SEARCHABLE PACIFIC NORTHWEST HISTORY

BOOK TWO

DISCOVERY 1700-1799



BY

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Native American Inspired Art by Watercolor artist

Barb Ruble

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# HOW TO USE THIS MATERIAL

*Searchable Pacific Northwest History* provides a huge variety of topics to be studied.

I have chosen to use a chronological format that includes a series on indentions something like an outline so additional material could be easily added and existing material shifted to a new location. This also allows the reader to “copy and paste” material from this document into a new document of their own making using the “document search navigator” on their computer. This access allows anyone to construct an historic document of their own in “outline” form.

The historic material in Book Two is in chronological order by century, decade, year, month, week and on occasion day. Events listed out of sequence in an effort make a point are placed in parenthesis ( ) and non-sequential dates in brackets [ ]. Quotations are in bold print and footnoted.

To construct an historic document of your own requires a two-step process:

1) Our website: <http://searchablehistory.com> provides a TEMPLATE of the “outline” formatting required for the new document. a. [Download this TEMPLATE](http://searchablehistory.com/ebooks/DocumentTemplate.docx) and Save it onto your computer. b. OPEN the TEMPLATE.

2) [Download the MS Word version of this book](http://searchablehistory.com/ebooks/SEARCHABLE-PNW-HISTORY-Book2-Discovery.docx). Information COPIED from *Searchable Pacific Northwest History* and PASTED onto the TEMPLATE will result in a new document being generated in chronological order and “outline” form.

For instance, after generating a formatted TEMPLATE on a computer, a student might search the exploits of American adventurer **John Ledyard.** Opening *Searchable Pacific Northwest History* and placing Ledyard into the search engine shows “John Ledyard” is found forty-six times. The first instance is in the paragraph “AMERICAN ADVENTURER JOHN LEDYARD SEES THE WORLD” on page 65. This paragraph could be COPIED and PASTED onto the TEMPLATE. The paragraph “AMERICAN ADVENTURER JOHN LEDYARD JOINS COOK’S EXPLORING SQUADRON” on page 66 tells of Captain James Cook’s impression of Ledyard. Further examination of the historic document would result in other relevant information being discovered. Adding this material to the “outline” template would produce a document featuring the accomplishments of John Ledyard in chronological order.

This “outline” provides the foundation for a report. Other information such as personal accounts, pictures, maps, etc. could be found from additional sources and the internet (used with permission when necessary) to enhance the final document.

# WHY DID I UNDERTAKE SEARCHABLE PACIFIC NORTHWEST HISTORY?

Computers have changed the way we look at history. The study of our past has always been constricted by the space available to present it. The person, topic, or event being studied was confined by the physical limits of books. This constricting of the past is even greater in a history book dedicated to a very broad subject. Each topic must be compressed to fit the space available. These restrictions are no longer necessary with the advent of computers and the internet.

History happens chronologically and in context. However, it is not taught that way. Rather, attention is focused on dates, names and selected topics. For instance, the exploration of Captain George Vancouver might be presented without any mention of the discoveries of Spanish explorers although both investigations occurred simultaneously and sometimes mutually. Also, American sea traders were operating in the Pacific Ocean waters while Alexander Mackenzie was actively conducting his second overland expedition to find the Pacific Ocean. Events do not occur in isolation.

The topics of missionaries to the Pacific Northwest and Hudson’s Bay Company might be presented without acknowledging both entities were dealing with the same Native Americans at the same time. These interactions had a unique impact on the Indians. Or, similarly that Northwest Indian wars and Indian treaties are presented without mentioning the treaties came before the wars. Presenting history one topic at a time, while necessary until now, makes historic context almost impossible.

Presenting history one topic at a time also presents a false image of the time necessary to accomplish a task. When students are introduced to the Oregon Trail, attention is perhaps paid to the preparations essential for the journey and the sacrifices necessary. The route West is depicted passing by a series of prominent land features, hardships for the travelers may be indicated, and Oregon is reached three paragraphs or three pages after setting out depending on the detail of the text. There is no feeling for the nine months the journey on foot took to complete. The neglect of the amount of time necessary to accomplish a goal is so frequent in history books that this could, perhaps, account for the instant gratification so often demanded today.

Those of us who enjoy reading history are intrigued with adding new information to what we have previously discovered. Each addition provides an opportunity to gain new insight. We are aware that previous generations faced challenges and mysteries much like our own. Discovering how these demands were met, successfully or unsuccessfully, in the past can guide us as we seek answers to our own personal and collective dilemmas. Most history instructors strive to teach their students *about* history. My goal is to enable students to learn *from* history. As President Harry Truman noted: “The only thing new in the world is the history you don’t know.”

The internet has opened a vast amount of previously unavailable historic material. The writings of early Northwest historians such as Hubert Bancroft, Cecil Dryden and Oscar Osburn Winther, as well as participants who wrote about their activities are now available on line as are compilations of historic societies and the perceptions of individual authors. More information is being added every day. Access to this material is invaluable in appreciating and understanding our past. It needs to be added to our current understanding.

# SYNOPSIS

1700-1749

Trade expands the reach of nations: British Hudson’s Bay Company operates in Canada, British East India Company opens trade with Canton, China, British South Seas Company begins trade with South America. Independent French-Canadians traders open Fort Michilimackinac in Canada’s interior. Russian fur traders sweep across Siberia, Russia. Cayuse Indians acquire the horse. Vitus Bering conducts two tragic voyages for Russia to northern North America.

1750-1779

France and Great Britain fought the French and Indian War to control the Ohio River region while Spain claimed all of North America. Independent fur traders develop the Canadian fur trade as Americans Alexander Henry (The Elder) and Peter Pond investigate the Canadian interior to the Great Plains. English fur trading brothers Benjamin, Thomas and Joseph Frobisher operate out of Montreal. Scotsman Simon McTavish works the Niagara Falls region.

Attention of the British government again turnes to North America as Chief Pontiac’s War erupted. Great Britain dominated her American colony passing the Townshend Acts resulting in the Boston Massacre, Boston Tea Party, Declaration of Independence and the Battle of Lexington and Concord.

Spain became concerned with Russian activities in the northern reaches of North America. Explorer Juan Josef Perez sailed north to investigate naming Surgidero de San Lorenzo (Nootka Sound). Following Perez Bruno de Heceta claims what is now Washington for Spain, Ignacio Arteaga and Juan Francisco de la Bodega Y Quadra also expands Spain’s claim. Captain James Cook leads a scientific expedition to the North Pacific for Great Britain as far as the Arctic Ocean. Canadian free traders form the Michilimackinac Company in Canada to compete with Hudson’s Bay Company. Nine independent Canadian trading posts are established near the Straits of Mackinac west of Lake Superior.

1780-1789

American traders Peter Pond and Alexander Henry the Elder work the Lake Athabasca region of Canada. Canadian North West Company is chartered. Company employees, known as Nor’Westers include wintering partners who conduct trade with the Indians and voyageurs who provide transportation.

America’s Revolution ends but the nation’s boundaries remain undefined. United States Constitution is ratified and George Washington is elected president.

Russia expands its fur trading operations when the Shelikof-Gollikof Company sends a three-ship expedition to the Aleutian Islands. Russian sea otter pelts are sold in China generating an insatiable demand.

Demand for sea otter pelts motivates private companies to open trade between China and the Pacific Northwest. John Henry Cox forms the Bengal Fur Company. British East India Company sends Captain John Meares on the Nootka to Prince William Sound. Richard Cadman Etches’ King George’s Sound Company purchases the King George captained by Nathaniel Portlock and Queen Charlotte under Lieutenant George Dixon to trade in Prince William Sound. British scoundrel Captain John Meares sails Felice Adventurer under a Portuguese flag from Canton, China to the Pacific Northwest.

Boston’s Barrel, Bulfinch and Company owns the Columbia Rediviva and Lady Washington. Captain Robert Gray and Captain John Kendrick were hired to gather sea otter pelts, trade these in China and return to Boston with Chinese goods. Kendrick and Gray deliver prime otter pelts to Whampoa, China.

War ships sail to the Pacific Northwest to enforce Spain’s claim. Chief Pilot Esteban Jose Martinez brought the Princesa north accompanied by Pilot Gonzalo Lope de Haro on the San Carlos. Fort San Miguel is built at San Lorenzo (Nootka Sound) to protect the new Spanish settlement of Santa Cruz de Nuca. Spanish meetings with British and American traders lead to the Nootka Sound Controversy as Martinez seizes three British ships and crews and removes them to San Blas, New Spain (Mexico). International tensions increased.

North West Company’s Alexander Mackenzie leads an expedition from Fort Chipewyan on Canada’s Lake Athabasca to reach the Pacific Ocean. Traversing the Peace and Great Slave rivers, Great Slave Lake, Great Bear and Mackenzie rivers he mistakenly reaches the Arctic Ocean. Suffering through rapids, ice, freezing weather, mosquitoes and mutiny Mackenzie leads his men across 1,080 miles of wilderness in forty-one days before returning to Fort Chipewyan.

1790-1799

Commandant Francisco de Eliza leads a fleet north to defend Spain’s claim of San Lorenzo (Nootka Sound). Spanish Army Captain Pedro d’Alberni and his soldiers are stationed at Fort San Miguel (1790). Lieutenant Salvador Fidalgo establishes Spain’s second colony in the Pacific Northwest. Nunez Gaona is located at Neah Bay on the coast of Washington (1792). Sailing expeditions are sent to investigate the Strait of Juan de Fuca, Puget Sound, Clayoquot Sound, Barkley Sound, the Gulf Islands and the Gulf of Alaska.

Nootka Sound Controversy becomes the Nootka Sound Crisis as Spain and Great Britain prepare for war. Negotiations to resolve the crisis fail. Finally, the Nootka Sound Convention (1794) results in the Mutual Abandonment of Nootka Sound.

American Captain Robert Gray sails Columbia Rediviva from Whampoa, China loaded with Chinese goods to Boston generating a fortune and further interest in the China trade. John Kendrick sails the Lady Washington to the Queen Charlotte Islands where he generated ill will with the natives.

American Captain Robert Gray sails Columbia Rediviva from Boston back to the Pacific Northwest. He purchases land from the natives of Clayoquot Sound, names Adventure Cove and builds Fort Defiance there -- all while generating hostility with the natives. Gray sails south to trade discovering Grays Harbor and the Columbia River -- America’s only claim to what is now Washington State.

More Spanish expeditions arrive in the Pacific Northwest. Captain Alejandro Malaspina and Captain Jose Bustamante y Guerra conduct a scientific expedition. Jacinto Caamano attempts to find the fabled Northwest Passage. Lieutenants Dionisio Alcala Galiano and Cayetano Valdes investigate the Gulf of Georgia.

British Captain George Vancouver sails the Discovery to the Pacific Northwest accompanied by Chatham commanded by Lieutenant-Commander William R. Broughton. Vancouver, Broughton, Peter Puget, Joseph Whidbey and James Johnstone thoroughly investigate the Strait of Juan de Fuca and Puget Sound naming hundreds of geographic features which remain on maps today. Vancouver charts the Strait of Georgia along with Spanish lieutenants Galiano and Valdes. Vancouver next conducts a thorough investigation of Alaska waters.

Alexander Mackenzie’s second overland expedition journeys through rapids and bad weather to find the Pacific Ocean. He travels the Slave, Peace and Parsnip rivers, crossed the continental divide of the Rocky Mountains and journeys down the Tacouche Tess (Fraser) and Bella Coola rivers to the Pacific Ocean. He then travels the same route back to Fort Chipewyan.

SEARCHABLE PACIFIC NORTHWEST HISTORY

BOOK TWO: DISCOVERY – 1700-1799

# 1700-1749

ENGLISH EAST INDIA COMPANY MOVES ITS TRADING POST TO CANTON, CHINA

English East India Company trade was moved from Taiwan to Canton, China – 1700

most foreign traders were confined to Canton where rigid restrictions were imposed

there a guild of Chinese merchants was licensed to deal with foreign traders

these merchants were responsible for all business deals

and the behavior and debts of the foreign traders

Chinese merchants were under the jurisdiction of a local governor and a customs officer

they were required to pay a large sum every year to the government

these costs were recovered by levying heavy taxes on foreign ships

English East India Company held a monopoly on East Indies trade [until 1883]

limited trading ports and the exorbitant fees paid to the customs officer by the merchants

were the main grievances expressed by the Company traders

PACIFIC NORTHWEST NATIVES BECOME FAMILIAR WITH HORSES[[1]](#footnote-1)

After founding the province of *Santa Fe* and appointing himself governor,

Spanish explorer Juan de Onate set out from New Spain to subdue the Pueblo Indians

he led a large caravan of soldiers and settlers to colonize the upper Rio Grande valley

(present-day New Mexico [1598])[[2]](#footnote-2)

Spanish colonists brought herds of sheep, cattle and horses to the area

many Pueblo Indians were recruited to care for the livestock)

(Pueblo natives rose up against the Spanish Conquistador overlords [1680]

most of the Europeans fled back to New Spain leaving their livestock behind

Pueblos began trading the abandoned Spanish horses with other tribes

it was estimated within thirty years Shoshone tribe of the Snake River had horses)

Shoshones (also known as Snake Indians)

exposed other Plateau natives to the horse – early 1700s

Cayuse Indians recounted the story of a war party looking for the Snakes: **“What they saw threw them into great consternation: the Snakes appeared to be riding either elk or deer. The spies hurriedly returned to their war chief... who sent other warriors to ascertain the reason for what he thought must surely be an illusion. They, too, saw what appeared to be Snakes riding elk or deer. Dumbfounded, the group inched closer to discover that the hoofprints were not split but solid and round. Thoroughly upset by this discovery, the chief abandoned his war plan for one of peace. After arranging a truce, the war party returned home with a pair of horses, descendants of Spanish ponies. The Cayuses treated their newly gained treasures with great care, and the following year the mare foaled. Then the Cayuses decided to send out another party, this time to steal more horses from the Snakes.”**[[3]](#footnote-3)

According to Nez Perce lore their tribe first saw horses among the Cayuse

they learned had been acquired from the Shoshones

Nez Perce sent out a trading party that returned with a gentle mare

**“Day after day the curious Nez Perces gathered from all around to watch the mare crop grass near the village. They learned how a horse acted: how it fed, how it exercised, how it rested. In a few weeks the mare dropped a foal, and the crowds increased. Soon other villages sent south for horses of their own, to be treasured as curiosities and pets.”**[[4]](#footnote-4)

Horses flourished in the lush grasslands of the Nez Perce homeland

Acquisition of domesticated horses altered the lifestyle and economy of many Plateau tribes

people were able to travel greater distances

and greatly expanded their hunting and trading areas

heavier loads of trade goods could be carried and exchanged

both the volume and variety of goods carried increased

huge tribal gatherings on an unprecedented scale became common

horses became a new source of wealth and an important commodity in trade

Equestrian lifestyle also brought about increased warfare

horse-raiding expeditions gained prestige – along with extra mounts

warriors pursued old hostilities and created new feuds with far-flung tribes

in attempts to expand their territory

ENORMOUS EARTHQUAKE HITS THE PACIFIC NORTHWEST[[5]](#footnote-5)

Cascadia fault (Cascadia subduction zone) runs from northern Vancouver Island

to northern California

this very long sloping fault separates the Juan de Fuca Tectonic plate

and the North America plate

geological records reveal “great earthquakes” (Richter scale magnitude eight or higher)

occurred along the Cascadia fault about every 500 years on average

these are often accompanied by tsunamis (large ocean waves)

there is evidence of at least thirteen previous earthquakes

estimated to have occurred in 1310 AD, 810 AD, 400 AD, 170 BC and 600 BC

Japanese sources documented an earthquake (estimated to be magnitude 8.7 to 9.2)

shook the ground for three to five minutes – about 9:00 p.m. January 26, 1700

entire Pacific Northwest ocean coastline dropped three to six feet

tsunami up to thirty-three feet high was generated

it inundated 600 miles of the Honshu Island coast

with a six- to ten-foot-high wall of water that struck five Japanese towns

Indian legends corroborated the cataclysmic occurrence felt all across Western Washington

many tales reported plains becoming oceans, mudslides and the like

Hoh Indians of the Forks area on the Olympic Peninsula tell of an enormous

**“shaking, jumping and trembling of the earth ...”** (The Seattle Times)

Makah who live on Neah Bay at the northwest tip of the continent have a version

relating a whale is delivered to the mouth of a river and saved the starving people

this legend formed the basis for the tribe’s whale hunts

Other evidence included drowned groves of red cedar and Sitka spruce

in several different places in the Pacific Northwest

carbon dating of the tree rings of a seawater-drowned red cedar

located near the Copalis River in Grays Harbor County show that the tree died

between [August 1699 and May 1700] – that is during this earthquake

CLATSOP INDIAN LEGEND OF A SPANISH SHIPWRECK OFF THE (OREGON COAST)

Since the earliest days of white settlement along the Oregon Coast,

native stories were told of a mystery shipwreck exposed on Nehalem Spit

where the Nehalem River meets the Pacific Ocean

laden with Chinese porcelain, beeswax blocks and candles

these stories told of teak wood timbers and delicate Chinese porcelains

also large blocks of beeswax (some weighing 175 pounds) with strange markings,

(blocks were stamped with initials of Latin phrases

familiar to Catholics: *“*I.H.S.” and “I.H.N.”)

An Indian legend portraying a Spanish shipwreck along the (Oregon) coast

was reported by two independent sources:[[6]](#footnote-6)

•Celiast, daughter of Chief Kobaiway (from today’s Clatsop, Oregon)

•Charlie Cultee (from today’s Bay Center, Washington)

According to this legend an old woman living near the ancient Indian village of Ne-Ahkstow

located about two miles south of the mouth of the Columbia River had lost her son

one day as was her custom she went to the seaside and walked toward (today’s Clatsop)

she saw something strange she thought was a whale

she noted that it had two trees standing upright in it

its outside was covered with something bright (later found to be copper)

ropes were tied all over the two trees

while the old woman gazed in wonder, a being that looked like a bear

but had a human face with long hair all over it came out of the Thing

the old woman ran home in haste

when the people learned of these events they ran with bows and arrows to the spot

where the Thing lay upon the shore

but instead of one bear there were two standing on the Thing

(it was now understood the Thing was a canoe with two trees driven into it)

these two beings had just started to go down the Thing to the beach

with kettles in their hands

the creatures started a fire and put corn into the kettles

soon it began to pop and fly up and down in the kettles

popcorn made a great impression on the natives

both creatures made signs that they wanted water

the chief sent men to supply them what was needed

when the chief saw the creatures’ hands were like his own

he became satisfied they were men

one Indian climbed up on the Thing and entered it – he found it full of boxes

also many long strings of buttons were discovered

this Indian went to gather his relatives, but before he returned, the ship was set on fire

later the Clatsops got possession of the iron, copper and brass

news spread among the villages – natives from all over came to see the strange men

from the beach on the North, the Quinaults, Chehalis and Waillapas

came to press their claim

from upriver, the Cowlitz, Cascade and even far off Klickitats came

each village was very anxious to care for one or both of the strangers

which caused great strife among the Indians

according to one account of the shipwreck it was decided

one stranger should stay with the Clatsop Chief and other go with the Waillapas

another account has both whites staying with the Clatsops

from this earliest arrival, natives called the strangers “Tlechonnipts”

or those who drift ashore

one of the men named Konapee was a blacksmith

he possessed the magical art of taking pieces of iron

and making knives, hatchets and tools from iron taken from burning the wreckage

natives kept a close watch on him for many days

but his gifts placed him at such a high value they allowed him his liberty

he was allowed to select a site for a house – that became known as Konapee both whites were later freed and moved to the foothills of the Cascade Mountains

where they proceeded to raise families

TILAMOOK INDIAN LEGEND OF A SPANISH SHIPWRECK

Tillamook Indian legend reports one pleasant afternoon in early summer

a large group of natives gathered on the edge of a precipitous cliff which fronts the sea

at the base of Neahkahnie Mountain

they saw a great object like a huge bird drawing near from the sea

as it approached shore a small boat with a number of men

and a large black chest put out to land

coming to the beach the party of men, including one who was black, carried a chest

going a little way up the beach the men dug a hole and lowered the chest

after filling it with bags

next the men stood around the chest and drew lots

they struck down the black man and threw him on top of the chest and filled in the hole

they returned to their ship

natives did not dig up the box for fear of interfering with the dead

Today on a rock at the foot of Neahkahnie Mountain

a character cut in the rock crudely resemble a cross

others think it looks like the letters *“*I.H.S.” and “I.H.N.”

(sacred emblem of the Catholic Church)

also there appears to be quite a distinct arrow pointing

but the treasure has never been found

SPANISH SHIP IS WRECKED ALONG (WHAT BECAME THE OREGON) COAST

Spanish ship carrying a large cargo of beeswax wrecked at the mouth of the Nehalem River

(in today’s Tillamook County – late 1600s or early 1700s

beeswax, porcelain and teak timbers have been found

washing up along Manzanita’s beaches and adjacent Nehalem Spit and Nehalem Bay

for the last two hundred years

throughout the nineteenth century [1800s] local residents of the Nehalem Valley

collected tons of beeswax and used teak timbers from the wreck

to make furniture and souvenirs

Archaeological and historical research shows the beeswax shipwreck was a Spanish galleon

as only the Spanish traded beeswax in large quantities

which was needed to make candles for Catholic churches in their American colonies

based on Spanish records, the styles of the Chinese porcelains found with the beeswax

and radiocarbon dates on teak and beeswax wreckage

it is now known to be one of two ships

Spanish galleon *Santo Cristo de Burgos* which left Manila [1693]

or the thousand-ton Spanish vessel *San Francisco Xavier* which sailed – 1705

both were large ships traveling eastbound loaded with Chinese goods and wax

each carried hundreds of passengers and crew

KINGDOM OF ENGLAND BECOMES THE KINGDOM OF GREAT BRTAIN

England and Scotland sign the *Act of Union* – May 1, 1707

this united the Kingdom of England composed of England and Wales, with Scotland

Ireland remained a separate nation on the British Isles

SOUTH SEAS COMPANY IS CHARTERED BY THE BRITISH GOVERNMENT

British Parliament issued a charter to the South Seas Company which held exclusive access

to all of Central America and South America

in the South Seas (Pacific Ocean) –December 1711

if private traders were caught without a license

their cargo and ship was taken by the British

however, these were Spanish colonies and Britain was at war with Spain

even after peace was achieved the Spanish government

limited the South Seas Company to one trading ship a year

and exactly 500 tons of cargo in Central and South America

British fur trade was dominated by dictated by merchants in collusion with royal officials

who, in an effort to maintain their monopoly frequently incited the natives to war

When another British trading company (the Greenland Company)

licensed as a whaling company failed financially the South Seas Company

was directed to send ships to hunt whales in the Arctic

British South Seas Company became licensed to conduct trade all along the Pacific coast

HUDSON’S BAY COMPANY REGAINS CONTROL OF YORK FACTORY

York Factory was a trading post located on the southwestern shore of Hudson Bay

(in today’s northeastern Manitoba, Canada) at the mouth of the Hayes River – 1713

it changed hands several times in fighting to control the fur trade

between England and France

FORT MICHILIMACKINAC IS BUILT BY THE FRENCH

Fort Michilimackinac on the upper Mississippi River (Mackinaw City, Michigan)

was a strategically located fortified French trading outpost that was established --1715

it overlooked the Straits of Mackinac connecting Lake Huron and Lake Michigan

It was not built primarily as a military facility but rather as a link in the French trade system,

Fort Michilimackinac served as a supply post for independent French traders

operating in the western Great Lakes region

and as a primary stopping-off point between Montreal and the western country

which extended from Montreal through the Great Lakes region

(eventually reaching northwest to Lake Winnipeg and beyond)

Michilimackinac was an island of French influence on the frontier

from which the French carried out fur trading, sought alliances with native peoples, protected their interests against the rival British Hudson’s Bay Company

and the colonial ambitions of other nations

HUDSON’S BAY COMPANY CONSTRUCTS ITS SECOND OUTPOST

Churchill Factory was a trading post constructed on the western shore of Hudson Bay

a few miles upstream from the mouth of the Churchill River

(in today’s Manitoba, Canada) – 1717

Churchill Factory was approximately 120 miles

south of Hudson’s Bay Company’s York Factory

Churchill Factory trading post and river both were named

after John Churchill, 1st Duke of Marlborough governor of the Hudson’s Bay Company

RUSSIAN FUR TRADERS SWEPT ACROSS SIBERIA

Russian fur traders reached the western shore of the Pacific Ocean

when they arrived in the northeast corner of Asia they were told of strangers

who walked across the ice in winter from an unknown land

abounding in furs and great forests

On Kamchatka Peninsula Russians saw a silky dark fur

from an animal they had never before encountered – sea otter

Russians discovered the Kurile Islands while expanding their search for furs – 1719

REIGN OF RUSSIA’S CZAR PETER THE GREAT COMES TO AN END

Czar Peter the Great ruled Russia [1689]-1725

he had been exposed to European thought as a young man

and had labored on docks of the Dutch East India Company in Amsterdam

to learn about European trade

Peter understood the needs and desires of the Russian people

he began an effort to expand his empire into North America

he wanted to bring Russia into the modern world, end isolation

and win a share of the riches

Ascending the throne, he gathered around himself

Europe’s best artists, scientists and mechanics

he strove mightily to lift himself and his people from the quagmire of medievalism

Peter the Great developed a plan for exploration of North America

he hired Vitus Bering (a citizen of Denmark) to explore

Bering was ordered to discover if Siberia and the New World were connected

thus giving Russians a claim to the New World

on the day before his death – February 8, 1725

Peter lay screaming with pain aggravated by self-indulgence

yet his thoughts were as much of Russia as of himself

he continued to spur his mind to plan the great scientific expedition

to expand the boundaries of the Russian Empire

VITUS BERING’S FIRST TRIP

Danish captain and explorer Vitus Bering was age forty-four at the onset of his expedition

he was too considerate to use force in maintaining discipline among his subordinates

his kindness was repaid by his crew with disrespect, intrigue and insubordination

VITUS BERING AND HIS EXPEDITION LEFT PETERSBURG TO CROSS RUSSIA

Russian’s annoying faith in her scientific men

led to delays for Bering in setting out to cross Russia

they often gave conflicting advice which was impossible to follow

Great distances over extremely difficult Siberian terrain had to be covered

Bering assembled great quantities of supplies and equipment

he had almost a thousand horses, 2,000 leather sacks of flour

and hundreds of auxiliary items

twenty to thirty river boats had to be built en route

winter quarters and supply depots needed to be constructed,

streams had to be bridged and barracks for the expedition completed

countless other tasks were made necessary by the immense supplies

departed due to the difficulties of outfitting months drug by before the expedition

taking this much equipment was only Bering’s first major mistake

Alexei Chirikov, an able Russian, along with hot-headed but efficient Martin Spangberg

were both named second in command

Chirikov led the way from St. Petersburg

followed several weeks later by Bering and the main party

Vitus Bering and his expedition left Petersburg

only days before Peter the Great died – February 1725

time after time Bering’s trek across Northern Asia was delayed almost to disaster

most delays were made necessary because of his huge amount of supplies

which was almost as foolish as attempting to cross Siberia with too few supplies

TREK ACROSS RUSSIAN EUROPE

Vitus Bering reached Tobolsk, Russia just across the Ural Mountains – March 1725

where he met s Chirikov and his men

Bering and Chirikov did not leave that city until May 1725

they trudged for three months through the Siberian wilderness

Bering and Chirikov reached Ilimsk, Russia 1,200 miles from Tobolsk – September

where inclement weather forced them to spend the winter of 1725-1726

SIBERIA TRAVERSED

Vitus Bering sent Lieutenant Peter Chaplin on to Yakutsk, Russia on the Lena River

to enquire further about supplies

Bering himself traveled to Irkutsk sometime later

to acquire aid and information from the governor of the province

entire expedition arrived in Yakutsk – June 1726

Bering decided to split the expedition into three parties that traveled over separate routes:

•carpenters would go in the vanguard;

•he would follow with two hundred horses;

•rearguard would come after with the stores and gear

Hot-headed Martin Spangberg, also second in command, was instructed

to build fifteen barges forty-five feet in length

and an additional twelve boats to be used in getting to Yakutsk

he set out along a river route from Yakutsk to Okhotsk with the carpenters – July 7, 1726

(they became winter bound in route and were reduced to eating dog harnesses

and shoe leather)

Bering set out from Yakutsk – August 16

his expedition reached Okhotsk – late October 1726

his men immediately built huts for protection during the coming winter

entire expedition spent the winter of 1726-1727

living in huts for protection as they waited for the lost Spangberg group

Bering sent a rescue party back for Spangberg

(but even then Spangberg’s party did not arrive until [January1727])

Chirikov’s rear guard fared nearly as badly as Spangberg’s carpenters

BERING’S EXPEDITION BEGINS CONSTRUCTION ON TWO SHIPS

Bering’s Expedition was reunited in Okhotsk

but they still had 585 miles and a mountain range (higher than the Rockies) to cross

before they reached the Pacific Ocean

Rather than cross the mountains work was begun on the new ship *Fortuna*

to carry the party across the Sea of Okhotsk to the Kamchatka peninsula

when finished the expedition embarked across Sea of Okhotsk

without incident – August 22, 1727

Finally, the Kamchatka Peninsula was reached – where the actual expedition was to begin

six-thousand-mile trip from St. Petersburg had taken more than three years

of staggering labor and dreadful suffering

BERING SETS SAIL IN THE NORTH PACIFIC OCEAN

Newly-constructed sixty-foot vessel named the *Archangel Gabriel*

waslaunched from Petropavlovsk on the eastern coast of Kamchatka – July 9, 1728

Explorers headed into the waters of the North Pacific

hugging the shore line, supplies drew short – crew members lived on oil and dried fish

Vitus Bering continued Northward in spite of inadequate food and dense fogs

*Gabriel* sailed close to shore

observations were made as carefully and completely as equipment permitted

almost open hostility surfaced among the crew

Bering reached an area that became the Bering Strait on July 13

(this name was attributed to Captain Cook later)

*Gabriel* continued northward until 67º18’ was reached – July 16

*Gabriel* was in the Bering Strait – August 13

and reached 67º North – August 16

Bering decided to return to Petropavlovsk, Kamchatka

he believed his mission was completed as the coast was no longer visible to the North

and there was no indication of land to the east

he therefore concluded there was no land bridge

Asia and North America were not connected

Czar Peter’s wishes had been fulfilled

BERING’S EXPEDITION INTO THE NORTH PACIFIC RETURNED TO KAMCHATKA

*Archangel Gabriel*, Bering and his crew

reached Kamchatka, Russia – 5 p.m., September 5, 1728

overland trip of three years resulted in two months of exploring

Bering’s expedition spent the winter of 1728-1729 refitting the *Gabriel*

BERING UNDERTAKES A NEW EFFORT TO REACH NORTH AMERICA

Vitus Bering made an effort to sail directly east toward the American shore – spring 1729

he was driven back to Petropavlovsk, Kamchatka by a storm

Bering decided to return to St. Petersburg

before discovering any definitive proof regarding a land bridge

linking Asia and North America

VITUS BERING RETURNS TO ST. PETERSBURG

Bering’s return trip across Siberia took one year which demonstrated the effect

the enormous amount of supplies had on his eastward effort

Bering arrived at St. Petersburg with his reports five years after his departure

Bering was met by disappointment – March 1, 1730

Russian scientists disputed his facts

his conclusions conflicted with predetermined opinions

geographers in Russia ridiculed him

academicians pointed out from the comfort of their studies

how inconclusive his findings were

intensely annoyed, Bering never doubted the significance of his expedition

Vitus Bering recommended to Czarina Anna (who had succeeded Peter the Great)

that a second expedition be dispatched at once to check on what he had said

BEARING’S SECOND EXPEDITION

Czarina Anna assumed the Russian throne after the death of Czar Peter

Russia was involved in a power struggle among its academy, admiralty and Senate

Czarina Anna authorized a second expedition to explore coast of America – 1732

as soon as she had given her permission, members of the academy, admiralty and senate

all started planning for the venture

Czar Peter had given Bering his orders in one scant paragraph

three years were spent while the Russian academy, senate and admiralty

developed the details of Bering’s new orders

No major act could be undertaken until ordered by a junta of officers and scholars

each task was further subdivided into a myriad of details

Bering had little power, but he was held responsible for success or failure

Final instructions would fill several volumes, but generally fell into six categories:

•he was to make astronomical observations both on land and sea;

•he was to thoroughly prosecute geographical exploration

and study the natural history of the regions traversed;

• he was to examine the races encountered not only from an historic perspective

but he also was to compare the various native cultures;

• he was to discover America from the Pacific Ocean;

• he was to chart the Arctic and East Siberian coasts and build lighthouses;

• he was to discover Japan from the North Pacific and Christianize the natives of Siberia

BERING’S SECOND EXPEDITION – OVERLAND PHASE

It was three years before Bering set out on his second expedition overland to the Pacific

his expedition consisted of twenty-four officers, twelve doctors, seven priests,

five surveyors, two landscape artists, additional scientists, pseudo-scientists, scholars,

laborers, scouts, bakers, carpenters, soldiers, sailors, all of their wives

and their children – in all over 500 people

half of the officers were foreigners who spoke no Russian

these officers grew more quarrelsome as they learned the Russian language

Martin Spangberg, Bering’s old lieutenant, led the first small contingent from St. Petersburg

bound for Okhotsk in Eastern Siberia – February1733

Alexei Chirikov followed with the main contingent – April 18

original contingent of 500 people swelled to about 3000 after laborers were added

included were 4,000 horses, nine wagon loads of scientific equipment,

including thirteen-foot and fifteen-foot telescopes

hundreds of books and seventy reams of paper for notes

Vitus Bering got underway with his wife, Anna, and two youngest children – April 29

their two older sons were left behind with friends

Bering’s second expedition’s overland trip took seven years

their first winter was spent at Tobolsk, Siberia just across the Ural Mountains into Siberia

such a large party with such great demands put a serious strain on the town

Bering and a small advance party left Tobolsk – late February 1734

they stopped at Irkutsk, Russia to pick up gifts for the native tribes they would encounter

Alexei Chirikov led the main force out of Tobolsk – May 1734

this expedition carried supplies estimated to last for six years

however, food ran short in spite of enormous supplies

horses which should have carried burdens were eaten

days were oppressively hot – nights freezing

three times boats and barges had to be built on the way to the Pacific Ocean

more than a thousand Siberian exiles walking along the shore

dragged barges mile after mile against the currents of Asia’s rivers

Chirikov’s difficult trek required harsh discipline to be imposed to prevent desertions

(nonetheless, his expedition arrived in Yakutsk [June 1735])

YAKUTSK, RUSSIA IS VISITED BY BERING’S SECOND EXPEDITION

Martin Spangberg continued east to Okhotsk in Eastern Siberia,

Vitus Bering arrived at Yakustsk on the Lena River in central Siberia – August 1734

there two ships were built for exploring the Arctic coast – a full year’s effort

(over the coming years both were to sail northward

to test whether the Arctic Ocean was navigable and to chart the Arctic coastline)

Bering soon found he was quickly bogged down in Yakutsk

two scouting parties were sent east to find a better route to the Okhotsk Sea

both were failures

Bering decided to prepare a similar land route to the one he used on the first expedition

he ordered huts to be constructed along the route in advance

(that task was still unfinished in the [summer of 1737])

MARTIN SPANBERG IN OKHOTSK FARED ONLY SLIGHTLY BETTER

Okhotsk was poorly suited to serve as a permanent port and construction was slow

however, two new ships, the *Archangel Michael* and *Nadezhde* had been constructed

and the *Archangel Gabriel* was refitted for a voyage to Japan – end of 1737

Russia had never before made contact with that country

Vitus Bering took up residence in Okhotsk, Siberia on the fifth year of the expedition – 1737

Bering himself was criticized on an increasingly regular basis

delays also caused friction between Bering and Chirikov who felt unduly constrained

and between Bering and Spangberg who felt Bering was too weak

in dealings with the local people

BERING’S SECOND EXPEDITION FINALLY BEGINS EXPLORING

Martin Spangberg set off for the Kuril Islands and Japan – June 29, 1738

with the three ships *Archangel Gabriel, Archangel Michael* and *Nadezhde*

On his return to Okhotsk he reported finding some thirty Kuril Islands

he began preparations for a second voyage

(which provided Russia its first contact with Japan)

EARLY FRENCH EXPEDITION IN NEW FRANCE

Louis de la Verendrye, a French soldier, explorer and trader, built forts at Lake of the Woods

(on the future site of Winnipeg, Canada)

and also at the mouth of the Saskatchewan River

In the course of his expeditions he traveled as far as the Mandan Indian villages

on the Missouri River in his search for the western sea – 1738

ENGLAND ATTEMPTS TO INTERFER WITH SPAIN’S TRADE IN SOUTH AMERICA

Commodore George Anson was sent by the British Admiralty

to attack Spain in the Pacific Ocean – 1740-[1744]

especially along coast of South America and the Philippines

While the ambitious scheme failed to meet its orders, Anson did capture a Spanish galleon

which he took to Macau where she was sold

its cargo, valued at $1,500,000, made Commodore Anson a very rich man

Anson’s voyage was completed by sailing to China

and around the Cape of Good Hope to England

VITUS BERING IN OKHOTSK, RUSSIA ORDERS TWO SHIP BUILT

Bering, now sixty years old, ordered two ships constructed at Okhotsk – July 2, 1740

*St. Peter* was built for himself

she wasmanned with a crew of seventy-seven men

most were criminals conscripted for the trip

*St. Paul, St. Peter’s* sister ship, wasmanned by crew of seventy-five

both ships were two-masters

eighty feet long with a twenty-two-foot beam – each could carry 100 tons of cargo

both carried fourteen two- and three-pound guns

VITUS BERING MOVES FROM OKHOTSK TO THE KAMCHATKA PENINSULA

Month of May 1740 had been spent getting officers to agree on a route

which proved to be the wrong one

Sails on *St. Peter, St. Paul* and *Nadezhda* were hoisted

en route to Kamchatka – September 8, 1740

*Nadezhda* hit a sand bank before being beaten in a storm that forced her to stay

at the village of Bolsheretsk on the southwest coast of the Kamchatka Peninsula

*St. Peter, St. Paul* arrived in their destination – October 6, 1740

Avacha Bay on the eastern coast of Kamchatka

VITUS BERING GOES EXPLORING

*St. Peter* with Bering and Alexei Chirikov on the *St. Paul* set sail from Kamchatka

in the direction of North America – June 4, 1741

Bering began his second exploring expedition

eight years after setting out from St. Petersburg

Only 100 casks of water had been loaded on the *St. Peter*

a small amount for seventy-seven men

minor officers on the *St. Peter* were a brawling, quarrelsome lot

Southeast the two vessels sailed

Vitus Bering and Alexei Chirikov reached 46º North – June 12, 1741

*St. Peter* and *St. Paul* become separated in a gale – June 20

Bering, searching for the *St. Paul*, was sailing on uncharted seas like Chirikov

in a continual fog as he searched for the *St. Paul* Bering lost his way

a great deal of time and valuable supplies were lost

Bering accomplished nothing in June

Chirikov set course for Southeast in hope of sighting the *St. Peter*

not being successful, a council decided a further search for the *St. Peter*

was useless – July 13

Chirikov set his course for Kamchatka and continued as an independent expedition

NORTH AMERICA IS SITED

Alexei Chirikov on the *St. Paul* sited North America at 55° 21’ North – July 15

near the western shore of the Alexander Archipelago which he named

(about fifty miles north of today’s southern boundary of Alaska) – July 15, 1741

Chirikov deserves credit for reaching the Western shore of North America

Vitus Bering continued to sail in a dense fog – but the fog lifted for four days – July 16-[20]

Bering sited a wonderland of islands, inlets, forests and gleaming icebergs

towering above was the unbelievably beautiful snow peak of Mt. St. Elias

(second highest in North America)

which he named in honor of the saint of the day – July 16, 1741

he also sighted land from his location just south of Mount St. Elias

he announced to his crew this was the North American coast

thirty-six hours after Chirikov had first seen North America

With a storm on the way Alexei Chirikov decided to fill water casks and explore the area

he sent eleven men ashore to get water but none returned to the ship – July 18

VITUS BERING SENDS A LANDING PARTY SENT ASHORE

Vitus Bering was sixty years old, thick-bodied and flabby-fleshed

Siberian crossing had fatigued him

he was suffering from exhaustion and a terrible sense of depression

that accompanies the early stages of scurvy

Bering reached Kayak Island and sent a landing party ashore

for water and fuel – July 20, 1741

he could only watch gloomily as his German naturalist, Georg Wilhelm Steller,

left for shore leading the party

a second boat is sent to explore a bay north of where the *St. Peter* was anchored

Steller was joyously rummaging through an abandoned Aleut fireplace

while half the water casks remained unfilled

when suddenly Bering gave orders that the ship weigh anchor

Unspeakably disgusted, Steller gathered up such artifacts as he had had time to collect and returned aboard the *St. Peter*

but not before seeing a gorgeous dark blue, high-crested blue jay (the Steller jay)

that he recognized from a picture as being a western North American species

Steller asked Bering whether ten agonizing years of preparation

was going to result in less than ten hours of exploration

Bering ignored Steller as the captain faced a grave situation on Kayak Island

crew members were sick – half of the crew had scurvy

officers bickered constantly with Bering and among themselves

constant fogs returned – July 20, 1741

CHIRIKOV ATTEMPTS TO RESCUE HIS LOST CREWMEN

Alexei Chirikov sent four more men ashore to assist the eleven men

sent six days earlier – July 24, 1741

this attempt ended in failure and the loss of four more men

he decided to return to Kamchatka – July 27

fifteen men he had sent ashore had been lost and were presumed ambushed

neither landing party ever heard of again

Storms were almost constant and fogs enmeshed the *St. Paul* – natives caused further trouble

after the storm passed Chirikov’s supply of fresh water was very low – supplies gave out

one-fifth of his crew of seventy-five had been lost along with two small boats

fate of the first Russians to land in North America was unknown

they probably perished either to natives or the treacherous currents

Chirikov abandoned the search for his missing crewmen

he could spare no more small boats – he was forced to turn back

he hoisted sail and set a Northwest heading for Petropavlovsk, Kamchatka

in the face of yet another an incoming storm

his men drank distilled sea water and moisture from the wet sails

Chjrikov faced another crisis as this storm was followed by calm

*St. Paul* sailed and drifted Northwest in spite of dangerous fog and rain

VITUS BERING HELD A COUNCIL TO DISCUSS THEIR PLIGHT ON KAYAK ISLAND

Bering faced a grave situation on Kayak Island – August 10, 1741

crew of the *St. Peter* was sick and baffled by constant fogs

charts were worthless – they were lost on a strange shore

twenty-five casks of water were left; food supply was down to two months

it was decided to sail for home

VITUS BERING SAILED FOR KAMCHATKA

Members of the crew were very weak

Bering drew close to land and ordered a landing – August 30, 1741

most of the sick had to be carried ashore – one died in the process

discipline was so lax the crewmen sent for fresh water

filled the casks with brackish water

although fresh water was available a short distance inland

Bering ordered his expedition to sail on

rain turned to sleet

bad water made the crew even more sick

rotting rigging on the *St. Peter* began to snap

dread specter of scurvy stalked the ship unchecked

nearly every day someone perished in his fouled hammock

until a dozen men had died

Bering made his first contact with two native Aleuts Indians – September 4

ALEXEI CHIRIKOV MADE LANDFALL AT ADAK ISLAND

On the return to Kamchatka, Chirikov on the *St. Paul*

stopped at Adak Island – September 8, 1741

his men were ill with scurvy and on half rations of food

there was at least one death a day from September 26 on

VITUS BERING WAS SICK IN BED FOR WEEKS

Bering languished all during the months of September and October

Second in command, Lieutenant Sven Waxel, took over the work of navigation

crewmen grumbled, complained and fought

rigging froze stiff and broke – gear rotted away

fogs, snows and sleet made progress impossible

when the *St. Peter* tried to make headway, many crewmen had to be carried to their posts

they were too weak to move alone

German naturalist George William Steller noted in his journal: **“The general distress and mortality increased so fast that not only the sick died, but those who pretended to be healthy, when relieved from their posts, fainted and fell down dead; of which the scantiness of the water, and the want of biscuits and brandy, cold, wet, nakedness, vermin, and terror were not the least causes.”**[[7]](#footnote-7)

CHIRIKOV LEFT ADAK ISLAND

*St. Paul* was allowed to drift as the crew was too weak to sail the ship

crew recognized the Asian mainland – October 8, 1741

Kamchatka Peninsula was sighted

When Avatcha Bay was entered and Petropavlovsk, Kamchatka was within reach

a distress signal was sent up asking for aid in entering the harbor

only the pilot was able to man the helm

*St. Paul* and what remained of her crew arrived in Petropavlovsk, Kamchatka – October 12

CREW OF THE *ST. PETER* SITED LAND

Bitter weather cleared the skies – early November 1841

a cry of “land” went up

to the astonishment of all, a small keg of brandy was taken from some hiding place and was dealt out in celebration of the hoped for approach of the Kamchatka coast

but it was not the Kamchatka Peninsula that had been sighted

*St. Peter*’s crew sited the Commander Islands, a group of treeless islands

named in honor of Vitus Bering – November 6, 1741

Bering Island and Medny Island are the largest of the group

there are also fifteen smaller islets and rocks

VITUS BERING’S EXPEDITION GOES ASHORE

While preparations were made for a landing, naturalist Georg Steller led out a scouting party

Arctic foxes swarmed everywhere

offshore in the kelp beds grazed monstrous animals (now extinct)

*Rytina stelleri,* or Steller’s sea cows, like the jay, named for the scientist sea cows were twenty-five feet long and up to three tons in weight

not a tree was to be seen along the beach

After two days of reconnoitering, Bering’s men discovered the party

had been marooned on an uninhabited island

an absolutely unknown, uncharted stretch of sand and rock

(now known as Bering Island)

fortunately, wildlife was everywhere and food was plentiful if restricted in variety

Over Bering’s objections, crewmen of the *St. Peter* landed

men and supplies were unloaded

Vitus Bering was carried ashore by his men – November 10, 1841

Georg Steller was the real hero of the island

he searched for water, gathered plants, nursed the sick

while uninhabited, the island was not unpopulated

blue Arctic foxes were so bold that during the first day of work on the huts Steller and another man killed sixty with their axes

Building materials were nonexistent

returning to the cove, Steller directed the digging of crude pits in the sand

to provide shelter for the sick and disabled

at first the men refused to work together – Steller’s orders were ignored

slowly progress was made

pits were lined and covered with driftwood and sailcloth,

they were chinked with moss and mud

as fast as the shelters were completed, the sick were carried to them

to be placed in these shallow half-graves and covered with all manner of things

nine of the men were so far gone that they did not survive the transfer

Later the men mutually agreed to divide themselves into three groups:

•one group to hunt;

•one group to cook;

•one to drag firewood six or eight miles to their location

BERING’S EXPEDITION CONTINUES TO SUFFER

Before the huts were completed, an Arctic storm hit – November 28, 1741

for three weeks it roared so furiously that men could venture out only on hands and knees

fine sand sifted endlessly into the huts

Steller tried to keep it brushed away from Bering,

but the commander whispered to let it be, it kept him warm

*St. Peter*’s cables snapped and she was driven out to sea – then reversed herself

she was driven headlong back to land where she was wrecked beyond repair on the beach

Five underground huts housed the men and served as hospitals – December

men were dying every day

blue Arctic foxes were a maddening nuisance

unafraid, they swarmed over the camp eating the dead and attacking the dying

they scattered provisions and carried off hats and boots

holes in the walls of sand caverns were stuffed with frozen bodies of clubbed foxes

carcasses and skins were useful for food and clothing,

later on, better furs were obtained from sea otters and seals

sea cows and meat from a dead whale cast up on the beach also provided food

DEATH SWEEPS THE BERING EXPEDITION

Bering died as he lived: mildly and without violence – morning of December 8, 1741

his death was reported by Georg Steller who kept a journal account of the voyage

this report noted in Steller’s *Pallas’ Neue Nordische Beytrage,* (Volume 6, P. 8-9): **“He almost died from hunger, thirst, cold, emaciation, and sorrow; and the dropsical swelling in his feet, which he had had for a long time as a result of having contracted tertian ague, was aggravated by the cold and driven into his abdomen and chest; and finally, gangrene having attacked the lower part of his body, caused his death about two hours before daybreak on December 8.**

**“As painful as his passing necessarily seemed to his friends, just so marvelous was his resignation and preparedness for death, which came upon him while he was in full possession of his reason and speech. He himself was convinced that we had been cast upon an unknown shore; yet he did not wish to discourage the others by making such assertion, but rather cheered them on in every way possible to hope and action.**

**“We buried the body of the departed one that day with Protestant rites near our quarters, where he lies among his adjutants, a commissary, and two grenadiers; and at our departure we marked the grave with a wooden cross, which was to serve at the same time as a token of our possession of the land.”**[[8]](#footnote-8)

Twelve of the original seventy-six crewmen perished before the landing on Bering Island

nine died making to trip ashore

ten more, excluding Bering, succumbed by the first of the year [1742]

