mexico City -- October 17, 1789

ANOTHER SEIZED BRITISH SHIP, *PRINCESS ROYAL*, ARRIVES IN SAN BLAS, NEW SPAIN

Thomas Hudson's *Princess Royal* had been renamed the *Princesa Real* by Chief Pilot Martinez

she arrived in San Blas, New Spain under the command of Spanish Pilot Jose Maria Narvaez

and under the escort of Lopez Gonzalo de Haro aboard the *San Carlos* -- October 22, 1789

this was the second of John Meares' ships (after the *Argonaut*) to reach San Blas

Great consternation prevailed in New Spain with the arrival of the captured British ship *Princess Royal* both governments would be faced with the problem of settling the fate of the captured ships

ESTEBAN JOSE MARTINES SAILS FROM SAN LORENZO (NOOTKA SOUND)

Spanish settlement of Puerto de la Santa Cruz de Nuca was abandoned

Spanish Fort San Miguel at San Lorenzo (Nootka Sound) was dismantled

artillery from fort was loaded back aboard the *Princesa*

but anticipating a reoccupation of San Lorenzo, Martinez buried crates of bricks and lime

Esteban Jose Martinez sailed the *Princesa* from Friendly Cove bound for San Blas -- October 30, 1789

Santa Gertrudis la Magna (North West America) sailed separately to San Blas, New Spain

(in San Blas, the *Santa Gertrudis la Magna* would be dismantled)

Spain had completely abandoned San Lorenzo (Nootka Sound) but the controversy remained

in addition to capturing John Meares' *Argonaut*, *Princess Royal* and *Northwest America* and forcing his ship, the *Iphigenia Nubiana*, to sail from Nootka Sound

Chief Pilot Esteban Jose Martinez had also captured the American ship *Fair American*

CHIEF PILOT MARTINEZ ATTEMPTS TO CAPTURE A SECOND AMERICAN SHIP

Esteban Jose Martinez set sail accompanied by the captured schooner *Fair American*

he sighted a brig bound for Nootka Sound -- October 31, 1789

Martinez raised the Spanish flag and fired a shot

he attempted to maneuver to within hailing distance

but the stranger succeeded in keeping a safe distance away

Fair American's Captain Thomas Humphrey Metcalfe recognized this ship

as his father's ship *Eleanora*

Captain Simon Metcalfe managed to elude Martinez and make his escape

AMERICAN CAPTAIN ROBERT GRAY SAILS THE *COLUMBIA REDIVIVA* TO CANTON, CHINA

After arriving in Canton, China -- November 17, 1789

Captain Robert Gray disembarked Robert Funter and the crew of the former *North West America*

they informed ship owner John Meares about events that had transpired at Nootka Sound

which had resulted in the loss of their ship

this was an update of events told to Meares by Supercargo William Douglas of the *Iphigenia*

Gray also delivered letters from Captain James Colnett that he had managed to smuggle out

Captain Gray sailed the *Columbia Rediviva* up the Pearl River to Whampoa, China

Canton's fantastic anchorage of foreign ships:

- thousand-ton East India merchantmen towered over the weather-ravaged *Columbia Rediviva*;
- lacquered tea boats drifted past under square brown sails;
- there were intricately carved flower boats;
- tiny sampans whose owners cried out their exotic wares in singsong tones;
- beautiful mandarin boats with their double decks of oars glided serenely by

Harbor officials came aboard *Columbia* to determine the duties owed to the Chinese government

Captain Gray delivered two years worth of pelts acquired by himself and John Kendrick

Chopboats ferried the pelts twelve miles upstream

for storage in one of the factories (or hong) on Jackass Point

Gray found the Oriental market was a disappointment

as the market was flooded in pelts from English and Russian rivals

Then the dickering began

Robert Gray was a greenhorn in the devious ways of the China fur trade

though he sold his skins and pieces of skins for \$21,404.71,

he had to pay out nearly half the sum for fees, bribes and repairs to his ship with the remaining \$11,241.51 he invested in 21,462 pounds of Chinese Bohea tea (unfortunately 12,000 pounds of this would be damaged on the way home)

SCHOONER *FAIR AMERICAN* ARRIVES IN SAN BLAS, NEW SPAIN (MEXICO)

American Captain Thomas Humphrey Metcalfe's schooner *Fair American*

which had been seized by Chief Pilot Esteban Jose Martinez reached San Blas -- December 6, 1789 adding to the international crisis faced by

New Spain Viceroy Juan Vincente de Guemes, 2nd Count of Revillagigedo

CAPTAIN JOHN MEARES TRAVELS FROM CANTON, CHINA TO LONDON

(John Meares had spent all of 1789 in Canton, China managing the affairs

of his trading business, Associated Merchants, and writing a large portion of the book

(he would publish the following year)

Meares left Canton for London, England -- December 15, 1789

to personally complain to the British government about the seizures by the Spanish of his company's ships and land at Nootka Sound

ESTEBAN JOSE MARTINEZ ARRIVES IN SAN BLAS, NEW SPAIN (MEXICO)

Chief Pilot Esteban Jose Martinez sailed the *Princesa* into San Blas, New Spain -- December 1789

he reported finding at least 250 Russians trading on Alaska coast

San Lorenzo (Nootka Sound) had been left deserted which caused grave concern in Mexico City

Juan Francisco de la Bodega y Quadra, Senior Commander of the Spanish naval base at San Blas, could not comprehend why Martinez had left no one at San Lorenzo (Nootka Sound)

he had not even left a force at Fort San Miguel to serve as guards

he had even dismantled his guns from the fortification and brought them back to San Blas and no effort was made to maintain the Spanish settlement of Santa Cruz de Nuca

there was nothing left to show that Spain occupied the area except a cross on the beach

To make matters worse, the arrival of the captured ships, captains and crew

placed Spain in difficult position -- Spain did not want war with Great Britain

As Viceroy of New Spain Juan Vicente de Guemes learned more of the Nootka Sound Controversy

he considered Esteban Jose Martinez's handling of the situation

"imprudent, inopportune, and ill-founded"

Martinez, who had enjoyed the favor of his uncle, Viceroy Manuel Antonio Flores,

now became a scapegoat under the new regime

Juan Francisco de la Bodega y Quadra removed Martinez as the primary Spanish officer in charge of San Lorenzo (Nootka Sound) and the Pacific coast

However, the new viceroy was determined to continue defending Spanish rights to the Pacific coast including the possession of San Lorenzo (Nootka Sound)