EFFORT TO ESCAPE FROM BERING ISLAND

Mysteriously the health of the men began to improve

until everyone was up and about – spring 1742

Problem they faced now was how to escape

*St. Peter* was wrecked beyond repair – crew’s carpenters were dead

but a Cossack was found who had once labored in a shipyard

under his uncertain supervision work began on a new vessel

there were few tools, no wood but wreckage and no rigging but rotting hemp

Nonetheless, survivors floated a clumsy craft forty feet long, thirteen of beam, six feet deep

its upper part was caulked with tallow from sea cows,

its under part with tar salvaged from the hull of the *St. Peter*

Survivors of the Bering expedition sailed away – August 16, 1742

their little vessel wallowed in the water and it leaked

eight days later the Kamchatka Peninsula was sighted

it had held together long enough to reach Avatcha Bay on Kamchatka – August 27, 1742

SEA OTTERS BECOME EXTREMELY VALUABLE

Sea otter, a five-foot-long web-toed sea mammal weighing up to 100 pounds,

ranged from the Alaska waters to Northern California

they are the heaviest member of the weasel family – but the smallest sea mammal

they savored the protected coastline, reefs and kelp beds where they foraged for food

Insulation for sea otters is provided by an exceptionally thick fur coat rather than layers of fat

fur color of the pelts varied from reddish brown to dark brown to almost ebony

but with enough underlying silver guard hairs

to impart an unmatchable sheen when stroked

this under fur is so dense it sheds water and is silky soft

sea otters were hunted by Native Americans for their highly prized pelts

each pelt was five to eleven feet in length and twenty-five to thirty inches wide

pelts weighed about fifty pounds apiece

RUSSIAN FUR TRADE IS SLOW TO DEVELOP

Bering had left a legacy of remarkably accurate maps of the Pacific coast

from Sitka to Bering Sea

Some members of Bering’s crew led by Martin Spangberg

had visited the Kuril Islands and Japan

there they had sold their sea otter pelts for high prices

in spite of the value of pelts taken to Asia, Russians paid little notion

to the potential wealth

Enthusiasm for Vitus Bering and Alexei Chirikov’s efforts waned in St. Petersburg

in an overthrow of the Russian government, Czar Peter the Great’s daughter Elizabeth

had become the new Empress of Russia

worse, very few scientists who had made the various voyages

remained alive to demand publication of their exploits

Georg Steller had died crossing Siberia on his return to St. Petersburg

news of Bering’s accomplishments that managed to leak out was unofficial

and was disclosed against the wishes of the new Russian government

RUSSIAN SEA OTTER FUR TRADE BEGINS

One item of information could not be suppressed in eastern Siberia

knowledge that the survivors of Bering’s crew who had wintered on Bering Island

brought back with them 900 sea otter pelts which were sold for high prices

Some members of Bering expedition organized independent forays

to search for more animal skins among the islands east of the Kamchatka Peninsula

they carried no navigation equipment – seldom even a compass

they did not organize into commercial ventures but rather acted as independent agents

results could be fabulous

first trader to set out after the return of Bering’s crew

garnered just under one million dollars (in today’s money)

(another ship, a decade later, grossed nearly two and half million)

RUSSIAN DEMAND FOR SEA OTTERS

News of great profits in the sea otter trade spread like wildfire

furs were in great demand in Russia because of severe winters

merchants at the Russian-Chinese border paid 100 gold rubles apiece for the skins

Trappers and traders stampeded to Bering Island

their first boats were patterned after river craft

green timber planks held together by deer hide thongs and willow withes

caulked with moss and tallow

one of every three crews who set out never came back

These men were followed by others

who joined the haphazard scramble for blue fox and sea otter pelts

exploitation of the sea animals and natives was brutal

sea cows were slaughtered and cured for their meat until they became extinct

After Bering Island was trapped out, Russians moved east along the Aleutian chain

amiable Aleut natives trapped and hunted for the cheapest Russian trinkets

when trade failed to get the results demanded by the Russian traders,

hostages were used, abused and killed to accomplish the task

Almost immediately Spanish secret agents in St. Petersburg

forwarded information about Russian fur trapping activities to Madrid, Spain

Russia was soon entrenched in North America and, as far as any other country knew,

may even have possession of the Northwest Passage

FRANCE CLAIMS (TODAY’S SOUTH DAKOTA)

Louis and Chevalier de la Verendrye journeyed west

looking for a route to the Pacific Ocean – 1743

these brothers traveled down the Missouri River as far west as the Black Hills

(they were thought to have gone as far as present-day Helena, Montana)

but they did not make it across the Continental Divide

(before returning to present-day Pierre, South Dakota)

(at Pierre), they buried a lead plate on a hill claiming the region for the King of France

(this plate was covered with rocks and remained hidden for 170 years

three students from Fort Pierre High School found the plate in [1913])

NEW FRANCE IS THE HOME OF FRENCH TRADING POSTS

French trading posts had been established from Montreal

up the Great Lakes, across to the Lake of the Woods, on to Lake Winnipeg,

and up the Saskatchewan River as far as the Rocky Mountains

Another chain of French forts circled southward from the head of Lake Ontario,

they dominated the Ohio, the Wabash, Wisconsin and Illinois rivers

they also were on the Arkansas, Red, Osage and Kansas rivers

French traders were the masters of the Mississippi River

through their trade at Kaskaskia, New Orleans, Fort Alabama,

and their itinerant trade with the Indian tribes from Tennessee to the Gulf of Mexico

These posts produced peltries valued up to £120,000 – 1743

ENGLISH SCHOLAR ARTHUR DOBBS CRITICIZES HUDSON’S BAY COMPANY

For decades after Juan de Fuca’s death, men continued to dream of a short cut to China

Arthur Dobbs wrote his critical analysis: *On Hudson Bay* – 1744

in this book he complained Hudson’s Bay Company violated its Charter

by not seeking the Northwest Passage

Company merely allowed selected Indians tribes to travel down river

to trade at their posts (factories)

he pointed to the Pacific Ocean as a promising field for British activity

he proposed naval stations near California and in the South Pacific

to serve as centers for exploration

he believed thousands of islands and several continents were yet to be found

newly discovered people could provide a market for British finished products

Arthur Dobb’s attack was sharply felt by the Hudson’s Bay Company

ENGLISH SEARCHS FOR THE NORTHWEST PASSAGE (STRAIT OF ANIAN)

At the insistence of geography authority Arthur Dobbs – 1745

Parliament offered a reward of twenty thousand pounds

to the qualified geographer who would **“first discover a communication between the Atlantic and Pacific Oceans, in any direction whatever, in the northern hemisphere; and also to such as shall first penetrate beyond the 89th degree of northern latitude.”**[[9]](#footnote-9)

Arthur Dobbs promptly formed a company and sent two ships out to investigate

these were christened *Dobbs* reflecting the ego of the owner

and *California* to disturb the Spanish

Naturally he was unsuccessful in locating the Northwest Passage,

Arthur Dobbs transferred to America to serve as colonial governor of North Carolina

there he encountered Major Robert Rogers who had come down from the north

to quiet the Cherokee Indians

Dobbs passed on to Rogers his belief in a water passage to the Pacific Ocean

# 1750-1779

SPAIN REGARDS NORTH AMERICA WEST OF THE MISSISSIPPI RIVER AS ITS OWN

Spanish claims of sovereignty, especially on the Pacific coast, dated back centuries

Spain had long held foreign sailors in the Pacific Ocean were to be treated as enemies

One of the first serious threats to the Spanish claim

came from the extension of Russian fur trading activity from Siberia into North America

SPANISH GOVERNMENT BECOMES CONCERNED ABOUT ITS POSSESSION

England was at the earliest beginnings of a Westward movement into North America ever closer to the long-held American Southwest and Pacific possessions of Spain

Spain’s Pacific coast settlements were threatened by advancing Russian effort from the north

it was decided to explore into the Russian domain to strengthen the Spanish claim there

Spain was determined to build colonies and place forts on the Pacific coast

in the area north of Baja California at San Diego Bay and Monterey Bay

to strengthen Spanish control of “Upper California”

RIVALS COMPETE FOR CONTROL OF THE INTERIOR OF NORTH AMERICA

Three powerful empires, France, England and the Iroquois Indian League

all claimed the right to control the interior of North America

these competing claimants collided in a major military conflict

In this conflict English colonists and their Iroquois allies

faced the French and their Indian allies

this was a regional conflict with both English and French colonists

being supported by military units from their Mother Countries

Americans have labeled this conflict the “French and Indian War” -- 1754-[1763]

Canadians refer to this struggle as the “War of Conquest”

fighting erupted at the confluence of the Allegheny and Monongahela rivers where

French Fort Duquesne (present-day Pittsburgh, Pennsylvania)[[10]](#footnote-10) was located

Virginia militiamen under the command of George Washington

ambushed a French patrol -- May 1754

In subsequent fighting British military operations in the frontier areas of Pennsylvania

and New York all efforts failed 1755-[1757]

FROBISHER BROTHERS ENTER THE CANADIAN FUR TRADE

Benjamin and Thomas Frobisher arrived in Quebec from London

to enter the trade for beaver pelts

soon after the outbreak of the French and Indian War --1754-[1763]

Frobisher brothers worked well together

Benjamin’s talents laid in management

from Montreal he concentrated on organizing the trade with London

Thomas preferred the voyageur lifestyle of the wilderness

he visited Montreal only briefly

STRAIT OF JUAN DE FUCA IS LOCATED ON THE MAP

J.N. Bellin, an eminent cartographer, placed on a map of North America

the “Entrance of Juan de Fuca” with its pinnacle at forty-seven degrees latitude -- 1755

even the map maker did not fully believe the story of its discovery

(later, when explorers found a strait at forty-eight and a half degrees,

guarded by a pinnacle it set them wondering)

FIGHTING IN NORTH AMERICA EXPANDS TO INCLUDE EUROPE

As the French and Indian War continued in North America

Europe became involved in the “Seven Years’ War” which was fought to resolve

overlapping colonial and trade empires around the world 1756-[1763]

Seven Years War involved most of the great powers of the time

England allied with Germany confronted France allied with Spain

leaders of other European empires took sides to protect their own interests

Seven Years War affected Europe, North America, Central America,

the West Africa coast, India and the Philippines

French and Indian War (War of Conquest) became part of the Seven Years War

Great Britain focused its attention on capturing Canada

while France focused on defeating Prussia (today’s Germany)

ruled by the House of Hohenzollern

British military forces successfully took Quebec City -- September 13, 1759

in a fifteen-minute fight known as the “Battle of Quebec”

(or sometimes, the “Battle of the Plains of Abraham”

after the owner of the battlefield)

Great Britain had penetrated the heartland of New France

INDEPENDENT FUR TRADERS TAKE CONTROL FROM THE FRENCH

Following the French and Indian War Battle of Quebec -- [September 12]-13, 1759

control of Canada was taken by the British government

exclusive French trading privileges were no longer enforced

Swarms of “coureur de bois” (independent traders) arose from the old French-Canadian trade

coureurs de boiswintered at trading posts in the field

they conducted trade, trapped and secured furs, kept records and explored

British government placed trading superintendents in trading areas to oversee operations

of coureurs de bois given the privilege to trade in a specific region

INDEPENDENT FUR TRADERS VARIED BY NATIONALITY

Principally they were Scotsmen from the Scottish Highlands contemptuously called

“peddlers” by the long-established Hudson’s Bay Company

and colonists from New England

Some were Frenchmen such as Etienne Champion obtained a license to trade

south of Fort Michilimackinac on the upper Mississippi River

Some were of Scottish ancestry like American-born Alexander Henry (“The Elder”)

he invaded the former French domain

and entered the fur trade West of Fort Michilimackinac

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

Alexander Henry (“The Elder”) spent sixteen years in the wilderness traveling

as far north as Beaver Lake and the Churchill River (in today’s Northern Manitoba)

Some, like Peter Pond, were Americans who saw the Canadian fur trade

as a financial opportunity as he ranged the Great Lakes region

Pond became acquainted with Scottish traders Alexander Henry, Simon McTavish

and the English brothers Thomas, Benjamin and Joseph Frobisher

American independent traders were an entirely different class of men from other traders

usually American by birth, Virginia and Kentucky was home for most

they were patient and tireless in trapping

yet given to wild squander and savage reveling

during annual trips to carry out their catch

they were harsh and cruel to the Indians

bold and overbearing to strangers and friends alike

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

they proved to be indifferent to either sympathy or company affiliations

ALEXANDER HENRY (“THE ELDER”) ENTERS THE CANADIAN FUR TRADE

Alexander Henry (later referred to as Alexander Henry “The Elder”

to differentiate from his nephew) was born in New Jersey

where he was raised by his Scottish parents

when he became a fur trader at age twenty-one, he was one of the first, if not the first,

Scotsman in the independent Canadian fur trade -- 1760

he became known by the Indians as the “handsome Englishman”

Though ignorant of Indian life and the fur business, Alexander Henry achieved great renown

he was a successful judge of men and opportunities

AMERICAN-BORN ROBERT ROGERS RISES TO HIGH RANK IN THE BRITISH ARMY

Born in northeast Massachusetts [1731] his family moved to the New Hampshire wilderness

during the French and Indian War

he became a recruiter for the British army

he raised and commanded the famous Rogers’ Rangers to fight the French for the British

they were one of the few non-Indian forces able to operate in inhospitable conditions

due to the harsh winters and mountainous terrain

they frequently undertook winter raids against French towns and military targets

TRADE WITH CANTON, CHINA LINKS THE EAST AND WEST

(Chinese port of Canton opened to French and English traders [1690s]

Canton was supervised by a Chinese merchant who not only guaranteed proper payment

of all duties and fees to the Chinese government, but also guaranteed

the proper behavior of every foreign person connected with the ship

British East India Company in turn was responsible for all British ships and personnel

Great Britain and China had no formal, let alone diplomatic, relationship

but dealt with each other only through intermediary merchant groups)

Canton literally became the only Chinese port open to foreign trade -- 1760

only selected Chinese merchants were authorized to sell tea and silk

there was no department of foreign trade, no trade board and no other ministry

that had any control over matters of foreign trade

there was no government official to whom an aggrieved merchant could complain

and no one else had jurisdiction over the Chinese merchants

Foreign ships trading at Canton had to anchor, load and unload their cargoes

only at Whampoa thirteen miles below the city of Canton and nowhere else

no warship was permitted to enter the Pearl River

all pilots, boatmen and agents working for foreigners

had to be licensed by Chinese authorities in Macau, China

foreigners were not permitted to row boats in the Pearl River,

nor were they permitted to sit in sedan-chairs,

or use sampan boats flying foreign flags

they could ride only in small topless boats

smuggling was forbidden, credit was not allowed,

and Chinese merchants were prohibited from going into debt with foreigners

finally, foreign merchants were made subject to Chinese law

prisoners were presumed guilty until proven innocent

they were often subject to torture and arbitrary imprisonment

ALEXANDER HENRY TRADES WITH THE INDIANS OF THE GREAT LAKES REGION

Alexander Henry was determined to travel from Montreal to Fort Michilimackinac -- 1761

located on the upper Mississippi River at a strategic point

where the post commanded the trade route into Lake Superior

(little did he realize then that he would be gone from civilization for sixteen year)

Henry and his traveling companions paddled up the Ottawa River

carrying their canoe and supplies over many portages

until he reached the settlement of Ottawa where he ascended the Mattawa River

only French trappers had penetrated this region to conduct trade with the Indians

Henry and his men reached Lake Huron where they conducted trade

relying on rum as the principal enticement for the Indians

Henry was told by the natives that the Indians living further west would kill him

because French traders had turned them against all Englishmen

(although Henry was American)

Alexander Henry and his men reached the northern region of Lake Superior

they stopped at the island of Michilimackinac

where they found a large village of Chippewas

leaving the village as quickly as possible they pushed on to Fort Michilimackinac

there a stockade surrounded thirty houses and a church

Fort Michilimackinac was the primary depot for furs from (today’s Wisconsin and Michigan)

at Fort Michilimackinac, Henry was visited by sixty Chipewyan Indians prepared for war

but they consented to trade with him and assured his safety

ALEXANDER HENRY SETS OUT FROM FORT MICHILIJACKINAC TO TRADE

Having wintered at Michilimackinac, Henry set out -- May 1762

for the area of Sault de Sainte-Marie where four houses stood behind a stockade

Trade in the region was not successful as the Indians gathered to protest British trade policies

FRANCE CEDES LOUISIANA TERRITORY (NEW FRANCE) TO SPAIN

France and Great Britain had been fighting the French and Indian War for eight years

St. John’s, Newfoundland had been captured by the French -- June 27, 1762

British forces retook the city in a surprise attack called the “Battle of Signal Hill”

this was the last battle in the French and Indian War -- September 15, 1762

After France had lost the Battle of Signal Hill

France’s King Louis XV secretly proposed to his cousin King Carlos III of Spain

that Louisiana as well as New Orleans and the island in which the city was located

become a colony of Spain

Charles accepted the Treaty of Fontainebleau -- November 13, 1762

this agreement was kept secret while the French negotiated peace terms

with the British

TREATY OF PARIS ENDS THE FRENCH AND INDIAN WAR

French and Indian War officially came to an end

with the signing of the Treaty of Paris by France and Great Britain -- February 10, 1763

Under terms of the treaty:

•France’s Louisiana Territory (New France) was divided at the Mississippi River

-eastern half was ceded to Great Britain

-western half and New Orleans were retained by France

(although actually controlled by Spain)

Spain did not contest Britain’s control of eastern Louisiana

•also under the Treaty of Paris, Spain ceded Florida to Great Britain

Spain considered her secretly owned western Louisiana Territory

to be compensation enough for this consideration

British colonies would be surrounded by Spain and water

Spain intended to press in on the English colonies from the south and west All three victors, British, Indians and Americans, emerged from the conflict

with very different, and ultimately incompatible, understandings of what they had won:

•Great Britain concluded they had secured a glorious future in defeating the French,

they had conclusively established their claim to the continent;

•Britain’s allies, the Iroquois Indian League believed that they had secured

their political and territorial independence through their service in the war;

•American colonists concluded that by defeating the French and their Indian allies

they had secured the western frontier for themselves

YORK FACTORY IS HUDSON’S BAY COMPANY’S MOST IMPORTANT POST

York Factory was returned to the British with the Treaty of Paris --1763

it was located at the mouth of the Hayes River on the southwestern shore of Hudson Bay

(in today’s northeastern Manitoba, Canada)

all goods going into the West and all furs coming out of the interior

passed through this post

volume of trade at York Factory exceeded all other Hudson’s Bay Company trading posts

GREAT BRITAIN EXERTS CONTROL OVER HER COLONIES

French Government had established regulations governing the fur trade in Canada

Following the signing of the Treaty of Paris

Great Britain assumed control of Canada and embarked on a policy of imperial expansion

St. Lawrence and Ohio river valleys became part of Great Britain

open only to Hudson’s Bay Company

thus French competition in the fur trade in that area was eliminated

Britain took control of forts Detroit and Michilimackinac in the Great Lakes region

no person was permitted to enter the countries lying northwest of Detroit

unless they had been issued a license

military commanders had the privilege of granting to any individual

exclusive trade of particular districts

Of immediate significance with the end of the French and Indian War

was the fact the French were almost completely removed as a rival for North America

French competition with Britain’s Hudson’s Bay Company for furs

was all but eliminated

forts Detroit and Michilimackinac under the British

continued to serve as major fur trading facilities

Ottawa and Chippewa natives in the region resented the British takeover

they found British policies harsh compared to those of the French

INDEPENDENT FUR TRAPPERS AND TRADERS CONDUCT BUSINESS IN CANADA

Inter-racial trade was the foundation of the fur trading business

Indians made the journey to trading posts like Hudson’s Bay Company’s York Factory

where they would exchange pelts with Hudson’s Bay Company factors (traders)

for European guns, kettles, knives and blankets

Independent Canadian fur traders rushed into the void

created by the disappearance of the French

Canadians worked in the field to divert Indians from visiting far away trading posts

operated by Hudson’s Bay Company

they would conduct their own trade buying pelts from the Indians in the wilderness

in exchange for various types of furs, natives received red blankets and calicoes,

various color and sizes of beads, tobacco, kettles and house wares, trinkets,

knives, guns, ammunition, toys, buttons and whiskey

Canadian traders were more ruthless than those who worked for Hudson’s Bay Company

independent Canadian traders encircled Hudson’s Bay Company trading preserves

they intercepted and diverted furs destined for York Factory

Some control over these independent traders was obtained by demanding they buy licenses

British Canadian government attempted to license all trappers and traders

in their jurisdiction

French traders with a license were given a monopoly in a district

by the British government

they attained the title of “Superintendent”

and possessed the authority of peace officers

one provision under which French fur traders working out of Montreal

held their licenses was a promise that they would try locating a route t

o the Western Sea

BRITISH MAJOR ROBERT ROGERS IS POSTED TO THE WEST

Hero or the French and Indian War and noted Indian fighter Major Robert Rogers

was briefly occupied in the fur trade (near today’s Detroit)

however, he failed financially

gamboling debts led to his imprisonment in New York but he escaped

Re-entering the British army Rogers was made British Royal Governor

and commander of Fort Michilimackinac -- the Western-most post under British control

at Michilimackinac Rogers picked up a variant to adventurer and author

Arthur Dobbs’ idea regarding the existence of a Northwest Passage

Robert Rogers developed his own refinements

he believed a “River of the West” flowed from the Great Lakes area to the Pacific

CHIEF PONTIAC’S WAR TAKES PLACE IN DETROIT

Ottawa Chief Pontiac led a confederation of elements of several Native American tribes

primarily from the Great Lakes, Illinois and Ohio regions

who were dissatisfied with British postwar policies

Chief Pontiac led talks demanding the British provide better trade prices

and furnish natives with ammunition

After these talks failed, Chief Pontiac led a surprise attack on Fort Detroit -- May 1763

a group of Chippewa Indians staged a ballgame outside the stockade to create a diversion

they gained entrance to the post and attacked and killed most of the British occupants

Indian success at Detroit led to open warfare and the capture of British frontier posts

eight forts including Sault de Sainte-Marie were destroyed

hundreds of colonists were killed or captured many more fled to Fort Michilimackinac

in an act of kindness, a Chippewa Indian adopted Alexander Henry as his brother

British officers at Fort Pitt (the former French Fort Duquesne)

attempted to kill the besieging Indians with smallpox using infected blankets

Chipewyas, with some Ottawas, murdered the English at Michilimackinac

their promise to keep Alexander Henry safe was broken -- he was taken prisoner -- 1763

Henry was saved only by the friendly efforts of the Chippewa Indian

who had adopted him

Robert Rogers led 200 men of Rogers’ Rangers from Montreal in whaleboats

to re-take Fort Detroit for the British -- November 1763

(Only after the British brought more soldiers to America did Pontiac’s War end

with the defeat of the Native Americans [July 25, 1766])

INDEPENDENT AMERICAN FUR TRADER PETER POND BEGINS OPERATIONS

Peter Pond, an American fur trader and explorer, was born in Milford, Connecticut

he served in the French and Indian War

at various times he was a soldier, fur trader, explorer and cartographer

Pond became an independent fur trader (in today’s Detroit area) with his father -- 1765

for six years he traded with the Indians throughout (Minnesota and Wisconsin)

Peter Pond, a quarrelsome man, was extremely difficult to get along with

he was notorious for his violence and was mixed up with robbery

he often acquired furs by using opium on the natives

which quickly produced a cooperative attitude from the Indians

unless dose was too large -- which induced violence or death

Through his business he became acquainted with American Alexander Henry (The Elder),

Scottish trader and merchant Simon McTavish

and the English brothers Thomas and Benjamin Frobisher

ALEXANDER HENRY SETS OUT ON HIS SECOND TRADING EXPEDITION

Scottish-American Alexander Henry wintered a Chagouemig

(today’s Chequamegon, Wisconsin)

this had long been a gathering place for Indians -- Henry counted fifty lodges

all were poor because their trade had been impeded

by the English invasion of Canada (French and Indian War [1754-1763]

and by Pontiac’s War

Indians began arriving at Chagouemig bringing in their winter’s catch -- spring 1766

Henry collected 150 ninety-pound bales of beaver pelts

and twenty-five bales of otter and marten skins

Alexander Henry remained in the Sault Sainte-Marie region until [1775]

this trade greatly improved the lives of the local natives)

RUSSIAN FUR TRADE IN NORTH AMERICA EXPANDS

Activities of independent Russian fur traders’ in North America

caught the interest of Czarina Catherine II (Catherine the Great)

Catherine II began an effort to complete the work of exploration begun by Czar Peter

she ordered Lieutenant Synd to make a thorough investigation of the fur trade -- 1766

although not successful in accomplishing his assignment,

valuable cargoes of furs acquired by the Russians

caused great excitement in Russia

CAPTAIN CARVER PROPOSES TO CROSS NORTH AMERICA TO THE PACIFIC

Army officer and traveler Captain Jonathan Carver from Connecticut

had served in the French and Indian War

Captain Carver proposed to cross the continent to the Pacific Ocean

he referred to hearing of **“the four great rivers that take their rise within a few leagues of each other, nearly about the center of this great continent, viz: the river Bourbon, which empties into Hudson’s Bay, the waters of the St. Lawrence, the Mississippi, and the river Oregan, or the river of the West, that falls into the Pacific Ocean at the Strait of Anian.”**[[11]](#footnote-11)

(President Jefferson used this spelling of Oregon in instructions to Lewis and Clark)

however, Carver could not find a financial backer for his expedition

Captain Carver was contacted by Robert Rogers, commander of Fort Michilimackinac,

to lead an expedition to find a western water route, the Northwest Passage,

to the Pacific Ocean -- 1766

Carver left Fort Michilimackinac traveling in large fur-trading canoes -- spring 1766

he followed well-utilized French trade routes along the northern shore of Lake Michigan

then cut across (what is now Wisconsin) looking for the Northwest Passage

he resupplied at a small French settlement (today’s Green Bay)

and set out up the Fox River

he reached the well-used “Grand Portage” (now Portage, Wisconsin)

Carver crossed to the Wisconsin River and traveled downstream to the Mississippi River

he turned north crossing (today’s Minnesota as far a Minneapolis)

where he spent the winter

ALEXANDER HENRY EXPLORES WEST OF MICHILIMACKINAC

American trader Alexander Henry was the first trader to push west beyond Michilimackinac

into Lake Superior country -- his canoes were the first

on Lake Winnipeg (Manitoba, Canada)

Henry spent sixteen years in the wilderness 1766-[1783]

traveling as far north as Beaver Lake and Churchill River (in today’s Northern Manitoba)

on the way to Churchill River he traveled with independent trappers Peter Pond

and the brothers Benjamin and Joseph Frobisher

CAPTAIN JONATHAN CARVER SEARCHES FOR THE “RIVER OF THE WEST”

Carver returned to Fort Michilimackinac

ending his unsuccessful search for the Northwest Passage

however, his trading expedition had been very successful -- spring 1767

he discovered Royal Governor Robert Rogers had been arrested

for treason against Great Britain

First ship of the season out of Fort Michilimackinac carried Rogers and Carver to Detroit

Carver traveled in the relative comfort of a passenger cabin

he expended his energies writing a book of his travels during this time

Rogers was forced to sit out the journey seated on the ballast rocks in the hold of the ship

(in Montreal the Royal Governor, Commander of Fort Michilimackinac

was found not guilty)

Arriving in Montreal Captain Jonathan Carver submitted to his superiors a list of expenses

he had incurred while searching for the Northwest Passage

but payment was denied on the grounds that Royal Governor Rogers

did not have the authority to order such an expedition

Outraged Jonathan Carver traveled to London

there the British government ordered his journal turned over to them

Carver bought the journals back from the printer -- he made a copy for himself

then turned the journals over to the British government

(Carver published his book: *Jonathan Carver’s Travels Through America, 1766-1768*

which was an immediate success [1778])

BRITISH PARLIAMENT PASSES THE TOWNSHEND ACTS

Townshend Acts were a series of British laws lasting from -- June 15-July 2, 1767

named after the British Chancellor of the Exchequer

(equivalent to America’s Secretary of the Treasury) Charles Townshend

Townshend Acts served several purposes for the British government:

•raised money in the colonies to pay the salaries of governors and judges

so they would not be dependent on the colonists

enforcement of trade regulations would be more effective for the British

if consideration of colonists’ concerns could be disregarded;

•British government had passed the [1765] Quartering Act

which housed British soldiers in colonists’ homes

Townshend Acts provided British financing to enforced that law

in the province of New York which had refused to comply;

•Townshend Acts demonstrated the British right to tax its colonies

Although these laws had a dramatic effect on Britain’s North American colonies

no input from the colonists was sought during their passage

SPAIN BECOMES VERY CONCERNED ABOUT RUSSIAN ACTIVITIES

Russian efforts to establish fur trading posts in the North Pacific

were reported to King Carlos III

Viceroy of New Spain Carlos Francisco de Croix, Marquis of Croix

was ordered in a letter from Madrid, Spain **“…to observe such attempts as the Russians may make there** [Alaska]**, frustrating them if possible.”**[[12]](#footnote-12)-- January 23, 1768

San Blas, New Spain (Mexico) was selected by Viceroy de Croix

as the location of a new naval facility to serve as a base

for sending a series of exploration and reconnaissance voyages to the north -- 1768

one purpose of these voyages was to ascertain the strength of the Russian threat

another was to reinforce Spain’s claims of sovereignty by right of discovery

through the use of formal possession-taking rituals

which were still regarded as a meaningful part of international law

final purpose was to search for the Strait of Anian (Northwest Passage)

because if it existed and fell under the control of a nation such as Great Britain

it could prove disastrous to New Spain’s Pacific coast ambitions

Manuel Rivera and 116 families arrived to construct the naval base at San Blas

at first only two ships used to carry supplies to California were assigned to the port:

•packet ship *San Carlos* was commanded by Juan Josef Perez Hernandez (Perez);

•packet ship *El Principe* was commanded by Vicente Vila

four new vessels were ordered to be built at San Blas

OFFER OF ENGLISH REWARDS LEAD TO EXPLORATION

British parliament offered a £20,000 reward to the qualified geographer who would **“first discover a communication between the Atlantic and Pacific Oceans, in any direction whatever, in the northern hemisphere; and also to such as shall first penetrate beyond the 89th degree of northern latitude.”**[[13]](#footnote-13)

this motivated efforts to develop a new route across North America

that would make it easier to carry trade goods inland and furs out

JAMES COOK -- BRITAIN’S GREATEST CAPTAIN AND EXPLORER

James Cook was born [October 27, 1728] the second of eight children

of Grace (Pace) Cook and James Cook, a Scottish farm laborer in the village

of Marton, Durham County Yorkshire

after five years of school, James began working for his father -- now a farm manager

when he was sixteen, he moved twenty miles from home to a fishing village

there he was apprenticed as a shop boy to a grocer and haberdasher (hat maker)

having little success with his apprenticeship, he took up residence in a nearby port town

he was taken on as a merchant sailor apprentice by owners of a small fleet of vessels

that carried coal along the English coast -- his apprenticeship lasted three years

during this time, he studied algebra, geometry, trigonometry, navigation

and astronomy

James next worked on trading ships on the Baltic Sea and earned command of a vessel

but within a month he joined the British Navy which was then re-arming

for an anticipated war with France (the Seven Years War [1756-1763]

Cook returned to England and married Elizabeth Batts [1762]

James Cook sailed to Canada after the Treaty of Paris was signed [February 10, 1763]

he showed a talent for surveying and cartography (map making)

he was responsible for mapping much of the entrance to the Saint Lawrence River

he also mapped the jagged coastline of Newfoundland, Canada

(Cook’s maps were used into the Twentieth Century)

Cook was an excellent sailor and commander

although he had little formal education, he was considered well read

and he was a keen observer of men and events

trusted and respected for his sound judgment, he was nearly always right

inquisitive but emotionless, he rarely showed any symptom of romance

affecting his judgment

he was a firm disciplinarian as a British officer

but this was moderated with human sympathy and understanding

normally unassuming and mild mannered,

an astonishing temper could occasionally be unleashed

perhaps his greatest strength and his greatest weakness was his over-tenacity

perseverance could shift to stubbornness

one remarkable weakness was his tendency to overestimate the value of property

he often placed his life and that of his crew at risk

to gain return of a hatchet or knife, etc.

James Cook was promoted to British naval lieutenant

and was given command of HMS (His Majesty’s Ship) *Endeavor*

he was to lead a Royal Navy scientific voyage o the South Seas (Southern Pacific Ocean)

commissioned by England’s King George III and

the Royal Society of London for Improving Natural Knowledge -- 1768-[1771]

Cook specifically was to chart the movement of the planet Venus as it crossed the sun

he also was to look for an “Unknown Continent” and prove if it did not exist

instead he discovered Australia which the British recognized as a continent

although it was too small to actually qualify for that status

he explored extensively around New Zealand and Australia

and learned vegetables, lightly pickled, could ward off scurvy

James Cook was elevated from lieutenant to the rank of commander

SPANISH GOVERNMENT BECOMES CONCERNED ABOUT ITS LAND POSSESSION

England was at the beginnings of a Westward movement across the Appalachian Mountains ever closer to the long held Pacific possessions of Spain

Spain’s Pacific coast claim also was threatened by advancing Russian efforts from the north

it was decided to explore into the Russian domain to strengthen the Spanish claim there

Spain was determined to build forts and place colonies at San Diego Bay and Monterey Bay

located on the Pacific coast to strengthen Spanish control of “Upper California”

(that is the area north of Baja California)

SPANISH COLONIES ARE PLACED IN CALIFORNIA

San Diego Mission was established by Catholic Father Junipero Serra -- July 16, 1769

this was the first of a “rosary of missions” to be built in California

San Diego Mission represented both the Catholic Church and the Spanish government

it provided spiritual comforts, civil needs and military occupation

(San Diego was soon followed by a settlement at Monterey Bay [1770]

which became the capitol of “Upper California”)

FROBISHER BROTHERS BEGIN AN INDEPENDENT TRADING COMPANY

Benjamin and Thomas Frobisher operated independent trading activities out of Montreal

they were joined by their youngest brother, Joseph --1769

all three brothers put their accumulated money together

to set up a fur trading company based in Montreal, Canada

Frobisher brothers worked well together

Benjamin saw to the business in Montreal,

Thomas lived in the wilderness and conducted trade with the Indians,

Joseph had a varied experience, dividing his time between outlaying posts and Montreal

SIMON McTAVISH ENTERS THE FUR TRADE

Simon McTavish had arrived in New York from Scotland at age thirteen

with his sister and her husband [1764]

he was apprenticed to a Scots merchant in New York

where he recognized the opportunities offered by the fur trade

Simon McTavish set out on his own to trade -- 1769

(over the next few years McTavish prospered in the fur trading business)

ARCTIC OCEAN IS REACHED BY SAMUEL HEARNE

English traders on Hudson Bay had long known that Indians to the northwest

used local copper

this was indicated by such words as “Yellowknife”

Northern natives brought lumps of copper to Hudson’s Bay Company’s Churchill Factory

on the Churchill River (in today’s upper Manitoba, Canada)

`Hudson’s Bay Company English explorer, fur trader, author and naturalist

Samuel Hearne was sent to explore all of Northern Canada beyond Hudson Bay

in search of a possible copper mine

even Hearne knew this was an absurd assignment

(Hearne had been born in London, England [February 1745]

he joined the British Navy at age twelve

he went to work for Hudson’s Bay Company [February 1766])

Hearne’s first expedition lasted only a month -- November 1769

young explorer discovered the Coppermine River and journeyed overland to its mouth

he was the first European to travel overland across northern Canada to the Arctic Ocean

(Hearne’s second effort did little better as it lasted only five months [April-October 1770])

BOSTON MASSACRE TAKES PLACE

British troops had been sent to Boston to maintain order

and enforce the hated Townshend Acts [1768]

these soldiers were constantly tormented by irresponsible gangs of colonists

One British sentry was surrounded by a mob that insulted

and harassed him -- night of March 5, 1770

eight British soldiers who came to his support also were harassed

and were hit with thrown objects

without orders, they fired into the crowd instantly killing three

Crispus Attucks, a black man took two bullets in the chest and was the first to die,

Samuel Gray and James Caldwell also were killed -- six others were wounded

two men, Samuel Maverick and Patrick Carr, later died of their wounds

Funeral service for the victims was the scene of a great patriot demonstration

MONTREAL MERCHANTS FORM SMALL TRAPPING COMBINES OF THE OWN

Competition with Hudson’s Bay Company forced independent fur traders and trappers

to cooperate

but they also vigorously competed among themselves -- sometimes violently

Several Montreal merchants of Scottish blood formed trapping and trading combines

to provide limited competition with Hudson’s Bay Company

these entrepreneurs were Canadian traders -- not English

Scottish Montreal merchants and their independent Canadian trappers and traders

moved into the wilderness where they succeeded

in capturing much of the Indian trade

MONTREAL MERCHANTS COMPETE WITH HUDSON’S BAY COMPANY

Montreal merchants assumed control of the Montreal-based fur trade

they dominated the region west and south of Fort Michilimackinac

Competition for Hudson’s Bay Company

from independent fur traders and trappers was serious

furs poured into Europe to be sold at public auction

skins such as wolverine, bear, mink, squirrel, elk, marten, otter and fox

were sold by the single pelt

beaver pelts, bed-feathers and whale fins were sold by the pound

lowly rabbits came in lots of a dozen

goose quills sold by the thousand

TRIALS OF THE BOSTON MASSACRE SOLDIERS

Colonial officials were determined to give the soldiers a fair trial

so there could be no grounds for retaliation from the British government

and so that moderate rebels would not be alienated from the Patriot cause

British Captain Thomas Preston, the officer of the watch, was the first soldier to go on trial

patriot leader John Adams agreed to serve as lead defense attorney

Captain Preston was acquitted when the jury was convinced

he had not ordered the troops to fire -- October 1770

(In a subsequent trial two of the British soldiers were found guilty of man slaughter

they were punished by branding their right thumbs

another trial found the colonial civilians not guilty)

Root cause of the Boston Massacre had been the British Townshend Acts

BRITISH EAST INDIA COMPANY FALLS ON HARD TIMES

British East India Company, famed for spreading British influence

throughout the East and India, had fallen on hard times -- early 1770s

To shore up the failing company British policymakers imposed a tariff (tax)

on commodities sold in the American colonies -- Americans boycotted English goods

American boycotts of British imports convinced the British government

to repeal the tariffs

COMMANDER JAMES COOK’S SECOND SCIENTIFIC EXPEDITION

Commander James Cook’s second voyage was commissioned by the Royal Navy

with advice from the Royal Society of London for Improving Natural Knowledge --

he was to circumnavigate the globe as far south as possible

and search for the Unknown Continent 1772-[1775]

Cook’s *Resolution* was the first ship to sail across the Antarctic Circle

he explored the Antarctic subcontinent but failed to discover the mythical land mass

nonetheless, he but did add to the scientific data of the world

Cook discovered a method of controlling and almost eliminating scurvy -- eating limes

during this two-year voyage not one man died of scurvy

British sailors were referred to by Americans as “limeys” -- that is, lime eaters)

Great honor was heaped on Cook after his second expedition

he was promoted to “post-captain”, an honorary title for those without a command

position of captain in the Royal Navy was reserved to those of aristocratic birth

SPANISH BECOME CONCERNED ABOUT RUSSIAN TRADERS

Spanish minister at the Russian court wrote to his king, Carlos III

that Russian merchants were trading in North America furs -- February 1773

and had formed a settlement somewhere north of California

Spanish government became alarmed

Antonio Maria de Bucareli y Ursua, 46th Viceroy of New Spain, was ordered

to send ships at once to explore north beyond Monterey Bay

FRESH ALARMS REACHED MEXICO REGARDING RUSSIAN ACTIVITIES

Antonio Maria de Bucareli y Ursua, 46th Viceroy of New Spain (Mexico),

directed the founding of San Francisco as a defensive outpost for New Spain’s flank

he also ordered that a naval survey of the north Pacific waters be made -- 1773

this was to be the first exploring voyage along the west coast

since Sebastian Vizcaino’s [1602] expedition had reached Monterey Bay

There was only one place on the West Coast equipped to outfit Spanish ships

naval base at San Blas, New Spain was a tiny port from which supplies were dispatched

to the missions of “Upper and Lower California”

San Blas was quickly equipped with a boatyard, arsenal and warehouses

Juan Josef Perez was chosen to lead the expedition to explore Nueva Galicia (the west coast)

born and raised in Mallorca, Spain Perez was his country’s most respected navigator

eminently practical, moderately efficient and a well-trained leader of men

he had been in command of a Manila galleon

Lieutenant Esteban Jose Martinez was made second in command of the expedition

BRITISH PARLIAMENT PASSES THE TEA ACT

Americans continued to boycott India tea

East India Company had warehouses full of tea but was teetering

on the brink of bankruptcy

British Parliament passed the Tea Act

to help the struggling company survive -- May 10, 1773

Tea Act allowed the British East India Company to sell tea directly to the colonies

thereby saving the company from bankruptcy

prices were lowered to undercut those charged by smugglers

lower the price on tea was to convince the colonists to purchase company tea

on which duties were paid -- and thus accept Parliament’s right of taxation

once again, the British government had imposed a tax on the colonies

with no American representation

Colonists in the Thirteen Colonies recognized the implications of the Tea Act’s provisions

coalition of merchants was formed in opposition to delivery and distribution of the tea

in many colonies successful efforts were made to prevent India tea from being landed

PETER POND COMPETES WITH HUDSON’S BAY COMPANY TRADERS

American trader and adventurer Peter Pond went to Montreal.

he purchased 4,600 pounds of trade goods in bales

from merchants Isaac Todd and James McGill

and arranged to have these items shipped in their canoes

Pond engaged men to accompany him

he set out by way of the Ottawa River for Michilimackinac

Peter Pond and his men arrived at Fort Michilimackinac with twelve canoes

preparations were begun for an extensive trading venture into the wilderness

AMERICAN PETER POND CONDUCTS TRADE (IN TODAY’S WISCONSIN)

Peter Pond and his men crossed Lake Michigan

to (today’s Green Bay, Wisconsin) -- September 1773

he visited the Menominees on the north side of the bay

and the Winnebagos on “Peuans Lake” (Lake Winnebago.)

he may also have traded with the Fox Indians

Pond ascended the Fox River before he portaged to the Wisconsin River

(which is a part of the Mississippi drainage system)

Peter Pond and his traders reached Prairie du Chien

where he found many French traders and Indians purchasing supplies for the winter hunt

he stayed ten days while he dispatched nine clerks to trade

along various tributaries of the Wisconsin and Mississippi rivers

Pond set out for the St. Peters River (today’s Minnesota River) with two other traders

about fourteen miles from the mouth of the river he found a log house

which he supposed to be that of Jonathan Carver

where the explorer had [wintered 1766–1767]

Pond passed the winter of 1773-1774

on the high banks of the St. Peters River (Minnesota River)

he conducted business with the Indians in gentle competition with a French trader

(When the ice broke and the water level receded,

Pond’s party descended the river to Prairie du Chien

where he collected pelts from various tribes gathered by his trading partners [1774])

BOSTON TEA PARTY RESISTS BRITISH TAXES

Resistance to India tea culminated in the Boston “Tea Party” -- December 16, 1773

colonists, some disguised as Indians, boarded tea ships anchored in Boston Harbor

and dumped 342 tea chests overboard

as a cheering crowd on the dock shouted its approval

Boston Tea Party was quickly restaged in other port cities in America

these activities polarize the colonists in the widening dispute

both “Patriots” and “Loyalists” became more zealous in their views

Parliament responded to the destruction with a series of acts that were intended to:

•punish Boston for destruction of private property,

•restore British authority in Massachusetts,

•reform colonial government in America

SPANISH GOVERNMENT ORDERS JUAN JOSEF PEREZ’S EXPEDITION NORTH

Juan Josef Perez and Lieutenant Esteban Jose Martinez received their final orders

for a secret Spanish expedition to Nueva Galicia (the west coast) -- December 24, 1773

they were to sail to 60º North before making landfall; then turn south

they were to attempt a careful search for harbors and Russian settlements

they were to land often at the best places for settlements

take possession, erect a cross and bury a bottle

containing a record of the act of possession as demanded by international law

SPANISH CAPTAIN JUAN JOSEF PEREZ SAILS NORTH

Juan Josef Perez departed on the ship *Santiago* with crew of eighty-eight -- January 24, 1774

he sailed from San Blas, New Spain (Mexico) with a year’s supplies

bound for the Spanish Catholic missions at San Diego and Monterey, California

there he was to discharge cargo

before proceeding on to 60º North in great secrecy

When Perez arrived at the settlement, San Diego was on the verge of starvation

after delivering supplies he continued on to Monterey -- May 9

where he rested for almost a month in preparation for his voyage north

to seek out the Russians

BRITISH SOLDIERS ARRIVE IN BOSTON

British Generals John Burgoyne, Sir Henry Clinton and Sir William Howe arrived in Boston

to reinforce the British Army under Governor-General Sir Thomas Gage -- May 13, 1774

Catherine the Great, Czar of Russia refused to lend fellow monarch George III of England

a few thousand of her troops for his use against the rebel colonists

(this refusal on the part of Russia set conditions for friendly relations

between Russia and the fledgling United States which lasted more than a century)

HUDSON’S BAY COMPANY ESTABLISHES CUMBERLAND HOUSE

Hudson’s Bay Company saw it would be obliged to branch inland

for the protection of its trade

Samuel Hearne traveled down the Saskatchewan River

he set up Cumberland House on Pine Island in the Saskatchewan River Delta -- 1774

this post was founded (in north-eastern Saskatchewan, Canada)

because of the large number of Cree gathered there in the spring

it was a good place to trade for the rich furs they collected

Hudson’s Bay Company’s Cumberland House was the first of a series of inland posts

location of Cumberland House on the Saskatchewan River

was crucial to Hudson’s Bay Company

Saskatchewan River led to Lake Winnipeg and on to York Factory on Hudson Bay

but the river also led to independent Canadian trading companies at Montreal

to the west the river led to the Rocky Mountains (and a pass to Oregon Country)

to the north the Sturgeon-Weir River led to the Churchill River region of Manitoba

which continued on to Methye Portage

and the rich Athabasca Country to the northwest

Cumberland House was used as a depot for east-bound furs and west-bound trade goods

forty days paddling were required

to travel from Hudson’s Bay Company’s base at York Factory

(Samuel Hearne eventually proved there was open water above Hudson Strait

and far to the northwest of Hudson Bay

he suggested a channel to the Pacific Ocean might be found to the north

which, he thought, would probably link with the Bering Strait)

HUDSON’S BAY COMPANY SEES COMPETITION ALONG THE CHURCHILL RIVER

As Indians in the Churchill River region of northern Manitoba, Canada

carried their furs to the Hudson’s Bay Company’s Cumberland House

Joseph Frobisher met them on the way and induced them to trade with him

Frobisher remained two seasons in the Saskatchewan Valley

enduring great hardships 1774-[1776]

he was forced to depend upon what the woods and waters afforded for subsistence

PETER POND RETURNS TO FORT MICHILIMACKINACK

American fur trader and adventurer Peter Pond

returned to Fort Michilimackinac from Prairie du Chien -- July 1774

Pond’s first venture had ended -- he had learned the beaver trade well

he became adept in dealing successfully with native peoples

he mastered the art of getting along with fellow traders when possible

and at the same time out-trading them when necessary

he had become familiar with wilderness travel and survival

he had established himself as a successful entrepreneur

PETER POND FORMS A PARTERSHIP

While at Fort Michilimackinac, Peter Pond entered into partnership

with merchant Thomas Williams -- 1774

(this arrangement that would last until [1777])

Pond arranged to have the next season’s trade goods brought northwest to Grand Portage

located at the west end of Lake Superior (near today’s Grand Portage, Minnesota)

Grand Portage was a nine-mile footpath which bypassed a set of waterfalls and rapids

on the last twenty miles of the Pigeon River before it flows into Lake Superior

(As a result of his thinking Grand Portage, and later Fort William [Thunder Bay, Ontario]

would eventually supplant Michilimackinac

as the western supply depot of the northwest fur trade)

JUAN JOSEF PEREZ SAILES *SANTIAGO* NORTH IN SEARCH OF RUSSIANS

Juan Josef Perez sailed from Monterey, California -- June 6, 1774

he made little progress as strong winds drove *Santiago* south of Monterey

three weeks were wasted until the wind changed to favorable

and progress north could begin

Sailing far out to sea Perez cautiously reached 55º north

he identified a group of islands at 53° North Latitude (the Queen Charlotte Islands

today’s Haida Gwaii)

because he was short on water he turned east -- July 15

Land was sighted for the first time since leaving Monterey -- July 18

off the (Alaska panhandle near Baranof Island, Alaska)

Strong currants kept *Santiago* out to sea along the southern coast of Alaska -- July 20

Perez sited no Russian settlements -- he was too far away from land

he returned to landfall near Baranof Island

Perez could not find a suitable place to land and he feared the good weather was near an end

after reaching 54º 20’ (modern boundary between Alaska and British Columbia)

he abandoned his orders and turned for San Blas, New Spain (Mexico)

JUAN JOSEF PEREZ CONTINUED SOUTH ON THE *SANTIAGO*

Unfavorable weather continued -- July 22, 1774

Perez sailed in a fog which lifted only periodically

but prevented careful examination of the terrain

he sailed along the west side (of today’s Queen Charlotte Islands)

past (today’s Cape St. James in the Queen Charlotte group)

he encountered Haida Indians (in the Queen Charlotte Islands)

but he apparently lacked the curiosity to explore the region

Perez sited lofty mountains covered with snow

on the north end of (today’s Vancouver Island)

he named these the “San Christobal” Mountains (today’s Insular Mountains)

JUAN JOSEF PEREZ MADE LANDFALL

Perez laid anchor 49º 30’ north (on the western side [outside] of today’s Vancouver Island)

on the following day Perez claimed to have run into a **“C”** shaped harbor

Perez named the inlet “Surgidero” (anchorage) de San Lorenzo

after the saint of the day -- August 2, 1774

(this name will later be changed to King Georges’ Sound by James Cook

and then to Nootka Sound [1778])

today there is considerable confusion regarding the naming of this area

as Perez’ description of San Lorenzo does not match Nootka Sound[[14]](#footnote-14))

NOOTKA INDIANS MAKE CONTACT WITH JUAN JOSEF PEREZ

Perez dropped anchor near “Esteban Point”

(at the mouth of today’s Nootka Sound) -- August8, 1774

which he named in honor of his pilot and second in command Esteban Jose Martinez

Local natives had never before seen a ship

bravest of the natives took to their canoes and reconnoitered from a distance

occupants of three canoes approached and gestured to the Spanish to leave

Perez indicated by signs that he meant no harm -- he was seeking fresh water

PEREZ CONDUCTS TRADE WITH THE NOOTKA INDIANS

Next morning several canoes loaded with curious natives

paddled out to greet him -- August 9, 1774

some of the natives soon grew bold enough to board the *Santiago*

during their visit one of the natives took two silver tablespoons

from the ship’s pilot Esteban Jose Martinez

Although the Spanish explorers did not land

they traded briefly with about 2,000 Nootka Indians in a village they called Yuqot

furs were exchanged by the Indians for clothing, knives and attractive abalone shells

that Spanish sailors had brought from California

Perez made no further landing on his journey south to San Blas, New Spain

but sighted and named: “Esteban Island”

and “Esteban Sound” named for his second in command

Perez had a longboat readied to take possession of the new land

but a west wind arose and his anchor began dragging

at the moment it appeared more important for the *Santiago* to leave at once

JUAN JOSEF PEREZ CONTINUED SOUTH

Next afternoon Perez sighted was appeared to be a snow-white cliff -- August 10, 1774

he soon saw it was a mountain flanked by foothills

which he named “Sierra Nevada de Santa Rosalia” (today’s Mount Olympus)

(this was the first geographic feature in Washington to be given a European name)

*Santiago* continued south as once again fog and rain obscured the land -- August 11

near the mouth of Queets River

his crew was not able to raise the anchor up fast enough to suit Perez

heavy winds compelled Perez to cut the cables and run to out sea

storms continued to impede the expedition

*Santiago* arrived back at Monterey, California -- August 22, 1774

before continuing on to San Blas, New Spain

JUAN JOSEF PEREZ’S EXPEDITION WAS ALMOST A COMPLETE FAILURE

*Santaigo* arrived in San Blas, New Spain -- November 5, 1774

crew had contracted scurvy but only one man died of the disease

Perez’s voyage was a disappointment to Spanish Viceroy Antonio Maria de Bucareli y Ursua

Perez had failed to attempt the important things his orders demanded:

•he had failed to reach the region visited by Russians;

•he had failed to carry out the claim of discovery ceremony

required under international law;

•in fact, he had accomplished nothing his orders called for

but Juan Josef Perez was the first to describe the Washington coast

and this gave Spain at least some right to the claim of discovery

After Perez made his inadequate report it was decided to send a second expedition

north in search of Russian trading and trapping activities

SPANISH PREPARE A SECOND EXPEDITION TO SAIL NORTH

Having learned of the difficulties encountered by sending only one ship north to explore

46th Viceroy of Mexico Antonio Maria de Bucareli y Ursua

ordered a three-ship effort be readied

naval officers recently transferred from Spain’s best naval academies

to San Blas, Mexico were expressly recruited for the purpose of taking part

in this important secret expedition

Spain’s second expedition was to formally take possession of the land

and exert Spain’s full claim to the remote region

Thirty-seven-year-old Spanish Lieutenant-Commander Bruno de Heceta

(or sometimes Hezeta) was of noble birth and an officer by training

he was given command the expedition

Heceta’s expedition to further explore Nueva Galicia (the west coast) would be composed of:

•*Santiago,* Perez’ old ship was chosen by Heceta to be his flagship with a crew of ninety

Juan Josef Perez served as pilot;

•smaller and nimbler two-masted supply schooner *Sonora*

(officially named the *Nuestra Sonora de Guadalupe*) served as escort for the *Santiago*

under the command of Juan de Ayala, she was to perform coastal reconnaissance

and mapping;

*Sonora* a tiny vessel, thirty-six feet long with a twelve-foot beam

and eight-foot-deep hold was so shallow that a man could not stand upright in it

crew of sixteen had no room to walk on deck

*Sonora* was so small she could make landfall in places the larger *Santiago*

had been unable to approach before

•packet boat San Carlos with fifty-four men under the command of Miguel Manriqu[[15]](#footnote-15)

carried provisions for the newly-established mission outpost at Monterey, California

Manrique was instructed to investigate and map the bay of San Francisco

which a previous Spanish naval expedition [1769] had discovered

Bruno de Heceta’s expedition was composed of 160 officers and men

majority of the crew was made up of capable and strong Mexican Indian ranch hands

who were completely untrained and unseasoned in naval duties

they were ill-suited and unprepared to be sequestered for months

aboard a cramped damp ship in the open sea[[16]](#footnote-16)

Provisions included several tons of jerked beef, more than a ton of dried fish,

hardtack (a hard biscuit made of flour and water), half-ton of lard,

quantities of beans, rice, wheat, lentils, onions, cheese, chili peppers, salt, vinegar, sugar,

pork, cinnamon, cloves, saffron, pepper, chocolate, barrels of brandy, barrels of wine

and an assortment of fruits and vegetables[[17]](#footnote-17)

HECETA’S EXPEDITION SAILS NORTH

Commander Bruno de Heceta’s fleet left San Blas with a year’s supplies -- March 16, 1775

his orders from the Viceroy Bucareli were to examine

along the coast to 65º north latitude

they were to land, search for evidence of Russian intrusions

and conduct the formal act of possession

Vicious storms slowed progress from San Blas, New Spain (Mexico)

toward Monterey, California

because of its small size *Sonora* proved to be unstable in ocean water

in an attempt to make headway Heceta had to resort to towing his escort ship for a time

before Monterey, California was reached

TROUBLE HITS HECETA’S EXPEDITION EARLY[[18]](#footnote-18)

Just three days out San Blas, Mexico the San Carlos fired its canons twice -- March 19, 1775

its red signal flag was hoisted atop its mast

an emergency distress signal to the other two ships

When the *Sonora* and *Santiago* reached the stricken ship

they found Lieutenant Miguel Manrique in a state of total psychological breakdown

and unable to function as commander

after a brief meeting, Heceta ordered the ill pilot returned to San Blas immediately

Juan de Ayala was now given command of the San Carlos

Juan Francisco de la Bodega Y Quadra assumed command of the Sonora

thirty-two-year-old lieutenant had been born in Chile

he was the only expedition member not from Spain

he was often referred to as Bodega, his father’s name, but he preferred Quadra

Three days had been lost with the exchange of officers and the unstable *Sonora*

FIGHTING BETWEEN THE BRITISH AND AMERICANS BREAKS OUT

Battles of Lexington and Concord, Massachusetts

were the first military engagements of the American Revolution

700 British Army regulars marched to Concord

with orders to destroy military supplies there

through the use of an effective spy system and the efforts of Paul Revere and others

American militiamen learned of the plan

and laid in wait at Lexington, Massachusetts

Fighting began at daybreak -- April 19, 1775

this was the first open conflict between Great Britain and its American colonies

reinforcements arrived for both sides,

but the outnumbered Americans were overpowered in the fight

HECETA’S EXPEDITION DEPARTS FROM MONTEREY, CALIFORNIA

Spanish Lieutenant-Commander Bruno de Heceta on the *Santiago*

and Lieutenant Juan Francisco de la Bodega Y Quadra on the *Sonora*

sailed out of Monterey -- May 21, 1775

Heceta set out to sea to catch more favorable winds -- *Sonora* was towed by the *Santiago*

Bruno de Heceta’s expedition passed the well-known landmark of Cape Mendocino

he entered a small bay to the north

after they anchored in the bay,

Heceta entered into friendly relations with the local natives

in (today’s Shelter Bay) before continuing northward

Despite a difficult and meandering journey, the crews of the *Santiago* and *Sonora*

finally sighted land off the coast of California -- June 9, 1775

Heceta and Quadra decided to anchor in what they named “Trinidad Bay”

for two days they traded with the Indians

climbing Trinity Head, Heceta and two Catholic Franciscan priests

erected a cross on the summit and formally claimed the region

in the name of Spanish King Carlos III -- June 11, 1775

Leaving Trinity Bay, Heceta and Quadra sailed north far out to sea -- out of the sight of land

little progress was made northward due to unfavorable and variable winds

when a favorable wind did come it was from the west and northwest

and drove them toward land sooner than Commander Bruno de Heceta wanted

GREAT BRITAIN AND HER COLONIES ENGAGE IN WAR

George Washington was unanimously elected by the Continental Congress

to serve as commander-in-chief of the American forces -- June 15, 1775

Battle of Bunker Hill took place above Charlestown Heights, Massachusetts -- June 16-17

Americans led by Colonel William Prescott lost the battle

(which took place on Breeds Hill)

during the battle the town of Charleston Heights was burned to the ground

victory for the British was at such a high cost that the sense of achievement was gone

ALEXANDER HENRY CHANGES THE LOCATION OF HIS TRADING OPERATION

Henry left Sault Sainte-Marie region after trading there for twelve years [1762-1774]

he traveled with four large canoes and twelve small ones, carrying goods and provisions

west over the Grand Portage, passed Lake of the Woods

and finally reached Lake Winnipeg

Cree Indians there were friendly

HECETA’S EXPEDITION SAILS OFF THE COAST OF (TODAY’S WASHINGTON)

Early morning sun shown as the jagged green coastline was sighted -- July 11, 1775[[19]](#footnote-19)

with its majestic white peaks and dense rain forests

(at the Olympic Peninsula located in today’s Washington State)

Lieutenant Juan Francisco de la Bodega Y Quadra’s officers on *Senora*

thought they must be near the entrance to the Strait of Juan de Fuca

which had been placed in this vicinity on a French map they carried

Sea was rough and the sky overcast -- west winds blew in gusts

sudden squall seized and nearly capsized the tiny *Senora*

HECETA AND QUADRA ANCHOR FOR THE NIGHT

After cautiously maneuvering through dangerous shoals at 48° north latitude,

*Santiago* and *Sonora* found a protected bay in which to anchor

(at today’s Point Grenville)

Due to unfavorable conditions, the Santiago kept its distance from the rocky shores

while the smaller Sonora maneuvered closer toward land[[20]](#footnote-20)

While *Sonora* was safely anchored,

nine Quinault Indians canoes surrounded her -- July 11, 1775

Indians motioned to the crew of the Sonora to land and go ashore

this was ignored by Juan Francisco de la Bodega Y Quadra

Indians then approached the ship, boarded and initiated friendly trade

gifts of fish, whale meat, wild onion and game were given to the *Senora*

natives also brought vessels of fresh water

crew members returned the favor by offering gifts to the natives

Quinaults departed at sunset but returned later that evening

bearing more gifts to repay the Spanish for the gifts they had received earlier in the day

Quadra offered them additional trade items

but after receiving the gifts the Quinault men began a chorus of ominous chants

which gave Quadra cause for concern

canoes remained around the ship until late into the night -- July 11

QUADRA’S *SONORA* BECOMES TRAPPED IN SHALLOW WATER

Lieutenant Juan Francisco de la Bodega Y Quadra had intended

to hoist the *Senora’s* anchor at daybreak -- July 12, 1775

but an unusually low tide exposed a reef that blocked his departure

tiny *Sonora* was now trapped by the rocky shoals

it was impossible to maneuver out of the trap until higher tide waters arrived

SPANISH CLAIM WHAT IS (TODAY’S WASHINGTON STATE)

As the sun was came up a single canoe bearing nine Quinaults

approached *Santiago* -- July 14, 1775

they initiated another friendly round of trading with the Spanish

After the Quinaults had departed, twenty men from the *Santiago* formed a landing party

which included Bruno de Heceta, Catholic Father Benito de la Sierra, Cristobal Revilla,

surgeon Juan Gonzales and Juan Josef Perez

When they reached the shore, they became the first Europeans

to set foot on (Washington State)

at what is (now Point Grenville near the Hoh River on the Olympic Peninsula)

Heceta erected a cross and buried a wax-sealed bottle

containing a record of the Spanish claim of Nueva Galicia (the west coast)

in the name of His Catholic Majesty Spanish King Carlos III -- July 14, 1775

Heceta named the landing spot “Rada de Bucareli”

in honor of the Viceroy of New Spain

Nueva Galicia could now be officially considered part of New Spain (Mexico)

and part of the Kingdom of Spain

Heceta found Indian boys gathering shellfish south of the cape

they invited the visitors to join them in a feast but Heceta declined

MASSACRE TAKES PLACE IN THE PACIFIC NORTHWEST[[21]](#footnote-21)

While some the *Santiago’s* officers and crew were still on the mainland,

it became possible for the *Sonora* to move to deeper water just a short distance away

*Sonora* anchored beside a nearby island

As the *Sonora* lay at anchor the Quinault men who had visited the previous night showed up again and boarded the ship

this time, in a bold act of confidence, they brought with them three women

in a friendly atmosphere, the Quinaults traded salmon and other types of dried fish

for glass beads

After the Indians left, Quadra formed a landing party

*Sonora’s* boatswain and six of her most able crewmen went ashore on the island

to fill fresh water casks at a stream and to gather firewood

although the men were armed, all were under strict orders from the Spanish Viceroy

to **“not offend the Indians and only make use of the weapons in self defense”**[[22]](#footnote-22)

With whitecap waves almost swamping the small landing boat, members of the landing party

struggled to reach the shore some thirty yards from the *Sonora*

When the landing party reached the island, several hundred Quinault Indians

rushed out of the woods -- July 14, 1775

in the fierce but quick battle that followed, the Quinaults massacred

all seven of the Spanish crew

not a shot had been fired at the assailants by the landing party

Quinaults then hacked the small landing boat to pieces in search of scraps of metal

Juan Francisco de la Bodega Y Quadra watched through his spyglass in horror

he was unable to save his men from the unexpected and unprovoked attack

Quadra with the aid of his half dozen remaining crewmen

struggled to maneuver the *Sonora* into deeper and safer waters

armed and determined Quinault men in their canoes paddled menacingly in close pursuit

several of the warriors in the lead canoe were able to climb aboard the retreating ship

Quadra reacted by ordering a volley of shots which killed several Quinault Indians

this thwarted the complete annihilation of the *Sonora’s* crew

With Heceta still on shore, *Santiago* was over a mile away from the *Sonora*

and remained unaware of the horrors that had befallen their companions

An exhausted and remorseful Quadra rendezvoused

with Lieutenant Francisco Maurelle on the *Santiago* to tell him of the disaster

BRUNO DE HECETA LEARNS OF THE MASSACRE

Heceta and his landing party returned to the Santiago -- about 8:00 a.m. July 14, 1775

he and Quadra held a brief meeting to discuss what had occurred and their options

Quadra was furious and wanted to lead a party in to punish the Indians

Loss of the men in the massacre and the advent of scurvy on the Spanish ships

led to a council of officers aboard the *Santiago* later that day

Heceta and his staff tried to persuade Quadra and Lieutenant Francisco Maurelle

to take the now undermanned *Sonora* back to San Blas, New Spain (Mexico)

Quadra objected as did Juan Josef Perez, the pilot of the *Santiago*

After taking a vote of the officers, it was agreed to continue their mission

without seeking retribution

six crewmen from the *Santiago* were quickly transferred to the *Sonora*

*SANTIAGO* AND *SONORA* ATTEMPT TO SAIL AWAY

Heceta, on *Santiago*, waited until 11:00 o’clock a.m. July 14, 1775

for a favorable wind to carry him offshore

in the distance he could see the men of the *Sonora* attempting to weigh anchor

an hour later the *Senora* fired a distress signal

a reef at this place barred their progress (it still carries the *Sonora’s* name)

Heceta moved as close to the schooner as he dared and slackened sail to offer protection

When the tide became high enough to lift the *Sonora*

Heceta and Quadra once again continued to sail north -- July 14, 1775

a number of their men were ill with scurvy

Before he left the area, Quadra named the point of island where the massacre occurred

“Punta de los Martires” (Point of the Martyrs) (today it is known as Point Grenville)

he also named the nearby island “Isle Dolores”

(Island of Sorrows -- today’s Destruction Island)

HECETA AND QUADRA BECOME SEPARATED

Heceta on the *Santiago* and Juan Francisco de la Bodega Y Quadra on *Sonora* separated

either by agreement or because of a storm or by an act of independence by Quadra

(the records are not clear) -- night of July 29, 1775

Heceta awoke in the morning in latitude 46° 42’ with no *Sonora* in sight -- July 30

Heceta called for a council to determine their course of action

officers favored a return to Monterey, California

because scurvy left not enough men fit for duty to sail the ship in a storm

Heceta agreed to turn his course toward land,

but he also sailed as far north as possible

Juan Francisco de la Bodega Y Quadra carefully examined the coast

beyond where Juan Josef Perez had previously visited

he was now sailing the tiny *Sonora* in uncharted waters

he was short of fresh water and food and the *Santiago* no longer provided protection

however, he and his crew unanimously agreed to continue

braving the uncharted course before them to keep the original mission alive

*Sonora* continued sailing north up the coast but kept close to land

Quadra placed a Spanish cross in (today’s Prince of Wales Archipelago) -- August 7

before continuing north

Bruno de Heceta on the *Santiago* shadowed the coast line

land was sighted -- August 10, 1775

in the vicinity of Juan Josef Perez’s earlier discovered San Lorenzo (Nootka Sound)

they were greeted by Indians and the Spanish conducted a favorable trade

Heceta claimed San Lorenzo (Nootka Sound) for the King of Spain

and the drew maps of the region for the Spanish ships that would soon follow

Heceta sailed as far north at 58º north before the ever cautious, and now quite frail,

Juan Josef Perez encouraged the commander to return back to San Blas, New Spain

with his sick and scurvy ridden crew -- August 11

turning south now, Heceta enjoyed fair weather but his lookouts once more

missed the opening to the Strait of Juan de Fuca either due to fog or darkness

*Santiago* was back in the vicinity of Isle de Dolores (Destruction Island) -- August 15

QUADRA CONTINUED TO SAIL NORTH

Land was unexpectedly sighted and he formally took possession

for a second time at 58º north **--** August 16, 1775

Quadra ultimately reached 59° north (short of his 65° north goal)

he entered (Sitka Sound near present-day Sitka, Alaska)

he performed several ceremonies claiming the region for Spain

he claimed Kruzof Island in Sitka Sound, Puerto de los Remedios

(Salisbury Sound) and Purto de los Remedios (Sea Lion Bay)

he sighted the beautiful cone of a mountain covered with snow

he named “Cerro San Jacinto”

(renamed Mount Edgecumbe by Captain James Cook)

HECETA DISCOVERS A GREAT RIVER

Heceta sighted a large bay between two capes that penetrated so far inland

that it reached the horizon

he named the high cliff on the north side of the entrance “Cabo de San Rogue”

(which is now Cape Disappointment) -- afternoon of August 17, 1775

Heceta’s journal notes: **“On the 17th of August I sailed along the coast to the 46th degree, and observed that from the latitude 47 degrees 4 minutes to that of 46 degrees 10 minutes, it runs in the angle of 18 degrees of the second quadrant, and from that latitude to 46 degrees 4 minutes, in the angle of 12 degrees of the same quadrant; the soundings, the shore, the wooded character of the country, and the little islands, being the same as on the preceding days.**

**“On the evening of this day I discovered a large bay, to which I gave the name Assumption Bay, and a plan of which will be found in this journal. Its latitude and longitude are determined according to the most exact means afforded by theory and practice. The latitudes of the two most prominent capes of this bay are calculated from the observations of this day.**

**“Having arrived opposite this bay at six in the evening, and placed the ship nearly midway between the two capes, I sounded and found bottom in four brazas [nearly four fathoms]. The currents and eddies were so strong that, notwithstanding a press of sail, it was difficult to get out clear of the northern cape, towards which the current ran, though its direction was eastward in consequence of the tide being at the flood. These currents and eddies caused me to believe that the place is the mouth of some great river, or of some passage to another sea. Had I not been certain of the latitude of this bay, from my observations of the same day, I might easily have believed it to be the passage discovered by Juan de Fuca, in 1592, which is placed on the charts between the 47th and the 48th degrees; where I am certain no such strait exists; because I anchored on the 14th day of July midway between these latitudes, and carefully examined everything around. Notwithstanding the great difference between his bay and the passage mentioned by De Fuca, I have little difficulty in conceiving they may be the same, having observed equal or greater differences in the latitudes of other capes and ports on this coast, as I will show at the proper time; and in all cases latitudes thus assigned are higher than the real ones.**

**“I did not enter and anchor in this port, which in my plan I suppose to be formed by an island, notwithstanding my strong desire to do so; because, having consulted with the second captain, Don Juan Perez, and the pilot Don Christobal Revilla, they insisted I ought not to attempt it, as, if we let go the anchor, we should not have men enough to get it up, and to attend to the other operations which would be thereby necessary. Considering this, and also, that in order to reach the anchorage, I should be obliged to lower my long boat the only boat I had and to man it with at least fourteen of the crew, as I could not manage with fewer, and also as it was then late in the day, I resolved to put out; and at the distance of three leagues I lay to.”**[[23]](#footnote-23)

That night heavy outflow of current swept *Santiago* off of her course and out to sea

further convincing Heceta of the existence of a great river

he also noted great quantities of silt floating in the sea

and saw the discoloring of salt water by fresh water

Heceta made two efforts to sail across the sand bar at the river’s mouth

but the powerful currents and uncertain depths deterred him as he noted: “**In the course of that night, I experienced heavy currents to the south-west, which made it impossible to enter the bay on the following morning, as I was far to leeward. These currents, however, convinced me that a great quantity of water rushed from this bay on the ebb of the tide.”**[[24]](#footnote-24)

Heceta named the cape on the South side “Cape Frondoso “(Leafy Cape; now Point Adams)

Heceta wrote: **“The two capes which I name in my plan, Cape San Rogue and Cape Frondoso, lie in the angle of 10 degrees of the third quadrant. They are both faced with red earth and are of little elevation.”**

Heceta concluded from currents and eddies that the place was **“the mouth of some great river, or of some passage to another sea.”**[[25]](#footnote-25)

Heceta wanted to explore the river but he was short-handed and the currents were strong

his men were too ill with scurvy to lift the anchor if he stopped

or to handle the ship and longboat

Heceta reluctantly took the advice of his officers and did not attempt to enter the river

Bruno de Heceta assumed he had found the mouth of a large river

he named “Bahia de la Asuncion de Nuestra Senora”

(“Bay of the Assumption of Our Lady”)

(when Heceta’s charts were published in New Spain (Mexico) this bay was renamed

“Ensenada de Heceta” (Heceta’s Entrance)

and the river “Rio San Roc” (Rio San Rogue)[[26]](#footnote-26)

(this was, in fact, the Columbia River)

HECETA CONTINUED SOUTH ON THE *SANTIAGO* TOWARD SAN BLAS, NEW SPAIN

**“On the 18th I observed Cape Frondoso, with another cape to which I gave the name of Cape Falcon, situated in the latitude of 45 degrees 43 minutes, and they lay at an angle of 22 degrees of the third quadrant, and from the last mentioned cape I traced the coast running in the angle of 5 degrees of the second quadrant. This land is mountainous, but not very high, nor so well wooded as that lying between the latitudes of 48 degrees 30 minutes, and 46 degrees. On sounding I found great differences: at a distance of seven leagues I got bottom at 84 brazas; and nearer the coast I sometimes found not bottom; from which I am inclined to believe there are reefs or shoals on these coasts, which is also shown by the color of the water. In some places the coast presents a beach, in others, it is rocky.”**[[27]](#footnote-27)

Bruno de Heceta mistook the Clatsop plains (of today’s Oregon) for an island

he judged the entrance to a river lay on the further side

Heceta named “Cape Falcon” (now Tillamook Head)

“**A flat-topped mountain, which I named the Table, will enable any navigator to know the position of Cape Falcon without observing it; as it is in the latitude of 45 degrees 28 minutes, and may be seen at a great distance, being somewhat elevated.”**[[28]](#footnote-28)

At last he gave up the effort and issued orders to sail to San Blas, New Spain

before his crew grew too weak to steer the ship

*Santiago* reached Monterey, California -- August 29, 1775

of a crew of ninety that began the voyage, forty-five remained

thirty-five of these were landed at Monterey as they were too ill to continue

AMERICAN FUR TRADER PETER POND MOVES HIS AREA OF OPERATION

Peter Pond moved his trading activities from the upper Mississippi River’s

Michilimackinac region to the Grand Portage region lat the west end of Lake Superior

Canadian traders from Montreal and factors from the Hudson’s Bay Company had recently

moved into Canada’s Saskatchewan Valley seeking a better quality beaver pelts

Peter Pond joined Alexander Henry near a Cree village

at the mouth of the Winnipeg River -- August 18, 1775

QUADRA TAKES THE *SONORA* SOUTH

After reaching 59º north, Quadra was faced with contrary winds

most of his men were seriously ill -- scurvy took an ever-increasing toll on his crew often only the officers could work, and even they were in critical condition

Due to the illness of Lieutenant Juan Francisco de la Bodega Y Quadra and his crew

*Sonora* set sail for San Blas, New Spain (Mexico) -- September 8, 1775

On the return south from Alaskan waters Quadra discovered

“Puerto de Bucareli” (Bucareli Bay) named in honor of the Viceroy of New Spain

Quadra sailed the *Sonora* south past (today’s Queen Charlotte Islands)

but he was too far off the coast to make useful observations

until they were south of the Strait of Juan de Fuca

Quadra himself was bed-ridden with the fever yet he ordered a sharp lookout

from 53º N to 47º N he could see the coast

from 44º 30’north to 42º 49’north he searched

but discovered only California’s Bodega Bay

*Senora* was almost swamped by high seas -- September16, 1775

nearly every man on board was injured or seriously sick with scurvy

PARTY OF TRADERS LED BY PETER POND SET UP FUR GATHERING OPERATIONS

Peter Pond and Alexander Henry formed a joint effort

they were overtaken by Thomas and Joseph Frobisher

and Jean Baptiste Cadotte on the Saskatchewan River

and by Charles Paterson at Sturgeon Lake -- October 1, 1775

these traders united their efforts

About thirty canoes and 130 men used a tow-line to overcome the Great Rapids

on the Saskatchewan River

they reached Cedar Lake and arrived at the mouth of the Saskatchewan River

before they continued on to Hudson’s Bay Company’ Cumberland House

(in today’s Saskatchewan)

where they were greeted with civility but also as unwanted guests

QUADRA SAILS THE *SONORA* TO MONTEREY, CALIFORNIA

With only two able seamen on board, *Sonora* dropped anchor at Monterey Bay

five weeks after Heceta had arrived with the *Santiago* -- October 7, 1775

Juan Francisco de la Bodega Y Quadra had to be carried from his ship

Over the next weeks the commander and the *Sonora’s* crew were nurtured back to health

by the missionaries and their fellow expedition members from the *Santiago*

*SANTIAGO* AND *SENORA* SET SAIL FOR SAN BLAS, NEW SPAIN

Together the *Santiago* and *Sonora* sailed out of Monterey, California -- November 1, 1775

Juan Josef Perez, aching from scurvy and poor health

acquired during two heroic expeditions, died and was buried at sea

with a solemn Catholic Mass in his honor, with a round of musket fire

and a final fitting cannonade -- November 3, 1775

Both ships arrived at San Blas, New Spain (Mexico) -- November 20, 1775

Perez, Heceta and Quadra had given form to the coastline from (Mexico) to (Alaska)

they produced accurate charts and maps (that later served as proof of Spain’s claim

to the coast from what is now Monterey, California, to the Gulf of Alaska)

they dispelled the myths of the presence of Russian traders and settlements

and took formal possession according to international law

However, Spain did not pursue these discoveries

no immediate effort was made to occupy the land

as there seemed no immediate danger from the Russians,

and the American Revolution occupied the English and the French

maintaining her policy of secrecy

Spain did not publish any account of the explorations of her sea expeditions

PETER POND’S GROUP OF TRAPPERS SEPERATES TO CONDUCT TRADE

Peter Pond with two canoes went to Fort Dauphin on Lake Dauphin

he traveled across Little Lake Winnipeg (Lake Winnipegosis, Manitoba)

he continued on up the Mossy River to spend the winter on the northwest corner

of Dauphin Lake where was plenty of buffalo meat available -- winter 1775-1776

he was in a position to intercept Indians bound for Cumberland House

Alexander Henry and the Frobisher brothers agreed to winter on Beaver Lake (Alberta)

Beaver Lake was in wooded country and they found a good place for a post

soon they were comfortably set for the winter

AMERICAN ADVENTURER JOHN LEDYARD SEES THE WORLD

John Ledyard was an American born in Groton, Connecticut [1751]

fatherless at ten, Ledyard had been raised in Hartford, Connecticut

by an incompatible grandfather

Ledyard was then passed on to an equally unsympathetic uncle

Ledyard was invited to attended Dartmouth College

to prepare to become a Congregational missionary to the Indians

Ledyard liked Indians well enough, but resented the discipline imposed on him at school

money trouble added to his difficulties

after four months he decided to leave college and live with the Iroquois Indians

John Ledyard set out to see the world -- 1776

headstrong, emotional, athletic and charming,

he persuaded several friends to help him chop down a tree

and hollow it into a clumsy fifty-foot dugout

alone in his oversized creation, he departed down the Connecticut River

to take a job as a common sailor with a shipload of mules bound for Africa

(seafaring brought him to London at age twenty-four)

CONTINENTAL CONGRESS ADOPTS THE DECLATATION OF INDEPENDENCE

Continental Congress, then at war with Great Britain, issued a statement announcing

the thirteen colonies declared themselves to be independent states -- July 4, 1776

rather than remain under British domination, they formed a new nation:

the United States of America

CAPTAIN JAMES COOK’S THIRD SCIENTIFIC EXPEDITION

Captain Cook received orders to conduct a four-year tour of exploration -- July 6, 1776

he was to sail his two-ship exploring squadron from England

around the Cape of Good Hope (southern tip of Africa) and enter the Indian Ocean

he was to sail east across the South Indian Ocean visiting the Dutch East Indies

before continuing to New Zealand to make preparations

to explore the South Pacific to Tahiti

he was then to set sail for New Albion (England’s name for the Pacific Coast)

between the Spanish and Russian claims along the Pacific Coast

at about 45º north latitude

(this part of the Pacific coast had been named by Sir Francis Drake [1579])

upon their arrival at New Albion Cook’s ships were to be refitted

he was to sail to 65º north and begin a search for Straits of Anian or Northwest Passage

to find a way from the Bering Strait to Hudson Bay or Baffin Bay

if unable to locate a passage he was to continue to the Arctic Ocean

and find a polar passage

he was ordered not to interfere with Spaniards or any other settlers

but he also carried secret orders which instructed him to seize for England

all land not under Spanish or Russian title

all of this was to be accomplished in four years -- 1776 to [1780]

British Admiralty so confident of his success they dispatched naval vessels

to meet him in Canada’s Baffin Bay

AMERICAN ADVENTURER JOHN LEDYARD JOINS COOK’S EXPLORING SQUADRON

Captain Cook was making preparations for his third voyage when Ledyard reached London,

Ledyard enlisted with Cook

about the time the Declaration of Independence was being signed

but well before news of the event reached London

CAPTAIN COOK SETS SAIL FROM ENGLAND

Spanish fears were embodied in Captain James Cook

Cook was forty-seven years old as he set sail from Plymouth with two ships -- July 12, 1776

HMS *Resolution* -- 462 tons (tonnage was a measure of volume and not weight)

with crew of 100+ men under Cook’s command

carried twelve six-pounders (cannons) and twelve swivel guns

HMS *Discovery --* 229 tons with crew of eighty was under Captain Charles Clerke

two of Cook’s officers were:

•William Bligh (who was later the object of a mutiny on HMS *Bounty* [1787])

•George Vancouver (who later named many Pacific Northwest features [1791-1795])

John Ledyard received the rating of corporal of the marines

in this capacity he sailed from London with Cook

Cook made note of John Ledyard calling him **“an intelligent man** [who joined the expedition] **for the purpose of gaining information.”**[[29]](#footnote-29)

AMERICAN TRADER PETER POND MAKES NEW BUSINESS ARRANGEMENTS

Peter Pond traveled from his Dauphin Lake post to Fort Michilimackinac -- 1776

(Peter Pond spent a second winter in [today’s Saskatchewan, Canada] -- 1776-1777]

this time at the junction of the Sturgeon River [Saskatchewan River]

and the North Saskatchewan River)

CAPTAIN COOK’S EXPLORING SQUADRON ENTERS THE INDIAN OCEAN

Cook sailed the Cape of Good Hope around Southern Africa -- November 10, 1776

they entered the Indian Ocean then crossed the South Indian Ocean

to arrive in New Zealand where he stayed for two weeks -- February 1777

Cook continued his exploration of the South Seas (South Pacific Ocean)

for the remainder of the year

ALEXANDER HENRY AND JOSEPH FROBISHER RETURN TO CIVILIZATION

Leaving the remainder of their merchandise in the care of Thomas Frobisher

at Beaver Lake -- 1777

Alexander Henry accompanied by Joseph Frobisher set out for Lake Athabasca

where they separated

Alexander Henry reached Grand Portage without further incident

and continued to Montreal, Canada with a fortune in furs

(Henry’s travels ended in Montreal but he was still in the fur trade for many years

he became a leading merchant in Montreal and returned to Michilimackinac [1790])

Joseph Frobisher traveled the region of northern Manitoba to Montreal, Canada

with a fortune in beaver pelts

Benjamin Frobisher, the third brother and manager of the company, was very successful

in selling the pelts delivered by his brothers in London

LAKE ATHABASCA REGION IS OPENED BY BEAVER TRADERS

Thomas Frobisher set out from Beaver Lake (Alberta) traveling deeper into the wilderness

he discovered the untouched area on the edge of the Athabasca watershed --1777

he pushed up the Churchill River to within forty miles of Lake Athabasca

where he conducted excellent trade with the Indians

who told him of an even richer fur bearing area to the north

GENRAL GEORGE WASHINGTON ESTABLISHES WINTER CAMP AT VALLEY FORGE

General Washington selected Valley Forge for his winter encampment -- 1777-1778

located twenty miles from Philadelphia, the capitol of the fledging nation,

it offered high ground near the Schuylkill River and within easy defense of the city

12,000 men of the Continental Army went into camp in good spirits

despite earlier defeats

Supplies were scarce and the lack of clothing caused great suffering

(when warmer weather arrived influenza, typhus, typhoid and dysentery

all swept through the camp

of the 2,000 men who died at Valley Forge, two-thirds were killed by sickness)

CAPTAIN COOK AND HIS EXPLORERS VISITED THE SANDWICH ISLANDS (HAWAII)

Cook sailed north from the South Seas (South Pacific Ocean) discovering

the “Sandwich Islands” (Hawaii) at Waimea Harbor, Kauai -- January 18, 1778

he named the islands in honor of his patron, the fourth Earl of Sandwich

Cook sailed from the Sandwich Islands [February 1778] for the west coast of North America

BRITISH CAPTAIN JAMES COOK REACHES NEW ALBION (THE PACIFIC COAST)

As he approached the coast of New Albion (the Pacific Northwest)

at 44º 30’ north latitude -- March 7, 1778

bad weather drove him further south to about 43° north

before they could begin to exploration

When Captain Cook turned North, he began a general survey of the west coast

of North America from 44º North latitude he ran to 47º North

where he began a careful search for the Strait of Anian (Northwest Passage)

as it was named by Sir Frances Drake [1579]

he named “Cape Foulweather” on the Oregon coast -- March 21

in memory of the bad rain squall two week earlier

he also named also “Cape Gregory” (near Florence, Oregon)

and “Cape Perpetua” (south of the Yachats River) on the same day

CAPTAIN JAMES COOK MISSED THE MOUTH OF THE COLUMBIA RIVER

Continuing north, Cook was prevented by contrary winds

from seeing the mouth of Heceta’s Rio San Rogue (mouth of the Columbia River)

Cook attempted to look for Juan de Fuca’s Strait but he ran into vicious weather

storms drove him back into the high seas for a week

weather had been very stormy for days when a break in the fog revealed a headland

Cook name “Cape Flattery” which guards opening to Strait of Juan de Fuca

he wrote in his ship’s log: **“there appeared to be a small opening which flattered us with the hopes of finding a harbour”**[[30]](#footnote-30) -- March 22, 1778

he failed to notice the opening of Strait of Juan de Fuca and declared no passage existed

Cook wrote in his journal: **“It is in this very latitude where we now were that geographers have placed the pretended strait of Juan de Fuca. But we saw nothing like it; nor is there the least probability that ever any such thing existed.”**[[31]](#footnote-31)

CAPTAIN COOK’S EXPLORING SQUADRON COASTED SLOWLY NORTHWARD

Cook’s *Discovery* and *Resolution* sailed up the outside of what proved later

to be (Vancouver Island)

(he supposed both Vancouver Island and Queen Charlotte Islands

[renamed Haida Gwaii 2007] to be part of the continent)

Cook, after still another storm, sighted two deep inlets

which were separated by several miles of mountainous and heavily wooded shorelines

the sea arms formed a small island tucked snugly into what he thought was mainland

(actually it was the west coast of Vancouver Island)

(this southern inlet had been designated “San Lorenzo”

by Juan Josef Perez four years earlier)

CAPTAIN JAMES COOK MEETS THE NATIVES

As Cook’s storm-buffeted ships approached the inlet -- March 29, 1778

as John Ledyard noted they were greeted as **“…three canoes approached, the occupants flinging out feathers, red dust, and occasionally bursts of oratory by way of welcome. More canoes followed, until there were thirty-two, loaded with both men and women. They were singular craft, light of weight and instantly maneuverable, though some were as much as forty feet long and seven wide, each manufactured with infinite labor, fire, and steam, from the trunk of a single huge cedar tree.**

**“The rowers were equally singular. Such men as were dressed at all sported blankets woven of dog’s hair mixed with the inner strands of cedar bark, the whole skillfully decorated, Corporal Ledyard noted, with paintings of whale hunts or other aquatic scenes. Over these blankets, many edged with fur, the wearers negligently draped priceless robes of ill-treated fox or sea-otter skin.**

**“Both the men and the women had daubed themselves with red clay mixed with whale oil. They wore their black hair long, soaked it in fish oil, sprinkled it with the while down of birds. Their bodies were short and stocky, their legs malformed from continual crouching in their seatless canoes. The uplifted faces were broad...horseshoe-shaped bits of metal bung from the Indian’s pierced ears or from their flat pug noses. A few wore masks carved from wood, bizarrely painted and so ingeniously constructed, Ledyard saw with amazement, that the eyes and mouths could be made to move.”**[[32]](#footnote-32)

Cook went with small boats to find a good anchorage

he guided the ships into a snug cove and anchored near the Indian village of Yuquot

Cook, assured by the native speeches and feathers, felt welcomed

*Discovery* and *Resolution* made their first landing since (Hawaii) -- March 30, 1778

he was unaware the region had previously been visited by the Spanish

Captain Juan Josef Perez had not actually entered the sound itself

TRADE IS CONDUCTED BETWEEN YUQOUT INDIANS AND BRITISH SAILORS

Relations between Cook’s crew and the Nootka people were cordial if sometimes strained

to obtain metal from Cook’s ships, the natives first tried stealing -- then resorted to trade they offered in barter everything they had: garments, bags of red ocher,

carved wooden masks and female slaves captured from other villages

but furs were what the sailors wanted most

knowing they were bound for the Arctic, they asked eagerly for **“the skins of various animals, such as bears, wolves, foxes, deer, raccoons, pole-cats, and martiens, and, in particular, sea-otter”**[[33]](#footnote-33)

Cook and his men carried on a lively trade and observed the Indians

Nootkas essentially controlled the trade with the British vessels

usually they visited the ships in what Cook called *Ship Cove*

rather than the British visiting the Nootka village of Yuquot

sailors used trinkets and trade goods to acquire sea otter pelts

they traded copper, knives, fishhooks, buttons and glass beads for sea otter furs

but the Indians soon were not interested in lead, pewter or tin

as flashier items caught their attention

Englishmen were both attracted and repulsed by the Indians

as they thought them colorful dancers and singers, good hosts, friendly and brave

however, ship equipment and personal property had to be closely guarded

Cook, in addition to being an expert explorer, was a great trader

he quickly learned the value of a pound of iron or a pretty ribbon

regarding the fur trade, Cook noted: **“A considerable number of the natives visited us daily; and every now and then we saw new faces. On their first coming, they generally went through a singular mode of introducing themselves. They would paddle with all their strength quite round both ships, a chief or other principal person in the canoe standing up with a spear or some other weapon in his hand, and speaking, or rather hollooing all the time. Sometimes the orator of the canoe would have his face covered with a mask, representing either a human vestige or that of an animal; and instead of a weapon, would hold a rattle in his hand…. After making his circuit round the ships, they would come alongside and begin to trade without further ceremony. Very often, indeed, they would first give us a song in which all in the canoe joined, with a very pleasing harmony.**

**“Beads and such other toys, of which I had still some left, were in little estimation. Nothing would go down with our visitors but metal; and brass had by this time supplanted iron, being so eagerly sought after before we left this place that hardly a bit of it was left in the ships, except what belonged to our necessary instruments. Whole suits of clothes were stripped of every button, bureaus of their furniture, and copper kettles, tin canisters, candlesticks and the like all went to wreck, so that our American friends here got a greater medley and variety of things from us that any other nation which we visited in the course of the voyage.”**[[34]](#footnote-34)

COOK REPAIRS HIS SHIPS

Captain Cook spent April 1-[26], 1778 making necessary repairs to *Resolution* and *Discovery* he changed the name of the location from Ship Cove to “Resolution Cove”

As repairs were being undertaken, Cook made a survey of the region

at first he called the area “King George’s Sound”

(but later, after attempted dialogues with the natives, he changed the name

of the sound to “Nootka Sound” and the small island to “Nootka Island”

although there was no such word actually in the Indian’s language)

“Bligh Island” was named in honor of one of Cook’s officers, William Bligh,

during his stay Cook made a survey of Nootka Sound

CAPTAIN COOK VISITED NATIVE VILLAGES AND SETTLEMENTS IN THE REGION

British sailors found a curious, semi-mobile village on a bit of flat ground near the cove

each communal house had a long, permanent roof beam

supported by heavy wooden posts seven or eight feet tall

roof itself and wall siding were made of broad, lose planks

that could be pulled down, piled on the big canoes, and floated off to another site

whenever economics, principally fishing, demanded

each house sheltered several families

inside the building each group had its own fireplace

but otherwise made little attempt at private living

slightly elevated platforms covered with mats or furs served for sleeping

furniture consisted of storage boxes, wooden dishes, fishing implements and weapons

all strewn about in complete confusion

disorder was increased by painted wooden images four or five feet tall

little effort was made to dispose of debris

stinking fish, garbage and smoke was everywhere in and about the houses

Cook visited the Nootka village of Yuquot located at what he called “Friendly Cove”

(later traders would refer to the Indian village as Nootka)

COOK BELIEVED HIS EXPEDITION WAS THE FIRST EUROPEANS IN THE REGION

Being unaware of the previous exploration of Spain’s Juan Josef Perez [1774]

Cook thought no whites had been near Nootka Sound before

but the Indians were nonetheless familiar with certain articles of European origin

they had chisel-ended bits of iron that they inserted into wooden handles and pounded with stone mallets

natives possessed copper for ornaments and were wild to obtain the brass buttons

right off the sailors’ clothes to be used as nose bobs

one Indian visited Cook’s ship wearing a necklace formed of two silver teaspoons

which appeared to be Spanish (undoubtedly from Juan Josef Perez’ *Santiago)*

(Cook caused future trouble for England by noting the fact in his journal)

Cook concluded other metal possessed by the natives

must have followed aborigine trade routes across Canada from Hudson Bay

John Ledyard noted the trade activities which planted a daring thought in his mind

if a white man’s goods could cross America why couldn’t a white man?

CAPTAIN COOK’S EXPLORING SQUADRON CONTINUES NORTH

Cook’s two ships spent about a month in Nootka Sound

before Cook bore northward again -- April 26 1778

*Resolution* and *Discovery* looked for inlets that might lead

to the Strait of Anian (Northwest Passage)

but they traveled through squalls and misty weather

that prevented more than an occasional glimpse of the mainland

Kayak Island was reached where Cook left a bottle and two silver two-penny coins

as evidence of his visit

Mount Edgecumbe (Quadras’ San Jacinto Mountain) was sighted

Mount Fairweather was placed on the map

Vitus Bering’s Mount St. Elias was mapped at 60º north latitude

Following the coastline of Russian-America (Alaska) Captain Cook turned to the west

James Cook entered (today’s Prince William Sound)

he named it “Sandwich Sound” after his patron the Earl of Sandwich

at Prince William’s Sound Cook’s men traded iron and beads for sea otter pelts

broad expanse of Cook Inlet delayed the expedition several days

near the entrance of Turnagain Arm (near Anchorage, Alaska)

he landed and took possession for Great Britain

he thought perhaps they had discovered the Straits of Anian

until the inlet’s upper end pinched off the hope

OTHER TRADERS LEARN OF LAKE ATHABASCA’S RICH FUR-BEARNING REGION

At Pine Island Lake (Cumberland Lake, Saskatchewan),

several traders chiefly representing Benjamin, Thomas and Joseph Frobisher’s company

and Simon McTavish and Company put their spare goods

into a common stock -- spring 1778

they gave management of the enterprise to Peter Pond who had four canoes

Peter Pond was instructed to enter the English River

(the upper Churchill River in today’s Alberta),

follow Thomas Frobisher’s route and, if possible, go into the Athabasca region,

a country little known except by Indian reports

Pond ascended the Churchill River to the most northwesterly place yet visited by traders

he continued on through essentially uncharted land known only to Indians

CONTINENTAL CONGRESS IS REPLACED BY A NEW GOVERNMENT

Articles of Confederation were adopted by the required nine states

to establish a new government for the United States -- July 21, 1778

Under the Articles of Confederation each state had one vote

nine of the thirteen votes were needed to pass a law

Under the Articles the government could not tax, set tariffs, regulate trade, or coin money

(it soon became obvious that under the Articles of Confederation the central government

needed to be strengthened to meet the needs facing them)

BRITISH GOVERNMENT RELAXES THEIR SYSTEM OF SUPERINTENDENTS

Vast areas of Canada and the America Central Plains proved to be too large to administer

exclusive license privileges for French resident superintendents were abolished

and their authority was removed

Canada entered a period of unscrupulous competition among trappers and traders

price cutting ruined business

Indians were corrupted with liquor

considerable bloodshed prevailed

BRITISH CAPTAIN JAMES COOK EXPLORES THE ALEUTIAN ISLANDS

Cook threaded the *Discovery* and *Resolution* through the Aleutian Islands -- August 1778

he passed Kodiak Island, Sanak Island, Mount Shishaldin, Unalaska and Dutch Harbor

when the opportunity was presented Cook landed to claim sovereignty for England

Cook’s expedition entered the Bering Sea

he reached the area of Cape Prince of Wales -- August 9, 1778

Captain Cook he entered the Bering Strait

he continued north to the “western extremity of all America” -- 65º 46’ north latitude

his crewmen saw the eastern most point of Asia directly opposite their position

Cook’s expedition crossed the Arctic Circle (66° 33′ 39″ north latitude)

Continuing north Cook explored North America and Siberia to 70º 44’ north latitude

further north than even the Russians had explored

he named “Icy Cape” and continued north to 70° 44’ north latitude

large numbers of walruses were on the ice all around the ships

about a dozen of these huge animals were killed

to replenish the supplies of fresh meat and to provide oil for the lamps

*Discovery* and *Resolution* sailed to 71º north latitude -- August 11

After two weeks of probing, Cook concluded there was no passage

he began the homeward trip

he worked his way down the Russian-America (Alaska) coast heading south and east

Cook’s expedition entered “Norton Sound”

to search for the Northwest Passage -- September 1778

after a short time, he realized it was too late in the season to continue

Captain Cook turned south

he paused at Unalaska Island long enough for American John Ledyard

to find a Russian settlement and guide its commander back to the *Resolution*

for a polite conference in sign language

From Unalaska Island Cook sailed south to the Sandwich Islands

all during his explorations Cook made no effort to formally claim possession of the land

CAPTAIN JONATHAN CARVER PUBLISHES AN ACCOUNT OF HIS EXPLORATIONS

Fur trader Captain Jonathan Carver published a book in Boston -- 1778

*Three Years Travels Through the Interior Parts of North America*

this purported to be a record of his exploits across the North American continent

this was the first English account of the regions beyond the Mississippi River

it was so popular there were more than thirty editions

with translations in French, German and Dutch

Carver proposed a geographic theory regarding river drainage of the continent

he reported learning from Indians of a great river

this was called “Ouragon” or “Ourigan”

by Michilimackinac commander Major Robert Rogers

this river rose in the West near the source of the Mississippi River

this proved to be near the truth: **“I say from these [Indian] nations together with my own observations, I have learned that the four most capital rivers of the Continent of North America, Viz. the St. Lawrence, the Mississippi, the Bourbon [sic], and the Oregan [sic] or Great River of the West...have their sources in the same neighborhood. The water of the three former are within thirty miles of each other, the latter however is rather further west.”**[[35]](#footnote-35)

More specifically, he noted: **“…the four great rivers that take their rise within a few leagues of each other, nearly about the center of this great continent, viz: the river Bourbon, which empties into Hudson’s Bay, the waters of the St. Lawrence, the Mississippi, and the river Oregan [sic], or the river of the West, that falls into the Pacific Ocean at the Strait of Anian.”**[[36]](#footnote-36)

his accompanying map purported to prove his story true

Captain Carver is credited as being the first to put in print the name Oregon (spelled Oregan)

for the Great River of the West

he may have made it up as no Indians were ever subsequently found

who used the same term

PETER POND EXPLORES THE CANADIAN GREAT PLAINS

Following the instructions of his partners Peter Pond discovered Lake Athabasca

and became the first white man to reach the Athabasca River [in Alberta, Canada --1778]

He built what became known as “Pond’s House” or the “Old Establishment”

on the Athabasca River about forty miles from the lake -- fall 1778

PETER POND WINTERED ON THE ATHABASCA RIVER

Peter Pond wintered at his post about forty miles from Lake Athabasca -- 1778-1779

Cree and Chipewya natives from the area who were spared the long and difficult journey

to the Hudson’s Bay Company greatly rewarded Pond as they brought him

thousands of the finest, darkest, silkiest beaver skins he had ever seen

perhaps even more significantly, they introduced him to the merits of pemmican

this mixture of dried buffalo meat and fat was lightweight and stored well

Pond set up a series of caches of pemmican along his Athabasca route,

this eliminated the need to hunt every day allowing him to focus on trade and exploration

Peter Pond discovered a westward flowing river from Slave Lake

(today’s Great Slave Lake)

which he thought might be the “Great River of the West”

PeterPond was thus able to obtain some 8,400 beaver pelts

more furs than his canoes could carry

he stockpiled the remainder in his winter hut

by trading directly with the natives, he effectively curbed the flow of fine furs

from that area to Hudson’s Bay Company

BRITISH CAPTAIN JAMES COOK RETURNED TO HAWAII FOR THE WINTER

**After circumnavigating** the big island of Hawaii for over a month

Cook’s exploring squadron finally anchored in Kealakekua Bay -- January 16, 1779

*Resolution* and *Discovery* were given a hearty welcome by the islanders

Hawaiians (known as “Kanakas” by Americans) in over 1,000 canoes came out

to welcome them

both Cook and Charles Clerke, master of the *Discovery* decided on a second effort

to the Arctic to be undertaken (in the spring)

Relations with the natives on the Island of Hawaii deteriorated

Cook left the island -- February 4

SPAIN SENDS A THIRD EXPEDITION NORTH[[37]](#footnote-37)

Spanish settlements and outposts had advanced to San Francisco, California

Juan Josef Perez’s [1774] exploration of Nueva Galicia (Pacific coast)

had been partially successful

Bruno de Heceta and Juan Francisco de la Bodega Y Quadra had returned in triumph

rom their [1775] expedition which had reached as far as (Alaska)

they had successfully landed and claimed the (Washington coast) for Spain

and endured the tragic massacre on the (Olympic Peninsula)

Spain set out once again to strengthen her claims of discovery and exploration

Commander Ignacio Arteaga was sent on a third expedition from San Blas, New Spain

to Nueva Galicia (the west coast)

he sailed the newly built ninety-eight-man frigate *Princesa* (Princess)

Arteaga was accompanied by Juan Francisco de la Bodega Y Quadra

on his second expedition

this time in command of the one hundred-seven-man *Favorita (Favorite)*

with Lieutenant Francisco Maurelle serving as pilot of the ship

After a great deal of preparation, Princesa and Favorita set sail -- February 11, 1779

with fifteen months of supplies on board

both Spanish ships were more comfortable, faster and well equipped for a long voyage

they also provided ample protection for the crew and were outfitted

to do battle, if necessary, should with any English ship be encountered

their orders were to sail far from the coastline to 70° North Latitude

on their return they were to take formal possession

of the land between 50° and 70° north

CAPTAIN JAMES COOK CLASHES WITH THE HAWAIIAN NATIVES

When Cook left the big island of Hawaii his ships ran into a series of gales

one of *Resolution’s* masts was broken

he was forced to anchor in Kealakekua Bay on the big island

to make repairs to his ship -- February 11, 1779

native people here did not understand the concept of private property

thievery increased and quarrels soon boiled up

it was discovered natives had stolen the *Discovery’s* cutter -- morning February 13

Captain Cook led a small party of men ashore to recover the boat

at Karakakoa Bay on the Kona Coast of the big island of Hawaii -- February 14, 1779

they were determined to take the Hawaiian king as a hostage

to exchange for the return of the cutter but the Hawaiians resisted

and a fight broke out

Cook’s shore party was reinforced by some of the crew

who had been rowing off the mouth of the bay before the disturbance began

stones were thrown and shots fired

Cook was hit on the head with a club while covering his men’s retreat

knocked semi-conscious he almost drowned in the surf

but he scrambled to his feet and continued fighting

Cook lost his footing and fell -- infuriated natives stabbed and clubbed him to death

and tore his body to pieces

four marines also were killed but nineteen others involved including John Ledyard

fought their way clear and swam to safety

Captain Cook’s body was kept by the natives for several days

then parts of his bones were regained

British Captain James Cook’s remains were buried with full military honors

in Kealakekua Bay

SCIENTIST AND POLITICAL LEADER BENJAMIN FRANKLIN SUPPORTED COOK

Revolutionary patriot and scientist Benjamin Franklin believe Captain Cook’s expedition

might well stop at the American colonies to resupply and repair their ships

From his assignment in Paris as the representative of the revolutionary colonial government

Franklin issued the following instructions to all Yankee captains: **“To all Captains and Commanders of armed Ships acting by Commission from the Congress in the United States of America, now in war with Great Britain,**

**Gentlemen,**

**A ship having been fitted out from England before the commencement of this war, to make discoveries of new countries, in unknown seas, under the conduct of that most celebrated navigator and discoverer, Captain Cook, an undertaking truly laudable in itself, as the increase of geographical knowledge facilitates the communication between distant nations, in the exchange of useful products and manufactures, and the extension of arts, whereby the common enjoyments of human life are multiplied and augmented, and science of other kinds increased, to the benefit of mankind in general.**

**This is therefore most earnestly to recommend to every one of you, that in case the said ship, which is now expected to be soon in the European seas on her return, should happen to fall into your hands, you would not consider her as an enemy, nor suffer any plunder to be made of the effects contained in her, or sending her into any other part of Europe, or to America; but that you would treat the said Captain Cook and his people with all civility and kindness, affording them, as common friends to mankind, all the assistance in your power, which they may happen to stand in need of. In so doing, you will not only gratify the generosity of your own dispositions, but there is no doubt of your obtaining the approbation of the Congress, and your other American owners.**

**I have the honor to be, Gentlemen**

**Your most obedient, humble servant**

**B. Franklin**

**Minister Plenipotentiary**

**At Passy, near Paris**

**this 10th day of March, 1779.**

**from the Congress of the**

**United States, at the Court**

**of France**[[38]](#footnote-38)

Congress not only did not agree with Franklin and refused to fund the proposal

but they also ordered the seizure of Cook and his ships if they were encountered

SPAIN’S THIRD EXPEDTION TRAVELS NORTH[[39]](#footnote-39)

Commander Ignacio Arteaga on Princesa

and Juan Francisco de la Bodega Y Quadra on Favorita

saw the snowy mountain peaks of Canada -- May 1, 1779

Spanish explorers set anchor in the entrance of “Puerto de Bucareli”

(Bucareli Bay in southeast Alaska)

there they began a six-week investigation of the area -- May 2, 1779

commanders and crew cautiously set out in launches

they explored these coastal areas, prepared precise charts of the coastline,

mapped the complex archipelago and its many waterways separating islands

they also were able to record detailed descriptions of the customs, dress, language and material culture of the Indians

while the exploring longboats were absent, a serious epidemic of an unspecified nature

broke out aboard the Princesa, causing severe illness and several deaths

crewmen constructed a hospital on shore to care for sick crew members

while ashore, a great deal of trade was conducted with the Indians

during this time a serious incident occurred

two crewmen left their companions and asked a group of Indians in a passing canoe

for a ride

once the crew members were in the canoe, they were quickly taken hostage

and tortured

Spanish sailors retaliated by taking an Indian hostage and holding him for ransom

in the confusion of a confrontation native canoes were overturned

shots were fired and two Indian were killed in the melee

when both Spanish crewmen were finally returned, Commander Arteaga ordered

they receive a hundred lashes each for jeopardizing the safety of the expedition

Before they left the Puerto de Bucareli, Spanish sailors traded copper and other goods

for five orphan children who were subsequently taken back to San Francisco, California

CANADIAN FREE TRADERS FORM THE MICHILIMACKINAC COMPANY

Thirty Canadian free traders working out of Montreal, Canada joined forces

to form the Michilimackinac Company --1779

they established nine trading posts near Michilimackinac west of Lake Superior

these free traders referred to themselves as “Mackinaw”

Michilimackinac Company traders hurt Hudson’s Bay Company,

but Mackinaw traders hurt themselves much more -- sometimes they killed one another

in addition to their competition, their use of rum in the trade was disastrous to the Indians

traders were murdered by Indians on the war path

their forts were attacked and burned and their goods stolen by the natives

PETER POND COMPLETES TWO YEARS OF TRADING IN THE ATHABASCA REGION

During the time he traded along the Athabasca River at his house (the “Old Establishment”)

American trader and adventurer Peter Pond made 140 ninety-pound packs of pelts

since one pack contained about sixty pelts, he had collected some 8,400 skins

but he was forced to leave most of them behind when the journeyed to Montreal

because he needed to stop en route to collect his trading partner’s pelts

Pond was heavily laden with furs belonging to his partners

when he arrived at Hudson’s Bay Company’s Cumberland House -- July 2, 1779

Pond brought out more than 80,000 fine beaver skins -- about sixty tons of furs

Peter Pond traveled from Hudson’s Bay Company’s Cumberland House

east to Grand Portage to order supplies for the next season’s hunt

before he returned to the Athabasca River to retrieve the furs he had left behind

NORTH WEST COMPANY IS LOOSELY ORGANIZED BY MONTREAL BUSINESSMEN

Traders like Benjamin Frobisher and Simon McTavish and merchants Isaac Todd

and James McGill organized trappers working in the field

to undercut Hudson’s Bay Company trading posts

Joseph Frobisher, Alexander Mackenzie and Duncan McGillivray joined the trading combine

they traveled the trading routes themselves and met with wintering partners and clerks

who manned remote trading posts deep in the Canadian interior

Montreal merchants formed the North West Company headquartered in Montreal -- 1779

North West Company employees fought for control of the interior fur trade

they gathered furs in field before Hudson’s Bay Company could acquire them

those furs had to be transported across Hudson’s Bay Company land to Montreal

when the two groups met there was violence

Competition, especially in the region west of Grand Portage,

reached a point where indecencies were unbounded -- 1779

Indians were demoralized with liquor

fur-bearing animals were killed without regard to future supply

Nor’Westers (as the company’s men were known) and Hudson’s Bay Company men

resorted to outright murder in their efforts to monopolize trade with the natives

SPAIN’S THIRD EXPEDTION CONTINUES THEIR EXPLORATION[[40]](#footnote-40)

Spanish officers Ignacio Arteaga and Juan Francisco de la Bodega Y Quadra

made repeated landings to take formal possession and to chart the new territory

they anchored at an island they named “Magdalena”

(today’s Hinchinbrook Island) -- July 22, 1779

they also took formal possession of a bay near the tip of (Kenai Peninsula)

which they named “Nuestra Senora de la Regla” (“Our Lady of the Rule”)

Ignacio Arteaga on Princesa and Juan Francisco de la Bodega Y Quadra on Favorita

sailed across the Gulf of Alaska to Kayak Island where Vitus Bering had landed [1741]

they entered James Cook’s Prince William Sound

and formally took possession there in the name of Spain

Commander Ignacio Arteaga on Princesa

sailed as far as (Cape Elizabeth at the mouth of Cook Inlet)

he sighted (Mount Iliamna) on the (Alaska Peninsula) -- August 7, 1779

CAPTAIN CLERKE TAKES COMMAND OF CAPTAIN COOK’S BRITISH EXPEDITION

With the death of Captain James Cook, leadership of the Cook expedition

was given to Captain Charles Clerke who had been second in command

Captain Clerke [born 1741] had accompanied British Captain James Cook

on all three of his journeys of scientific exploration

leaving the *Resolution* Clerke took command of the *Discovery*

as he and Captain Cook had previously agreed to do, he continued the exploration

of the Northern Pacific coast searching for a navigable Northwest Passage

Captain Clerke led the exploring squadron back to the coast of Siberia

(after Cook’s crew left Hawaii no other foreign vessels stopped in until [1786]

when two British and two French vessels visited)

Clerke was stricken with consumption (tuberculosis) and suffered declining health

*Resolution* and *Discovery* stopped at several points along the Pacific Northwest coast

including Nootka Sound where natives crowded around the ships

exchanging sea otter pelts and other furs

for anything the British sailors would part with

*Resolution* and *Discovery* returned toAlaskan waters and Cook Inlet

there crew members traded old iron tools for furs as a diversion

Clerke’s illness reduced him to skeletal thinness

six months after taking command of the expedition Captain Charles Clerke died

from tuberculosis on his thirty-eighth birthday -- August 22, 1779

he was buried in Kamchatka, Siberia [August 29, 1779]

Clerke’s second in command, Lieutenant John Gore (born in America possibly Virginia)

took command of the *Resolution* and the expedition’s homeward journey to London

he was unaware his birth place had declared its independence two years previously

while James King took command of the *Discovery*

(King later took an active role in writing the official account

of Cook’s third voyage)

Cook’s exploring squadron continued on toward Canton (today’s Guangzhou) China

ARTEAGA AND QUADRA COMPLETE THEIR ORDERS

Final stage of the Ignacio Arteaga and Juan Francisco de la Bodega Y Quadra expedition

began at 55° North Latitude (present-day Ketchikan, Alaska)

Spanish mariners encountered very overcast, cold and snowy conditions

several days after their arrival they sighted a very high mountain -- Mount St. Elias

Indians they encountered there were quite friendly

they approached the ships in streamlined native kayaks wanting to trade

Princesa and Favorita reached the northern-most point of their expedition -- 60° 30’ north

here they named “Entrada de Santiago” (known today as Prince of Wales Sound, Alaska)

They sailed south to Puerto de Regla (close to today’s Cooks Inlet, Alaska)

where they claimed the land for the Spanish King Carlos III

ARTEAGA AND QUADRA COMPLETE THEIR VOYAGE[[41]](#footnote-41)

Ignacio Arteaga and Juan Francisco de la Bodega Y Quadra reached Afognak Island

(near Kodiak, Alaska) before driving rains and cold, seven deaths

and a crew that had become extremely ill with scurvy

finally forced Arteaga to order the two ships to head south, back to California

Princesa and Favorita arrived in San Francisco, California -- mid-September 1779

they learned Spain had joined with the French to assist the American Continental Navy

Spain did not directly attack Great Britain openly

but did take part in operations to regain various Spanish territories previously lost

ARTEAGA AND QUADRA RETURN TO SAN BLAS, NEW SPAIN

Voyage of the Princesa and Favorita was completed

Spanish explorers Ignacio Arteaga and Juan Francisco de la Bodega Y Quadra

returned to San Blas, New Spain (Mexico) -- November 1779

SPAIN HAS A TENUIOUS HOLD ALONG THE PACIFIC COAST OF NORTH AMERICA

Spain had clearest title to Nueva Galicia (the west coast) south of (Alaska)

from [1513] to 1779 a total of fifteen expeditions had been sent north

from San Blas, New Spain (Meico)

After the expedition of Ignacio Arteaga and Juan Francisco de la Bodega Y Quadra

all of Spain’s energies were directed toward arming for defense against British intrusions

*Princesa* and *Favorita* were sent to the Philippines to protect Spain’s claim there

only one ship, the *Aranzazu*, remained on the West Coast

assigned to supply the missions of California

(for the next ten years no more Spanish explorations were undertaken

along Nueva Galicia [the west coast])

In spite of their best efforts Spain’s empire, although they did not yet know it, was in decline

Spain still had no knowledge of English Captain James Cook’s [1778]-1779 expedition

Spain continued to keep secret their maps and ships’ logs of previous Spanish explorers

Spain began to lose its influence in Nueva Galicia

as a flood of fur traders entered the region

GENERAL WASHINGTON ENTERS WINTER CAMP AT MORRISTOWN, NEW JERSEY

General Washington chose to establish winter camp at Morristown, New Jersey

because of its location just thirty-one miles from New York City

he could provide a defense against the British

if they attacked either the Hudson Highlands or Philadelphia -- 1779-1780

at the same time his army was protected from attack from the south

by the Watchung Mountains,

swamplands guarded to the east and the Ramapo Hills provided protection to the north

this country was densely forested and there were very few roads in the area

Winter of 1779-1780 was the coldest recorded in American History

moral fell even farther when Washington was forced

to reprimand traitor General Benedict Arnold

Arnold’s plot to surrender Fortress West Point in New York to the British

caused great psychological damage among the soldiers

Washington’s army shrank to about a thousand men as enlistments expired

and deserters fled the hardships

# 1780-1789

TWO CLASSES OF TRAPPERS ROAMED 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 RELAXES THEIR SYSTEM OF FRENCH TRADING SUPERINTENDENTS

British government system of trading superintendents to oversee independent operations

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”

these 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

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)[[42]](#footnote-42) China

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

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 Cook crewmen became explorers who added to the knowledge of the world:

•Lieutenant George Vancouver returned to the Northwest and complete 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, did 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 ) -- 1781

to form the Shelikof-Gollikof Company (also known as the Shelikof Company

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

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 with two 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 [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 -- 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

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

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

where 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 ACCUNT OF CAPTAIN COOK’S EXPEDITION

Ledyard wrotea 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.**[[43]](#footnote-43)

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

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 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-Gollikof 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-Gollikof Company traders were very aggressive toward the Aleut people

whom they enslaved -- they made enemies of those who could have been their friends

Russians robbed them, burned their huts and storehouses

and forced the Indians to pay tribute

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 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);

45º 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 45º 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.”**[[44]](#footnote-44)

MONTREAL MERCHANTS TRADING COMBINE COLLAPSES

Rival Canadian fur trading companies and independent 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

they discussed 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

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

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

Duncan McGillivray, Simon McTavish, Simon Frazer and Charles Grant

along with other investor-partners such as Peter Pond also provided leadership

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, tobacco,

kettles, various colors and sizes of beads, 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

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

this 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

goods imported from England were shipped to Montreal to be taken into the wilderness

traders and trappers in the field received 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]

North West Company corporate offices opened in St. Gabriel Street, Montreal, Canada

NORTH WEST COMPANY CARRIES 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

North West Company headquarter at Montreal was the gathering place

for profitable trade goods and unprofitable provisions to be delivered to the wilderness

and received bales of furs from the wilderness to be sold in Europe

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 (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 to Lake Huron and Grand Portage were developed

•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 and Grand Portage through Sault Ste. Marie

MONTREAL CANOES LINKED MONTREAL AND GRAND PORTAGE

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

Northwest Company maintained a schedule that determined the load of every canoe

Huge “Montreal Canoes” (freight canoes) thirty-six-feet-long and six feet wide

carried three to four tons of goods

although they were built of the thinnest yellow birch bark

stretched over a white cedar frame they weighed about 600 pounds

Cargo was placed in the canoe on the “grand perch”

four poles placed lengthwise in the bottom of the 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

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” by North West Company employees

because of their diet of dried peas or beans, sea biscuit and salt pork provided to them

Montreal Canoemen seemed to be almost amphibious by nature and training

they transported supplies and trade goods to the West

they paddled and poled over the “settled up” route traveling up twisting rivers,

across ninety portages and along the windy north shore of Lake Superior

to Grand Portage

as they transported company goods, canoemen were allowed

to barter with the Indians

often, they could make their year’s salary by conducting trade

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

Montreal Canoemen also made the return trip from Grand Portage to Montreal

carrying valuable furs to market

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

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 North West Company’s “Rainy Lake House” for storage

(located near today’s International Falls, Minnesota)

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 Grand Portage)

THIRD DIVISION OF THE NORTH WEST COMPANY’S TRANSPORTATION LINK

Third leg of the journey traveled westward from Rainy Lake House (in today’s Minnesota)

after spending the winter in Rainy Lake House depot,

loads were packed in ninety-pound pieces (bales) for convenience at portages

pieceswere loaded into smaller, ton-and-a-half ton interior (often 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 from outposts ahead of the regular, causal, canoes

it 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 Metis (half-breed) voyageurs

could furnish the muscle that made the inland trade possible

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

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

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 the safety of the canoes depended largely on their skill in dangerous water

Portages were necessary around rapids or waterfalls or to another river

everything was taken out of the canoe

two men carried the canoe upright on their shoulders

each man carried two ninety-pound Pieces (bales) 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

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 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

Voyageursdressed like Indians

their long black hair was worn over their shoulders providing 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 North West Company remained in the control of Montreal merchant leaders

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

between Montreal and Grand Portage

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 company’s profits

in proportion to the money they generated through trade

clerks were reasonably sure of becoming wintering partners after their apprenticeship

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 BECOME 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

North West Company voyageursheld Hudson’s Bay Company men in disgust

Nor’Westers contemptuously referred to 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 -- 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 the 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 Aleutian Islands’ fur-bearing animals

JOHN JACOB ASTOR IMMIGRATES TO THE UNITED STATES

John Jacob Astor was born in the village 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

Astor 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

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 for the sea otter furs

in Canton (today’s Guangzhou)

public interest was so great all copies sold out in three days despite the high price

BRITISH INTEREST IN MARITIME TRADE RAPIDLY EXPANDS

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 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

British system of trading licenses impeded the profitable possibilities of the triangle trade

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 due to license 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 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 its 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 North America’s Pacific coast

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 Canadian the interior

PETER POND MAPS THE LAKE ATHABACA REGION

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 APPRENTICES WITH HUDSON’S BAY COMPANY

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 fired

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 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 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 EXPEDTIONS REPLACE DISCOVERY AND EXPLORATION

European exploits in 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 PACIFIC TRADE

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”**[[45]](#footnote-45)

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

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

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

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 (this was his title rather than his name)

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 in about five weeks

worth about $20,600 [1885 dollars]

Nootka Chief Maquinna 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 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 BECOMEA 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]

British Captain James Cook visited the area naming it “King George’s Sound” in [1778]

before re-naming the inlet “Nootka Sound” after the local natives

Nootka Sound became a very bust 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

When 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 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 ATTEMPTS 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 purchases 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,

then under 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

which was the only Chinese port then open to foreigners and then on to Boston

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

French merchants had not provided enough money to pay the duties, charges and presents

demanded by Chinese officials

however, the *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

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.”**[[46]](#footnote-46)

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 60º 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 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

he remained at the southwestern tip of Nootka Sound’s semi-circular harbor

that had been named “Friendly Cove” (today’s Yuquot, British Columbia)

he encouraged Indians to collect 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

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 toHamburg, 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”**[[47]](#footnote-47) across the unknown continent

Thomas Jefferson proposed a third alternative:

that Ledyard 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....”**[[48]](#footnote-48)

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 (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

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 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 60º North

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

DAVID THOMPSON CONTINUES HIS APPRETICESHIP 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 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)

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 *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 previously visited the area

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

he 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

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

and named “Sea Otter Cove” at the same time)-- September 1786])

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

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 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

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.”**[[49]](#footnote-49)

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 Prince William Sound

Tipping dismissed the advice

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

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 who purchased a large British ship, *Loudou,*

and changed her name to the *Imperial Eagle* to evade the exorbitant cost of licenses

charged by 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

FRENCH SCIENTIFIC EXPEDITION LED BY JEAN LA PEROUSE VISITS NEW SPAIN

French Comte Jean Francoise de La Perouse (Count Galaup) sailing *Boussole*

accompanied by Fleuriot de Langle aboard *Astrolabe* had 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 and 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 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 bought 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 Cook [1776-1779]

to conduct a sea otter trading expedition in the waters explored by Captain Cook

Captain Nathaniel Portlock 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

This expedition 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 SupercargoJames 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*

andLieutenant 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

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)

Meares 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])

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 Lawrieand *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 expedition expenses

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 then in Stockholm, Sweden

made preparations for a second expedition

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 -- second only to the Montreal partners

they were Scotsmen who held shares in the company without investing any money

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 apprenticeship

if a clerk did not receive a partnership, his salary was increased annually

until he could be promoted to Factor status ensuring 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”

Voyageurs, generally French-Canadians or Metis (half-breeds) provided transportation

between Rainy Lake House depot and the wilderness

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 sound 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

Portlock and Dixon were disappointed to find Russians were 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 Hannaarrived 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

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

Sheenaawa 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 near 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.”**[[50]](#footnote-50)

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 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 were 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

CAPTAIN JOHN MEARES AND HIS REMAINING CREWMEN ARE RESCUED

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

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

several vessels had already been on the coast and had visited the sound

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)

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 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)

(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

again returned in their longboat from their expedition

to the Cook’s River region after trading for only ten days -- June 21, 1787

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

Meares had given his word to Lieutenant George Dixon and had posted a £1,000 bond

but 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, 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 yet to have entered Friendly Cove (today’s Yuquot, B.C.)

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 her 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 DEVELOPES 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

would 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 in the Sandwich Islands

trade goods would be taken to the Northwest coast

for another six to eight month’s trading before returning to the Sandwich Islands for a second (winter)

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 sail from Macau back to Boston or New York

Great margin of profit was to be made at each port of call

(proceeds 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 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,

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 Captain James Cook report

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

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 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.”**[[51]](#footnote-51)

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

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 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 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 an 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.”**[[52]](#footnote-52)

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

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 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 that 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 paddled 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.**”[[53]](#footnote-53)

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 watched by 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 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

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 SAILED THE *QUEEN CHARLOTTE* EASTWARD TO CONDUCT TRADE

Eleven Haida canoes carrying 180 people came alongside the *Queen Charlotte*

they were simply curious as they had nothing to trade -- July 24, 1787

chief of this area had a very fierce appearance

larger than other natives, he 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 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 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.”**[[54]](#footnote-54)

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

Dixon learned the Spanish were planning 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

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 Captain Colnett and Captain Charles Duncan had little success at Nootka Sound

on the advice of Lieutenant 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 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 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

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)

Sailing 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

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

he 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 Pacific Coast settlement efforts

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

*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

a family man with six children he 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 COMMANDS 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

American Captain John Kendrick on the *Columbia Rediviva*

and 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 trade

until the *Columbia* returned from her trip to China and Boston

CAPTAIN JAMES COLNETT SAILS FOR THE SANDWICH ISLANDS (HAWAII)

Colnett spent eleven weeks in Port Ball (Calamity Bay) on Banks Island

in the Queen Charlottes before he s ailed 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 along with Kauai Chief Tianna who was the first Hawaiian (Kanaka)

to visit China -- October 20, 1787

Meares delivered precious little cargo

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 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 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 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 [1789]

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

(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 crewmen Captain Barkley sailed *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 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 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 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 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 his 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 crewmenwas 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 a servant of Frances Barkley

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

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 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.”**[[55]](#footnote-55)

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 SPRING THAW

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

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 STREGTHEN SPAIN’S CLAIM TO THE PACIFIC SHORE

Fifty-first Viceroy of New Spain Manuel Antonio Flores (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 north Pacific activity

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 boat *San Carlos*

JOHN MEARES STOPS AT THE BIG ISLAND OF HAWAII

Having left his trading partner William Douglas and the *Iphigenia Nubiana* behind

Meares sailed the *Felice Adventurer* from the Philippines

and arrived in the Sandwich Islands (Hawaii)

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 who was on leave of absence

returned to the Pacific coast sailing the *Prince of Wales* -- March 1788

he wasaccompanied by Captain Charles Duncan with the *Princess Royal*

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

(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

Martinez and Haro sailed west out of Prince William Sound

in search of additional Russian activity

Chief Pilot Esteban Jose Martinez sailed the *Princesa* further east to Trinity Island

in the (Alaskan) Aleutian chain where he found Russian trapping activity

Pilot Gonzalo Lope de Haro sailed the *San Carlos* toward Kodiak Island

in the Aleutian Islands

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)

a thousand miles and seventy day’s journey from Lake Superior

Pond discovered Lake Athabasca and the Athabasca River (in Alberta)

Fort Chipewyan was constructed by 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 reach 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

John Kendrick of the *Columbia Rediviva* and 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.”**[[56]](#footnote-56)**)**

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 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

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.”**[[57]](#footnote-57)

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

(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* REACH 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 cloathed** [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 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 tons, 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.”**[[58]](#footnote-58)

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 was 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 traveled with Captain 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

European’s 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 as Tianna towered over Indian chief

Tianna returned Maquinna’s hostility because of the Indian’s small stature

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 bigger than a garden with the boundaries unspecified,

from Nootka Indian leader Maquinna to use as a camp

on 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 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 and go 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.”**[[59]](#footnote-59)

this claim by 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 Gray, later belittled its sumptuousness.) **A breastwork was thrown up around the house and a cannon mounted to command the harbor.”**[[60]](#footnote-60)

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 storehouse

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

or the convenience of the artisans to work in)

Meares’ Chinese carpenters and artisans also constructed a shipway

and 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

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

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.”**[[61]](#footnote-61)

JOHN MEARES SAILS THE *FELICE ADVENTURER* SOUTH

Meares decided to go South to trade but he was possibly 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 underway near the native village of Yuquot

he directed Maquinna to take care of the people until he or one of his associates returned

*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 east of the mainland 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 (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 -- June19, 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

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 later claimed to have discovered the body of water(today’s 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”

(*Felice Adventurer* 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 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 majority interests;

•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 laws are found contrary to the U.S. Constitution the 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 wasconvinced 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”**[[62]](#footnote-62)

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 “Oregan,”

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

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 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

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)

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

between the United States and the Pacific Northwest

Ledyard turned his attention to finding a financier for an exploration expedition

he applied to the 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”**[[63]](#footnote-63)

Society for Promoting the Discovery of Interior Parts of Africa

offered a commission to explore Africa

asked when he could be ready to leave, Ledyard answered: **“Tomorrow morning”**[[64]](#footnote-64)

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 undisturbed region abounded in wild life of many descriptions

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)

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 rivers leading to salt-water

to the east lay a chain of lakes and streams stretching toward 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 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 applied [1774])

JOHN MEARES CONTINUES TO SAIL THE *FELICE ADVENTURER* SOUTH

Continuing from Mount Olympus Meares sighted an inlet

that he named Shoalwater Bay (today’s Willapa Bay) -- July 5, 1788

he perceived it to be a deep bay at latitude 46º 10’ north

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

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.”**[[65]](#footnote-65)

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.”**[[66]](#footnote-66)

MEARES SENDS HIS LONGBOAT TO INVESTIGATE THE STRAIT OF JUAN DE FUCA

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

*Felice Adventurer’s* Robert Duffin 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

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 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

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 EFFINGHHAM (BARKLEY SOUND)

Supercargo Robert Duffin’s crewmen returned to the *Felice Adventurer*

then in Port Effingham -- July 20, 1788

Captain 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 sympatric 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

he said 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”**[[67]](#footnote-67)

he took back the weapons

*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

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 his southward journey aboard *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 (Oregon’s Tillamook Bay) -- 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

and grass and shrubsfor the livestock he carried on board the *Lady Washington*

CHARLES DUNCAN SAILED *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 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 sailor, Marcus Lopez, (spelled Lopius 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

but 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 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 there 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]**.**[[68]](#footnote-68)

Coolidge and Haswell began wading out to the boat

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 turning 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 to 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 crewfound native Chief Wickaninnish,

**“dressed in a genteel sute** (sic) **of Cloths”**[[69]](#footnote-69)

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

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

Prone to bouts of abusive aggression, Martínez had problems with his officers and sailors,

including Pilot Gonzalo Lopez de Haro and Pilot Jose Maria Narvaez.

while at Unalaska, Martínez had Haro temporarily arrested,

Narvaez was placed in command of the *San Carlos*

Haro was soon restored to his command

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 -- 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)

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.”**[[70]](#footnote-70)

John Ledyard, at age thirty-seven, set out to explore North Africa

OVER DUE *IPHIGENIA* *NUBIANA* APPEARED IN FRIENDLY COVE

Captain 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 (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 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

CHARLES DUNCAN SAILS 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 cost has been profitable -- almost 2,000 furs had been obtained

(repairs were made to the *Prince of Wales* and the *Princess Royal*

both ships were resupplied for their journey to Canton, China)

AMERICAN CAPTAIN ROBERT GRAY ARRIVES AT NOOTKA SOUND

*Lady Washington* sailednorth 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 (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 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 forgot 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 NORTHWEST COAST ANCHORAGE

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

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

Maquinna chief of the Nootka people became one of most important figures

in the sea otter trade

CAPTAIN JOHN MEARESPREPARES TO SAIL TO CANTON, CHINA

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

(but a storm 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 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 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 Ferandez

there Spanish Commandant Blas Gonzalez had provided him with food and water

(it later developed Gonzales 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, that (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 home two Sandwich Island (Hawaiian) natives as passengers

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 *San Carlos* directly back to San Blas, New Spain and 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 FOR CANTON, CHINA

British Royal Naval Captain (on leave of absence James Colnett and Captain Charles Duncan

sailed the *Prince of Wales* and *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

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

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 CONCERN 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

but 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 DECIDE 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

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 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

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

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 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 as most of the naval officers in San Blas had gone away to the war

Viceroy of New Spain Manuel Antonio Flores ordered Spanish officers in San Blas

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 just returned from the north Pacific

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 expeditionto 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 often

Chief Pilot Esteban Jose Martinez once again took command of the frigate *Princesa*

this wasa ship of war bristling with guns

he was accompanied once again by Pilot Lopez Gonzalo de Haro on the *San Carlos*

although the ill will established between them on the previous voyage remained

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 both 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

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 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 Kendrick 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 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 partnerat 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 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

Juan Francisco de la Bodega y Quadra was promoted

to the position of Commandant of the Naval 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

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 -- April19, 1789

and in front of the place where John Meares had built his rough house [1788]

no trace of the building now remained

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 *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 the Americans had already traded with the Nootka Indians

for all of their winter’s furs and also had gathered furs to the south

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 in 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 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 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

then 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

it was the company’s custom 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 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 was 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 *Princesa*

where the Spanish captain spun a tale which Gray recognized as not being fully 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*

whichflew 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 *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 MARTINES CHALLENGES *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 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.”**[[71]](#footnote-71)

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

Douglas responded by saying his ship’s papers had been misinterpreted

Martinez retorted 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 SIEZES 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

and 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)

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 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* to the Sandwich Islands

and on 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 aboard his flagship *Princesa* for William Douglas

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 *Princessa*

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 the 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)

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

Douglas also knew 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”**[[72]](#footnote-72)

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”**[[73]](#footnote-73)

DOUGLAS TOOK *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 Mackenzie

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)

Alexander Mackenzie decides to search for the Northwest Passage

Roderick McKenzie was 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 was11:30 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

they followed the channels of 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 banksexcept 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 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 the canoes reloaded They entered a narrow channel that threaded itself through a series of islands in the river

about half an hour later they reached a portage 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 exhausted[[74]](#footnote-74)-- 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

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 adventurers 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.”**[[75]](#footnote-75)

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 the ice would detain them for some time

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 clifts** (sic) **nearly as high as our mast heads.”**[[76]](#footnote-76)

some of the crewmen jumped wildly for the slippery ledges below the ship

finding footholds, they made fast ropes so the heaving vessel could not thrash about

they 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 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.

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 him 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

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

they 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) where he 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

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”**[[77]](#footnote-77)

hehad 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

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 Haidas 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 AND THE PACIFIC COAST FOR SPAIN

Chief Pilot Esteban Jose Martinez renounced the British claim that British Captain 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 New Spain (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.”**[[78]](#footnote-78)

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

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

Martinez 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,

that 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

Mackenzie’s interpreter, English Chief, acquired 100 skins in payment for a debt owed

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 announced 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 deep bay

Mackenzie’s guide had not been in this region for eight years

he did not what direction to takealthough 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

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 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 was 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 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

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

As *Santa Gertrudis la Magna* (formerly 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 recent events

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;*

*•*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 Captain James 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

as ordered by 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 could to erect a tent, 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 OFFICER’S CABIN ON THE *PRINCESSA*

The discussion between Spanish Chief Pilot Esteban Jose Martinez

and British Royal Captain James Colnett moved to Martinez’s cabin on the *Princesa*

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 in history

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 ensuing 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

by men secretly slipping up behind him

Martinez denied the Englishman’s accusation

he stated he had simply called for his soldiers

and clapped Colnett in the Princesa*’s* brig

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 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

FIRST FOURTH OF JULY CELEBRATION ON THE PACIFIC COAST

Although tensions between Spanish Pilot Esteban Jose Martinez

and British Royal Captain James Colnett continued to linger

Captain 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. -- July 5, 1789

Mackenzie’s expedition continued rapidly down the unnamed river

smoke was scene along the north bank of the river -- July 5, 1789

as Mackenzie’s canoes approached, natives were seen running about in 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

but 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.”**[[79]](#footnote-79)

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.”**[[80]](#footnote-80)

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 soon 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 the 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 fled 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, cloudy morning -- 3:00 a.m. July 6, 1789

after traveling seventy-nine miles they 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

before he was **“almost suffocated by clouds of mosquitoes”**[[81]](#footnote-81)

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 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 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 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

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.”**[[82]](#footnote-82)

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 twenty-five natives were counted

expedition members were informed these were Hare Indians

who ate principally rabbits and fish

Mackenzie left them a small quantity of trade goods

Mackenzie’s guide, who had been less than satisfactory, had to be watched day and night

to prevent him from fleeing was replaced

Mackenzie acquired a new guide who soon changed his mind

about accompanying the expedition

he reported 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 native 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

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 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 night’s 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 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. July10, 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 be 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 on 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 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 Eskimos live it was said Eskimos killed large fish that were found there – whales Mackenzie suspected

they also hunted white bears and other large animals

that could not be identified from the description provided

Eskimo canoes 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

ESTABAN JOSE MARTINEZ MAKES ARRANGEMENTS TO DELIVER HIS CAPTIVES

Chief Pilot Esteban Jose Martinez had three prizes to deliver to San Blas, New Spain

*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 *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

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.”** [[83]](#footnote-83)

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 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

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 -- accounts of how this happened differ

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 report 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

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”**[[84]](#footnote-84)

When fog lifted about noon, Mackenzie ordered a canoe made ready to go view distant ice

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

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 Martinez was having a difficult time remaining in control of his expedition

he quarreled violently with most of his officers and issued 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 Kendrick on *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 to return up the River of Disappointment the next day -- July 16, 1789

(later geographers renamed the second largest river on the continent 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

expedition members 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 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

but in an 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 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 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.”**[[85]](#footnote-85)

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

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.”**[[86]](#footnote-86) -- 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 most of 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 STROM

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

Mackenzie requested to trade for fresh fish

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.”**[[87]](#footnote-87)

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.”**[[88]](#footnote-88)

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

ESTEBAN JOSE MARTINEZ SENDS A SECOND OF MEARES’ SHIP TO SAN BLAS

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 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 ON THE RIVER OF DISAPPOINTMENT

Mackenzie continued his practice of starting early in the morning

they traveled in various forms of weather ranging from clear and warm to cold and rainy

one day **“the heat was unsupportable”**

next **“we could not put on clothes enough to keep us warm”**[[89]](#footnote-89) -- 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

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 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*,

he would trade to the north as long as supplies held out,

then follow along to Canton later in the year

Pelts and furs located on the *Lady Washington* were moved to the *Columbia Rediviva*

as wereRobert Funter and the captured crew of the *North West America*

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

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 toremain on the coast and conduct trade

as soon a 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 ORGAINZES THE MOST IMPRESSIVE SCIENTIFIC EXPEDITION TO DATE

Captain James Cook had conducted a scientific investigation of the Pacific waters

for Great Britain [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 59º N and 60º 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” “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 the 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 his 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

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 popular 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 were 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 again Mackenzie saw 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

they 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 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 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

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 cached pemmican on the way downriver

with this added supply of food Mackenzie was no longer obligated to send out hunters

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 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 as 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

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

Mackenzie set out although his hunters had not yet arrived -- 5:00 a.m. August 24, 1789

continuing across Great Slave Lake he 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

MACKEZNIE’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

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 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 **b**eing 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 55º north

He had discovered and explored the second largest river in North America

(after the Mississippi River)

from source to mouth – (what later became 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.”**[[90]](#footnote-90)

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

As 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

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 reached 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 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

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

Commandant of the Naval Department of San Blas Juan Francisco de la Bodega y Quadra

returning to San Blas New Spain (Mexico) after a four-year visit to Spain

accompanied the viceroy

Six junior officers also had accompanied the viceroy to Sn Blas

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

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

Thomas Hudson’s *Princess Royal* had been renamed the *Princesa Real*

by Chief Pilot Esteban Jose Martinez

she arrived in San Blas, New Spain -- October 22, 1789

under the command of Spanish Pilot Jose Maria Narvaez

and under the escort of Lopez Gonzalo de Haro aboard the *San Carlos*

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*

Spanish and British 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 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 transpired at Nootka Sound

which had resulted in the loss of their ship

this was an update of events previously told to Meares

by Supercargo William Douglas of the *Iphigenia*

Gray also delivered letters from Captain James Colnett that he 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 in the harbor

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 hongs) 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 -- 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 dismounted 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 defend Spanish rights to the Pacific coast

including the possession of San Lorenzo (Nootka Sound)

# 1790-1799

NEW SPANISH VICEROY RECEIVES ORDERS FROM MADRID, SPAIN

Viceroy of New Spain Juan Vicente de Guemes, 2nd Count of Revillagigedo received orders

from the Spanish government supporting the actions of Chief Pilot Esteban Jose Martinez

but the viceroy was to release the captured British vessels

and provide compensation to the Associated Merchants for salaries and provisions

American trading ship *Fair American* was allowed to quietly sail out of San Blas

so Spanish-American relations would not suffer -- early 1790

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

was told Associated Merchants’ ships *Argonaut* and *Princess Royal*

would be returned to the Associated Merchants

SPANISH VICEROY PREPARES A FLEET FOR SAN LORENZO (NOOTKA SOUND)

San Lorenzo (Nootka Sound) was to be re-occupied by the Spanish

but Spain wanted no repetition of Esteban Jose Martinez’s aggressive actions

without just cause

Juan Vicente de Guemes, 2nd Count of Revillagigedo newly appointed 52nd

newly appointed Viceroy of New Spain

took steps to reestablish the Spanish colony at San Lorenzo

Commandant of San Blas Juan Francisco de la Bodega y Quadra

issued instructions to occupy and fortify the colony of Santa Cruz de Nuca

and Fort San Miguel at San Lorenzo

Spanish officers were also ordered to:

•prevent foreign encroachment on the colony;

•explore and claim “Nueva Galicia”(the west coast);

•collect data on the Pacific Northwest flora and fauna;

•conduct scientific meteorological experiments and obtain mineral samples;

equally as important they were to establish friendly relations with the local Indians

and study their culture

Mexican copper sheets were provided to use in the trade for sea otter pelts

NEWS ABOUT THE EVENTS AT NOOTKA SOUND REACHES LONDON

Great Britain’s King George III and Prime Minister William Pitt (the Younger)

learned of the British ships trading on the Northwest Coast of America

*Iphigenia Nubiana, Princess Royal and North West America*

belonging to the Associated Merchants

had been captured by Spain’s Esteban Jose Martinez

British Captain James Colnett and his crew were being held as prisoners

at the Spanish naval base at San Blas, New Spain (Mexico)[[91]](#footnote-91)

James Colnett’s arrest was particularly troublesome in England

he was, after all, still an officer of the British Royal Navy on leave of absence

Accounts of events surrounding the Nootka Sound Controversy were embellished in England

by Captain John Meares and his Associated Merchants partner Richard Cadman Etches

to escalate anti-Spanish sentiment in England to the crisis level

FRANCISCO DE ELIZA ORGANIZES A SPANISH FLEET BOUND FOR SAN LORENZO

Lieutenant Francisco de Eliza was the most senior officer available at San Blas, New Spain

he was promoted to Commandant of Puerto de la Santa Cruz de Nuca

Commandant Eliza was placed in charge of the fleet to be sent north:

•to defend Spain’s San Lorenzo, to strengthen the settlement there,

•to chart the waters of the Strait of Juan de Fuca,

•to explore the North Pacific,

•to return the *Princesa Real* (former *Princess Royal*) to the British,

Commandant Eliza carried instructions to dislodge any foreigners found at San Lorenzo

Commandant Francisco de Eliza’s fleet consisted of four ships:

•Eliza’s flagship, *Concepcion,* was a clumsy shallow-draft ship

not very good for northern waters but the frigate was the largest vessel

the Spanish had at San Blas;

•Lieutenant Salvador Fidalgo commanded the small armed launch *San Carlos*

which was assigned to explore the coast north of San Lorenzo (Nootka Sound)

and enter (Alaskan) waters;

•Ensign Jacinto Caamano sailed the *Nuestra Senora del Rosario* (or *La Princesa)*

this ship was sometimes called a frigate and sometimes a corvette

both were three-masted;

Caamano would sail directly to San Lorenzo (Nootka Sound) but did not sail beyond

•Ensign Alferez Manuel Quimper served as commander of the *Princesa Real*

British captain and businessman John Meares’ confiscated *Northwest America*

she was to be returned to the British

when Royal Navy Captain James Colnett arrived at San Lorenzo

All of the Spanish officers had instructions to explore, establish relations with the natives,

build forts, convert the natives to the Catholic religion

and prevent encroachment of foreigners,

but they were not to molest the Russians in the North Pacific

SEVENTY-SIX SPANISH SOLDIERS ACCOMPANY COMMANDANT ELIZA’S FLEET

In addition to the officers and crewmen of Eliza’s expedition there were also

seventy-six soldiers of the First Free Company of Volunteers of Catalonia

(a community in Spain)

under the command of Senior Captain of the Spanish Army Pedro d’Alberni

they were to restore Fort San Miguel fortifications and barracks

built earlier by Esteban Jose Martinez

and defend the Spanish colony of Santa Cruz de Nuca if necessary

against incursions by the British and, in particular, the Russians

they brought artillery for the fortified post with them

eighty other men also from Catalonia also were transported to establish the colony

AMERICAN CAPTAIN JOHN KENDRICK ARRIVES IN MACAU, CHINA

Kendrick sailed the *Lady Washington* into Dirty Butter Bay

near Macau, China -- January 26, 1790

there he re-rigged the single-masted sloop into a two masted brigantine

that featured a square-rigged front sail and sloop-rigged rear sail

this transformation took so long that most of the year’s trading season was lost

part of the time Kendrick had been desperately ill

part of the time he had spent refitting the *Lady Washington*

INTERNATIONAL RELATIONS BETWEEN BRITAIN AND SPAIN DETERIORATE

After Esteban Jose Martinez had returned to New Spain (Mexico) with seized British ships

then-Viceroy of Mexico Don Manuel Antonio Flores reported an inaccurate account

of Martinez’ activities to the Spanish government in Madrid, Spain

picking up rumors of an international insult, British charge d’affaires in Madrid communicated his outrage to British Prime Minister Pitt (the Younger)

Promptly there followed an exchange of stiff notes between the two world powers,

but the bristling was done in diplomatic privacy

AMERICAN CAPTAIN ROBERT GRAY CONDUCTS TRADE IN CANTON, CHINA

As Captain Gray was preparing to sail for Boston near the end of January 1790

he received a letter from Captain John Kendrick his trading partner

who had just put into Dirty Butter Bay near Macau, China

by return letter Gray suggested Kendrick hold onto the pelts as the market was depressed

In Canton Captain Gray met with agents of the newly established firm of Shaw and Randall

to acquire a cargo for Barrel, Bulfinch & Company to transport to Boston

Bill of lading for the shipment was most unique: **Shipped by the grace of God, in good order and condition, by Shaw and Randall, in and upon the good ship called the *Columbia***, **whereof is master under God, for this present voyage, Robert Gray, and now riding at anchor at Wampoa, and by God’s grace bound for Boston, in America -- to say, 220 chests of Bohea tea, 170 half-chests, do, 144 quarter-chests, do, to be delivered unto Samuel Parkman, Esq. or to his assigns; and so God, send the good ship to her desired port in safety, Amen. Dated at Canton, February 3rd, 1790.”**[[92]](#footnote-92)

*PRINCESA REAL* SETS SAIL FOR SAN LORENZO

It was necessary to speed the Spanish expedition to San Lorenzo (Nootka Sound)

before any other countries could settle at Puerto de la Santa Cruz de Nuca

*Princesa Real* commanded by Ensign Alferez Manuel Quimper was the first vessel

to leave San Blas -- February 3, 1790

although small, the *Princesa Real* (Associated Merchants former *North West America*)

was in better condition than any of the other ships

this thirty-nine-foot vessel was armed with seven guns

Lieutenant Francisco Eliza on the *Concepcion*,

Lieutenant Jacinto Caamano on the *La Princesa*

and Lieutenant Salvador Fidalgo aboard the armed launch *San Carlos*

would follow as quickly as practical

SPANISH PREPARATIONS CONTINUE ON THE REMAINDER OF ELIZA’S FLEET

Commandant Francisco de Eliza’s four-ship fleet was the largest Spanish force

yet to be sent to the northwest

Ensign Alferez Manuel Quimper’s *Princesa Real* had already sailed to San Lorenzo

Eliza’s remaining ships prepared to sail without taking many of the necessary supplies

they were loaded with three month’s supply of hardtack and other provisions

to permanently establish a colony at Puerto de la Santa Cruz de Nuca

they also carried artillery to fortify Esteban Jose Martinez’s abandoned Fort San Miguel

AMERICAN CAPTAIN ROBERT GRAY DEPARTS FROM CHINA

Captain Gray sailed *Columbia Rediviva* from Canton, China to Boston -- February 12, 1790

Sailing down the Pearl River Captain Gray passed within sight

of Captain John Kendrick’s anchorage, but the two men did not meet

as bad weather prevented the possibility

(or so Gray later told the Barrel, Bullfinch and Company owners)

SPANISH FLEET ARRIVES AT SAN LORENZO

Commander of the expedition Commandant Francisco de Eliza sailed the frigate *Concepcion*

accompanied by Lieutenant Salvador Fidalgo’s armed launch *San Carlos*

and Ensign Jacinto Caamano with *La Princesa*

Eliza, Fidalgo and Caamano arrived at San Lorenzo (Nootka Sound) -- April 4, 1790

they anchored at the colony of Santa Cruz de Nuca

fortunately for Spain no vessels from unfriendly nations had arrived in the area

Eliza established three lines of defense for the little settlement of Santa Cruz de Nuca:

•300-ton frigate *Concepcion*,

•soldiers under Spanish Army Captain Pedro d’Alberni on land and on the frigate,

•rebuilding of Fort San Miguel and barracks at San Lorenzo (Nootka Sound)

earlier abandoned by Esteban Jose Martinez on San Miguel Island was undertaken

SPANISH SETTLEMENT OF SANTA CRUZ DE NUCA IS ESTABLISHED

Eighty men from Catalonia had been transported north by Commandant Eliza

to re-establish the colony of Puerto de la Santa Cruz de Nuca

Seventy-six soldiers of the First Free Company of Volunteers of Catalonia

under the command of Senior Captain of the Spanish Army Pedro d’Alberni

began to rebuild Fort San Miguel

Construction of Fort San Miguel and various buildings was difficult

as the fort was located at the top of the small, steep, rocky island

openings and slits in the fort’s rock walls had to be made for the muskets and cannons

it took four days to place eight large cannons -- later six smaller cannons were added

Fort San Miguel was not large enough for eight additional large cannons

Commandant Eliza had brought so they were placed in storage on the mainland

Spanish colony of Santa Cruz de Nuca was thus fortified by Fort San Miguel

Other tasks were undertaken to secure the Spanish possession:

•some of the men were put to work planting a garden;

•exploring expeditions were organized;

•*Concepcion* carried parts of the *Santa Gertrudis la Magna* (former *North West America)*

which had been dismantled in San Blas

these parts were used to build the schooner *Santa Saturnina* named for Eliza’s wife

this was the third incarnation of the *North West America*

(*Santa Saturnina* will be used to explore the Strait of Georgia [1791]);

•exploring expeditions were organized

COMPANY OF VOLUNTEERS OF CATALONIA ARE STATIONED AT SAN LORENZO

Senior Captain of the Spanish Army Pedro d’Alberni commanded the seventy-six soldiers

permanently stationed at San Lorenzo in defense of the Spanish colony if necessary

Army Captain d’Alberni cultivated the first garden in (today’s British Columbia)

each week he carefully sowed a row each of many different kinds of vegetables

in order to determine the best sowing times

all of the plants he tried he grew successfully with the exception of wheat and maize

clearly Pedro d’Alberni expected Spain to be there for a long time

SPANISH EFFORTS TO IMPROVE NATIVE RELATIONS BRING LIMITED SUCCESS

Nootka Indians remembering the [1789] killing of Maquinna’s son Callicum

did not welcome the Spanish when they returned to San Lorenzo (Nootka Sound)

Commandant of Santa Cruz de Nuca Eliza attempted to improve relations with local natives

however, several hostile encounters initiated by the Spanish occurred

planks were stolen from the houses of Nootka Indians for use by the Spanish

on another occasion five Indians were killed during an attempt to steal water casks

through diplomacy and hard work Commandant Eliza was able to improve somewhat

Spanish relations with the people of Chief Maquinna at least some of the Nootkas

grew friendlier and provided assistance to the Spanish

Eliza focused his attention on preparing the settlement of Santa Cruz de Nuca

for the (coming winter)

BRITISH CAPTAIN AND BUSINESSMAN JOHN MERES ARRIVES IN LONDON

(Captain Meares had sailed from Canton, China [December 15, 1789] to deliver in person

news of the seizing ships belonging to Richard Cadman Etches Associated Merchants

and land Meares claimed to have purchased)

John Meares arrived in London -- April 23, 1790

he suddenly interjected himself into the international furor that London was experiencing

he began to confirm various rumors regarding Spanish aggression in Nootka Sound

Meares hired a press agent

he claimed to have purchased land from Maquinna for two pistols and trade goods

these had been taken by the Spaniards,

he claimed he constructed a building on this land which was destroyed by the Spanish,

he condemned Esteban Jose Martinez for the killing of Chief Maquinna’s son Callicum

and for having forced British Royal Navy Captain James Colnett’s Chinese artisans

to work in mines in New Spain (Mexico)

Newspaper articles began to appear: **“A correspondent says, the Spaniards have seized three British vessels, in the fur trade, at King George’s, or Nootka Sound, on the Western Coast of North America, which acted under a sanction of a licence from the East-India and South Sea Companies, and their crews are sent to Mexico in irons. A memorial of the transaction has been transmitted and presented to the Government by a Mr. Meares….”**[[93]](#footnote-93)

Captain Meares turned the full force of his considerable talents

to preparing a suitable expense account **“and in the fullness of time produced one that ranks as a triumph of imaginative literature”**[[94]](#footnote-94)

•he claimed that his ships were “hulldown” with otter skins when seized;

•he inflated the going price for skins;

•he stretched his claim to an incredible $653,000 (1790 Spanish dollars)

Spanish policy of keeping all documents secret regarding her exploration activities

led contemporary writers, including some Spaniards, to accept Meares’ version of events

JOHN MEARES PREPARES A *MEMORIAL* FOR THE BRITISH PARLIAMENT

Captain and businessman Meares and Richard Cadman Etches of the Associated Merchants

jointly began to prepare a Memorial to the British Parliament -- April 30, 1790

Their rendition of the seizing of Associated Merchants’ three ships and John Meares’ land

was written in terms that heavily favored the their (British) position

John Meares asked for an amazing $653,000 (1790 Spanish dollars) in damages

*PRINCESA REAL* ARRIVES AT SAN LORENZO (NOOTKA SOUND)

*Princesa Real* commanded by Ensign Alferez Manuel Quimper was an extremely slow ship

although she was the first to sail from San Blas,

she arrived last at San Lorenzo -- May 1790

Spain’s Fort San Miguel at San Lorenzo was already re-armed,

the settlement of Santa Cruz de Nuca was partially built

and a vegetable garden planted

Repairs on the *Princesa Real* were undertaken throughout the month of May

in anticipation of returning British Captain Thomas Hudson’s *Princess Royal*

and British Captain John Meares *North West America*

GREAT BRITAIN DELAYS AN EXPEDITION TO THE PACIFIC NORTHWEST

Preparation were underway in England to send a ship to the Pacific coast

George Vancouver was to have sailed on this voyage as second officer

to Captain Henry Roberts who, like Vancouver, accompanied Captain James Cook

on his third expedition [1776-1780]

This effort was postponed by the British government

when John Meares returned from Nootka Sound

with news the Spanish had seized British ships and property there -- May 1790

SPAIN’S LIEUTENANT SALVADOR FIDALGO SAILS FROM OF SAN LORENZO

Once established at Santa Cruz de Nuca in San Lorenzo (Nootka Sound)

Commandant Francisco Eliza dispatched cartographer (map maker)

Lieutenant Salvador Fidalgo on the armed launch *San Carlos*

to explore the north Pacific Ocean (Alaska)

Lieutenant Fidalgo sailed from San Lorenzo -- May 4, 1790

under orders to conduct a detailed exploration of the coastline

and to investigate the extent of Russian involvement in (Alaska),

counter the Russian presence and reestablish the Spanish claim to the area

BRITISH KING GEORGE III ESCALATES THE NOOTKA SOUND CONTROVERSY

British King George III sent a message to Parliament -- May 5, 1790

His Royal Majesty noted three ships flying the British flag had been taken by the Spanish

and the Spanish government had established an exclusive right

to trade on the Pacific coast

This message provoked an even greater public uproar of anti-Spanish sentiment in England

JOHN MEARES PRESENTS A MEMORIAL TO THE BRITISH HOUSE OF COMMONS

British captain John Mears and businessman Richard Cadman Etches presented a Memorial

which stirred up the members of Parliament -- May 13, 1790

Meares listed Spanish insults to the British flag:

•Supercargo William Douglas’ arrest and the banishment from Nootka Sound

of the *Iphigenia Nubiana;*

•seizing of the *Northwest America* under Mr. Robert Funter;

•seizing of the *Princess Royal* under Captain Thomas Hudson;

•seizing of the packet boat *Argonaut* under Royal Navy Captain James Colnett;

•the kidnapping of one hundred Chinese and Hawaiian artisans, carpenters and laborers

BRITAIN TAKES ADVANGAGE OF THE NOOTKA SOUND CONTROVERSY

Spanish seizures of British Associated Merchant’s ships

and John Meares’ land at Nootka Sound

and the detaining of a British Royal Navy captain during a time of peace

were an insult to Britain and an offense against the law of nations

Angered by the incidents at Nootka Sound

and by ongoing competition with Spain for the Pacific Northwest

Great Britain’s government escalated the Nootka Sound Controversy

satisfaction was demanded for the wrongs inflicted on its citizens

Indignation was felt and expressed in England regarding Spanish insults to the British flag

Meares’ charges gave Britain an opportunity to end Spain’s claims to North American

that existed since a [1493] Papal Bull established Spain’s claim to the New World

MEARES’ ACCOUNTS OF EVENTS AT NOOTKA SOUND COME UNDER DISPUTE

Spain strongly disputed Captain Meares’ claims noting they lacked substance:

•Chief Maquinna subsequently denied any purchase of land had been made by Meares,

Maquinna said that the Spanish had the only rightful claim to land at Nootka Sound

(facts regarding the amount and ownership of land

have not been established to this day);

•Meares’ house was pulled down

by British Supercargo William Douglas -- not the Spanish;

•several versions of the killing of Maquinna’s son identified several possible killers;

•there were no Spanish mines in New Spain to occupy the Chinese artisans

These conflicting claims became key points in the Nootka Sound Controversy

NOOTKA SOUND CONTROVERSY BECOMES THE NOOTKA SOUND CRISIS

British Captain John Meares’ private woes ballooned into public anguish

when the British government issued his *Memorial* as a device to stir up

even more popular indignation

Confident though Captain Meares was, he nonetheless must have been surprised

to find the British Foreign Office was actively involved with the Spanish government

Meares was ushered straightaway into the office of no less a personage

than Prime Minister William Pitt (the Younger) himself

Prime Minister Pit realized Britain could use the Nootka Sound incident

to extort from Spain recognition of Britain’s right to make settlements

in any unpopulated area claimed by Spain

Britain did not acknowledge the Spanish Crown’s ownership of the Pacific coast

Britain recognized no Spanish claims of sovereignty along the Pacific coast

British diplomacy, if it was successful, could very well

break Madrid’s economic and political monopoly on the Americas

EFFORTS TO RESOLVE THE NOOTKA SOUND CRISIS ONLY MAKE IT WORSE

Spain’s most effective statesman, Chief Minister of Spain Jose Monino y Redondo,

and Prime Minister William Pitt (the Younger)

both became involved in the Nootka Sound Crisis

Pitt demanded that Britain had the right to conduct trade in any Spanish territory they desired

despite Spanish laws to the contrary

Pitt knew this claim was indefensible and would likely lead to war,

but he felt driven by public cries of outrage directed toward the Spanish government

Britain, in an ultimatum to Spain, demanded compensation for the insulting actions

undertaken by Commandant of Santa Cruz de Nuca Francisco de Eliza

initiating the Nootka Sound Crisis

Prime Minister Pitt went on record as being ready to wage war

to sustain the right of British merchants to conduct trade

in Asia and the Pacific Northwest

CAPTAIN JAMES COLNETT HAS BEEN HELD BY THE SPANISH AT MEXICO CITY

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

from the Viceroy of New Spain that Associated Merchants company’s two ships

would be returned

British Royal Naval Captain Colnett’s *Argonaut* was in San Blas

but the *Princesa Real* (Captain Thomas Hudson’s *Princess Royal*)

was with Spanish Ensign Alferez Manuel Quimper in the north

Captain Colnett was told he could retrieve *Princesa Real*

if he sailed the *Argonaut* to San Lorenzo (Nootka) Sound to collect it

BRITISH ROYAL NAVY CAPTAIN JAMES COLNETT LEAVES MEXICO CITY

Captain James Colnett was returned to San Blas, New Spain (Mexico) -- May 1790

where the *Argonaut* was to be returned to his command

but the *Princess Royal,* now known as the *Princesa Real,*

was on her way to Nootka Sound with Ensign Alferez Manuel Quimper

Captain Colnett began work refitting his ship (he will remain in San Blas until [July])

SPANISH LIEUTENANT SALVADOR FIDALGO EXPLORES PRINCE WILLIAM SOUND

Lieutenant Salvador Fidalgo on the armed launch *San Carlos* entered the Gulf of Alaska

he reached Prince William Sound and investigated (today’s Orca Inlet)

in a solemn ceremony Fidalgo raised a large wooden cross over the sound

which he called “Puerto Cordova” and re-asserted Spanish sovereignty -- May 1790

(the city of Cordova, Alaska located there today retains the name)

his explorations found no signs of any Russian presence

SPAIN MAKES PREPARATIONS FOR WAR WITH GREAT BRITAIN

Spain declined to pay compensation to the Britain for Nootka Sound incident damages

war between Spain and Great Britain seemed imminent

Spain had modernized her navy producing new 74-gun ships

and huge 112- and 120-gun three-decker warships

Despite constant shortages of trained crews, the Spanish naval force

was not to be under-estimated

British naval officers did not do so although British political leaders were less cautious

BRITISH GOVERNMENT MAKES PREPARATIONS FOR WAR

Britain’s King George III informed both houses of Parliament

that resolution of the Nootka Sound Crisis could not be reached -- May 25, 1790

Spain was preparing to enforce her claim to Nootka Sound and the Pacific coast

His British Royal Majesty demanded Parliament support the Crown

and maintain the independence of the British flag

British Royal Navy undertook preparations for combat

preparations were begun to construct a fleet of forty warships

which became known as the “Great Spanish Armament of 1790”

Britain’s Prime Minister William Pitt (the Younger) contacted

both the Dutch Republic and Prussia asking them to provide support

to the British as allies

Dutch Republic, long an ally of France against the British,

promised naval support to Britain

this resulted in a shift in Dutch alliance from France to Great Britain

Prussia also agreed to provide military support giving rise to the “Triple Alliance”

of Britain, Holland and Prussia

SPAIN SOUGHT FRENCH AID IN THE NOOTKA SOUND CRISIS

Spain became alarmed by the actions of the British

angrily Spain called on Louis XVI of France for assistance

under the terms of the Family Compact between the two nations

France had already shifted her support to Britain

also, France was coping with the early stages of the French Revolution [1789-1797]

France would not be able to fight for Spain in an armed conflict

without the French, Spain could not realistically securely hold

their massive North and South American territories in the event of war with Britain

UNITED STATES IS PROTECTED FROM EUROPEAN EVENTS

United States, isolated along the eastern seaboard, was protected from European aggression

however, America’s frontier had barely advanced westward

from the Appalachian Mountains toward the Old Northwest region of the Ohio River,

Mississippi River and Great Lakes

United States’ northern boundary with Canada had not been defined

in the region of the head waters of the Mississippi River and the Great Lakes

Canadian fur traders who occupied the area inspired Indians to trap for them

and to take American scalps

Pacific Northwest coast was a remote mystery a year’s voyage from the United States.

an unmapped and unexplored route over an unknown continent for an unknown distance

lay between the newest states and the Far West

Spain maintained control over the North American West, Far West and Florida

but the Spanish government was weak, overextended and poorly administered

France, formerly a Spanish ally, had shown little interest in North America

since their defeat during the French and Indian War [1754-1763]

Russia claimed the Far West coast but did not appear to be a serious threat

as the capital city of Moscow was half a world away from the Pacific coast

Great Britain was now exerting pressure to dominate the same region

SPAIN DISPATCHES AN EXPEDITION TO EXPLORE THE STRAIT OF JUAN DE FUCA

After a month of repairs at San Lorenzo (Nootka Sound), *Princesa Real* was ready to sail

but there was no sign of the British arriving

to collect Meares’ confiscated *(Princess Royal)*

Commandant of Santa Cruz de Nuca Francisco de Eliza

dispatched Ensign Alferez Manuel Quimper aboard the *Princesa Real*

on a two-month exploration of the Strait of Juan de Fuca

which Esteban Jose Martinez believed was the Northwest Passage

Quimper was accompanied by Gonzalo Lopez de Haro, first pilot on the *Concepcion*

and Juan Carrasco who served as second pilot

*Princesa Real* sailed from San Lorenzo to explore the Strait of Juan de Fuca -- May 31, 1790

Quimper followed the earlier route to the Strait of Juan de Fuca

established by Jose Maria Narvaez on the *Santa Gertrudis la Magna* [1789]

(this was John Meares original *North West America*)

sailing south from San Lorenzo

Quimper conducted trade with the (Vancouver Island) Indians

they reached the Tla-o-qui-aht Indian village of Opitsaht where Maquinna

had exiled himself after the killing of his son Callicum [1789]

Quimper encouraged the Indian chief to return to San Lorenzo (Nootka Sound)

Ensign Alferez Manuel Quimper sailed *Princesa Real* into Clayoquot Sound

where he undertook its exploration and charted the sound

Ensign Quimper left Clayoquot Sound and began a careful examination the west side

(outside) of (today’s Vancouver Island)

SPAIN MAKES INQUIRES TO THE UNITED STATES FOR ASSISTANCE

Spain now without allies in Europe asked for America’s support in fighting the British

this provided a good opportunity for America to negotiate with Spain for Florida

and the Western lands

American frontiersmen felt that Eastern United States interests were not supporting them

Northern boundary had not been defined along the head waters of the Mississippi River

and the Great Lakes

Secretary of State Thomas Jefferson’s Democrat-Republican Party (anti-British)

supported the West and Far West in their need for a secure international boundary

Jefferson believed Great Britain would win the Nootka Sound Crisis

Britain would surround America and block national expansion of the United States

this possible encirclement by the British posed a serious threat

Secretary of Treasury Alexander Hamilton’s Federalist Party (pro-British)

was not interested in expansion or in opening the Mississippi River and Great Lakes

to trade and commerce

ALEXANDER MACKENZIE PREPARES FOR A SECOND EXPLORING EXPEDITION

Mackenzie was too young and too ambitious to retire after his first expedition

but he had only a passing interest in the fur trade

he turned his attention to further exploration

Mackenzie had met a Hudson’s Bay Company surveyor in Cumberland House -- June 1790

he realized he needed equipment and knowledge to use them to determine his location

For a year Alexander Mackenzie labored determinedly

to put his Athabasca Department in shape so he could travel to London

to study the new advances in measuring longitude

ENSIGN QUIMPER ENTERS THE STRAIT OF JUAN DE FUCA

Manuel Quimper continued his slow and careful examination of (today’s Vancouver Island)

he named “Bonilla (High) Point,” the “Sombrio River” and the “Jordan River”

he added several other Spanish names (which were later changed by British)

Quimper, having entered uncharted water, erected a cross on “Gonzalez Point”

and took possession in the name of His Spanish Royal Majesty Carlos IV

Gonzales Point was named in honor of Gonzales Lopez de Haro,

first pilot on this expedition

*Princesa Real* proceeded east along the southern tip of (Vancouver Island)

Quimper discovered and named the “Canal de Haro” (today’s Haro Strait)

(today’s boundary between the United States and Canada)

SPANISH LIEUTENANT FIDALGO CLAIMS (TODAY’S ALASKA) FOR SPAIN

Lieutenant Salvador Fidalgo aboard the *San Carlos*

continued his investigation along the Alaskan coast

while trading with the Indians (in today’s Prince William Sound)

he named several locations including “Port Gravina” (today’s Gravina Point)

where he conducted a ceremony re-asserting Spanish sovereignty over the region

Lieutenant Salvador Fidalgo continued down Valdez Arm

he discovered “Puerto Valdez” (Port Valdez) -- June 16, 1790

which he named in honor of Admiral Antonio Valdes head of the Spanish Marines

and Minister of the Indies

Fidalgo sent out an expedition guided by two natives north to (today’s Columbia Bay)

they were the first explorers to approach the (Columbia Glacier)

they did not stay long as loud thunder and “great pieces of snow” were being thrown

they concluded the glacier was an active volcano

QUIMPER TRADES WITH THE INDIANS OF (TODAY’S VANCOUVER ISLAND)

Ensign Alferez Manuel Quimper anchored the *Princesa Real* outside (today’s Sooke Inlet)

he named “Puerta de Revillagigedo” in honor of the Spanish viceroy -- June 18, 1790

Quimper observed approximately 500 Indians who were dressed somewhat differently

from Indians living on the western shore of (Vancouver Island)

their cloaks were made of sea otter pelts, seagull and duck feathers

their hats are not of pyramidal form but flat like the Chinese wore

Quimper traded copper sheets for sea otter skins

he reported on the harvesting and trading of camas bulbs

he also witnessed three “burials” using native canoes

QUIMPER CONTINUES HIS INVESTION OF SOUTHERN (VANCOUVER ISLAND)

Ensign Quimper reached (today’s Victoria, British Columbia) where he named

“Puerto de San Juan” (San Juan Bay)

and “Rada de Valdes y Bazan” (today’s Royal Roads)

Quimper anchored in (today’s Esquimalt Harbor) -- June 30, 1790

he named the body of water “Puerto de Cordova” after the 46th Viceroy of New Spain

Antonio Maria Bucareli y Ursua Henestrosa Lasso de la Vega Villacis y Cordova

Quimper claimed the area of (present-day Victoria) for Spain -- July 1, 1790

LIEUTENANT SALVADOR FIDALGO ENTERS COOK INLET

Spain’s Lieutenant Fidalgo sailing the armed launch *San Carlos* south from Port Valdes

and entered Cook Inlet -- during the first part of July 1790

Fidalgo’s expedition to (today’s Alaska) made their first contact with the Russian traders

on the southwestern coast of the (Kenai Peninsula)

which Fidalgo named *Puerto Revillagigedo* -- July 4, 1790

Finding two Russian trading forts at Cook Inlet he continued quickly toward Kodiak Island

ENSIGN QUIMPER EXPLORES (TODAY’S OLYMPIC PENINSULA)

Leaving Puerto de Cordova (Esquimalt Harbor) and crossing the Strait of Juan de Fuca

to the south Manuel Quimper sighted a long spit of land

he named “Bahia de Quimper” -- July 4, 1790

(today’s Dungeness Spit off the coast of Washington along the Strait of Juan de Fuca)

and the bluff behind (Dungeness Spit) “Punta de Quimper” (Quimper Point)

Spanish Ensign Alferez Manuel Quimper dropped anchor near (New Dungeness)

there the sight of a strange vessel moving without paddles

aroused native (probably S’Klallam) curiosity

two dugout cedar canoes had been following at a distance

six more put out from shore to view the *Princesa Real*

Quimper tried to offer the Indians gifts, but they were suspicious

he noted they wore copper coins and beads in their ears

acquired through trade with Indians at the entrance of the Strait of Juan de Fuca

Quimper mapped two S’Klallam Indian villages and claimed them for Spain -- July 4

SPANISH LIEUTENANT SALVADOR FIDALGO COMES IN CONTACT WITH RUSSIANS

Fidalgo’s expedition sailed the armed launch *San Carlos* south from the (Kenai Peninsula)

they reached the main Russian settlement on Kodiak Island (in today’s Three Saints Bay)

where he entertained a party of Russian traders

Lieutenant Salvador Fidalgo conducted another ceremony of sovereignty

near the Russian outpost of Aleandrovsk (today’s Nanwalek, Alaska) -- July 5

ENSIGN QUIMPER FINDS THE S’KLALLAM INDIANS LESS TIMID THE NEXT DAY

S’Klallam Indians brought fish, crabs, clams and venison to the ship to trade -- July 5, 1790

Quimper knocked two water casks apart to obtain iron hoops for barter

he acquired fiber mats, furs, elk hide armor and dog-hair blankets

Indians seemed very pleased and guided the *Princesa Real* to the Dungeness River

where the ship’s water supply was replenished

QUIMPER’S SECOND PILOT JAUN CARRASCO EXPLORES FOR TWO WEEKS

Pilot Juan Carrasco in a longboat led an expedition -- beginning July 5, 1790

just beyond the location reached by Manuel Quimper

he sighted an opening he thought was a bay Carrasco named but did not enter “Ensenada de Caamano”

in honor of Spanish explorer Jacinto Caamano commander of the *La Princesa*

(later named Admiralty Inlet by Captain George Vancouver [1792]

and is the entrance to today’s Puget Sound)

(During the next two weeks, Carrasco led his expedition around (today’s Protection Island)

Carrasco entered Puerto de Quadra (Port Discovery) and named “Quimper Peninsula”

before visiting (Point Wilson)

Pilot Carrasco added several other Spanish names

**(**Captain George Vancouver re-named several of the features identified by Carrasco)

SPAIN’S LIEUTENANT SALVIDOR FIDALGO SAILS SOUTH FROM (KENAI, ALASKA)

Lieutenant Fidalgo sailed the armed launch *San Carlos* from the Kenai Peninsula (of Alaska)

south toward San Lorenzo (Nootka Sound) -- July 6, 1790

However, when he attempted to enter the sound, he was barred by heavy storms

(Fidalgo led the expedition back to San Blas, New Spain

arriving on [November 15, 1790])

BRITISH CAPTAIN JAMES COLNETT SAILS THE *ARGONAUT* FROM SAN BLAS

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

was given a passport by Viceroy of New Spain Juan Vicente de Guemes

allowing him to sail to San Lorenzo to receive the *Princess Royal*

which had been seized by Esteban Jose Martinez [1789]

Colnett was then to leave the coast because it was,

as the viceroy proclaimed, Spanish territory

Colnett was also forbidden to trade with the Indians

Captain Colnett and what remained of the *Argonaut’s* crew set out from San Blas

bound for Nootka Sound -- July 9, 1790

QUIMPER EXPLORES THE SAN JUAN ISLANDS

Ensign Alferez Manuel Quimper sailed from the area of (Dungeness Spit) to the northeast

*Princesa Real* reached the (San Juan Islands) -- July 1790

Quimper named “San Juan Island,” “Lopez Island,” “Fidalgo Island,”

“Boca (bay) de Flon” (Deception Pass) and “Boca de Fidalgo” (Rosario Strait)

he named what he thought was a bay in honor of Lieutenant Salvador Fidalgo

Quimper reached the of what he named “Gulfo de Gaston” (Bellingham Bay)

during a brief encampment near the mouth of (present day Padden Creek)

several of Quimper’s men reportedly found a group of hostile Lummi natives

who drove Quimper’s men back to their rowboat   
Returning to the southwest Ensign Alferez Manuel Quimper identified (Sequim Bay)

he charted and named “Doca (Dock) de Bodega y Quadra” (Port Discovery)

QUIMPER TAKES POSSESSION AT NEW DUNGENESS

Ensign Alferez Manuel Quimper took formal possession of the region

in the name of His Spanish Majesty Carlos IV -- July 18, 1790

Quimper placed a Holy Cross close to a pine tree

on which another cross was cut in the bark

at the foot of the tree the “bottle of possession” was buried

Quimper named “Punta de Santa Cruz”

(at the unincorporated town of Dungeness, Washington)

he dubbed the bay “Puerto de Quimper” (Dungeness Bay)

Alferez Manuel Quimper sailed the *Princesa Real* sailed out of Porto de Quimperas he continued his investigation of the south (Washington) side

of the Strait of Juan de Fuca

SPANISH ENSIGN QUIMPER CONTINUES HIS SLOW, DETAILED EXPLORATION

Ensign Alferez Manuel Quimper and Pilot Gonzalo Lopez de Haro

made a slow careful examination of the Strait of Juan de Fuca

they paid particular attention to possible harbors and colony sites

they charted and took possession of all they found

*Princesa Real* reached the mouth of the (Elwha River) and continued westward

with the outgoing tide -- July 21, 1790

SPAIN AND ENGLAND ESCALATE THEIR POSITIONS

By now Spain had ordered her fleet of navy ships to mobilize

she had received a promise of fourteen ships of the line from France’s King Louis XVI as one European monarch came to the aid of another monarch

British Parliament reacted to this French support

by voting a war chest of a million British pounds

and dispatching troops to the West Indies

where they would be close to Spain’s rich colonies

QUIMPER ENDS HIS EXPLORATION OF THE STRAIT OF JUAN DE FUCA

Ensign Alferez Manuel Quimper and Pilot Gonzalo Lopez de Haro aboard the *Princesa Real*

continued their detailed exploration of the inland waters of the Strait of Juan de Fuca

Finally, a lightning storm convinced Quimper to end his pleasant voyage of exploration

or they might miss the favorable winds back to San Lorenzo (Nootka Sound)

and run out of food

Quimper continued sailing westward with the outgoing tide on their way toward San Lorenzo

they sailed past (today’s Port Angeles)

*Princesa Real* anchored for the night near (today’s Clallam Bay) -- July 31, 1790

ALFEREZ MANUEL QUIMPER REACHES NEAH BAY

Continuing to sail with the tides Quimper stopped at “Bahia de Nunez Gaona” (Neah Bay)

which he named after Spanish Admiral Manuel Nunez Gaona

(this name was later removed by the British and the location was renamed Neah Bay)

There he and Pilot Gonzalo Lopez de Haro raised a cross and took formal possession

in the name Spain’s King Carlos IV -- Sunday, August 1, 1790

on the Strait of Juan de Fuca about five miles east of Cape Flattery

As the *Princesa Real* continued around the western tip (of Washington State)

Makah Indian Chief Tatoosh hailed the ship (at today’s Pillar Point) Quimper described being met by Indians in two canoes

who directed the Spanish to fresh water and gave them salmon berries

Quimper sighted and named “La Gran Montagna Carmelita” (Mount Baker)

because the mountain reminded him of the flowing white robes

worn by the Catholics of the Order of the Brothers of Our Lady of Mount Carmel

(Mount Baker was renamed by British Captain George Vancouver [1792])

Quimper and his men successfully conducted trade with the Makah Indians of the region

*Princesa Real* spent eleven days here as Indians swarmed out to barter fish,

salmon berries and salmon weighing one hundred pounds or more

SPANISH SAILOR IS KILLED BY INDIANS

Ensign Quimper was cautious about sending men ashore but the Spanish had washing to do

a creek emptying into the bay seemed a good place to do it

After several sailors had been ashore for about an hour, a commotion occurred

as a soldier hungry for berries entered the forest

while he was off guard, natives stole his cutlass and struck him on the head

they also shot arrows at him but fearing Spanish guns the Indians fled

badly wounded the sailor was found by his companions

they all returned to the *Princesa Real*

Alferez Manuel Quimper took possession of two canoes left by the attackers

and waited to see what would happen next

Chief Tatoosh, in whose territory the attack had taken place, sent word the next morning

that he had punished the guilty tribesmen

Quimper dispatched the canoes to the chief and gave him presents

Tatoosh traded a quantity of sea otter pelts with Quimper

Spaniards surveyed the harbor, cut fire wood and obtained new masts for their ship

fortunately, the remainder of their visit near Bahia de Nunez Gaona (Neah Bay)

was uneventful

QUIMPER PROCEEDS TOWARD SAN LORENZO (NOOTKA SOUND)

Bahia de Nunez Gaona (Neah Bay) was not well suited for mooring large ships

but it offered Spain a ready base at the northwest tip of the (Olympic Peninsula)

for protecting her political and commercial interests in this region

Ensign Alferez Manuel Quimper sailed the *Princesa Real* out of Bahia de Nunez Gaona

Makah Indians were sorry to see them go and brought gifts up to the very last day

Quimper and Pilot Gonzalo Lopez de Haro turned toward San Lorenzo -- early August

they continued their leisurely pace as they traveled north

along the outside of (Vancouver Island)

AMERICAN CAPTAIN JOHN KENDRICK IS A POOR BUSINESSMAN

Kendrick paid for the refurbishing of the *Lady Washington* with the money he had received

from furs given to him by the Spanish at San Lorenzo (Nootka Sound) to be sold in China

then Kendrick sold the *Lady Washington* to himself in a sham transaction

Pelt market prices were low, Chinese officials were difficult, refitting the ship was expensive

and Captain John Kendrick appears not to have been scrupulously honest

after this visit to Macau there were no returns for Boston’s Barrel, Bulfinch & Company

from the sale of pelts, sandalwood, or the ship

AMERICAN CAPTAIN ROBERT GRAY RETURNS TO BOSTON

Three years after first sailing from Boston on the *Lady Washington*

American Captain Robert Gray returned home on *Columbia Rediviva --* August 9, 1790

after exchanging ships with his trading partner John Kendrick

Captain Robert Gray was warmly welcomed on his return

Boston Harbor’s fort gave the ship a federal salute of thirteen guns, and **“three huzzas” rose for a “great concourse of citizens assembled on the various wharves”**[[95]](#footnote-95)

All of Boston turned out in its best attire to welcome the returning ship, officers and crew

Gray was greeted at the dock by Governor of Massachusetts John Hancock

Governor Hancock held a reception in the American seafarers’ honor

to which the leading men of Massachusetts came

Gray attended the event in formal attire marching down the middle of the street

followed closely by “Crown Prince” Attoo, his Kanaka (Hawaiian) attendant

who was described as a living flame, clad in a crested feather helmet

and a feather cloak of golden suns set in scarlet

Captain Gray had many a tale to spin for his listeners at the reception

not the least interesting was his eyewitness version of the squabble

between the British and the Spanish at Nootka Sound

CAPTAIN ROBERT GRAY’S TRIP INCREASES AMERICAN PRESTIGE

*Columbia Rediviva* did not bring a profitable return

on the owners’ original $49,000 investment

*Columbia* spent two seasons gathering furs on the coast

but the furs had not sold well in Canton

cargo of Chinese teas carried to Boston had been partially damaged

sponsors of the trip, Barrel, Bullfinch and Company had made very little money

Gray blamed his partner John Kendrick for the poor return on investment

Still, Captain Robert Gray’s journey was immensely profitable in terms of American prestige

Gray had sailed 42,000 miles in some of the most remote parts of the world

to become the first American captain to circumnavigate the globe

*Columbia Rediviva* was the first American ship to accomplish that feat

Company partners met in Bulfinch’s library and the partnership reorganized

two of the partners decided to withdraw

but the others considered prospects promising enough to warrant a second venture

*Columbia Rediviva* was overhauled and outfitted for a second trip

Captain Gray was promoted to a full partnership while Captain John Kendrick was not

Captain Gray was given full command of the trading operation

*PRINCESS REAL* REACHES SAN LORENZO (NOOTKA SOUND)

Spanish Ensign Alferez Manuel Quimper accompanied by first pilot Gonzalo Lopez de Haro

were unable to enter the port of San Lorenzo for six days due to heavy fog

*Princesa Real* (the former *Princess Royal*)

turned toward Monterey, California -- September 1, 1790

she entered that port -- September 12

SPAIN IS IN A WEAK POSITION REGARDING THE THREAT FROM GREAT BRITAIN

Six nations originally competed for the vast region along the Pacific coast

Portugal, France, Russia, Spain, Great Britain and the United States

Portugal and France had been eliminated early on

two countries remained very active in the Pacific coast trade

United States sent one hundred eight trading ships in search of sea otter this decade

Great Britain sent twenty-two ships during the same years

Portugal and France had only a handful of ships trading off the Pacific coast

Spain, finding itself without allies and in a weak position, decided to negotiate to avoid war

King Carlos IV declared he would make good

on all losses suffered at San Lorenzo (Nootka Sound)

however, his Spanish Majesty himself would make the decision

regarding the details of any settlement

CAPTAIN GRAY ATTRACTS AMERICAN COMPETITION IN THE SEA TRADE

When Captain Robert Gray returned to Boston on the *Columbia Rediviva*

other merchants became encouraged to send their own ships to trade for furs

Seventy-ton Brigantine *Hope*, an ironically named former slave ship,

was owned by Thomas H. Perkins and James Mages

*Hope* left Boston bound for the Queen Charlotte Islands [renamed Haida Gwaii in 2007]

sailing under twenty-eight-year-old Joseph Ingraham -- September 16, 1790

Ingraham was former first mate under Captain Robert Gray on the *Columbia Rediviva*

CAPTAIN ROBERT GRAY PREPARES A SECOND TRIP TO THE PACIFIC COAST

*Columbia Rediviva* was better outfitted for this return to the Pacific coast

Captain Gray was placed in full command with a cargo of trading goods worth $25,000

2,000 bricks, 135 barrels of beef, sixty barrels of pork, 1,500 pounds of gunpowder,

five hogsheads of New England and West Indian rum and quantities of tea, sugar,

chocolate, and miscellaneous items such as copper sheet, **“Barr Iron, Iron Hoops,**

**“Chissells, blue duffil,** (sic) **scarlet coating, buttons by the gross,”**[[96]](#footnote-96)

and other items

In preparation for his sailing, Gray received an official letter from President Washington to serve as his passport: **“To all Emperors, Kings, Sovereign princes, State and Regents and to their representative officers Civil and military, and to all others whom it may concern:**

**I, George Washington, President of the United States of America, do make known that Robert Gray, Captain of a ship called the *Columbia,*** **of the burden of about 230 tons, is a citizen of the United States, and that the said ship which he commands belongs to the citizens of the United States; and as I wish that the said Robert Gray may prosper in all his lawful affairs, I do request all the before mentioned and each of them separately, when the said Robert Gray shall arrive with his vessel and cargo, that they will be pleased to receive with kindness and treat him in a becoming manner, &c., and thereby I shall consider myself obliged.**

**Sept., 16, 1790, New York City**

**Geo. Washington**

**President**

**Thomas Jefferson**

**Secretary of State**[[97]](#footnote-97)

CAPTAIN GRAY BEGINS HIS SECOND EXPEDITION TO THE PACIFIC NORTHWEST

On their first effort American captains John Kendrick and Robert Gray made very little profit

for their financial backers: Barrel, Bullfinch and Company

but some of the partners believed a profit could be made with a few minor adjustments

their company was reorganized

*Columbia Rediviva* set sail from Boston bound for Clayoquot Sound -- September 28, 1790

NOOTKA SOUND CONVENTION SIGNED TO RESOLVE THE NOOTKA SOUND CRISIS

Both Spain and England were confronted with the French Revolution

which was a far more dangerous situation to each nation’s monarchy

than was the Nootka Sound Crisis

in view of the possible revolutionary menace Spain and Great Britain

agreed to sign the purposefully vague Nootka Sound Convention -- October 28, 1790

(this is sometimes called the “Nootka Agreement”)

Nootka Sound Convention held that property owned by the British at Nootka Sound

would be returned

(Associated Merchants ships *Princess Royal,* *Argonaut* and *North West America*

were to be returned)

Meares’ claim of other property losses proved to be more difficult to resolve

British held John Meares had purchased the whole of Nootka Sound from Maquinna

as well as some land to the south

Spain claimed that the only land purchased by Meares was the small parcel

where John Meares had built the small sloop *North West America*

(in fact, no land or buildings had been seized

by Spanish Lieutenant Esteban Jose Martinez during the Nootka Sound incident)

Nootka Sound Convention also held the northwest coast was open to traders

of both Britain and Spain

each nation was free to navigate and fish in the Pacific Ocean

and to trade and establish temporary settlements to support fishing

on unoccupied land

Complicating the issues surrounding the Nootka Crisis

was the changing role of the Nootka Indians in relation to Britain and Spain

Nootkas had become highly suspicious and hostile toward Spain

following the [1789] killing of Chief Maquinna’s son Callicum

but the Spanish had worked hard to improve the relationship

Both countries agreed negotiators would be sent to Nootka Sound

to resolve the land ownership dispute and other issues

and work out the details of a final settlement

Spain retained control of Nootka Sound until details of the agreement could be worked out

(this diplomatic process took several years)

Spain continued to garrison her colony of Santa Cruz de Nuca and Fort San Miguel

at (Friendly Cove) on San Lorenzo (Nootka Sound)

John Meares and Parliament appeared to be unsatisfied with this resolution

MUCH OF THE NOOTKA SOUND CONTROVERSY REMAINS UNRESOLVED

Although restitution of the British Associated Merchants’ ships

*Princess Royal*, *Argonaut* and *North West America*

was already being undertaken by the Spanish government in New Spain (Mexico),

Great Britain continued to make an issue of the affair although the British

were not anxious to unravel the truth regarding John Meares’ land issues

at Nootka Sound

or to weigh the merits of the competing claims

Britain wanted to provoke more general issues than the claims of John Meares:

•could claims to sovereignty be established simply on the grounds of discovery

and the act of taking possession, or was occupation a requirement

to be a legitimate claim?

•was the Pacific Ocean a closed sea limited to Spanish navigation, or was it an open sea

with reciprocal freedoms for subjects of both powers to fish and trade

its unsettled parts?

TWO SHIPS OF FRANCISCO DE ELIZA’S EXPEDITON RETURN TO SAN BLAS

Ensign Alferez Manuel Quimper and Pilot Gonzalo Lopez de Haro with the *Princesa Real*

reached San Blas, New Spain (Mexico) -- November 13, 1790

ending their exploration (of Washington’s inland waters -- today’s Salish Sea)

Lieutenant Salvador Fidalgo arrived back in San Blas, New Spain (Mexico)

with the armed launch *San Carlos* -- November 14, 1790

after his successful exploration of the mysterious waters

of the north Pacific Ocean (Alaska)

Spanish cartographers (map makers) busied themselves filling in newly discovered details

INFORMATION REGARDING FRANCISCO DE ELIZA’S EXPEDITON IS TROUBLING

Viceroy of New Spain Juan Vicente de Guemes, 2nd Count of Revillagigedo was surprised

to learn that the *Princesa Real* (Captain and businessman John Meares’ *Princess Royal*)

was still in Spanish possession

he dispatched a message to the Court in Madrid recommending the return of the vessel

to the British at Macau, China

he also sent a report of Quimper’s explorations of the Strait of Juan de Fuca

along with nine of his charts

Viceroy Juan Vicente de Guemes was appalled by the lack of scientific interest in the Indians

and the rather laconic descriptions of life and conditions at Nootka Sound

in the explorers’ reports

Juan Vicente de Guemes was further distressed when he learned

that valuable copper sheet had been given as gifts to the Indians

by Commandant of Santa Cruz de Nuca Francisco de Santa Cruz

these copper sheets were to be used to gauge the potential of the sea otter trade

it was Guemes’ opinion a few trinkets and old scrap metal would do for gifts

Guemes’s complaint only displayed the viceroy’s ignorance regarding the situation

at San Lorenzo (Nootka Sound) and along the north Pacific coast:

•there was little time to engage in scientific experiments;

•Indians refused to trade for inferior goods when the British and American traders

offered copper, weapons and other desirable items

SPAIN ATTEMPTS TO MAKE AMENDS WITH THE BRITISH GOVERNMENT

Viceroy Juan Vicente de Guemes, 2nd Count of Revillagigedo ordered Ensign Quimper

to sail from San Blas to The Philippines and deliver the *Princesa Real* to James Colnett

when he arrived there

(Quimper did not connect with Colnett in The Philippines)

Manuel Quimper remained in command of *Princess Royal* (*Princess Royal*)

until the ship was delivered to her British Associated Merchants owners

at the Sandwich Islands [Hawaii])

SPAIN PROPOSES A BOUNDARY IN THE PACIFIC NORTHWEST TO THE BRITISH

Spain hoped to create a more defensible situation by withdrawing some of her former claim

Spain’s King Carlos IV proposed to Great Britain

that the entrance to the Strait of Juan de Fuca could serve as the boundary

between Spanish and British territory -- winter 1790-1791

Spain would maintain its claim of all land south of the Strait

Britain could possess all land north of the Strait to 60º north latitude

as the region beyond was claimed by Russia

if Britain accepted the proposal Spain would have to relocate

Puerto de la Santa Cruz de Nuca and Fort San Miguel

to a site south the of the Strait of Juan de Fuca

Spain prepared to construct a new colony in the Pacific Northwest to defend her territory

Viceroy of New Spain Juan Vincent de Guemes, 2nd Count of Revillagigedo sent orders

to Commandant of Santa Cruz de Nuca Francisco de Eliza

to prepare another exploring expedition to search for new locations to colonize

and to further explore the region

this time the expedition was to be led by Commandant Eliza

WINTER AT SAN LORENZO (NOOTKA SOUND) IS DIFFICULT

Commandant of Santa Cruz de Nuca Francisco de Eliza and the Spanish faced a harsh winter

in the settlement of Santa Cruz de Nuca

and Fort San Miguel at San Lorenzo (Nootka Sound)

both Lieutenant Salvador Fidalgo’s *San Carlos*

and Alferez Manuel Quimper on the *Princesa Real* had sailed for San Blas

No other vessel could be spared from the colony to sail to San Blas -- winter 1790-1791

information was slow to arrive in Mexico City regarding conditions

in the Spanish northern territory or whether the Indians were attracted to Catholicism

Eliza, crew of the *Concepcion*, the First Free Company of Volunteers of Catalonia soldiers

and the additional volunteers from Catalonia began to suffer great privation

lack of fresh food resulted in outbreaks of scurvy

Commandant Eliza had to send thirty-two soldiers and sailors to Monterey, California

suffering a variety of ailments including colds, rheumatic pains and dysentery

stores of biscuits either rotted from the humidity or were consumed by hordes of rats

during the winter nine men died

In spite of these harsh conditions Eliza collected information during the quiet winter months

(he later was able to present his superiors with a comprehensive view of the country,

its inhabitants and its potential usefulness to Spain:

•he was impressed by the Indians’ canoes and their maritime skills, •he described methods of fishing and whaling and observed their ceremonies,

•like many other Spanish observers he had nothing good to say about the climate

or the potential value of the northwest coast,

he believed San Lorenzo’s only promise lay with the maritime fur trade

but he noted that sea otters were being rapidly depleted

and that the Indians were losing interest in trade goods)

BRITISH ROYAL NAVY CAPTAIN JAMES COLNETT ARRIVES IN NOOTKA SOUND

British Navy Captain James Colnett reached Nootka Sound aboard the Argonaut

to collect the *Princess Royal --* January 4, 1791

John Mears’ ship that had been seized by the Spanish [1789]

However before Colnett arrived the *Princesa Real* (*Princess Royal*) had sailed for San Blas

under the command of Ensign Alferez Manuel Quimper

therefore it could not be returned to Colnett as required by the Nootka Convention

(Colnett spent about three months trading along the Pacific coast

acquiring about 1,100 sea otter pelts

when he finished trading, he sailed to China by way of the Sandwich Islands)

SPAIN DEALS WITH THE RETURN OF THE ASSOCIATED MERCHANTS’ SHIPS

Governments of Spain and Great Britain agreed that the *Princesa Real* (*Princess Royal*)

would be returned to representatives of its in Macau, China

Commander of San Blas Juan Francisco de la Bodega y Quadra issued orders from San Blas

to now-Lieutenant Manuel Quimper to take the *Princesa Real* to the Sandwich Islands

to chart those waters and then sail to the Philippines to turn his vessel over to

Philippines Governor-General Felix Berenguer de Marquina or his representative

who would then have it returned to the British at Macau, China

Quimper sailed *Princesa Real* from San Blas, New Spain (Mexico)[[98]](#footnote-98) -- February 14, 1791

BRITISH TAKE STEPS TO RESOLVE THE NOOTKA SOUND CRISIS

Nootka Sound Crisis made it imperative that someone be sent to the Pacific Northwest

to represent the interests of the British government

in resolving the issues that remained in dispute and to receive the property

once owned by Richard Cadman Etches’ Associated Merchants

although the real estate claimed by British captain John Meares r

emained unresolved

British Royal Navy Captain George Vancouver was selected as that representative

Vancouver had been preparing for an expedition to the South Seas when Captain Meares

made his appeal to the British Parliament demanding return of his ships, land

and buildings he alleged had been seized by Spanish Pilot Esteban Jose Martinez

and damages be paid to Meares for the financial injuries he suffered [1788]

Captain Vancouver was only thirty-four-year-old but he was a seasoned sailor

and an established surveyor and navigator

COMMANDANT FRANCISCO DE ELIZA PREPARES AN EXPLORING EXPEDITION

Commandant of San Blas Juan Francisco de la Bodega y Quadra sent instructions

to Commandant of Santa Cruz de Nuca Francisco de Eliza

proposing further exploration of the Strait of Juan de Fuca to be led by Eliza himself

Eliza was to report fully on its geography, resources and inhabitants

Commandant Francisco de Eliza decided to use a two-ship fleet for his exploration activities

Lieutenant Lopez Goazalo de Haro’s small packet boat *San Carlos*

was Eliza’s ship for this voyage

with Juan Pantoja y Arriaga and Jose Antonio Verdia served as first and second pilots

Schooner Santa Saturnina, a new thirty-nine-foot schooner with seven guns,

served as consort and was be used to explore shallower waters

(this was the third incarnation of the North West America

built at Nootka Sound [1788]

new parts for the ship had been brought from San Blas for the reconstructed

this time she had been named for Eliza’s wife)

Santa Saturnina was commanded by twenty-three-year-old Jose Maria Narvaez

Juan Carrasco served as pilot

VANCOUVER WAS ALSO TO EXPLORE AND CLAIM THE PACIFIC COAST

British Captain George Vancouver was to proceed to the Pacific coast of North America

for the purpose of making an accurate survey between 30º north latitude

and Cook’s River (60º North)

and to determine the number of settlements along the coast

Captain Vancouver was further instructed to bear in mind the need for **“acquiring accurate information with respect to the nature and extent of any water communication which may tend in any considerable degree to facilitate an intercourse for the purpose of commerce between the North West coast and the countries upon the opposite side of the Continent, which are inhabited or occupied by His Majesty’s subjects.”**[[99]](#footnote-99)

he was specifically instructed to search for the Northwest Passage across the continent

and note: **“The discovery of a near communication between any such sea or strait, and any river running into or from the Lake of the Woods would be particularly useful.”**[[100]](#footnote-100)

that such a river existed was reinforced by fanciful maps drawn by Montreal fur traders

whose information was based on the conjecture and guesses of Indians

Peter Pond had sent such a map to the British government [1785]

but he was **“not to pursue any inlet or river further than it shall appear to be navigable by vessels of such burthen as might safely navigate the Pacific Ocean.”**[[101]](#footnote-101)

lastly, he received directions to **“cooperate and treat in a friendly manner anyone they might meet from ‘any other Power or State’, and should he meet any Spanish subjects he was ‘to offer to him that they should make to each other reciprocally a free and unreserved communication of all Plans and Charts of Discoveries made by them in their respective voyages’.”**[[102]](#footnote-102)

COMMANDER GEORGE VANCOUVER WAS WELL-CHOSEN FOR HIS ASSIGNMENT

George Vancouver was born [June 22, 1757] to John Jasper Vancouver and his wife Bridget

he was the youngest of five children in the well-to-do family

from boyhood he had been trained to think clearly and work hard

his mother died when he was eleven

he completed his formal education at age fifteen and joined the British Royal Navy

he was trained in a harsh school dealing with rough men

with uncharacteristic modesty Vancouver attributed his wisdom and good judgment

to his teacher whom Vancouver admired and respected

Vancouver sailed with Captain James Cook’s second expedition aboard HMS *Resolution*

he served as a midshipman [1772-1775]

he also accompanied Cook’s third voyage [1776–1780] this time aboard the *Discovery*

Vancouver was with Cook when he met his death in the Sandwich Islands (Hawaii)

when Vancouver returned to England, he was promoted to naval lieutenant

at age twenty-three

After training with Captain Cook, Vancouver sailed and observed

under the best of England’s commanders

he spent considerable time globe-trotting in the Society Islands, the Marquesas Islands,

New Zealand, New Hybridize and New Caledonia

Vancouver saw plenty of floggings and watched cannibals boil and eat human heads

yet he was not seriously brutalized or coarsened by these sights

VANCOUVER ASSUMED ALL RIGHTS AND PRIVILEDGES OF A BRITISH OFFICER

Vancouver was an English officer with all of the rights and privileges of the position

he considered himself a gentleman -- that is, superior to most other men

harsh and full of self-pride as was the custom of the navy at that time

Vancouver possessed a quick temper but was honest beyond question

he possessed no use for, or sympathy with, other people’s ideas

opposing views from subordinates were rewarded with time in the ship’s brig

Vancouver always maintained strict military control -- some thought him cold-blooded

he was known to use cruel and unusual punishments for the slightest infractions

he always wore the lash (whip) around his wrist as was the custom

ready to apply it to the bare backs of obstinate sailors

solitary confinement in brig in chains with bread and water

were ordinary punishments

he could and once did use the death penalty when he ordered a sailor shot

CAPTAIN GEORGE VANCOUVER PREPARES HIS EXPEDITION

Vancouver’s flag ship was the 337-ton sloop-of-war HMS *Discovery* was built [1789]

its ninety-six feet of plank deck was sheeted with copper

she had a keel of seventy-nine feet with a beam of twenty-seven feet four inches she carried ten four-pounder cannons and ten swivel-guns

she carried a standard crew of one hundred

As Master of the *Discovery* George Vancouver had great confidence

in his own judgment and skill

he was an unrelenting and careful officer

he proved to be a most accurate and painstaking observer

(as he examined more of the North American coast line in an open boat than anyone)

Vancouver’s consort ship, *Chatham*, was a newly constructed armed tender

with crew of forty-five

*Chatham* was placed under the command

of Naval Lieutenant-Commander William Robert Broughton

Vancouver and Broughton had been shipmates on previous voyages

135-tons burden *Chatham* was eighty feet long with a twenty-two-foot beam

she carried four three-pounders and six swivel-guns

her decks also were sheeted with copper

Captain George Vancouver was allowed to choose his own officers and men

he selected the finest one hundred thirty-four sailors the British could offer

like Vancouver all of his men were unmarried

(although one “Widow’s man” was listed)

as was the practice at the time this fictitious sailor was kept on the navy’s books

in order to make payments to the families of dead crew members

to keep widows from being destitute

oldest man on the expedition -- Lieutenant Joseph Whidbey was thirty-nine years old

Whidbey was the best man with instruments on the expedition

a fine mathematician, he had perfected a method of surveying from small boats

his system was to land on conspicuous points and take compass bearings

of other prominent landmarks and, whenever possible,

make observations of the sun at noon to determine his latitude

as the boats cruised between landings the officers sketched and took notes

when they returned to the *Discovery* the data was placed on a smooth map

and added into the charts already drawn

next oldest was thirty-eight-year-old Archibald Menzies the ship’s doctor and surgeon

he was a member of the British Royal Society and was a botanist and naturalist

Menzies had sailed on the *Prince of Wales* with Captain James Colnett [1786]

and had made a large collection of plants during that tour

among his discoveries was a species of bush, arbutus, that grows on the coast

it was named “Arbutus menziesii”

Second Lieutenant Peter Puget was twenty-six or twenty-seven years old

his exact birthday remains unknown

Puget’s father was a wealthy banker who had died when his youngest son was three

Puget became enrolled as a Midshipman in the British Royal Navy at age twelve

he was commissioned an officer at age twenty-three

GEORGE VANCOUVER EXPEDITION SETS SAIL FROM ENGLAND

Captain Vancouver sailed the HMS *Discovery* from Falmouth, England -- April 1, 1791

accompanied by HMS *Chatham* sailed by Lieutenant-Commander William R. Broughton

(Vancouver noted four years later: **“No small portion of mirth passed amongst the seamen, in consequence of our having sailed from old England on the first of April, for the purpose of discovering a north-west passage.”)**[[103]](#footnote-103)

Their route took themby way of the Cape of Good Hope around the southern tip to Africa

to Australia, New Zealand, Tahiti and the Sandwich Islands (Hawaii) to the Pacific coast

(this journey took through the [winter of 1791-1792]) and was, of course,

summer season for the Southern Hemisphere)

LIEUTENANT ALFREZ MAUNEUL QUIMPER CHARTS THE SANDWICH ISLANDS

Spanish Lieutenant Quimper conducted his exploration and charting of the Sandwich Islands

he had a tense encounter with British Royal Navy Captain on leave of absence

James Colnett who demanded an explanation from Quimper

as to why the *Princesa Real* (*Princess Royal*) had not yet been returned

to the British -- April 1, 1791

Lieutenant Quimper explained his orders were to chart the Sandwich Islands (Hawaii)

and then take the *Princesa Real* (*Princess Royal*) to the Philippines

to be turned over to another Spanish officer for transport to Macau, China British Royal Navy Captain Colnett became angry and prepared to seize the ship by force

this quarrel was calmed by John Kendrick, Jr. the son of Captain John Kendrick

who had entered Spanish service and was on board the *Princess Royal*

during the intense discussion Quimper slipped away with the *Princesa Real*

THOMPSON’S HUDSON’S BAY COMPANY APPRENTICESHIP COMES TO AN END

Hudson’s Bay Company clerk David Thompson had spent two winters at Cumberland House

on the Saskatchewan River recovering from his severely broken leg [1789-1791]

during that time, he developed his mathematical, astronomical and surveying skills

guided by Hudson's Bay Company surveyor Philip Turnor

it was at this time that he lost the sight in his right eye as he took sightings of the sun

David Thompson became a Hudson’s Bay Company fur trader

when his apprenticeship ended rather than receiving the fine clothes

that were usually offered by the company to mark the occasion

Thompson requested a set of surveying tools -- the company gave him both

SPANISH LIEUTENANT ALFREZ MANUEL QUIMPER SAILS FOR THE PHILIPPINES

Lieutenant Quimper completed his exploration of the islands of Hawaii, Maui and Oahu

he sailed the *Princesa Real* for the Philippines -- April 19, 1791

(and arrived at Manila, Philippines in [June 4] as ordered he turned over his ship

to Vicente Llanos y Valdes, a relative of the Minister of the Spanish Navy)

Another Spanish captain would take the ship from the Philippines to Macau, China

as had been agreed to by the Spanish and British governments

there the ship would be returned to the Associated Merchants in Macau

ALEXANDER MACKENZIE TRAVELS TO LONDON TO GET AN EDUCATION

Athabasca Department was made ready for his departure to learn the skills of a geographer

Mackenzie went with the Spring Brigade carrying out the year’s harvest of furs

down the interminable rivers, across lakes, over portages to Montreal -- spring 1791

it was his first visit to civilization in six grueling years

yet he was so driven he did not, he could not, relax

In Montreal he took a ship for London

while in London he poured over everything about the Northwest he could find

guesswork maps, the myths of Jonathan Carver,

and the more factual accounts of captains James Cook and John Meares

he bought instruments and taught himself how to make astronomical observations

and how to calculate the results

like a man possessed, he crammed all of the learning he would need

into the year given to him for that purpose

AMERICAN CAPTAIN JOHN KENDRICK SAILS TO JAPAN

*Lady Washington* had been refitted from her single-masted sloop rigging

to a double-masted brigantine configuration in Macau, China

before all of the pelts could be sold, Captain John Kendrick had been arrested

and ordered out of Macau

Captain Kendrick sailed out of Macau taking two hundred prime furs with him -- spring 1791

Kendrick went to Japan in company with the ship *Grace* under Captain William Douglas

the former captain of the *Iphigenia Nubiana*

these were the first two American captains who entered that forbidden country

Japanese were not interested in sea otter pelts

SPAIN’S SCIENTIFIC EXPEDITION REACHES NEW SPAIN (MEXICO)

Captain Alejandro Malaspina on the *Descubierta* and Captain Jose Bustamante y Guerra

sailing the *Atrevida* arrived in Acapulco, New Spain (Mexico)

There they received new orders from Spanish King Carlos IV

they were to investigate a story told by a mysterious Spanish traveler

Juan de Fuca who supposedly discovered a strait at 60º north latitude

that could be the long undiscovered Strait of Anian (Northwest Passage) [1592]

Malaspina and Guerra set sail at once on a course for Yakutat Bay (Alaska) -- May 1, 1791

to investigate alleged discoveries of Captain Maldonado

CAPTAIN JOHN KENDRICK RETURNS TO THE PACIFIC COAST

*Lady Washington* sailed from Japan to the Northwest coast

Kendrick stopped in the Queen Charlotte Islands

Kendrick visited Barrell Sound (now Houston Stewart Channel) once again

this was where he had clashed with Haida natives [1789] over stolen clothing

natives appeared to have forgotten the incident as trade was conducted with success

But Haida Chief Coyah and his people had not forgotten their ill treatment by Kendrick

Indians suddenly rushed the crew and the men on shore and a battle ensued

raiders overran the decks of the ship and captured the arms chest

where weapons were stored

sailors tumbled down the companionways searching for weapons below Indians closed about American Captain John Kendrick

one chief snarled **“Put me in your cannon now”**[[104]](#footnote-104)

and lunged at Kendrick with a dagger

Kendrick jumped backward as the blade ripped through his shirt nicking his belly

Kendrick found an iron bar and when Coyah came into sight he leaped on the Haida chief

one of Coyah’s men held a fierce-looking weapon at Kendrick’s face

ready to kill when the order was given

Sailors returned to the deck with firearms

at the first volley Coyah and his raiders fled the ship

one Haida woman encouraged the attack by urging on the fight

even after her arm had been severed by a cutlass she was the last one to retreat

she jumped into the water and as she swam toward shore a crewman shot her

as canoes and swimmers struggled to reach shore a barrage of grape shot

killed forty or more including Coyah’s wife and two children

Coyah and his two brothers were wounded as was another chief named Schulkinanse

one of Captain Kendrick’s sons also was killed in the melee

FRANCISCO DE ELIZA LEADS A TWO-BOAT EXPEDITION NORTH

Commandant Francisco de Eliza departed from Nootka Sound

on the *San Carlos* -- May 4, 1791

with Juan Pantoja and Jose Antonio Verdia as first and second pilots

*San Carlos* carried a twenty-eight-foot-long longboat with thirteen oars

*Santa Saturnina* (John Meares original *North West America*) accompanied *San Carlos*

this small schooner was under the command Jose Maria Narvaez

with Juan Carrasco as pilot

she was thirty-three feet long with eight oars

she carried about twenty days’ supply of food

Ten of Pedro d’Alberni’s First Free Company of Volunteers of Catalonia

accompanied the expedition

ELIZA’S TWO-BOAT EXPEDITION IS OFF TO A POOR START

Sailing north from Nootka Sound, *San Carlos* and *Santa Saturnina*

encountered strong northerly winds

progress of the *Santa Saturnina* was slowed and Eliza feared it was too late in the season

to reach Bucareli Bay

overly cautious Eliza abandoned plans to explore north of Nootka after only three days

his expedition turned south and headed for Clayoquot Sound

COMMANDANT ELIZA CONDUCTS AN INVESTIGATION OF CLAYOQUOT SOUND

Both *San Carlos* and *Santa Saturnina* entered Captain Meares’ Clayoquot Sound

where they stayed two weeks

Francisco de Eliza investigated the edge of Clayoquot Sound on board the *San Carlos*

Commandant Eliza made friends with Clayoquot Sound’s Chief Wickaninnish

Eliza wrote that he was honored with a dance of over 600 Tal-o-qui-aht young men

he reported there were five large indigenous settlements along Clayoquot Sound

each with over 1,500 inhabitants -- the largest had over 2,500 people

Eliza named this village “Guicananich” after Wickaninnish

Aboard the *Santa Saturnina* Jose Maria Narvaez with Pilot Juan Carrasco

spent a week exploring the inner channels of Clayoquot Sound

and another week collaborating on a chart of the sound

which they named the body of water “Puerto Clayucuat” (Clayoquot Sound)

COMMANDANT FRANCISCO DE ELIZA MOVES FROM CLAYOQUOT SOUND

Eliza sailing south from “Puerto Clayucuat” (Clayoquot Sound) named “*Flores Island”*

off the east coast of (today’s Vancouver Island)

in honor of Manuel Antonio Flores 51st Viceroy of New Spain (Mexico)

Commandant Eliza entered the Strait of Juan de Fuca -- May 14, 1791

he sailed *San Carlos* eastward to Manuel Quimper’s Puerto de Quadra (Port Discovery)

Francisco de Eliza would use this location as his base of operations

Eliza spent nine days investigating Puerto de Quadra

they encountered animals big enough to supply seventy men with meat for three days

Eliza said the creature had a hoof like a bull’s, ears like a mule’s,

horns like a deer, and hide so think the Indians made armor from it

(this creature was an Olympic elk)

ELIZA CONTINUES HIS INVESTIGATION OF THE STRAIT OF JUAN DE FUCA

Eliza sailed *San Carlos* along the Strait of Juan de Fuca reaching (today’s Esquimalt Harbor) which Spain called “Puerto de Cordoba” named after a city in Spain-- May 23, 1791

Commandant Francisco de Eliza conducted a fairly extensive investigation of the area

he described the agricultural potential of the region,

but he, himself, did not examine the nearby sound (today’s Puget Sound)

or circumnavigate (present-day Vancouver Island)

Scurvy was rapidly spreading among the members of his crew

but Eliza was unable to reverse its effects because he lacked the foods necessary

Eliza himself was suffering from the effects of the disease

although he worked on charts of some of the harbors much of the examination

of (today’s Salish Sea) would be given to Jose Maria Narvaez

JOSE MARIA NARVAEZ EXPLORES BARKLEY SOUND

After completing his charts Jose Maria Narvaezsailed the *Santa Saturnina*

from “Puerto Clayucuat” (Clayoquot Sound) to Barkley Sound -- end of May 1791

Narvaez spent several weeks exploring and drafting a chart of the sound’s inner channels

which he called “Puerto de Boca Carrasco” in honor of Pilot Juan Carrasco

according to Commandant Eliza’s summary report of Narvaez’s survey

Narvaez saw five large settlements with “warlike and daring” inhabitants

on two occasions the *Santa Saturnina* was attacked by groups of about 200 men

but cannon fire from the ship dispersed the threat

When the charting of Barkley Sound was completed

Jose Maria Narvaez with Pilot Juan Carrasco entered the Strait of Juan de Fuca

several days behind Commandant Eliza

SPANISH LIEUTENNT QUIMPER SAILS THE *PRINCESS REAL* TO THE PHILIPPINES

Alfrez Manuel Quimper entered Manila Bay, the Philippines -- June 4, 1791

delivering the *Princess Real* (British Associated Merchants’ *Princess Royal*)

to Vicente Llanos y Valdes, a relative of the British Minister of the Navy

AMERICAN CAPTAIN ROBERT GRAY RETURNS TO THE NORTHWEST COAST

Captain Gray after his successful voyage around the world

arrived back in the Northwest from Boston

He sailed the *Columbia Rediviva* into Clayoquot Sound -- June 5, 1791

this trip to the Pacific coast was very difficult

as they incurred violent storms off Cape Horn and scurvy hit the crew

Gray, although he was still a private merchant, was sailing under the papers provided by the United States of America signed by President George Washington

As soon as they arrived at Clayoquot Sound the sick were hustled ashore

they were buried in earth up to their hips

according to sixteen-year-old Fifth Mate John Boit, **“the treatment helped, though perhaps the ‘greens’ the men devoured and the berries they bought from the Indians were even more beneficial.”**[[105]](#footnote-105)

Finding no messages from his trading partner Captain John Kendrick

Gray could not learn what the situation was at Nootka Sound so he stayed away

(Clayoquot Sound located about fifty miles south of Nootka Sound

on the west [“outside”] of [Vancouver Island])

was to become the American trading headquarters

CAPTAIN GRAY GENERATES ILL-WILL WITH THE TAL-O-QUI-AHT PEOPLE

For a time trade at Clayoquot Sound went well with the Tla-o-qui-aht native

then Attoo, the “crown prince” of Hawaii tried to desert to the Indians

Feeling duty-bound to return Attoo to his home, Gray took great pains to get him back

one of the principal Tla-o-qui-aht chiefs was lured aboard the *Columbia Rediviva*,

he was imprisoned and threatened with death unless Attoo was returned

frightened Tla-o-qui-aht people complied

When brought on board the *Columbia,* Attoo was publicly flogged

an unheard-of punishment and repulsive in the minds of the Indians

Captain Gray then announced if any more of his men deserted

they must be returned immediately by the natives

otherwise he would flog in his place the first Indian chief he caught

in response to the flogging, Indians quit trading and turned sullen

COMANDANT ELIZA AND NARVAEZ MEET JOIN FORCES AGAIN

*San Carlos* and *Santa Saturnina* were again reunited -- June 11, 1791

when Jose Maria Narvaez entered Puerto de Cordoba(today’s Esquimalt Harbor)

this safe harbor would temporarily serve as Francisco de Eliza’s headquarters

Expeditions were sent out to investigate the complex inland waters of (today’s Salish Sea)

Commandant Eliza sent Second Pilot Jose Antonio Verdia in a longboat to investigate

northward into Manuel Quimper’s Canal de Lopez de Haro (Haro Strait)

Verdia returned to Puerto de Cordova(today’s Esquimalt Harbor) two days later

and reported armed natives in canoes had attacked them with spears and arrows

COMMANDANT ELISA SENDS A BETTER-ARMED EXPEDITION

After hearing Second Pilot Jose Antonio Verdia’s report Commandant Eliza

sent First Pilot Juan Pantoja y Arriaga on the *San Carlos*

and Jose Maria Narvaez with the *Santa Saturnina*

to explore Alferez Manuel Quimper’s Haro Strait -- June 14, 1791

Pantoja and Narvaez were accompanied by Pilot Juan Carrasco

and Second Pilot Jose Antonio Verdia in a longboat

Pantoja and Francisco de Eliza’s pilots passed through (Plumper Sound)

they entered Manuel Quimper’s Canal de Lopez de Haro (Haro Strait)

and rapidly passed between (Vancouver Island) and “San Juan Island”

ARRIAGA’S INVESTIGATION OF (TODAY’S GULF ISLANDS) CONTINUES

First Pilot Juan Pantoja y Arriaga and Jose Maria Narvaez on the *Santa Saturnina*

accompanied by Juan Carrasco and Jose Antonio Verdia

investigated the Canal de Lopez de Haro in a longboat -- June 15, 1791

several openings leading west and two leading east were discovered

Arriaga decided to investigate the larger of the two eastern openings

(today called Boundary Pass)

they reached (Pender Island in the Gulf Islands which are Canada’s San Juan Islands)

Arriaga’s expedition continued east along the southern shore of (Pender Island)

they named “Saturna Island” and entered “Narvaez Bay”

which was named in honor of Joseph Maria Narvaez

First Pilot Juan Pantoja y Arriaga accompanied by Jose Maria Narvaez

and pilots Juan Carrasco and Jose Antonio Verdia discovered a large body of water

Juan Carrasco and Jose Antonio Verdia entered what they noted

was “a grand and extended” canal in their longboat

this was the open water of the (Strait of Georgia) which they named

“Canal de Nuestra Senora del Rosario” (Canal of Our Lady of the Rosary)

this was the first time Europeans had seen this body of water

they believed they had found the legendary Strait of Anian (Northwest Passage)

and that it probably connected to Hudson Bay or the Mississippi River

(Eliza’s report stated if a Northwest Passage existed at all it must lie beyond this opening

Narvaez’s rough map of the Strait of Georgia showed a large opening to the east)

That night they anchored at “Patos Island” meaning “duck” (later re-named by Galiano)

ARRIAGA’S INVESTIGATION OF (TODAY’S SALISH SEA) CONTINUES

First Pilot Juan Pantoja y Arriaga accompanied by Jose Maria Narvaez,

pilots Juan Carrasco and Jose Antonio Verdia sailed from (Patos Island) -- June 16, 1791

passed named “Sucia” Island and mapped (Matia), (Barnes) and (Clark) islands

however, bad weather made sailing very difficult

whirlpools, riptides and unchartered reefs added to their danger

they sailed east to the vicinity of (Lummi Island)

they reached the northern end of Manuel Quimper’s Boca de Fidalgo (Rosario Strait)

Exhausted and out of food Pilot Juan Pantoja y Arriaga turned *Santa Saturnina*

back the way they had come to join Commandant Francisco de Eliza

and bring word of the newly discovered

“Canal de Nuestra Senora del Rosario” (Strait of Georgia)

rain blotted out the sight of land -- contrary winds impeded the expedition’s progress

they were forced to row the longboat against the wind

part of the way Juan Carrasco and Jose Antonio Verdia had to be towed

by men rowing in a smaller boat

AMERICAN CAPTAIN ROBERT GRAY SPENDS THE SUMMER TRADING

Captain Gray remained in Clayoquot Sound for fifteen days but finding business slow

he sailed the *Columbia Rediviva* north from Clayoquot Sound -- June 20, 1791

Gray arrived in the Queen Charlotte Islands where he successfully traded two years before

Gray traded with the Haida Indians in the Queen Charlotte Islands

and on the mainland -- summer

on this visit to the area the Indians were less friendly and the crew often slept fitfully

Captain Robert *Gray was one of a number of captains who used force to acquire furs*

this trading technique caused bitterness among the peaceful natives

Continuing north Gray plied the waters of Heceta Strait and Dixon’s Entrance

searching for otter pelts

RUSSIA APPOINTS A NEW MANAGER FOR THEIR FUR TRADE ON KODIAK ISLAND

Alexander Andreyevich Baranov ran away from home at the age of fifteen

he became a successful merchant in Irkutsk, Siberia

he was lured to Russian-America (Alaska) by the growing maritime fur trade there

he became a successful trader there and established and managed trading posts

in the Kodiak Island region

Alexander Baranov at age forty-seven was named manager of the Russian trading operation

at Kodiak station-- late spring 1791

he was a huge, bald-headed autocratic throwback to a coarser uncouth feudal age

crude and ill-tempered without refinement of character

he was never completely happy unless he was completely drunk

he was a severe disciplinarian who enslaved and made war on the natives

Baranov achieved successes through violence and deceit

and maintained his position by intrigue, brutality, debauchery and robbery

he also was energetic and resourceful

he often refused to obey orders

he thought were contrary to best interest of the company

Alexander Andreyevich Baranov ruled the Russian fur trading empire for over thirty years

SPANISH SCIENTIFIC EXPEDITION REACHES YAKUTAT BAY

Alejandro Malaspina sailing the *Descubierta* and Jose de Bustamante y Guerra on *Atrevida*

sighted land near (today’s Cape Edgecumbe) -- June 23, 1791

Four days later they anchored at (Port Mulgrave) in Yakutat Bay -- June 27

they investigated the area around 60º north latitude for a month

While the corvettes *Descubierta* and *Atrevida* remained anchored

two longboats were sent to explore channels

searching for the Strait of Anian (Northwest Passage)

they threaded their way among increasingly frequent ice flows

a glacier discovered between Yakutat Bay and Icy Bay

was named in honor of Malaspina

(today’s Hubbard Glacier) from which large pieces were breaking off

Malaspina and Guerra surveyed the coast west of Prince William Sound

theysaw no sign of Lorenzo Ferrer de Maldonado’s supposed [1588] strait

Captain Malaspina named his loation “Behia del Desengano” (Disappointment Bay)

because no passage could be found

Malaspina ceased his searchknowing that British Captain James Cook

had previously investigated the region thoroughly

Captain Alejandro Malaspina and Captain Jose Bustamante y Guerra

undertook a good deal of scientific work including debunking idea of a Strait of Anian

Spanish scholars on the expedition made a study of the natives recording information

on social mores, language, economy, warfare methods and burial practices

expedition artists Tomas de Suria and Jose Cardero, drew portraits of tribal members

botanist Luis Nee collected and described numerous new plants

Both Spanish captains made contact with the Tlingit natives

COMMANDANT FRANCISCO DE ELIZA MOVES HIS BASE OF OPERATIONS

After First Pilot Juan Pantoja y Arriaga returned and reported his findings

Commandant Eliza decided it would be necessary to send a more extensive expedition

to explore Canal de Nuestra Senora del Rosario (Strait of Georgia)

Eliza moved his entire base of operations from Puerto de Cordoba(Esquimalt Harbor)

to Puerto de Quadra (present-day Port Discovery, Washington)

on the south side of the Strait of Juan de Fuca

ELIZA REMAINS AT HIS PUERTO DE QUADRA BASE OF OPERATIONS

Commandant Francisco de Eliza considered taking the *San Carlos* exploring

but his pilots convinced him his larger ship would find the narrow channels hazardous

in addition Eliza fell sick

Eliza remained at Puerto de Quadra (Port Discovery) while an expedition was sent out

to more carefully explore Rosario Strait and the Canal de Nuestra Senora del Rosario

(Strait of Georgia)

ELIZA PREPARES A MUCH LARGER EXPEDITION TO INVESTAGE THE (SALISH SEA)

Commandant Francisco de Eliza instructed Jose Maria Narvaez to take the *Santa Saturnina*

with *Santa Saturnina’s* Pilot Juan Carrasco serving as second in command

Jose Maria Narvaez sailed the *Santa Saturnina* out of Port Discovery north

passing through Boca de Fidalgo (Rosario Strait) -- July 1, 1791

Narvaez surveyed “Islas de Guemes” (Guemes Island), “San Vincent,” (Cypress Island),

and “Pacheco” (Lummi Island) then explored “Seno Padillo” (Padilla Bay),

and “Seno Gaston” Bellingham Bay),

he anchored in “Puerto Socorro” (Chuckanut Bay)

Narvaez turned the *Santa Saturnina* north into Canal de Nuestra Senora del Rosario

(Strait of Georgia)

he anchored in “Puerto del Garzon” (Birch Bay)

and “Punta de San Jose” (Drayton Harbor)

then sailed west across (Boundary Bay) to round (Point Roberts)

which he thought was an island and named the feature “Isla de Zepeda”

Pilot Juan Carrasco thought that an inland sea extended far to the northeast

(he later made an inaccurate map showing this large inlet

called “Boca de Floridablanca” [also Canal de Floridablanca]

which included [Boundary Bay] and extended north to about [Burrard Inlet])

After rounding Isla de Zepeda, Narvaez sailed north for several miles

as the *Santa Saturnina*’s crew investigated the (Strait of Georgia)

they noted copious amounts of fresh water

they correctly deduced that the mouth of a large river lay nearby

however, they were unable to find the mouth of the (Fraser River)

they mistook the land between the mouths of the rivers as low-lying islands

Narvaez anchored off (Point Gray), which he also took to be an island

and named the point “Isla de Langara”

while at anchor the ship was visited by a number of Musqueam Indian men in canoes

who traded food, water and firewood for pieces of copper and iron

Spaniards noted their language was quite different from that of the Nootka Indians

Musqueam Indians indicated the (Strait of Georgia) continued north for a great distance

one of Narvaez’ crewmen bought a young native boy who told the explorers

many Indians came to on horseback, from a “flat country” in the northeast

to trade iron, copper and blue beads for fish

Narvaez did not visit the Musqueam village, but anchored two miles offshore

as they collected water from a large river (probably the north arm of the Fraser River)

Narvaez sailed some distance into (Burrard Inlet -- today the harbor of Vancouver, B.C.)

(Pilot Juan Carrasco’s map showed not only the Musqueam village at (Point Grey)

but another settlement at “Punta de la Bodega” (Point Atkinson)

and yet another at the entrance to “Bocas del Carmelo” (Howe Sound)

(near present-day Horseshoe Bay)

Narvaez sailed *Santa Saturnina* north along (today’s Sunshine Coast of British Columbia)

along the way anchoring off (Mission Point) and again off (Thormanby Island)

they noted various inlets along with the presence of whales, seals and fish as large as tuna

that were encountered in the Canal de Nuestra Senora del Rosario (Strait of Georgia)

sailing as far north as “Isle de Tejada” named for Spanish Admiral Felix de Tejada

(present day Texada Island) they turned to the east coast of (Vancouver Island)

Narvaez turned south reaching (today’s Denman Island) and (Hornby Island)

seeing a large number of whales in the area Narvaez named “Islas de las Ballenas”

(Islands of the Whales -- today’s Ballenas Island)

(Nanamino Harbor) was discovered and named “Bocas de Winthuysen”

continuing south they passed “Valdes Island” and “Porlier Pass”

before sailing by “Galiano Island”

CAPTAIN JOSEPH INGRAHAM COMPETES WITH CAPTAIN ROBERT GRAY

Twenty-eight-year-old American Joseph Ingraham had previously sailed

on the *Columbia Rediviva* as Captain Robert Gray’s first mate

Ingraham, now master of the tiny seventy-ton Brigantine *Hope,*

arrived on the Northwest coast -- July 2, 1791

he spent two months in the Queen Charlotte Islands gathering furs

Captain Ingraham had become a canny trader

finding the Indians well supplied with cloth,

he sewed brass buttons on his trading cloth and sold every stitch

when Gray’s free-handed bargaining of chisels depreciated their value,

Ingraham converted iron into seven-pound collars

and somehow made them fashionable -- these sold at three skins per collar

in forty-nine days, Captain Ingraham collected fourteen hundred sea otter pelts

Cruising about, Captain Robert Gray fell in with his former first mate, Joseph Ingraham

who had been employed by a rival Boston company

JOSE MARIA NARVAEZ’S EXPEDITION RETURNS TO COMMANDANT ELIZA

After three weeks of exploration of (today’s Salish Sea)

Jose Maria Narvaez returned the *Santa Saturnina* to Puerto de Quadra (Port Discovery)

on the south (Washington) side of the Strait of Juan de Fuca -- July 22, 1791

(the exact route taken by Narvaez remains unclear)

At the start of his voyage, Narvaez passed by a bay discovered by Pilot Juan Carrasco [1790]

that he named “Ensenada de Caamano” but had not entered

(this was today’s Admiralty Inlet -- the entrance to Puget Sound)

Narvaez planned to explore this opening during his return trip but he ran out of food

he sailed directly to Commandant Francisco de Eliza’s *San Carlos*

in Puerto de Quadra

ELIZA FAILS TO GIVE SPAIN A DOMINATE CLAIM TO THE PACIFIC NORTHWEST

Jose Maria Narvaez could have set out once again after resupplying with food

to explore (today’s Admiralty Inlet which opens into Puget Sound)

but was not allowed to do so by Commandant Francisco de Eliza

although Jose Maria Narvaez had been unable to explore

all of the Canal de Nuestra Senora del Rosario (Georgia Strait)

Commandant Eliza was impressed by Narvaez’s report

on the size and nature of the Strait

Commandant Eliza knew this exploration was important

but he and many of his sailors were sick with scurvy

Eliza also was anxious to return to Nootka Sound to begin preparations for (winter)

and to send a report back to the viceroy in Mexico City

indicating discovery of Canal de Nuestra Senora del Rosario (Strait of Georgia)

additional excursions into (today’s Salish Sea) were abandoned

to return to Nootka Sound

both Eliza and Narvaez thought Spain should send another expedition

to look at Pilot Juan Carrasco’s Ensenada de Caamano (Admiralty Inlet)

Eliza thus missed the opportunity to discover and explore the interior gulfs, bays

and harbors strengthening Spain’s claim to (today’s Washington State)

Eliza completed a report for the Spanish government based on Narvaez’s reconnaissance

numerous whales had been seen in the (Strait of Georgia)

but only a few in the Strait of Juan de Fuca, thus Eliza correctly speculated

that the (Strait of Georgia) had a second connection to the ocean

Eliza also came to suspect, again correctly, that Nootka Sound was not on the mainland,

but rather was on an island

(Some historians have criticized Eliza for not accomplishing more on this expedition,

but the Indians were occasionally hostile and his crew was weakened with scurvy

more importantly he could not take too many risks as he knew he had to return

to Nootka Sound and prepare the settlement of Santa Cruz de Nuca for the winter)

*SAN CARLOS* AND *SANTA SATURNINA* LEAVE PUERTO DE QUADRA

Commandant Francisco de Eliza was badly stricken by illness

during the return voyage to Nootka Sound he transferred Jose Maria Narvaez

to the *San Carlos* to conduct most of the exploration

command of the *Santa Saturnina* was given to Pilot Juan Carrasco

Eliza’s expedition left Puerto de Quadra (Port Discovery) -- July 26, 1791

SPANISH SCIENTIFIC EXPEDITION SAILS FOR NOOTKA SOUND

After a month of investigating (Alaska’s) Prince William Sound

both Spanish corvettes turned south as Spanish

captains Alejandro Malaspina and Jose Bustamante y Guerra

steered the *Descubierta* and *Atrevida* toward (Vancouver Island) -- July 27, 1791

Bucareli Bay to the south was investigated en route to Nootka Sound

COMMANDANT ELIZA’S EXPEDITION DISCOVERS (TODAY’S PORT ANGELES)

Commandant Francisco de Eliza and his crew were increasingly suffering from scurvy

as no supplies of food to reverse the ravages of the disease could be found

Jose Maria Narvaez sailed *San Carlos* back toward Nootka Sound

accompanied by Pilot Juan Carrasco on the *Santa Saturnina*

While slowly sailing westerly out of the Strait of Juan de Fuca

Eliza’s expedition entered a beautiful deep harbor -- August 2, 1791

Eliza gave the name “Puerto de Nuestra Senora de Los Angeles” (Port Angeles)

AMERICAN CAPTAIN JOHN KENDRICK RETURNS TO NOOTKA SOUND

Captain Kendrick sailed the *Lady Washington* from the Queen Charlotte Islands

traveling south along the outside of (today’s Vancouver Island)

conducting trade as he journeyed toward Nootka Sound -- August 1791

ownership of Britain’s Nootka Sound (Spain’s San Lorenzo) had not been resolved

Defying the Spanish at Fort San Miguel at Friendly Cove at the entrance to Nootka Sound

Kendrick sailed past the Spanish colony of Santa Cruz de Nuca to continue on to

(today’s Marvinas Bay) -- his old anchorage [1789] a few miles above the settlement

CAPTAIN JOHN KENDRICK PURCHASES REAL ESTATE AT NOOTKA SOUND

Besides dealing in furs American Captain John Kendrick also tried his hand at real estate

he purchased from several local Indian chiefs several large tracts of land

amounting to eighteen square miles near Nootka Sound -- **August 5, 1789**

one land deed can still be seen in United States State Department that reads as follows: **“In consideration of six muskets, a boat sail, a quantity of gunpowder and an American flag (they being articles of which we, at present, stand in need of, and are of great value), we do bargain, grant and sell unto John Kendrick of Boston, a certain harbor in said Ahasset, in which the brig *Lady Washington* lay at anchor on the 5th day of August, 1791, latitude 49º50’, with all lands, mines, minerals, rivers, bays, harbors, sounds, creeks, and all islands, with all the produce of land and sea, being a territory the distance of eighteen miles square, to have and to hold, &c, &c.**

**Signed by Maquinna, Wickaninnish, Narry-Youk and Terrasone”**[[106]](#footnote-106)

SPANISH OFFICIAL DEMANDS CAPTAIN KENDRICK MAKE AN APPEARANCE

Spanish Lieutenant Ramon Saavedra was temporarily in charge of Spain’s colony and fort

while Commandant Francisco de Eliza was investigating

the inland waters (of the Salish Sea)

Saavedra sent word to Kendrick that he must properly report to the Spanish authorities

Captain John Kendrick promised to make an official call as requested

but instead Kendrick quietly slipped out of Nootka Sound bound for Clayoquot Sound

Kendrick had excellent reasons for wishing to avoid the Spanish as he owed them money

for furs given to him two years before [1789] to sell for the Spanish in China

this money was to have been deposited with authorities in the Philippines

but Kendrick had used it to re-rig the *Lady Washington* from a sloop to a brig

AMERICAN CAPTAIN JOSEPH INGRAHAM SAILS THE *HOPE* TO CHINA

Captain Ingraham sailed *Hope* away from the Pacific coast bound for China -- August 1791

(Ingraham was unable to sell his furs at a profit in China

Chinese officials having learned of a dispute between the Russians

and traders selling Russian furs in China, had banned the sale of furs

as they insisted that all furs somehow came from Russia)

ELIZA AND HIS EXPEDITION SAIL OUT OF THE STRAIT OF JUAN DE FUCA

Alferez Manuel Quimper’s Bahia de Nunez Gaona (Neah Bay) was reached

by the *San Carlos* and *Santa Saturnina* -- August 11, 1791

members of Eliza’s expedition found Makah Indians had raised their price for furs

above the previous year’s price

*PRINCESA REAL* IS RETURNED TO THE ASSOCIATED MERCHANTS

*Princesa Real* (John Meares’ former *Princess Royal*) was sailed by the Spanish navy

to Macau, China where the ship was presented to representatives

of Associated Merchants owned by Richard Cadman Etches -- August 12, 1791

however, the ship was in such poor condition on arrival

that British agents refused to accept it

eventually it was agreed the British would accept a small payment in cash for the ship

Soon after the port of Macau was hit by a hurricane and the ill-fated ship was badly damaged

*Princesa Real (Princess Royal*) was sold for salvage

SPAIN’S SCIENTIFIC EXPEDITION SAILS INTO NOOTKA SOUND

While Commandant of Santa Cruz de Nuca Francisco de Eliza was absent

from Puerto de la Santa Cruz de Nuca (Friendly Cove) on Nootka Sound,

Spain’s most impressive scientific expedition arrived -- August 12, 1791

Alejandro Malaspina and Jose de Bustamante y Guerra spent a month at Nootka Sound

*Descubierta* and *Atrevida* took on water and wood

while the expedition’s scientists repaired their tools and equipment

Santa Cruz de Nuca and Fort San Miguel were provided with useful goods

including medicines, food, various tools and utensils

and a Reaumur scale thermometer

(the freezing and boiling points of water are set to zero and eighty degrees)

Spanish government was eager for the Nootka natives to formally agree

the land on which the Spanish outpost and colony stood was acquired freely and legally

such an agreement would strengthen Spain’s claim to Nootka Sound

and would be invaluable in the upcoming negotiations

with the British representative

gaining the trust of Nootka chief Maquinna would be particularly significant

as he was one of the most powerful chiefs of the region

in spite of Commandant Francisco de Eliza’s previous efforts

Nootka Indians had remained highly suspicious and hostile toward the Spanish

after the [1788] killing of Maquinna’s son Callicum

Captain Malaspina and his officers dedicated themselves to relieving racial tensions

generous gifts to Maquinna from the well-supplied Spanish ships

strengthened the friendship between the Spanish and the Nootkas

after weeks of negotiations Maquinna asserted that only the Spanish

had rightful title to land ownership at Nootka Sound

During negotiations the Spanish scientists of the expedition carried on detailed investigations

they spent several weeks in making scientific observations of the Nootka people

life of the Indians at Nootka Sound was described by Jose Mariano Mozion: **“The vices of these savages are very few when compared to ours. One does not see here greed for another man's wealth, because articles of prime necessity are very few and all are common. Hunger obliges no one to rob on the highways, or to resort to piracy.... Everyone can partake indiscriminately of the fish or seafood he needs, and with the greatest liberty, in the house of the tais (chief.)”**[[107]](#footnote-107)

Astronomical observations were made to fix the location of Nootka Sound

and to more accurately calibrate the expedition’s chronometers

For several weeks Nootka Sound was surveyed and mapped

with an accuracy far greater than previously

two longboats were sent to explore the interior channels

(this resulted in one of nine charts which would be given to Captain Vancouver

and carried to England by Captain William Broughton)

Spanish Lieutenant Josef de Espinosa led an investigation of the unexplored channels “Espinosa Arm” was named for this officer

“Bajo Arriza” (today’s Bajo Reef) was a hazardous sunken reef explored by Malaspina

as was “Bajo Senalar” (Bajo Point) [August and September 1791]

Spanish maps were linked to the investigations of British Captain James Cook [1776-1779]

allowing Spanish and British charts to be calibrated

botanical studies were carried out including an attempt to make a type of beer

out of conifer needles that, it was hoped, would be able to combat scurvy

FRANCISCO DE ELIZA AND JUAN CARRAASO SEPARATE

Three days after leaving Bahia de Nunez Gaona (Neah Bay)

Spanish ships *San Carlos* and *Santa Saturnina* separated -- evening August 14, 1791

Pilot Juan Carrasco was unable or unwilling to sail against the wind to Nootka Sound instead he sailed the *Santa Saturnina* south to Monterey, California

*San Carlos* continued on toward Nootka Sound

CAPTAIN ROBERT GRAY TRADES IN THE QUEEN CHARLOTTE ISLANDS

*Columbia Rediviva* continued to cruise north

along the east side of the Queen Charlotte Islands

where he visited a number of harbors and channels

Captain Gray entered a cove to fish near (Point Higgins) on (Revillagigedo Island)

while there three men, Joshua Caswell, Joseph Barnes and John Folger,

took a jolly boat ashore to investigate

they were massacred by Indians -- August 22, 1791

only the body of Caswell was recovered

Robert Gray named the place “Massacre Cove” and the headland “Murderers’ Cape”

AMERICAN CAPTAINS MEET

Sailing from Massacre Cove Captain Gray reached Clayoquot Sound -- August 29, 1791

there he found a strange brig rode in the bay and a strange log house stood on the shore

it was, in fact, the *Lady Washington* transformed from a sloop into a brig

on board, watching the approach of the *Columbia*

was his partner Captain John Kendrick

Captain Kendrick came aboard the *Columbia Rediviva*

this meeting with Captain Gray proved to be a relatively unpleasant reunion

as the altered status of the two trading partners needed to be addressed

Robert Gray was now a full partner in the sponsoring company

but John Kendrick was not

*SAN CARLOS* ARRIVES AT NOOTKA SOUND

Narvaez sailed into Nootka Sound delivering the ill Commandant Francisco de Eliza

back to the little settlement of Santa Cruz de Nuca and Fort San Miguel

(at Friendly Cove) -- August 29, 1791

As commander of the expedition Commandant of Santa Cruz de Nuca Francisco de Eliza

eventually received most of the credit for the discoveries made and places named

during his 1791 investigations

however, Jose Maria Narvaez commanded the Santa Saturnina

and led the actual voyages of discovery

his pilots, First Pilot Juan Pantoja y Arriaga and Second Pilot Jose Antonio Verdia

on *San Carlos,* and Juan Carrasco on *Santa Saturnina*

carried out a great deal of work

WORK OF COMMANDANT FRANCISCO ELIZA’S EXPEDITION IS INCOMPLETE

Commandant Francisco de Eliza’s expedition provided a great deal of information

regarding (today’s Salish Sea) -- but some of the geography was inaccurate

Jose Maria Narvaez produced a large chart of the discoveries of his expedition

base in part on Pilot Juan Carrasco’s inaccurate map of the (Strait of Georgia)

showing a particularly large opening to the east (of today’s Vancouver, B.C.)

Eliza’s report stated that if the Strait of Anian (Northwest Passage) existed at all,

it must lie beyond this opening

the Spanish named the (nonexistent) inlet “Canal Floridablanca”

Eliza declared an investigation of this region must be a priority

Even the remotest possibility of finding the Strait of Anian

somewhere among the inlets of the (Strait of Georgia) rekindled the hope

(eventually a further investigation was undertaken

by Dionisio Alcala Galiano and Cayetano Valdes y Flores Bazan [1792]

who discovered this was, in fact, the mouth of the Fraser River

The *Santa Saturnina* had been too far offshore to see the low lying land)

*SANTA SATURNINA* REACHES MONTEREY, CALIFORNIA

After separating from Commandant Francisco de Eliza’s *San Carlos*

Pilot Juan Carrasco reached Monterey Bay, California -- September 15, 1791

where he gathered supplies for the return to San Blas, New Spain (Mexico)

MALASPINA AND GUERRA SEE THE STRAIT OF JUAN DE FUCA

Captains Malaspina on the *Descubierta* and Jose de Bustamante y Guerra on the *Atrevida*

sailed out of Nootka Sound after staying almost a month

at the Spanish colony on Friendly Cove -- mid-September 1791

Malaspina and Guerra anchored overnight near the entrance to the Strait of Juan de Fuca

this would be both officers only look at the most famous passage at that time

Malaspina regretted having to leave without investigating the waterway

but he had run out of time

and was obliged to rush to continue his world-wide investigation

Malaspina did leave a few members of his expedition and some instruments

to assist any future expedition in completing an examination of the inland waters

GRAY ESTABLISHES HIS WINTER HEADQUARTERS AT CLAYOQUOT SOUND

Captain Gray’s men began building a tiny American defense works

to serve as their winter quarters in Clayoquot Sound -- September 21, 1791

it was located in a cove on the eastern side of “Meares Island”

where the geography could provide a natural defense against attacks

Gray named the cove “Adventure Cove”

he set his men to work chopping out a clearing on its shores

TWO LEADING SPANISH CAPTAINS MEET IN MONTEREY, CALIFORNIA

Leading officers of two Spanish exploring expeditions met in Monterey, California

Spanish hero Captain Alejandro Malaspina and Jose de Bustamante y Guerra

sailing from Friendly Cove in Nootka Sound on their scientific investigation

arrived in Monterey Bay on the *Descubierta* and *Atrevida* -- September 23, 1791

they had just completed a fruitless search for the Northwest Passage [in Alaska[)

In Monterey, California they met Pilot Juan Carrasco with the *Santa Saturnina*

on his way to San Blas, New Spain

to report the findings of Commandant Francisco de Eliza’s expedition

Juan Carrasco informed Malaspina, a powerful figure of the Spanish navy,

of Jose Maria Narvaez’a the recent discovery

of the Canal de Nuestra Senora del Rosario (Strait of Georgia)

Malaspina was thus the first officer beyond Commandant Eliza’s crew

to learn of the discovery

Malaspina immediately recognized the strategic importance of further exploration

Spain’s hope of discovering the Strait of Anian (Northwest Passage)

were still politically important

Canal de Nuestra Senora del Rosario’s many promising channels leading east and north

represented one of the last realistic possibilities

*LADY WASHINGTON* IS LOADED WITH PELTS

“Bostons” as American traders were referred to by the Indians

loaded more than 1,000 sea otter skins on the *Lady Washington*

and she was made ready to sail

Captain John Kendrick departed for Canton, China -- September 25, 1791

leaving Fort Washington abandoned to the Indians

and Captain Robert Gray comfortably in Adventure Cove

CAPTAIN GRAY PREPARES TO SPEND THE (WINTER) AT ADVENTURE COVE

Gray built a log fort eighteen feet wide by thirty-six feet long for protection

“Fort Defiance,” as Gray pointedly named his construction effort, was a two-story house

which included bunks, a table, a chimney at one end and workroom at the other end

Gray had brought 5,470 bricks from Boston

its main building had two mounted cannons

one inside aimed through a porthole and the other was mounted outside the house

musket loop holes for defending against any native attacks were placed into the walls

other buildings that were constructed included a blacksmith shop,

two sawpits for cutting logs, cabins and a boat builder’s shed

TRADING WAS SLOW SO TWO SHIPBUILDING PROJECTS WERE UNDERTAKEN

Two ship construction projects were undertaken in Clayoquot Sound

by American Captain Robert Gray during his stay there:

•work began on overhauling and re-rigging the *Columbia Rediviva;*

•like British captain John Meares before [1788] Captain Gray set up shipway

construction began on a forty-five-ton sloop whose frame he carried from Boston

keel was laid for the sloop -- October 3, 1791

*Adventure* was named in honor of Adventure Cove where she was build

Captain Robert Gray overreacted to his situation as he mercilessly he drove the crewmen

to construct Fort Defiance, repair the *Columbia,* and build the new sloop

so he could leave Clayoquot Sound as quickly as possible

AMERICANS AT FORT DEFIANCE WERE CONCERNED ABOUT THE INDIANS

Once Fort Defiance was complete, four cannons, forty muskets and various other weapons

were transferred from the *Columbia* *Rediviva*

Second Mate Robert Haswell was placed in charge of ten men who occupied the fort

About 2,000 native fighting Tla-o-qui-aht men with over 200 guns and plenty of ammunition

lived in the area but the natives appeared to be very friendly

chiefs from the Clayoquot Sound area frequently visited the *Columbia Rediviva*

American relations with the natives had not always been on the most cordial terms

several minor incidents of theft by the natives were recorded

Captain Robert Gray visited the village near Adventure Cove several times

he treated the sick villagers there

but an anxious moment was reported by Second Mate Robert Haswell -- October 7, 1791

**“…in the evening about 11 o’clock, it being foggy as ever, I was suddenly awakened by the report of a musket, and the cry that the cove was full of Indian canoes. With the alarming news I sprang out of bed (for I dwelt on shore), armed myself and my small party, consisting of 7 persons, and marched down the beach, resolving to oppose their landing, and if we were disappointed in this, we could easily retreat to our post. But, wonderful to tell, these mighty war-equipped savages turned out to be none other than some rocks, which the tide ebbing low had left dry. These seen through the fog might easily, by the apprehension of the watch, be conjectured to be canoes.”**[[108]](#footnote-108)

SPAIN’S SCIENTIFIC EXPEDITION SAILS FROM MONTEREY BAY, CALIFORNIA

Spanish captains Alejandro Malaspina and Jose de Bustamante y Guerra

sailed the *Descubierta* and *Atrevida* out of Monterey Bay

bound for San Blas, New Spain -- October 25, 1791

to arrange for a further investigation of Jose Maria Narvaez’s

Canal de Nuestra Senora del Rosario (Strait of Georgia)

PILOT CARRASCO BRINGS THE *SANTA SATURNINA* BACK TO SAN BLAS, NEW SPAIN

After his encounter with Malaspina in Monterey, Carrasco sailed the *Santa Saturnina*

to San Blas where he arrived -- November 9, 1791

(Juan Carrasco continued to serve the Spanish Navy until at least [1803]

as one of the pilots of the San Blas naval department)

SPANISH CAPTAINS REACH SAN BLAS NAVAL BASE IN (NEW SPAIN)

Alejandro Malaspina and Jose de Bustamante y Guerra sailed the *Descubierta* and *Atrevida*

into the port of San Blas -- November 23, 1791

thus completing the northern portion of their scientific expedition

While in San Blas Malaspina learned of two 45-ton goletas (schooners) being constructed

by order of Viceroy of New Spain Juan Vicente de Guemes, 2nd Count of Revillagigedo

for an investigation of the Strait of Juan de Fuca

Malaspina arranged for two of his officers, Dionisio Alcala Galiano and Cayetano Valdes,

to take command of the ships for the purpose of fully exploring the (Strait of Georgia)

*COLUMBIA REDIVIVA* SAILORS ENJOY FESTIVITIES AT ADVENTURE COVE

Native chiefs from the area frequently visited the *Columbia Rediviva*

several incidents of theft by the natives were recorded but the Indians remained amiable

Captain Robert Gray’s crewmen amazed the Indians by bedecking the fort, shops and ship

with evergreen boughs on Christmas Day

twenty geese were roasted on spits before a huge fire,

local native dignitaries and their ladies were invited aboard the *Columbia* for the feast

Chief Wickaninnish of the Tla-o-qui-aht people repaid the compliment

by inviting some of the whites to a name-giving dance

during which the chief gave his name to his son and assumed a new one

In spite of the festivities, the natives had not forgotten the public flogging

of Kanaka (Hawaiian) Attoo

and Gray’s threat of flogging a chief if any crewmen deserted [June 1791

INDIANS PLOT TO OVERWHELM THE AMERICANS

Tla-o-qui-aht Indians hoped to wipe out Captain Gray’s Fort Defiance,

capture the *Columbia Rediviva* and destroy the entire expedition

with a minimum of loss to themselves

One day Indians were noticed talking too long and too earnestly to Kanaka crewman Attoo

plot to capture the ship was discovered when Attoo confessed to Captain Gray

Indians had promised to make him a big chief

if he smuggled them musket balls and ammunition

and, when a signal was given, wet down the whites’ gunpowder

*Columbia Rediviva* would then be attacked

Indians planned to come through the woods and board the ship from a high bank

an easy task as the ship had recently been moored alongside a cliff

and her guns unshipped preparatory to her being hauled ashore and refitted

Forewarned Captain Gray realized all of the heavy artillery was on shore

Second Mate Robert Haswell ordered the swivel guns loaded at once

and put Fort Defiance in a good state of defense

Captain Gray had no difficulty frustrating the attack

he set sail soon after the discovery was made

*Columbia Rediviva* moved away from the bank

In the still of the night a war whoop was heard in the forest

hundreds of natives had assembled, but seeing the ship moved from shore

they knew they could not triumph and faded into the wilderness

CAPTAIN ROBERT GRAY SEEKS REVENGE

American Captain Robert Gray, who had a violent temper, sailed down Clayoquot Sound

to the Indian village of “Opitsitah” (today’s Opitsaht)

Gray he sent Fifth Mate John Boit with three boats to destroy the village

as punishment for the Indian attempt to capture his ship

Boit, the keeper of the ship’s log, reported: **“It was a command I was no ways tenacious of, and am grieved to think Capt. Gray shou’d let his passions go so far. This village was about half a mile in diameter, and contained upwards of 200 Houses, generally well built for Indians; every door that you enter’d was in resemblance to an human and Beasts head, the passage being through the mouth, besides which there was much more rude carved work about the dwellings some of which was by no means inelegant. This fine village, the work of Ages, was in a short time totally destroy’d.”**[[109]](#footnote-109)

AMERICAN CAPTAIN JOHN KENDRICK ARRIVES IN MACAU, CHINA

Completing his trading efforts for the year

Captain Kendrick sailed from Clayoquot’s Fort Washington

*Lady Washington* arrived in Macau, China -- December 1791

there he found Chinese merchants were unwilling to purchase his furs

because of the difficulties Russian traders had suffered

SPANISH GARRISONED AT FRIENDLY COVE REMAINS UNEASY

Fortunately, the winter at Nootka Sound was not as harsh as that of the previous year

several more ships and people had arrived at Fort San Miguel

and the colony of Santa Cruz de Nuca (Friendly Cove)

food supplies sent from San Blas were of better quality

improved storage facilities provided better protection from humidity and rats

Indians were now frequent visitors

Even so, Spanish inhabitants under the leadership of Commandant Francisco de Eliza

spent an uneasy winter in Nootka Sound in their colony and fort -- 1791-1792

Eliza knew the British government was sending an envoy to the Pacific Northwest

to receive formal restitution of English possessions

seized by Martinez Jose Esteban [1789]

officials in Mexico City had no idea when the British expedition would arrive

or what the British agenda would be

IN SPITE OF THE NOOTKA SOUND CRISIS NOOTKA REMAINED A BUSY PLACE

Preparations for face-to-face talks between a British and Spanish negotiator were underway

to resolve the details of the Nootka Crisis

left unaddressed by the Nootka Sound Convention

it was uncertain if these negotiations between Great Britain and Spain would result

in Spain’s colony of Santa Cruz de Nuca and Fort San Miguel at Friendly Cove

on Nootka Sound would be ceded to the British or not

Spanish colony of Santa Cruz de Nuca and Fort San Miguel

on Nootka Sound’s Friendly Cove grew to fifty buildings with a barracks,

blacksmith shop and shelters for sheep and cattle

estimated population of two hundred Spanish troops and Peruvian Indians, all males,

were attended by six Catholic missionary priests

Two-story Spanish headquarters and visitor’s quarters at Friendly Cove was visited by

at least three hundred ships and traders from several nations between [1789] and [1810]

eleven British ships stopped as did eight American ships, five Spanish ships,

two Portuguese ships and one French ship in1792 alone

Although still in dispute, Nootka Sound was visited by traders of several nations

eleven English ships, eight American ships, five Spanish ships, two Portuguese ships

and one French ship all stopped by during 1792

both Great Britain and Spain redoubled their effort to push their claims of discovery

CAPTAIN MALISPINA TAKES OVER THE SPANISH VICEROY’S EXPEDITION

Spanish captain and popular hero Alejandro Malaspina completed the Pacific portion

of his around the world scientific expedition

Malaspina indicated in his lengthy report

that a thorough survey of the Northwest coast was long overdue

Spanish Viceroy Revillagigedo selected Francisco Antonio Mourelle was to lead the voyage

but illness prevented him from carrying out the task

Two 45-ton goletas (schooners) were being constructed in San Blas

by Viceroy Juan Vicente de Guemes, 2nd Count of Revillagigedo

Alejandro Malaspina, acting on the authority of the Spanish Crown,

took control of these ships thus removing the viceroy

from any authority over the expedition

Malaspina ordered two of his officers, Dionisio Alcala Galiano and Cayetano Valdes,

to follow-up on Jose Maria Narvaez’s discovery of Canal de Nuestra Senora del Rosario

(Strait of Georgia)

Lieutenant Dionisio AlcalaGaliano took command of the *Sutil* and the expedition

Lieutenant Cayetano Valdes y Flores Bazan y Peon sailed the *Mexicana*

(he was generally referred to as Cayetano Valdes)

Captain Malaspina and Jose de Bustamante y Guerra sailed *Descubierta* and *Atrevida*

to Acapulco accompanied by *Sutil* and *Mexicana* commanded by Galiano and Valdes

with a combined total of thirty-nine men

SPAIN’S SCIENTIFIC EXPEDITION ARRIVES IN ACAPULCO, NEW SPAIN

Captain Malaspina and Jose de Bustamante y Guerra arrived in Acapulco from San Blas

to arrange for further exploration of the recently investigated

Canal de Nuestra Senora del Rosario (Strait of Georgia)

reported to him by Juan Carrasco

Lieutenant Dionisio AlcalaGaliano’s *Sutil* and Lieutenant Cayetano Galiano’s *Mexicana*

were fitted out under the direction of Captain Malaspina

SPANISH EXPEDITION IS SENT TO INVESTIGATE THE (STRAIT OF GEORGIA)

Two 45-ton goletas **(**schooners) set sail from Acapulco, New Spain -- March 8, 1792

as instructed by Captain Alejandro Malaspina

*Sutil* under Lieutenant Dionisio AlcalaGaliano, commander of the expedition

*Mexicana* under Lieutenant Cayetano Valdes

This would be a four-month effort to further investigate Jose Maria Narvaez’s [1791]

discovery of the Canal de Nuestra Senora del Rosario(Strait of Georgia)

as part of Commandant Francisco de Eliza’s expedition

SPANISH SCIENTIFIC EXPEDITION CONTINUES ITS VOYAGE AROUND THE WORLD

After placing two of his officers in command of the expedition to the (Strait of Georgia)

Captain Alejandro Malaspina’s *Descubierta* and Jose de Bustamante y Guerra’s *Atrevida*

sailed out of Acapulco to the Philippines

to continue their scientific expedition around the world for Spain

VICEROY DE GUEMES ORDERS A SECOND COLONY IN THE PACIFIC NORTHWEST

Although the scientific investigation conducted by Captain Alejandro Malaspina

and Jose de Bustamante y Guerra was directed by the Spanish government in Madrid,

Viceroy of New Spain Juan Vicente de Guemes, 2nd Count of Revillagigedo

learned of the explorations of Malaspina in the Strait of Juan de Fuca

Viceroy Count Revillagigedo gave orders to Major Lieutenant Salvador Fidalgo

to sail the covertte *Princesa* to Bahia de Nunez Gaona (Neah Bay)

on the south shore of the Strait of Juan de Fuca and occupy it

in case Santa Cruz de Nuca and Fort San Miguel

were lost to the British thorough negotiations

DAVID THOMPSON BECOMES AN ACCOMPLISHED SURVEYOR

Hudson’s Bay Company gave David Thompson the assignment of mapping a route

from Cumberland House on the Saskatchewan River to Lake Athabasca

along today’s Alberta-Saskatchewan border -- 1792

BRITISH CAPTAIN VANCOUVER ARRIVED OFF THE SANDWICH ISLANDS COAST

HMS *Discovery* under the command of now British Captain George Vancouver

reached the coast of the Sandwich Islands (Hawaii) accompanied by HMS *Chatham*

under British Lieutenant-Commander William R. Broughton -- March 15, 1792[[110]](#footnote-110)

*Discovery* and *Chatham* had sailed from Falmouth, England [1791]

with two ships and 150 men

This expedition was well-outfitted and equipped with the finest scientific instruments

Vancouver’s expedition had sailed from Australia and New Zealand

around the Cape of Good Hope, explored the South Pacific and wintered

in the Sandwich Islands (Hawaii)

Vancouver’s survey of the inland waters of (today’s Washington and British Columbia

now known as the Salish Sea lasted for three years: 1792, [1793] and [1794]

JACINTO CAAMANO IS ASSIGNED TO FIND THE FABLED STRAIT OF ANIAN

Viceroy of New Spain Juan Vicente de Guemes, 2nd Count of Revillagigedo

ordered a final effort to find the fabled Northwest Passage

Lieutenant-Commander Jacinto Caamano,, brother-in-law of Lieutenant Francisco de Eliza,

sailed the *Aranzazu* from San Blas, New Spain -- March 20, 1792

AMERICAN CAPTAIN ROBERT GRAY LAUNCHES THE TINY SLOOP *ADVENTURE*

Gray and the crew of the *Columbia Rediviva* had spent the winter at Gray’s Fort Defiance

on Adventure Cove in Clayoquot Sound -- [1791]-1792

Gray was completely unaware of the Nootka Sound Crisis or the anticipated negotiations

Captain Gray launched a small sloop of forty-four tons burden -- March 22, 1792

she was christened the *Adventure* to honor Adventure Cove where she was constructed

Gray’s first mate, Robert Haswell, was placed in charge of the sloop

SPANISH NAME THEIR NEGOTIATOR TO RESOLVE THE NOOTKA CRISIS

Overcome by events initiated by the government of Great Britain, instructions were sent

to Commandant of San Blas Juan Francisco de la Bodega y Quadra

from the Court of Spain

he was to proceed to Mexico City for consultations and new orders -- March 1792

Commandant Quadra was given new orders by the government in Madrid

he was to replace Francisco de Eliza as commandant of Santa Cruz de Nuca

in addition, Quadra would serve as Spain’s negotiator in the effort to resolve

land ownership dispute and other issues not addressed

by the [1790] Nootka Sound Convention

Commandant Quadra was to sail north and to wait at Friendly Cove in Nootka Sound

for the arrival of the British negotiator

Spain and Commandant Quadra would be bargaining from a position of weakness

AMERICAN CAPTAIN JOHN KENDRICK REMAINS IN MACAU, CHINA

Captain Kendrick eventually found a Chinese merchant to purchase his furs -- March 1792

however, problems with weather kept the *Lady Washington* in the port city

After leaving Macau Kendrick went to the Sandwich Islands (Hawaii) -- spring 1792

(he sailed back and forth to Clayoquot Sound several times until [October 1794]

during one of his excursions he had a brief reunion with his son John Kendrick, Jr.

who commanded the Spanish ship *Aranzazu* at the time)

AMERICAN CAPTAIN ROBERT GRAY SETS OUT ON A TRADING EXPEDITION

Captain Gray placed the newly-constructed sloop *Adventure* under the command

of Robert Haswell formerly Gray’s second mate on *Columbia Rediviva*

Robert Haswell left Adventure Cove on Clayoquot Sound taking the tiny *Adventure* north

on a four-month cruise to the Queen Charlotte Islands in search of otter -- April 2, 1792

RobertHaswell described the sea otter: **“…this animal when young is of a dirty white with long course hair which being hauled out leaves a short chestnut coloured fur its colours change through its natural graduation of life as it grows older the fur grows thicker blacker and longer with less hair till it arrives at its maturity having the belly and head at this time of a yellowish white after this as it still continues to grow older the longer hairs or fur are tipt** (sic) **with white until it becomes of a beautiful silver grey… this animal in shape much resembles the seal it has a very good set of teeth which are remarkably white and much valued by the natives the largest skin of this animal that I saw measured six feet two inches from the end of the nose to the tip of the tail….”**[[111]](#footnote-111)

Captain Gray set out from Fort Defiance sailing

south in search of trade opportunities -- April 2, 1792

he made a brief visit to the Strait of Juan de Fuca before continuing south

COMMANDANT QUADRA SAILS FROM SAN BLAS TO NOOTKA SOUND

Commandant and Spanish negotiator Juan Francisco de la Bodega y Quadra

thought arriving in Nootka Sound aboard a frigate was not adequate for his assignment

he added another frigate, a schooner and two goletas (small schooners) as escort ships

Quadra wanted a fleet as a show of strength and he arranged for it to his satisfaction

Commandant Quadra departed San Blas on *Activa* accompanied by his fleet -- April 11, 1792

AMERICAN CAPTAIN ROBERT GRAY PASSES BY THE GREAT RIVER OF THE WEST

Sailing south Gray passed the discolored water of what he called “Deception Bay” [1788]

where he noticed that evidence of a large river was present

this was Spanish Captain Heceta’s elusive Bahia de la Asuncion de Nuestra Senora

(Bay of the Assumption of Our Lady and Rio San Roc [River San Rogue] [1775])

unknown to all captains the treacherous and shifting sand bar

at the mouth of the Columbia River presented a challenge to any ship

that attempted to enter the river

rather than exploring Gray, was anxious to trade which was, after all, his purpose

Captain Gray continued south almost to California Captain

before he turned the *Columbia Rediviva* to the north

looking for rivers and bays to enter for trade

SETTLEMENT AT SAN LORENZO (NOOTKA SOUND) RECEIVES A SPANISH VISITOR

Spanish Frigate *Aranzazu* under Lieutenant-Commander Jacinto Caamano arrived

at Santa Cruz de Nuca and Fort San Miguel at Friendly Cove on Nootka Sound

bringing necessary supplies including livestock for the settlement -- mid-April 1792

additional materials had been taken from English Captain James Colnett’s

confiscated vessel *Argonaut* including sections of a schooner ready for assembling

that was carried in the *Argonaut’s* hold

Here Jacinto Caamano was to begin his effort to explore the North Pacific waters

for the fabled Strait of Anian (Northwest Passage)

BRITISH CAPTAIN VANCOUVER’S EXPEDITION REACHES THE PACIFIC COAST

HMS *Discovery* and *Chatham* under Lieutenant-Commander William Robert Broughton

arrived off the coast of California -- April 15, 1792 (April 16 in Vancouver’s journal)

Captain Vancouver’s two-ship expedition sailed north from Cape Mendocino, California

en route they checked latitudes and noted previously unrecorded details of the coastline

but Vancouver believed Captain James Cook already had made a thorough study

of the Pacific coast

(Vancouver had accompanied Cook on the [1778-1781] expedition)

thus Vancouver and Broughton did little exploring north to the Strait of Juan de Fuca

where their investigation was to begin

PRESIDENT GEORGE WASHINGTON SETS UNITED STATES FOREIGN POLICY

President Washington and Secretary of State Jefferson believed Great Britain

would march south from Canada and attack New Spain (Mexico)

through Western territory claimed by the United States

and capture all of Spain’s western territory

However, President George Washington was leery of any foreign entanglement

he believed the young United States of America was too weak and unstable

to fight another war -- especially with a major European power

he insisted the president alone, without the guidance of congress, could set foreign policy

President Washington responded to the rising threats from Europe by insisting the U.S.

would observe a strict neutrality [in the affairs of Europe] so long as

circumstances and events permitted the United States to do so

Washington announced his “Declaration of Neutrality” -- April22. 1793

Neither Jefferson nor Hamilton and their followers agreed with Washington’s policy

Jefferson’s anti-British Democrat-Republican expansionists were not happy

with lack of support for American settlers facing the dangers of living on the frontier

and the opportunity to remove Britain from America’s northern regions

Hamilton’s pro-British Federalists were not happy with neutrality toward Spain

especially when Florida remained Spanish territory on America’s southern boundary

CAPTAIN VANCOUVER LEADS GREAT BRITAIN’S SCIENTIFIC EXPEDITION

George Vancouver was elevated to British Royal Navy Captain -- 1792

with all of the rights and privileges of the position

he was harsh and full of self-pride as was the custom of the Royal Navy at that time

he considered himself a gentleman -- that is, superior to most other men

he possessed a quick temper but his honesty was beyond question

Vancouver possessed no use for, or sympathy with, other people’s ideas

views from crewmen opposed to his own were rewarded with time in the ship’s brig

he was equally intolerant of the frequently bizarre theories of European geographers

Vancouver always maintained strict military control

he was a rigid disciplinarian and a demanding officer -- some thought him cold-blooded

he imposed cruel and unusual punishments for the slightest infractions

as was the custom of British captains he always wore the lash (whip) around his wrist

he was always ready to apply it to the bare backs of obstinate sailors

solitary confinement in the brig in chains with bread and water

was an ordinary punishment

he could, and once did, use the death penalty -- he ordered a sailor be shot with a pistol

Vancouver neither sought nor received the affection of his men -- but he was respected

DR. ARCHIBALD MENZIES ACCOMPANIES VANCOUVER ON THE *DISCOVERY*

Dr. Menzies, the ship’s surgeon and naturalist, had been to the Pacific Northwest before

he had sailed with British Royal Navy Captain James Colnett

on the *Prince of Wales* [1788]

Menzies’ friend and patron, Sir Joseph Banks of the London Royal Society, arranged for him

to make this voyage to collect among other objects seeds and plants and dried specimens

for London’s Kew Garden -- the royal botanical establishment in England

Captain Vancouver was not in favor of this effort as he thought it a distraction

Sir Joseph Banks warned Menzies he might expect trouble

(before the voyage was complete, Vancouver had placed Menzies under arrest

for “insolence and contempt” because they could not agree on a matter

relating to the glass frame where Menzies kept his growing plants

on the quarter deck of the HMS *Discovery*)

GEORGE VANCOUVER ALSO REPRESENTS GREAT BRITAIN IN NEGOTIATIONS

England, in part, relied on Sir Francis Drake’s [1579] claiming of Port New Albion

(whose location was believed to be off the northern coast of California

or more recently is thought to be at today’s Nehalem Bay

on the northern Oregon coast)

Vancouver was also given the diplomatic task of meeting with the Spanish negotiator

to represent the interests of the British government and King

and to receive the buildings and parcels of land which had been occupied

by the subjects of his Britannic Majesty in [April 1789] in Nootka Sound

and other Pacific coast ports

Vancouver expected to secure Great Britain’s rights to the entire Pacific coast

from San Francisco to the Russian settlements in Russian-America (Alaska)

despite the fact he knew the Spanish had been active in the region since [1768]

Commandant Juan Francisco de la Bodega y Quadra

represented the Spanish government and King

he was to resolve the Nootka Sound Crisis and protect Spanish interests

Quadra was, at a minimum, to turn over the British property confiscated at Nootka Sound

by Spanish Lieutenant Francisco de Eliza [1789]

CAPTAIN VANCOUVER MISSES THE GREAT (COLUMBIA) RIVER

*Discovery* and *Chatham* reached the latitude previously noted by Spanish Captain Heceta

as the mouth of a great river which he named Bahia de la Asuncion de Nuestra Senora

(Bay of the Assumption of Our Lady and Rio San Roc[River Rogue 1775])

British Captain John Meares named the same location Deception Bay [1788]

Vancouver missed the (Columbia River) -- April 26, 1792 (Vancouver’s Friday April 27)

although all the signs of a great river were to be seen: drifting logs, discolored water,

feeding gulls and crosscurrents

all were disregarded by Vancouver as the British captain wrote in his journal

(misdated April 27, 1792—actually April 26): **“The sea has now changed from its natural, to river coloured water, the probable consequence of some streams falling into the bay, or into the ocean to the north of it, through the low land. ...Not considering this opening worthy of more attention, I continued our pursuit to the N.W. being desirous to embrace the advantages of the prevailing breeze....”**[[112]](#footnote-112)

Vancouver was convinced a river did not exist at that location

or Captain Cook would have discovered it

Lieutenant-Commander William Robert Broughton on armed tender *Chatham*

was in agreement with Vancouver when he later noted: **“The breakers extending across** [the apparent opening] **gave us reason to consider** [it] **inaccessible, and unworthy of any loss of time. The *Discovery* made signal we were standing into danger and we hauled out; the situation is off** [British Captain John Meares] **Cape Disappointment from whence a very extensive shoal** (shallow) **stretches out and there was every appearance of an opening actually seen, but it was passed without appreciating the importance of the place.”**[[113]](#footnote-113)

CAPTAIN VANCOUVER NAMES POINT GRENVILLE

Vancouver passed **“Point Grenville”**[[114]](#footnote-114) -- morning April 27, 1792

(along the Olympic Peninsula north of today’s Grays Harbor)

this was the first name given by Vancouver (in today’s Washington)

*Discovery* and *Chatham* continued toward “Destruction Island” where Vancouver anchored

three miles south of Destruction Island and five miles off the Washington coast

there Captain Vancouver noted a: **“conspicuous point of land composed of a cluster of hummocks** (small hills)**, moderately high and projecting into the sea.”** (April 28, 1792) [[115]](#footnote-115)

They arrived at “Cape Flattery,” the entrance to the Strait of Juan de Fuca, in a storm

Vancouver anchored five miles off the Washington coast

AMERICAN CAPTAIN GRAY AGAIN MISSES THE GREAT (COLUMBIA) RIVER

Sailing north from California, Captain Gray again passed by Deception Bay

but heavy seas made the current was too strong to enter -- April 27, 1792

Gray decided to further explore this area at a later date when the weather cleared

he continued northward toward the Strait of Juan de Fuca

Gray anchored the *Columbia Rediviva* off Captain James Cook’s Cape Flattery

CAPTAIN ROBERT GRAY MEETS CAPTAIN GEORGE VANCOUVER

Soon after weighing anchor off Cape Flattery the lookout on Vancouver’s *Discovery*

reported a sail -- 4:00 a.m. April 28, 1792

this was first ship they had encountered since leaving the Sandwich Islands (Hawaii)

(Vancouver misdated the event in his journal as April 29)

*Discovery* and *Chatham* moved on toward the north

by noon they were two miles off Cape Flattery

Following the British vessels Captain Gray

hoisted the American flag above the *Columbia Rediviva* and fired a gun to leeward

to hail the British ships

Captain Gray hove-to and waited for a boat to arrive from the *Discovery*

AN HISTORIC MEETING TAKES PLACE OFF CAPE FLATTERY

Captain George Vancouver sent Lieutenant Peter Puget and botanist Dr. Archibald Menzies

to confer with American Captain Robert Gray of the *Columbia Rediviva*

Vancouver’s men explained their expedition had no intention of trading

but only wanted information to assist in their exploration of the region

In response to a series of rather patronizing questions from Vancouver’s men

Captain Gray gave a summary of his ship’s log for the past several months

he stated he had passed what seemed to be a powerful river at 46º 10’ north latitude

which he tried in vain to enter for nine days

but was repelled by the strength of the current and high seas

Gray also informed Lieutenant Puget and botanist Dr. Menzies that he had not

sailed the *Lady Washington* to the east of what is now Vancouver Island

as was claimed by Captain John Meares and shown on two of Meares’ maps

Gray noted he had sailed into the Strait of Juan de Fuca nearly fifty miles

but he had no definite knowledge about where it ended

because he did not know of Spain’s efforts in the Strait

he mistakenly said the region around the strait was untouched

Captain Robert Gray explained he was on his way back to the river to try again

Lieutenant Puget and Dr. Menzies departed from the *Columbia Rediviva*

to make their report to Captain George Vancouver

CAPTAIN VANCOUVER RECEIVES CAPTAIN ROBERT GRAY’S INFORMATION

Lieutenant Puget and Dr. Menzies reported to Captain George Vancouver -- April 28, 1792

(Vancouver previously had been informed by Captain John Meares in London

that Captain Robert Gray had sailed through the Strait of Juan de Fuca

this story was supposed to have been told by Captain Gray

to a British agent in China who then told Meares in China

Meares told the story to Vancouver when they both were in England)

Captain Vancouver was delighted to hear from Captain Gray that the story was untrue

Vancouver concluded Americans had not yet penetrated the Strait of Juan de Fuca

thus eliminating one potential rival in claiming the inland waters

(in fact, it was probably American Captain John Kendrick who had entered the strait)

News of a possible river at 46º 10’ was brushed aside

when Vancouver had previously visited that region with Captain Cook

Cook himself had seen the shoals and discoloration of waters described by Gray

but that was explained by the great captain as the result of fresh water springs

Cook noted that great rivers usually pile up great sand bars across their mouths

to Vancouver, the unexplored Strait of Juan de Fuca,

with its potential passageway through the continent was far more exciting

VANCOUVER CONTINUES HIS INVESTIGATION OF THE STRAIT OF JUAN DE FUCA

Soon after meeting with American Captain Robert Gray, Vancouver sailed north

*Discovery* and *Chatham* reached Cape Flattery where they arrived in a storm

they continued north toward the Strait of Juan de Fuca -- noon April 28, 1792

No spiral rock or pinnacle as noted by the fabled Spanish explorer Juan de Fuca [1588]

and shown on a sketch of the Strait of Juan de Fuca

drawn on Charles Duncan’s [1787] map was sighted

however, when *Discovery* rounded Tatoosh Island Dr. Menzies

and Third Lieutenant Joseph Baker caught a glimpse of a rock

they thought suited Juan de Fuca’s description

Vancouver named a rock off Tatoosh Island **“Rock Duncan”** (now Duncan Rock)

Lieutenant-Commander William Robert Broughton entered the Strait and noted: (misdated April 29) **“evening brought us to anchor… about eight miles within the entrance on the southern shore of the supposed Straits of De Fuca.”**[[116]](#footnote-116)

*Discovery* and *Chatham* sailed into the Strait of Juan de Fuca passing Neah Bay

which Vancouver believed was too insignificant to be useful in refitting ships

he proceeded with his plan to explore the Strait of Juan de Fuca

CAPTAIN VANCOUVER’S EXPEDITION ENJOYS GOOD WEATHER

George Vancouver on *Discovery* was enchanted by a lovely spring day

in the Strait of Juan de Fuca -- April 29, 1792 (Vancouver’s Monday April 30)

he wrote in his journal: “**…a gentle breeze sprang up from the northwest, attended with clear and pleasant weather, which presented to our view this renowned inlet…. We weighed anchor with a favorable wind and steered to the east along the southern shore…** [The region was] **composed of low shady cliffs, falling perpendicularly on beaches of sand or stones. From the top of these eminences, the land appeared to take a further gentle ascent and was entirely covered with trees chiefly of the pine tribe, until the forest reached a range of high craggy mountains…their summits covered with snow….”**[[117]](#footnote-117)

Dr. Menzies lost no time in going to work identifying and classifying native plants

Vancouver cruised eastward along the southern shore of the Strait of Juan de Fuca

he noted in his journal: **“As the day advanced, the wind, which as well as the weather was delightfully pleasant, accelerated our progress along the shore. About this time a very high conspicuous craggy mountain presented itself towering above the clouds; as low down as they allowed it to be visible it was covered with snow.”**[[118]](#footnote-118)

Vancouver named **“Mount Baker”**

in honor of Lieutenant Joseph Baker of *Discovery* -- April 29

“**The lofty mountains discovered in the afternoon by the third lieutenant, and in compliment to him by me Mount Baker, rose a very conspicuous object….”**[[119]](#footnote-119)

“**The land which interrupted the horizon between the N.W. and the northern quarters, seemed...to be much broken; from whence its eastern extent round to the S.E. was bounded by a ridge of snowy mountains, appearing to lie nearly in the north and south direction, on which mount Baker rose conspicuously; remarkable for its height, and the snowy mountains that stretch from its base to the north and south. Between us and this snowy range, the land, which on the sea shore terminated...in low perpendicular cliffs, or on beaches of sand or stone, rose here in a very gentle ascent, and was covered with a variety of stately forest trees. These, however, did not conceal the whole face of the country in one uninterrupted wilderness, but pleasantly clothed its eminences and checquered** (sic) **the vallies** (sic)**; presenting, in many directions, extensive spaces that wore the appearance of having been cleared by art.... As we passed along the shore near one of these charming spots, the tracks of deer, or some other such animal, were very numerous, and flattered us with the hope of not wanting refreshments of that nature, whilst we remained in this quarter.”**[[120]](#footnote-120)

Vancouver appeared to have a difficult time containing his excitement

as recorded in his journal: **“Every new appearance, as we proceeded, furnished new conjectures; the whole was not visibly connected; it might form a cluster of islands separated by large arms of the sea or be united by land not sufficiently high to be yet discernible. About five in the afternoon a long, low, sandy point of land was observed projecting from the craggy shores into the sea, behind which was seen the appearance of a well-sheltered bay…. having turned up a little way into the bay, we anchored…** [off] **the low, sandy point of land, which from its great resemblance to in the British Channel, I called new Dungeness….”**[[121]](#footnote-121)

Captain Vancouver continued on to (later named Dungeness Spit) where he spent two days

COMMANDANT-NEGOTIATOR QUADRA ARRIVES AT NOOTKA SOUND

*Activa* anchored in Nootka Sound with Commandant Quadra aboard

accompanied by his fleet of supporting ships -- afternoon April 29, 1792

to await the arrival of the British negotiator

Spain’s original Pacific Northwest colony of Fort San Miguel and Santa Cruz de Nuca

at Friendly Cove on Nootka Sound could be lost if negotiations did not go well

Quadra relieved Commandant of Santa Cruz de Nuca Lieutenant Francisco de Eliza

Fort San Miguel and Santa Cruz de Nuca’s barracks, hospital and flourishing gardens

had been the sole European outpost between California and Russian-Alaska

for three years

Commandant Eliza had put the colony in good condition

he was anxious to take up a less isolated post or to return to Spain

his wife and children had petitioned the Spanish Ministry of Marine for his return

but his skills were needed in New Spain

COMMANDANT QUADRA SUCCESSFULLY LEADS THE SPANISH COLONY

Congenial commandant from Lima, Peru with his even-tempered style of governance

earned the respect and admiration of all of those with whom he came into contact

Captains and officers of all nationalities calling at Nootka Sound were invited to Quadra’s

many-course banquets served on silver plates accompanied by fine wines and brandies

Commandant Juan Francisco de la Bodega y Quadra’s tolerance and interest

in the customs of the Nootka Indians gained their lasting affection

Maquinna was often an overnight guest at the Commandant’s residence

Commandant Quadra expanded the Spanish hold over the region:

as he organized Major Lieutenant Fidalgo’s extensive exploration

of the Strait of Juan de Fuca and its inlets

in a search for the fabled Strait of Anian (Northwest Passage)

(in what are now (British Columbia and Alaska)

these explorations resulted in the most complete maps of the coastline

(British Captain George Vancouver made use of them and kept many Spanish names)

Quadra had taken command of Nootka Sound to represent Spain in the negotiations

with the British representative to resolve the details of the ([790] Nootka Agreement

Quadra allocated only a small portion of Friendly Cove for the British negotiator

Quadra felt this was justified by the vague terms of the Nootka Agreement

and from testimony he gathered from traders and Indians

CAPTAIN VANCOUVER RELISHES INVESTIGATION OF INLAND WATERS

Happy prospects of a successful assignment are recorded April 30, 1792 (Vancouver’s May 1): **“Our May Day was ushered in by a morning of the most delightfully, pleasant weather…. The *Chatham’s* cutter, with the *Discovery’s* yawl and cutter, were ordered to be armed and supplied with a day’s provision, with which we set off too examine the two apparent openings nearest to us. We found the surface of the sea almost covered with aquatic birds of various kinds, but all so extremely shy that our sportsmen were unable to reach them with their guns…. We made the best of our way for land appearing like an island** (Protection Island)**… and ascending its eminence, which was nearly a perpendicular cliff, our attention was immediately called to a landscape almost as enchantingly beautiful as the most elegantly finished pleasure grounds in Europe. From the height we were now upon, our conjectures of this land being an island situated before the entrance of an opening in the mainland was confirmed.”**[[122]](#footnote-122)

CAPTAIN VANCOUVER ENJOYED THE COUNTRYSIDE HE WAS INVETIGATING

“**A light, pleasant breeze springing up, we weighed on Wednesday, the 2nd,** (Vancouver’s journal continues to be one day off) **and steered for the port we had discovered the preceding day…. The delightful serenity of the weather greatly aided the beautiful scenery that was now presented; the surface of the sea was perfectly smooth and the country before us exhibited everything that bounteous nature could be expected to draw into one point of view. As we had no reason to imagine that this country had ever been indebted for any of its decorations to the hand of man, I could not possibly believe that any uncultivated county had ever been discovered exhibiting so rich a picture….”**[[123]](#footnote-123)

Vancouver also noted in his journal: **“A picture so pleasing could not fail to call to our remembrance certain delightful and beloved situations in old England. Thus we proceeded without meeting any obstruction to our progress, which, though not rapid, brought us before noon abreast of the stream that discharges its waters from the western shore near five miles within the entrance of the harbours; which I distinguished by the name Port Discovery after the ship. There we moored in 34 fathoms, muddy bottom, about a quarter of a mile from the shore.”**[[124]](#footnote-124)

CAPTAIN VANCOUVER’S EXPEDITION ANCHORS IN PORT DISCOVERY

Vancouver named **“Port Discovery”** (Discovery Bay) in honor of his ship -- May 1, 1792

(located between later named Sequim and Port Townsend, Washington

previously named Puerto de Quadra by Lieutenant Francisco de Eliza [1791])

Port Discovery was a well-protected natural harbor on the Strait of Juan de Fuca Vancouver’s expedition remained anchored several days at **“Point Wilson”**

located at the end of the Quimper Peninsula near the entrance to Port Discovery

he named this geographic feature in honor of a colleague, Captain George Wilson

while at Point Wilson the crews of the *Discovery* and *Chatham*

made repairs and took on supplies of wood and water

*Discovery* remained as stationary as possible at night

to allow for minute observations from point to point during the day

CAPTAIN ROBERT GRAY TRAILS BEHIND CAPTAIN VANCOUVER’S EXPEDITION

Captain Gray on the *Columbia Rediviva* was curious about the British and their purpose

he had been, more or less, following the Vancouver expedition

he followed Vancouver’s expedition north as they sailed passed Tatoosh Island

here the Indians came out and traded a quantity of furs with the Americans

Gray saw British ships eight miles inside the Strait of Juan de Fuca -- night May 5, 1792

*Columbia Rediviva* continued to sail and trade at the mouth of the Strait of Juan de Fuca

AMERICAN CAPTAIN ROBERT GRAY LEAVES THE STRAIT OF JUAN DE FUCA

Vancouver’s *Discovery* and Lieutenant-Commander William R. Broughton’s *Chatham*

remained anchored in Port Discovery (Discovery Bay)

American Captain Robert Gray sailed *Columbia Rediviva* westward

out of the Strait of Juan de Fuca turning south down the (Washington) coast

he stopped briefly near the mouth of the (Quillayute River) -- May 6, 1792

just below an Indian village where he traded copper for furs with the local Indians

because of unsettled weather Captain Gray decided sail away from the Quillayute village

he sailed south to reexamine (Cape Disappointment) and the mysterious great river

CAPTAIN VANCOUVER LEADS THE FIRST BOAT EXPEDITION HIMSELF

With the work of refitting the *Discovery* and *Chatham* progressing routinely,

Vancouver decided to set out on what would officially be the first boat expedition

Both ships remained in Port Discovery (today’s Discovery Bay) under William Broughton

work continued on refitting which included loading shingles for ballast

in the *Discovery’s* main and fore holds to correct her trim (balance in the water)

shore parties were busy at their appointed tasks

everyone enjoyed a visit from the natives who brought fish and various items to trade

Captain Vancouver himself led the boat expedition which was planned to take five days

giving time to complete the refitting both ships -- May 6, 1792 (Vancouver’s May 7)

three artists with the expedition, Lieutenant Zachary Mudge, J. Sykes, and T. Heddington

sketched scenes and events in the Puget Sound area

Master Joseph Whidbey**,** the officer on *Discovery* responsible for navigation*,*

also accompanied the first expedition

little seems to have escaped his attention when he was on boat expeditions

ship’s surgeon and naturalist Dr. Archibald Menzies took the opportunity

to expand his botanical pursuits

this part of the coast was revealing new species of plants at nearly every glance

he was in (Washington State) May and (June) when flowers were at their height

Provisions for five days were loaded aboard three boats:

•Lieutenant Peter Puget took command of the *Discovery’s* launch;

•Lieutenant James Johnstone took charge of the *Chatham’s* cutter;

• George Vancouver led the men of *Discovery’s* pinnace -- the smallest boat of the three

Vancouver’s boat expedition set out from Port Discovery in a thick fog -- 5:00 a.m. May 6

to explore the openings they had seen to the south when they entered Port Discovery

rowing close to shore against a strong ebb tide for about nine miles

they rounded Point Wilson (the site of today’s Fort Worden near Port Townsend)

Vancouver named features he encountered for his friends, patrons, crewmembers

and even his ships -- and placed them on his maps of the region

Through the lingering mists they could see they were entering a spacious inlet trending south

here Vancouver landed and wait for the weather to clear

to pass the time they tried fishing with a seine net -- without success

Some of the members of the boat expedition walked south along the beach for two miles

they crossed Quimper Peninsula at **“Point Hudson”**[[125]](#footnote-125) and entered an extensive bay

located at the northeast corner of the (Olympic Peninsula)

as the fog lifted they acquired a clear view of their surroundings and took their bearings

Vancouver was able to come remarkably close in determining his latitude

but, as was his pattern, he placed the much more difficult to chart longitude

too far east

Vancouver named the inlet “**Port Townshend”**

honoring British General Sir Charles Townshend

(later the “h” was later dropped -- city of Port Townsend (founded [1851]

now the county seat of Jefferson County is located at the mouth of the bay)

Dr. Menzies took a stroll while dinner was being prepared

he came to some fields in bloom and noted the plant life

it was at this point that Vancouver’s party first sighted **“Mount Rainier”**

which Captain Vancouver named in honor of British Admiral Peter Rainier

(local Indians had called the mountain Tahoma for thousands of years)

After dinner Vancouver decided to dispatch the boats on separate surveying expeditions

he selected a low point of land to the southeast as the point for their rendezvous

(this was in reality two islands narrowly joined at their upper and lower ends)

Lieutenant James Johnstone took the cutter to explore the southern shore

Lieutenant Peter Puget in the launch sounded the middle of the channel for depth

Vancouver and some of his men walked the shore of Port Townsend

until they were blocked by trees growing to the water’s edge

they boarded the pinnace and rowed to the head of the bay where they found it ended

in a muddy flat covered with vegetation

here they discovered a deserted native village

Vancouver’s party turned toward the rendezvous point and met Peter Puget en route

Vancouver and Puget passed an entrance into a deep lagoon blocked by a strip of sand

(the entrance of (Kilisut Harbor)[[126]](#footnote-126) separating (Indian Island) from (Marrowstone Island)

it appeared to them that the land behind their meeting place was an island

Vancouver, Puget and their men reached the rendezvous point after 8:00 p.m. May 6

but there was no sign of Johnstone and his party -- they set up camp to await his arrival

Lieutenant Johnstone had entered the lagoon between the islands of the rendezvous point

he thought it would be an easy matter to rejoin the other boats

but he was surprised when he found the southern end closed by shallow water

he was forced to row all the way back out

Vancouver named the place of rendezvous **“Marrowstone Point”** for hard clay soil there

*COLUMBIA REDIVIVA* SAILS SOUTH AND FINDS A HARBOR

Sailing south from Cape Flattery American Captain Robert Gray

sighted another promising but difficult to reach inlet at 46º 58’ north latitude

this harbor was protected by sand bars over which a strong current flowed -- May 7, 1792

Captain Gray encountered breakers across the entrance to the harbor

but he was determined to investigate

he posted a lookout in the masthead to search for shoals

stubbornly, he sent a cutter through crashing breakers and over dangerous shoals

ahead of the *Columbia Rediviva* to look for a possible passage

and take soundings of the depth

Captain Robert Gray’s log noted -- May 7: **“Being within six miles of the land, saw an entrance in the same, which had a very good appearance of a harbor.… We soon saw from our masthead passage in between the sand-bars. At half past three, bore away, and ran in north-east by east, having from four to eight fathoms, sandy bottom; and, as we drew in nearer between the bars, had from ten to thirteen fathoms, having a very strong tide of ebb to stem.… At five p.m. came to in five fathoms water, sandy bottom, in a safe harbor, well sheltered from the sea by long sand-bars and spits.”**[[127]](#footnote-127)

Columbia Rediviva sailed through the surf and crossed into the shelter of the harbor

many natives (probably Chehalis Indians) approached the ship

Gray’s crewmen were familiar with the Makah Indians of Nootka Sound

but they did not recognize the language spoken by these people

Despite the language barrier, the Bostons, as American traders were known to the natives,

soon entered into a brisk trade with the Indians

Fifth Mate John Boit reported the details: **“Without doubt we are the first civilized people that ever visited this port, and these poor fellows viewed us and the ship with the greatest astonishment.”**[[128]](#footnote-128)

Gray bought fish and furs cheaply from the Indians for blankets and iron

but he was concerned about exploring a river that was seen in the distance

as his men would be exposed to danger

Gray named the inlet **“Bullfinch Harbor”** in honor of Charles Bullfinch

one of the Barrel, Bullfinch and Company partners -- owners of the Columbia Rediviva

(Spanish lieutenants Dionisio AlcalaGaliano and Cayetano Valdes named the harbor

Puerto de Gray -- 1792 [today’s Grays Harbor])

CAPTAIN VANCOUVER’S BOAT EXPEDITION CONTINUES THEIR INVESTIGATION

At Marrowstone Point Vancouver wrote in his ship’s log of the bay stretching south: **“It proved to be a very safe and more capacious harbor than Port Discovery; and rendered more pleasant by the high land being at a greater distance from the water-side”** (wrongly dated May 8)[[129]](#footnote-129)

however, Vancouver’s camp at Marrowstone Point became increasingly concerned

regarding fate of Lieutenant James Johnstone and the crew of the cutter

Both the pinnace and the launch were underway to begin a search -- 8:00 a.m. May 7, 1792

they landed to obtain water near the entrance they had passed the day before

they were overjoyed to hear the report of a swivel gun in the distance

they fired a shot in answer

men with the *Discovery* and *Chatham* at Port Discovery heard the sound of gunfire

that was exchanged between the cutter and launch

*Chatham* fired a swivel round in answer

Weather continued to be pleasant

Lieutenant-Commander William Broughton remaining with the ships

was able to begin his detailed survey of Port Discovery

shore parties continued as before with gathering wood and water

refitting continued on board the *Discovery* and *Chatham*

Lieutenant James Johnstone and his men met Vancouver after an arduous hour’s row

Johnstone explained to Vancouver they had entered the inlet and had continued to its end

with the hope that they would be able to return to the rendezvous point

when they arrived at the head of the inlet they were dismayed to find the water

so shallow that it was impossible to proceed into the wide bay across the bar

there was no alternative but to return back the way they had entered

Dr. Archibald Menzies and Lieutenant Peter Puget in a burst of good humor

recorded the name of this inlet as **“Johnstone’s Decoy”**

Reunited Captain George Vancouver’s three boats continued their investigation

on the eastern shore of Kilisut Harbor they made a grisly discovery

Dr. Menzies found two human heads impaled on two poles set in the ground

hair and flesh still clinging to bone showed they had been placed there recently

savagery of this exhibition filled them with revulsion

this served as a reminder of the need for constant vigilance

when among the coastal natives

near this location they also made another unusual discovery on the long spit of sand

at the entrance to Johnston’s Decoy

Menzies recorded finding a series of nine or ten poles about a hundred yards apart

standing in a row nearly equidistant from one another,

each pole was in two pieces neatly joined to achieve a total length of ninety feet

each pole, securely planted in the ground, ended in a three-pronged top piece

Dr. Menzies could see no purpose for any of this

(it was only later they learned the Indians stretched nets between the poles

these were invisible to birds flying in from the sea at night

food and clothing, difficult or impossible to gather otherwise, was easily acquired

this was a tribute to the natives’ ingenuity)

Peter Puget with the launch filled the expedition’s water kegs from a small run of fresh water

that proved to be brackish -- a walk of a mile into the forest was required

to find a purer source

adding to their labor they had the misfortune of running aground

on a sand bank on a falling tide

while the crew of the launch attempted to free themselves the pinnace and cutter

continued the survey along the continental shore

they dined again on Marrowstone Point

where Peter Puget and the launch joined them around 2:00 p.m.

Captain Vancouver again decided to split up the boat expedition from Marrowstone Point

he selected as their rendezvous point a low, distant bluff

Lieutenant Puget and the launch was sent to sound the mid-channel

Puget’s travels took him into the middle of(today’s Admiralty Inlet)

Lieutenant Johnstone was sent with the cutter to examine the western shore

opposite Marrowstone Point (today’s Whidbey Island)

Vancouver’s party with the pinnace continued along the continental shore

Vancouver’ course took him south along the eastern edge of Marrowstone Island

Weather made a sudden change for the worse later in the afternoon

as the evening darkened it began to rain heavily with a thick fog settling in

only by firing muskets that the boat expeditions could keep in touch with one another

as they struggled toward the rendezvous point

Puget, in the middle of the channel, noted that even though a strong northwest wind

favored them, the ebbing (receding) tide against them was so strong

that they were unable to make headway

Johnstone in the cutter experienced the same weather

but he met Vancouver’s party -- 7:00 p.m.

Wind died down during the night but the rain increased -- 11:00 p.m.

Vancouver and Johnstone decided to end their attempt to reach the distant meeting place

they headed for the western shore to camp for the night

but they could not find a suitable site

finally, after great difficulty they found a campsite on **“Oak Bay”**

they started a fire and set up tents after 1:00 a.m. May 8, 1792

tents pitched ashore were only for the use of the officers and midshipmen

men in the boats had no covering during the night other than the boat’s sails

and the clothes they wore as they huddled about the fire

(it was not until the following year that provision was made for boat’s crews)

Vancouver’s party was drenched to the skin and they had no idea where they were

but they were safe and together

no commander of any nautical surveying expedition had spent, or would ever spend,

as much time as Vancouver in directly conducting the actual work of the survey

he shared in the hardships of his men with exemplary endurance

VANCOUVER’S BOAT EXPEDITION SPENDS A THIRD DAY EXPLORING

During the previous wild night, the arms weapons chest and all the muskets

were soaked with water

there was grave concern they might find themselves approached by hostile natives

with no means of protection

rainy, foggy weather confined Vancouver’s party to this spot for the entire day

during this time they put their weapons in order

Vancouver’s boat expedition investigated the area

to ascertain their situation -- daylight May 8, 1792 (Vancouver’s Wednesday May 9)

as intervals of clear weather permitted, parties walked along the shore

they were pleasantly surprised at their good fortune

they had pitched their tents on a sandy beach

that formed the entrance to the southern end of Johnstone’s Decoy

they enjoyed wild gooseberries and raspberries from the surrounding forest

of various pines, maple and oak trees

at low water the beach provided a goodly supply of small clams,

but they had no luck in fishing with their small seine (net)

On one of their excursions they noticed a number of oak trees among the pines

Dr. Menzies acquired some specimens for his plant frame on the *Discovery*

Vancouver named their campsite at the southern end of Marrowstone Island **“Oak Cove”**

Peter Puget with the launch joined Vancouver and Johnstone in their Oak Cove camp

Puget recorded finding the remains of a number of deserted native fires and huts

which appeared to have been occupied not long before,

but there was no sign of the inhabitants

in writing his journal Puget often consulted with Menzies to identify the flora and fauna

thanks to this collaboration there are many references in his record

of plants and animals that he would have otherwise been unable to identify

Puget’s journal for this day(May 9 -- consistently misdated) records the sighting of **“…the White Headed and Brown Eagle, Crows, Ravens, Curlew and Oceanic Birds”**[[130]](#footnote-130)

COLUMBIA REDIVIVA COMES UNDER ATTACK IN BULLFINCH (GRAYS) HARBOR

Astounded by their first sight of a white man’s ship local natives in canoes flocked about

Gray and his men were obliged to exercise constant watchfulness to avert an attack

on the beach there was tremendous excitement among the natives that evening

who were probably performing a war dance

Columbia Rediviva’s crew became concerned

as a canoe approached -- evening of May 8, 1792

a loud shout was heard from the Indians

all hands on the *Columbia* immediately took up arms

several war canoes passed near the ship

but were dispersed by firing muskets over their heads

however, these natives appeared to be ignorant of firearms

a large canoe with at least twenty warriors paddling under a bright moon

reached to within half a pistol shot of the *Columbia Rediviva* -- midnight

Gray ordered a nine-pounder loaded with loose iron

to fire point-blank at the nearest canoe

this was accompanied by ten muskets loaded with buckshot

as fifth mate John Boit reported: **“We dashed her all to pieces and no doubt killed every soul in her. The rest soon made a retreat. I do not think that they had any conception of the power of artillery. But they was** (sic) **too near us for to admit…any hesitation how to proceed.”**[[131]](#footnote-131)

At that the other canoes retreated

INDIANS COME BACK TO TRADE WITH CAPTAIN GRAY

Amazingly enough, the Indians in Bullfinch Harbor resumed trading without apparent rancor

as Indians bartered salmon, many beaver skins and some otter -- May 9, 1792

American crewmen explained the wonders of cannons to the natives

VANCOUVER’S BOAT EXPEDITION SPEND ITS FOURTH DAY EXPLORING

Morning dawned fair as an early was made -- May 9, 1792 (Vancouver’s Thursday May 10)

Vancouver selected as their destination a high dome of land (today’s Hood Head)

that had the appearance of an island to their south

After crossing Oak Bay, to the western side of Whidbey Island

Vancouver’s boat expedition met with a number of natives fishing along the shore

who followed the boats when they landed for breakfast and to dry their clothes

about eighteen Indians came ashore close by and placed bows and quivers on a stump

they sat down very peacefully on the beach beyond the line marked out by Vancouver

to divide the two parties

eagerly they accepted trinkets, medals, beads and knives but they had nothing to trade

Menzies and Vancouver remarked in their journals that these natives,

although of similar appearance and manner to those in the Strait of Juan de Fuca,

they spoke a different dialect

when Vancouver’s party left the breakfast place and crossed the cove

they noticed a native village at its end to which their guests retired after they parted

Vancouver landed at noon to determine their latitude and longitude

when they continued south they saw the inlet they were following branched

by the point of land chosen on the previous day as their intended place of rendezvous

as conditions worsened the location was named **“Foulweather Bluff”** (Hansville)

Vancouver continued his policy of keeping the continental shore to his starboard (right)

he sent the boats ahead toward the rendezvous point

while he and Puget walked along the shore

they discovered that what they had taken as a small, round island

was connected to the mainland by a low spit of land, beyond which

the inlet continued in a more southerly direction about ¾ of a mile wide

it appeared the inlet terminated just beyond the round island

and that they would be in the vicinity of the previous rendezvous point by afternoon

Lieutenant James Johnstone was dispatched in the cutter to sound mid-channel

while Puget and the launch was sent to examine the eastern shore directly across the bay

Vancouver’s chart showed the launch entered (Port Gamble)

although this was not noted in the journals

in spite of a strong southerly wind, they were able to make some progress up the arm

thanks to a stronger flood (incoming) tide, which carried them to a pleasant spot

on the eastern side where they pitched the tents for the night -- 8:00 p.m. May 9

Lieutenant Peter Puget’s journal contains many items of interest

he provided a detailed description of the natives they had encountered at **“Indian Arm”**

he noted that seventeen natives had appeared and that **“Their Foreheads appeared to be Deformed or out of Shape comparatively Speaking with those of Europeans. The Head has something of a Conical Shape - They wear the Hair Long with Quantities of Red Ochre intermixtd** (sic) **with whale Oil or some other Greasy Substance that has a Similar disagreeable Smell - Only One Man had a thick Beard, the others, wore a Small Tuft of Hair on the Point of the Chin & on the Upper Lip like Mustachios - on other parts of the Body they suffered Nature to have its Course, which were as well supplied as in the Common Run of men, except the Breasts, which were all totally destitute of Hair .”** (misdated May 10)[[132]](#footnote-132)

VANCOUVER’S FIFTH DAY OF EXPLORATION

Vancouver’s expedition set out again in the morning -- May 10, 1792 (Vancouver’s May 11)

as the day progressed the weather regained its previous serenity

Vancouver’s boats moved south down the inlet

They crossed the inlet after breakfast and confirmed there were no openings

along its eastern side

they landed at **“Hazel Point”** on the western shore to take an observation

for latitude at noon

by Vancouver’s calculation they were due south of their anchorage in Port Discovery

here the channel divided into two branches

one nearly due north and the other to the southwest

keeping with the practice of maintaining the continent on their starboard

they examined the northern arm for about seven miles

before it terminated in a wide, deep basin

(today’s Dabob Bay was named by the Wilkes Expedition [1841])

here Dr. Menzies found a profusion of a new species of evergreen huckleberry

he spent an afternoon making sketches as he sailed with Vancouver in the pinnace

Vancouver worked his way back down the arm

camp was made for the night on (Quatsap Point) -- May 10

COLUMBIA REDIVIVA SAILS OUT OF BULLFINCH HARBOR

Three days were spent in profitable trade but Captain Robert Gray

was anxious to cross the sand bar and set out in search of the great river

he sailed the Columbia Rediviva from Bullfinch (Grays) Harbor -- May 10, 1792

in spite of hostility by the natives three days had been spent in profitable trade

Gray made note in his ship’s log: **“At half past seven** [p.m.]**, we were out clear of the bars and directed our course to the southwestward, along shore.”**[[133]](#footnote-133)

Captain Gray sailed the Columbia Rediviva into the night to reach the location he thought

was the mouth of the elusive river he sought

in the darkness Captain Gray missed the entrance to (Willapa Bay)

AMERICAN CAPTAIN ROBERT GRAY ARRIVES AT CAPE DISAPPOINTMENT

After sailing south all night from Bullfinch (Grays) Harbor, the Columbia Rediviva sailors “**saw the entrance of our desired port bearing east-south-east, distance six leagues** (about eighteen miles)**; in**

**steering sail, and hauled our wind in shore.”**[[134]](#footnote-134) **--** 4:00 A.M. May 11, 1792

Gray and the crew had reached the vicinity of the mouth of (today’s Columbia River)

Columbia Rediviva was not the first *t*o visit what appeared to be the mouth of the great river:

•natives had been living along the river for thousands of years;

•Europeans had been sailing the Pacific Northwest Coast for more than 200 years;

•Spanish Captain Bruno de Heceta had named the area

Bahia de la Asuncion de Nuestra SenoraBay of the Assumption of Our Lady

and Rio San Roc (Rogue) [1775];

•British Captain John Meares renamed this location **“Cape Disappointment”** [1788];

•British Royal Navy Captain George Vancouver recognized but ignored

the signs of a great river

AMERICAN CAPTAIN ROBERT GRAY DISCOVERS A GREAT RIVER

Morning dawned bright providing light, favorable breezes and gentle seas -- May 11, 1792

Captain Robert Gray sited the entrance to the great river he believed was near

Captain Gray found a clear channel with sufficient depth between sand bars

seventeen-year-old Fifth Mate John Boit noted in the ship’s log: **“At eight a.m., being a little to windward of the entrance of the Harbor, bore away, and run in east-north-east between the breakers, having from five to seven fathoms** [one fathom is six feet deep] **of water.”**[[135]](#footnote-135)

Captain Gray ordered thepinnace (small boat) lowered

which skimmed into the narrow entrance between submerged sand banks

Fifth Mate John Boit noted: **“saw an appearance of a spacious harbour abreast the Ship, haul’d our wind for it, observ’d two sand bars making off, with a passage between them to a fine river. Out pinnace and sent her in ahead and followed with the Ship under short sail, carried in from ½ three to 7 fm.** (fathoms of water) **and when over the bar had 10fm. water, quite fresh. The River extended to the NE. as far as eye cou’d reach, and water fit to drink as far down as the *Bars,* at the entrance.”**[[136]](#footnote-136)

*COLUMBIA REDIVIVA* SAILS UP THE GREAT RIVER

Fifth Mate John Boit continued: **“When we were over the bar, we found this to be a large river** [the Columbia River] **of fresh water, up which we steered**. **Many canoes came along-side. At one, p.m., came to with the small bower** [bow anchor], **in ten fathoms, black and white sand** [about ½ mile offshore west of today’s Astoria-Megler Bridge]**. The entrance between the bars bore west-south-west, distant ten miles; the north side of the river a half mile distant from the ship** [then in Baker Bay]**; the south side of the same two and a half miles’ distance** [from today’s Astoria, Oregon]**;”**[[137]](#footnote-137)

Captain Gray and Columbia Rediviva’s crew were the first non-Indians to enter the river

that the Chinook Indians called Wimahl (Big River)

Captain Gray *s*ailed fifteen miles upriver as John Boit reported: **“The beach was lin’d with Natives, who ran along shore following the Ship. Soon after above 20 Canoes came off, and brought a good lot of Furs and Salmon, which last they sold two for a board Nail. The furs we likewise bought cheap, for Copper and Cloth. They appear’d to view the Ship with greatest astonishment and no doubt we was** (sic) **the first civilized people that they ever saw….”**[[138]](#footnote-138)

Columbia anchored near the important Chinook village of Qwatsamts -- May 11, 1792

that consisted of thirty large cedar plank longhouses arranged in three rows

(today’s Point Ellice at the Washington State end of the Astoria-Megler Bridge)

Fifth Mate John Boit concluded**: “Vast numbers of natives came along-side; people employed in pumping the salt water out of our water-casks, in order to fill with fresh, while the ship floated in. So ends.”**[[139]](#footnote-139)

When the natives were asked the name of their village, the traders heard something like

“Chinook” which became the name of the village, the point it was located on,

the inhabitants and ultimately all the people of the lower (Columbia) River

Natural abundance of the region, including five types of salmon, berries, Wapato,

camas and other bulbs and many other plant and animal resources provided for a complex

social and material culture and made the lower (Columbia) River

one of the most heavily populated and richest areas in all of North America

Gray remained in the lower portion of the great river days trading with the Chinook people

who lived along its banks -- especially for sea otter furs which white traders coveted

villages consisting of large rectangular longhouses constructed of huge cedar planks

studded both banks of the river for many miles

VANCOUVER’S BOAT EXPEDITION ENTERS ITS SIXTH DAY OF INVESTIGATION

Cold air had settled in that night and the temperature at dawn was 42°

but still not low enough to kill the mosquitoes and flies

that had tormented them through the night

this was reason enough for an early start down the inlet about a mile in width

that now trended south by east -- May 11, 1792 (Vancouver’s Saturday May 12)

western side of the inlet was along the edge of a ridge of high, snow-capped mountains

that rose over 5,000 feet (the Olympic Mountains)

trapping the cold air that served to augment the force of the winds

which along with the tides greatly slowed their progress

As the morning advanced the weather became most pleasant

aided by a gentle breeze the boat expedition was able to move steadily along

to a point where they landed to take the noon sighting for latitude and longitude

lunch was probably eaten at the mouth of (Lilliwaup Creek)

three natives in a canoe joined them and bartered for the usual beads and medals

they indicated their companions were located toward the apparent end of the inlet

Vancouver’s men proceeded to follow their guides to a few miserable huts

that served as their habitation along the (Skokomish River)

this river provided one the finest runs of fresh water they had yet encountered

Opposite Anna’s Bay another group of about fifty natives was located on (Ayres Point)

among this group they saw natives from the party they had met at Indian Arm

one of whom was easily identified by his severe disfigurement from smallpox

Menzies made the interesting note that among the artifacts the natives possessed

were some Chinese coins made of iron with a square hole in the center

this was an indication of trade with the natives of the Strait of Juan de Fuca

Vancouver’s boat expedition had stretched their supplies

beyond what they had anticipated necessary

sportsmen in their group had been unsuccessful in their hunting efforts

so supplies were at a dangerous low

Vancouver decided to conclude this survey and turn back to Port Discovery

it appeared the end of the inlet extended a short distance past where they met the natives

Vancouver dispatched Lieutenant James Johnstone in the cutter to go around Ayres Point

with instructions that if it were not closed he was to proceed to its end

otherwise he was to return to the expedition

Johnstone was back in a very short time as unfortunately in the darkening evening

he did not see that the inlet extended for another nine miles through a narrow opening

less than a quarter mile wide (at Sister’s Point) and ended (near today’s Belfair)

Preparations were made to return to the *Discovery* and *Chatham*

on their way a suitable stopping place was found for the night -- May 11-12

they pitched their tents on the eastern side of the inlet

about two miles north of Indian Arm

they were rewarded for the efforts with pleasant weather and no native interference

This long narrow inlet explored by Vancouver’s boat party

was given the name **“Hood Channel”**

in honor of British Admiral Lord Samuel Hood (today’s Hood Canal)

who served with the British navy during the American Revolution

VANCOUVER’S BOAT EXPEDITION ENTERS ITS SEVENTH DAY

Already two days overdue in returning to the *Discovery* and *Chatham*

Vancouver’s set out at first light -- May 12, 1792 (Vancouver’s Sunday May 13)

all three boats retraced their route out of this long, narrow arm of the sea

they planned to make no stops except for meals

For the first time in the survey they encountered a stiff northerly breeze right in their teeth

that greatly hindered any progress and kept the boats’ crews at oars until after 9:00 p.m.

they had endured more than fifteen hours of steady pulling without a break

As evening advanced Vancouver in the pinnace traveled faster than the heavier launch

Puget was concerned his boat would become separated from the other two

in the gathering darkness

happily Puget found the other boats around 10:00 p.m.

camp had been set up on a low sandy spit of land possibly at (Misery Point)

opposite to the entrance to (Dabob Bay)

it was with anxiety they watched the tide rise nearly floating them off their campsite

finally the water stopped rising within a few feet of the tents

VANCOUVER’S BOAT EXPEDITION INVESTIGATES FOR AN EIGHTH DAY

Morning dawned calm and pleasant -- May 13, 1792 (Vancouver’s Monday May 14)

but soon after Vancouver’s men left their campsite conditions underwent a change

dark and gloomy mists swept over them accompanied by baffling winds

*Discovery* and *Chatham* anchored at Port Discovery only a few miles to the north

they missed the foul weather experienced by Vancouver’s expedition in the morning

and did not suffer with the heavy rain until later that afternoon

ships’ sailmakers remained busy adding cross bands to the foresail

others in the crew prepared and painted both ships

*Discovery’s* carpenters sent to work on the *Chatham* returned after finishing the job

Vancouver’s men arrived at Foulweather Bluff and landed off **“Skunk Bay”** -- 3:00 p.m.

Dr. Menzies noted how the bay got its name: “**In going into the Harbour one of the Gentlemen shot a small animal which diffusd** (sic) **through the air a most disagreeable & offensive smell, I was anxious to take it on board for examination & made it fast to the bow of the Cutter, but the stink it emitted was so intolerable that I was obligd** (sic) **to relinquish my prize. I took it to be the Skunk or Polecat.”**[[140]](#footnote-140)

Foulweather Bluff lived up to its name with a heavy deluge of rain

that confined them to their campsite

Vancouver intended to investigate the area south of the point the next day

if the weather permitted -- continuing heavy rains ended the hope

SPANISH LIEUTENANTS GALIANO AND VALDES ARRIVE AT NOOTKA SOUND

Spanish ships *Sutil* and *Mexicana* arrived at Santa Cruz de Nuca (Nootka Sound) and Fort San Miguel -- May 13, 1792

during the voyage *Mexicana* had lost her masts in a storm

and was towed into Nootka Sound by *Sutil*

Lieutenant Dionisio AlcalaGaliano and Lieutenant Cayetano Valdes

remained in Friendly Cove at Nootka Sound for about a month

during that time their ships were repaired and resupplied

both *Mexicana* main mast and foremast were replaced

Galiano met with Chief Maquinna who remembered the Spanish officer

as a member of Alejandro Malaspina’s [1791] expedition

AMERICAN CAPTAIN ROBERT GRAY CONTINUES UP THE GREAT RIVER

Columbia Rediviva, as noted in the ship’s journal, faced fresh gales and cloudy weather

many natives were alongside the ship to trade -- May 14, 1792

Captain Gray weighed anchor and sailed twelveto fifteen milesupriver -- about noon

he followed a narrow channel along the north bank of the river

which became increasingly hazardous due to sand bars

this channel eventually became so narrow that it was almost impossible to remain in it

as there were only three to eighteen fathoms water

Columbia Rediviva became grounded on the sandy river bottom -- 4:30 p.m.

but in a short time the rising tide lifted the ship free

Columbia backed off, stern foremost, into three fathoms of water

Gray sent the jollyboat (smallest type of boat carried on ships) ahead to scout the channel

when the crew returned they reported the channel on the north side

was not navigable ahead

Columbia Rediviva was moored to the north bank as the weather turned rainy

Columbia was often thronged with local natives who never before had seen a sailing ship

Captain Gray sent ashore Fifth Mate John Boit who reported on people he encountered: **“The Indians are very numerous, and appear’d very civil (not even offering to steal). During our short stay we collected 150 Otter, 300 Beaver, and twice the Number of other land furs. The river abounds with excellent Salmon, and most other River fish, and the Woods with plenty of Moose and Dear** (sic), **the skins of which was** (sic) **brought us in great plenty, and the Banks produces a ground Nut, which is an excellent substitute for either bread or Potatoes. We found plenty of Oak, Ash, and Walnut trees, and clear ground in plenty, which with little labour might be made fit to raise such seeds as is necessary to the sustenance of inhabitants.”**[[141]](#footnote-141)

Gray shifted location up the river several times reaching (Grays Point)

he noted the mouth of (Grays River) before reaching (Harrington Point)

which was a far up the (Columbia River) as he sailed

sea otter was the main goal of the expedition

and none were being delivered by the Indians

CAPTAIN VANCOUVER RETURNS TO THE *DISCOVERY*

Rain continued accompanied by a thick fog began the ninth day of Vancouver’s investigation

frustrating plans of further examination -- May 14, 1792 (Vancouver’s May Tuesday 15)

after taking stock of their dwindling supplies

Vancouver decided to make a run for Port Discovery

Vancouver’s boat expedition set out from Foulweather Bluff at noon

aided by a strong southeast wind and an equally strong ebb tide they made good time

they kept close to the shore which was often obstructed by the incessant rain

Vancouver’s first boat expedition arrived safely back in Port Discovery -- mid-afternoon

crews of the boat expedition were hungry and drenched to the skin

they had traveled some 195 miles and charted 170 miles of coastline

from Port Discovery to (Admiralty Inlet) and Hood Canal

and back to Foulweather Bluff

Those who had remained with the ships in Port Discovery had been in great apprehension

since [May 7] when they heard the exchange of swivel fire

between the pinnace and launch

while they waited for Johnstone’s party in the cutter off Marrowstone Island

to arrive at the rendezvous point

Vancouver’s failure to return on the designated day

had added to fears for the safety of the boat expedition in this unknown land

(homecomings like this were repeated many times as the voyage progressed

often with the same concerns due to the boats’ extended absence)

CAPTAIN GEORGE VANCOUVER BEGINS PREPARATIONS TO CHANGE LOCATIONS

Master Joseph Whidbey with Lieutenant-Commander William Broughton’s assistance

had completed the survey of the anchorage that Vancouver gave the name Port Discovery

much to the annoyance of Dr. Menzies who recorded in his journal

that since the Spanish were the first explorers to visit this

place it should retain its original name of Porto de Quimper (Port Quimper)

given by Manuel Quimper [1790] rather than Port Discovery

Preparations began at first light -- May 15, 1792 (Vancouver’s Wednesday May 16)

brewer’s kettles used to make spruce beer to ward off scurvy were returned from shore

weather was calm but rain continued to fall

though not hard enough to prevent the necessary work

sailmakers finished making a new fore topgallant sail

Nativs continued to visit the ships though not in such great numbers

this enabled Dr. Menzies to study them further

he expressed the thought that they spoke the Nootkan language

he believed this location was the extreme edge of their range

and that their permanent dwellings were closer to the outer sea coast

CAPTAIN ROBERT GRAY MOVES BACK DOWN THE GREAT RIVER

Morning dawned with light air and pleasant weather -- May 15, 1792

many natives from different villages came alongside the Columbia Rediviva

John Boit also noted: **“The Canoes that came from down river brought no Otter Skins… [and so] we contented ourselves in our present situation which was a very pleasant one.”**[[142]](#footnote-142)

Captain Gray sent the cutter (small sailing boat) ahead with its crew

they found the main channel was located on the south side of the river

with a sandbar in between the two channels

Gray unmoored and sailed downriver to a better anchorage (at Grays Point) -- 10:00 a.m.

As noted in the ships log Robert Gray and John Boit took the jollyboat ashore

**“to view the Country and take possession”**[[143]](#footnote-143)at (Grays Point):

(historians noted the phrase **“and take possession”**

was inserted later and is in a different ink)

*COLUMBIA REDIVIVA* CONTINUES BACK DOWN THE GREAT RIVER

Captain Gray then in (Grays Bay) ordered the anchor raised -- 4:00 a.m. May 16, 1792

because of lack of wind the *Columbia* was towed three miles by the cutter

jollyboat soundings of the channel found six fathoms of water

covered the sandy river bottom

*Columbia* was greeted by a fresh breeze and sailed with the ebb-tide -- 10:00 a.m. to a place about two miles west of the Chinook village of Qwatsamts

Back at (Point Ellice) in Baker Bay at the mouth of the (Columbia River)

where Captain Gray had made his first anchorage in the Columbia River

Gray renamed Captain John Meares’ Cape Disappointment to the north

**“Point Hancock”** to honor revolutionary leader and Boston mayor John Hancock

(eventually Cape Disappointment will retain its name)

Gray renamed Captain Bruno de Heceta’s Cape Frondoso to the south

**“Point Adams”** for revolutionary hero John Adams

Captain Robert Gray camped and traded with the Indians

Fifth Mate John Boit wrote in the ship’s log: **“This River in my opinion, wou’d be a fine place for to sett** (sic) **up a Factory** [trading post]**. The Indians are very numerous, and appear’d very civill.** (sic) **during our short stay we collected 150 Otter, 300 Beaver, and twice the Number of other land furs. the river abounds with excellent Salmon, and most other River fish, and the Woods with plenty of Moose and Deer,** (sic) **the skins of which was** (sic) **brought us in great plenty, and the Banks produces a ground Nut, which is an excellent substitute for either bread or Potatoes, We found plenty of Oak, Ash, and Walnut trees, and clear ground in plenty, which with little labour might be made fit to raise such seeds as in nessescary** (sic) **for the sustenance of inhabitants,….”**[[144]](#footnote-144)

Captain Gray made a chart of the river and the bay in the area but he did not name either

(British Royal Navy Lieutenant-Commander William Broughton

named Grays Bay [fall of 1792]

eventually the larger of the two rivers flowing into (Grays Bay),

which the Indians called Ebokwol and Moolhool

became known as Grays River)

CAPTAIN VANCOUVER CONTINUES PREPARATIONS TO CHANGE LOCATIONS

Tents, the observatory and its instruments were returned to the ships

in preparation for sailing -- May 16, 1792 (Vancouver’s May Thursday 17)

Dr. Menzies spent the cloudy and wet day carrying several varieties of unknown plants

aboard ship to be placed in the plant frame on the quarter deck of the *Discovery­­*

much to Captain Vancouver’s irritation

some of these plants became associated with his name:

•madrona tree *(arbustus menziesii)* which Menzies called the Oriental strawberry tree,

•large rhododendron (*Menziesia ciliicalyx* -- Washington’s state flower);

•evergreen huckleberry (Menziesia ferruginea)

Dr. Menzies also collected and identified salal, sand verbena, pearly everlasting, vine maple,

wild onion, manzanita (evergreen shrubs or small trees), Oregon grape, western birch,

calypso, prince’s pine, fairy bells, meadow chickweed, dogwood, hazel, dogtooth lily,

devil’s club, wild hyacinth, penstemon (flowering plants), wild strawberry, syringa,

white poplar, trembling poplar, Douglas fir, wintergreen, crabapple, goldenrod,

red-flowering currant, mountain ash, garry oak, *Sedum roseum,* thimbleberry, yew,

giant cedar, hemlock spruce**,** wild cranberry, two types of whortleberry

and three types of huckleberry

*Discovery* and *Chatham* were unmoored as preparations were completed -- afternoon May 16

charting of the coasts of Washington and British Columbia now could begin in earnest

VANCOUVER’S EXPEDITION MOVES OUT OF PORT DISCOVERY

*Discovery* and *Chatham* set out -- daylight May 17, 1792 (Vancouver’s Friday May 18)

with the help of their small boats towing them they left Port Discovery

occasionally tacking with the light variable breeze from the southeast

Their course took them through the channel to the east of **“Protection Island”**

(between today’s Sequim and Port Townsend)

Vancouver went ashore to obtain latitude bearings at noon

and to look at the surrounding waters from another point of view

Dr. Archibald Menzies jumped at the change to get ashore again

there he was delighted to find, much to his surprise, Prickly Pear Cactus

growing in the sandy soil in a stunted form

After his return to the *Discovery* Captain Vancouver decided to divide his resources

Lieutenant-Commander Broughton and *Chatham* would explore north

into the San Juan Islands following the course of several Spanish captains

Vancouver and the *Discovery* would investigate the water south of (Admiralty Inlet)

where no Spanish captain had as yet visited

AMERICAN CAPTAIN GRAY BEGINS PREPARATIONS TO EXIT THE GREAT RIVER

After two days of trading with the Indians at the mouth of the great river

Captain Robert Gray prepared his ship to exit the river

Captain Gray named the river **“Columbia’s River”** in honor of his ship -- May 18, 1792

(he used the possessive form perhaps to honor both his ship and his country)

Captain Gray drew a rough sketch of the entrance of the river (which will later be copied)

Captain Gray did not claim the river or take possession -- he was a trader; not an explorer

however, by entering the river before any other European

Gray not only gave the river’s name but gave the United States

its strongest claim to the Northwest Coast of North America

VANCOUVER AND BROUGHTON BEGIN THEIR SEPARATE INVESTIGATIONS

Vancouver set the first inlet southeast of Foulweather Bluff as the rendezvous point

Broughton was instructed to explore one of two large openings

leading to the San Juan Islands

he was to take the *Chatham* into thenorthwest opening to the islands

when he had completed his survey, he was to return

down the large opening to the southeast

where the *Discovery* would be conducting its investigation

Fog held Vancouver’s expedition in Port Discovery (Discovery Bay) until around 8:30 a.m.

when a northwest wind dispersed it -- May 18, 1792 (Vancouver’s Saturday May 19)

*Discovery* and *Chatham* set separate courses

amid cheers and best wishes from both ships -- noon

LIEUTENANT-COMMANDER WILLIAM R. BROUGHTON SAILS NORTHWEST

After *Chatham* left the *Discovery --* May 18, 1792 (Vancouver’s Saturday May 19)

she was about one-half mile northeast of Point Wilson

sailing with a westerly wind -- 4:00 p.m.

Leaving Port Discovery Broughton sailed into the maze of channels in the San Juan Islands

following the route previously used by Spanish captains

*Chatham* traveled the Strait of Juan de Fuca past (Smith Island) and (Minor Island)

Broughton continued on a course into the southern entrance to San Juan Channel

that separates San Juan Island from the rest of the archipelago

Broughton sent the cutter ahead to sound for depth

as they sailed beside a rock island (Harbor Rock)

located at the entrance to (Massacre Bay in West Sound on Orcas Island)

at the northern end of the channel leading into (Griffin Bay) near San Juan Island

which *Chatham* entered -- May 18, 1792

Broughton crossed (Griffin Bay) and entered (Upright Channel)

they sailed northwest into the broader San Juan Channel

which ran between San Juan Island and (Shaw Island)

*Chatham* was moved to the entrance to **“Harney Channel”**

Lieutenant Johnstone sent two boats to examine openings off the main channel

an Indian village was discovered whose inhabitants offered venison for trade

Facing a strong ebb tide Broughton anchored the *Chatham* around 8:30 p.m.

it was not clear from Broughton’s record exactly where the *Chatham* anchored

but Johnstone’s rough chart showed an anchor symbol

off (Turn Island near today's Friday Harbor)

CAPTAIN VANCOUVER HAS DIFFICULTY AS HE SETS OUT TO EXPLORE

Captain Vancouver sailed to the southeast out of Port Discovery

aided by the flood tide -- May 18, 1792 (Vancouver’s Saturday May 19)

when *Discovery’s* sail was hoisted it was discovered the yardarm was rotted

it was quickly replaced with the main topsail yard so the ship could sail southeast

Captain Vancouver entered what he named **“Admiralty Inlet”**

(at today’s Hainsville -- this is the entrance to today’s Puget Sound)

he gave the water passage the name in honor of the British Board of Admiralty

looking up the bay Vancouver’s crewmen had a clear view of Mount Rainier

another snow-capped mountain south of Mount Rainer could be seen from the mast

(this was Mount Saint Helens)

During the day the weather continued warm and the winds remained calm

*Discovery* sailed between (Foulweather Bluff) and (Double Bluffs)

and entered the northern end (of what we know as Puget Sound)

Lieutenant Puget expressed some concern that without a boat ahead to sound for depth

they were traveling too fast in the flood tide

although they frequently took soundings from the ship

they had not found the bottom with fifty and sixty fathoms of line

*Discovery* traveled down the east side of **“Bainbridge Island”**

entering **“Elliott Bay”** (today’s port of Seattle)

they sailed past a low point of ground on which a small Indian village was located

near the southeastern tip -- afternoon May 18

they saw canoes drawn up on the beach

at what Vancouver called **“Village Point”** (today’s Schmitz Park in West Seattle)

but the *Discovery* was not visited by natives

Vancouver could see two branches of Admiralty Inlet

with one branch running southwest and another southeast

Captain Vancouver made the decision to anchor on the west side of **“Blake Island”**

but as they approached their intended anchorage they found it impossible to reach bottom

with sixty fathoms of line

it was necessary for them to retrace their route and come to another anchorage

to the south of the native village at Village Point in (Elliott Bay)

there they safely anchored -- about 7:00 p.m. May 18, 1792

this location made it easy to bring wood and water on board the *Discovery*

describing his anchorage in Elliot Bay, Vancouver wrote (incorrectly dated May 19): **“Our situation being somewhat incommoded by the meeting of the different tides, we moved nearer in, and anchored in the same depth, and on the same bottom as before, conveniently to the shore. Our eastern view now bounded by the range of snow mountains from Mount Baker bearing by compass north to Mount Rainier…. The ridge of mountains on which Mount Olympus is situated, whose rugged summits were seen towering over the eastern side, bounded to a considerable extent our western horizon.”**[[145]](#footnote-145)

Vancouver’s general impression of the land was extremely positive**: “The serenity of the climate, the innumerable pleasing landscapes, and the abundant fertility that unassisted nature puts forth, require only to be enriched by the industry of man with villages, mansions, cottages, and other buildings to render it the most lovely country that can be imagined, whilst the labor of the inhabitants would be amply rewarded in the bounties which nature seems ready to bestow on cultivation.”**[[146]](#footnote-146)

Crewmen busied themselves on shore brewing spruce beer

while carpenters prepared to replace the rotted topsail yardarm using spares cut on shore

’tween deck was washed with vinegar

with so many of the crew away on shore the *Discovery* was given a good airing out

Two natives in a canoe visited the ship but could not be enticed to come aboard

Lieutenant Puget and Dr. Archibald Menzies a small party landed at the nearby village

there they watched the natives preparing clams and fish for the winter

Vancouver noted the village appeared to be a temporary site

eighty to one hundred men, women and children were busily engaged

in rooting out bulbs and wild onions which they dried and made into a paste

Before nightfall Captain Vancouver made a quick excursion to the cove they had seen

he found rocks blocked the entrance barring their entry (to Blakely Harbor)

Vancouver returned to his ship and made plans to dispatch his second boat expedition

to survey the branch of Admiralty Inlet leading southwest from their anchorage

BROUGHTON ON THE *CHATHAM* INVESTIGATES THE SAN JUAN ISLANDS

Lieutenant-Commander William Broughton dispatched the *Chatham’s* cutter in clear weather

to explore (Upright Channel) -- May 18, 1792 (Vancouver’s Saturday May 19)

six miles were investigated before the cutter returned to the anchorage

no end to the channel could be found

After breakfast Broughton decided to send two boats under the direction of James Johnstone

to examine the extensive arm that led to the northwest

Lieutenant Johnstone with the launch and cutter went up San Juan Channel

*Chatham* weighed anchor and sailed as they followed the earlier route of the cutter into

(Upright Channel) through the narrow passage between (Canoe Island) and (Flat Point)

to their next anchorage off (Flat Point) on Lopez Island

there to await the return of Johnstone’s party

they tried fishing with the seine net with limited success

Lieutenant Johnstone’s boats arrived at the anchorage -- 8:00 p.m.

Johnstone brought word that the large arm they had been following (San Juan Channel)

communicated with another extensive branch of the sea by two arms,

they had observed (Spieden Channel) opened into Haro Strait

which branched in a northwest direction

and (President Channel) which ran to the northeast

between (Waldron Island) and Orcas Island

LIEUTENANT PETER PUGET LEADS A BOAT EXPEDITION

Lieutenant Puget led an expedition to explore the sound which bears his name

Puget took the *Discovery’s* launch and Master Whidbey accompanied in the large cutter

they set out with sixteen men from the vicinity of Admiralty Inlet’s Village Point

to investigate the tortuous channels -- 4:00 a.m. May 19, 1792 (Vancouver’s May 20)

their work progressed at various locations day in and day out rain, wind and shine

Dr. Archibald Menzies joined the party hoping to expand his botanical collection

Puget kept a rough log on his exploration in his journal

**“Early in the Morning we left the Ships with the two Boats well Armed. The Launch carried two Swivels besides wall pieces Musquetoons & Musquetts & provided with a Weeks Provisions we began the Examination of the Inlet.”**[[147]](#footnote-147)(dated May 20 -- one day off like Vancouver)

Rowing against the ebbing (receding) tide Puget and Master Joseph Whidbey moved south

at a little less than one mile an hour following the narrow arm of (Colvos Passage)

which lies between (later named Vashon Island) and the (Kitsap Peninsula)

they came upon two Indians who deserted their canoe and fled inland

Puget and Whidbey continued on to (Olalla)and put ashore here for breakfast

Puget reported: **“The land there is in general Low & rising gradually a little Distance from the Beach to the Hills of a Moderate Height & is everywhere covered with wood consisting chiefly of tall Straight Pine Trees.** [Actually these were Douglas fir trees hundreds of years old -- scientific name: *Psuedotsuga menziesil* in honor of Dr. Menzies] **About Nine we left the Breakfast Place with a fine fair Wind & Tide and proceeded on a further investigation of the Inlet.”**[[148]](#footnote-148)

Continuing south along (Colvos Passage) to the east they reached an opening about noon

some nine miles from their starting point which led to the conjecture

that the land they had been following to their left side was an island (Vashon Island)

Puget’s boat expedition continued on for about an hour and entered

(Dalco Passage which separates Vashon Island and Point Defiance)

Puget’s men became the first white men to see (Commencement Bay -- today’s Tacoma)

in those days a mud flat estuary for the (Puyallup River) and (Hylebos Creek) Puget noted **“About 4 Miles from the Breakfast Place the Eastern Shore which had hitherto been compact branched off to the Eastward & afforded us a view of an excessive high Snowy Mountain** [Mount Rainier]**, which though frequently seen before I have omitted noting it.”**[[149]](#footnote-149)

As the tide turned they rounded (Point Defiance) and passed through **“The Narrows”**

where Puget indicated: **“A Most Rapid Tide from the Northwest hurried us so fast past the Shore that we could scarce land. At a Distance of about six leagues from the Breakfast Place the Continent took a Sudden turn to the Westward.”**[[150]](#footnote-150)

unable to row against the strong flood tide sweeping around (Fox Island)

Puget and his men put ashore at (Point Fosdick)

where they had lunch-- about 2:00 p.m. May 19

After lunch Puget’s men were buffeted by a strong tide

they could progress only about a mile to the west where they found a small cove

Puget named this inlet **“Indian Cove”** (today’s Wollochet Bay) which they explored

at the head of the cove small group of natives had set up a temporary camp

to dry fish and clams

they traded buttons and trinkets with the Indians for dried clams and fish

these natives showed no signs of fear or surprise at their new visitors

Puget gave his impression of the natives: **“In their Persons these People are slenderly made. They wear their Hair long which is quite Black and exceeding Dirty. Both Nose and Ears are perforated to which were affixed Copper Ornaments & Beads. The whole Party was Naked.”**[[151]](#footnote-151)

Leaving Indian Cove and turning south the progress of Puget’s boat expedition was slowed

by the strong current separating the (Kitsap Peninsula) from (Fox Island)

they reached the western end of narrow (Hale Passage) and stopped to eat -- 8:00 p.m.

Camp for the night was made near (Green Point) in (Carr Inlet)

setting up the tents drew a number of natives who watched in amazement

as the dwellings suddenly appeared as if from nowhere

BROUGHTON SENDS OUT BOAT EXPEDITIONS

*Chatham* remained off (Flat Point) on Lopez Island -- May 19, 1792 (Vancouver’s May 20)

Broughton had his boats busy surveying the maze of channels -- early in the morning

Lieutenant James Johnstone went back to sketch the entrance to San Juan Channel

When the tide slackened Broughton attempted to move the *Chatham* forward -- 8:00 a.m.

she was towed to the northeast with the ship’s launch

*Chatham’s* position was opposite the entrance to (Harney Channel) -- noon

Lopez Island could be seen to the south

Broughton discovered a native village whose inhabitants offered venison for trade

(Harney Channel) split into three channels which could be seen from the *Chatham*:

•northeast a water passage could be seen

possibly (Peavine Pass) between (Blakeley Island) and (Obstruction Island)

or perhaps (Obstruction Pass) between Obstruction Island) from Orcas Island

Johnstone examined (Harney Channel) to the west which divided into two channels:

•(West Sound) to the north leading to (Massacre Bay) on Orcas Island

•(Wasp Passage) to the west leading to (Crane Island)

Johnstone returned in the cutter from sketching San Juan Channel

to where the *Chatham* was anchored

James Hanson, *Chatham’s* Second Lieutenant took the launch southeast

into (Upright Channel) which he followed for about eight miles

between Lopez Island and (Blakeley Island)

finding no apparent termination Hanson returned to the ship

CAPTAIN VANCOUVER EXPLORES AROUND (VASHON ISLAND)

Repairs and maintenance continued on board the *Discovery* at Village Point

Captain George Vancouver took a boat expedition to examined the passage

east of (Vashon Island) **--** May 19, 1792 (Vancouver’s Sunday May 20)

Vancouver thought he had found the entrance to a small cove with an island

(Vancouver was wrong; this was the opening to Port Orchard Bay)

*COLUMBIA REDIVIVA* SAILS OUT OF COLUMBIA’S RIVER

After nine days trading in the Columbia River

American Captain Robert Gray attempted to leave -- 5:00 a.m., May 20, 1792

lack of wind and a strong tide slowed the ship’s progress

it took four hours to re-cross the sandbar of the Columbia River

and enter the Pacific Ocean

Captain Gray noted: **“May 20. This day left Columbia’s River and stood clear of the bars and bore off to the northward. The men at Columbia’s River are strait-limbed, fine-looking fellows, and the women are very pretty.”**[[152]](#footnote-152)

Fifth Mate John Boit further noted: **“We lay in this place till the 20th May, during which time we put the ship in good order and filled up all the water casks alongside, it** [the water] **being very good. These natives talked the same language as those farther south, but we could not learn it. Observed that the canoes that came down river brought no otter skins, and I believe the otter constantly keep in salt water. They, however, always came well stocked with land furs and capital salmon. The tide set down the whole time and was rapid. Whole trees sometimes come down with the stream. The Indians informed us there were fifty villages on the banks of this river.”**[[153]](#footnote-153)

PETER PUGET LEADS A SECOND DAY OF EXPLORING

Once again the weather changed during the night

Puget’s men woke up at dawn to rain in their (Green Point) camp

but they set out early in the morning May 20, 1792 (Vancouver’s Monday May 21)

into (Carr Inlet) at the northern end of (Fox Island)

Traveling to the north the tide prevented them from making much progress before breakfast

they enjoyed breakfast on a small island inhabited by a huge flocks of crows

Puget named **“Crow Island”** (today’s Cutts Island)

Puget and his men continued to the end of (Carr Inlet)

and explored (Henderson Bay) to its termination

which was in sight before noon (at today’s Wauna, Washington)

this was found to be a swampy tide flat too shallow for the boats

Returning south Puget’s men saw a small native village on the western shore of Crow Island

they were met by a canoe whose occupants appeared extremely shy and distrustful

as the natives indicated they wanted the visitors to leave

Puget’s men tried various schemes to induce the natives to move closer to the boats

it was with a great deal of difficulty that the Indians

were finally persuaded to accept a few gifts

after receiving a number of items, they returned quickly to their village

Puget’s boats had been moving steadily along the western shore of (Carr Inlet)

weather became sultry with temperatures reaching into the nineties

about four miles from the small native village the party came into a small cove

there a stream of fresh water was located at head of the cove

Puget’s party intended to lunch on a cliff about sixteen feet above where the boats anchored

some the crew planned to seine for salmon to restock their food at the mouth of a creek

while preparations were being made to eat

suddenly they were surprised to see about twenty armed natives in six canoes

led by “One Eye”who hadfollowed Puget into the cove

and landed close to where the explorers proposed to dine some two dozen Indians came ashore, beached their canoes and strung their bows

Puget later wrote: **“Had a Single Arrow been discharged either at us or the Boat I certainly would have had the Person Shot, let the Consequence be what it would.”**[[154]](#footnote-154)

Puget drew a line on the beach to separate the two groups

with watchful eyes the British sailors proceeded with their dinner plans

on the cliff overlooking the members of their party who remained with the boats

another canoe of armed natives now joined the first arrivals

all of the Indians held an earnest consultation in their canoes

from their gestures it became clear they intended to attack

when one group in a canoe tried to outflank Puget’s men in the boats

they were warned off by shouts and these Indians chose to retreat

however they soon returned with bows and arrows ready

they jumped up the bank in a menacing manner

Puget’s party and the men in the boats were armed and made it clear

they were prepared to resist any further hostile moves by the natives

one Indian moved right up to Puget and it was necessary that a musket muzzle

be placed against the native’s chest to persuade him to give up any plan of attack

after this threat the natives retreated to the beach

Puget’s men on the bank finished their dinner with a watchful eye on their visitors

natives continued to make signs that they intended further annoyances

which prompted Puget to order that a swivel be fired from the launch

this, however, had no result as the natives showed neither surprise nor fear

at the sound or the effect of the shot

finally, as the equipment from shore was being returned to the boats

Puget ordered the swivel gun loaded with grape shot and fired across the water

there was no immediate effect as the Indians derisively exclaimed “pop”

without showing any concern

eventually, the Indians relented and unstrung their bows and began trading

they gave up all pretense of a war-like manner offering their bows and arrows for sale

which was taken as certain indication of their now peaceable intentions

Puget named the inlet **“Alarm Cove”** (today’s Van Geldern Cove)

When Puget’s party set out to the East they were followed by the Indians now hoping to trade

natives offered everything they had in peaceful barter

but seeing the boats heading out of the channel they returned to their village

Puget’s expedition rowed southeast along (Carr Inlet) into (Pitt Passage)

between the (Kitsap Peninsula) and Puget’s **“Pidgeon** (sic) **Island”** (McNeil Island)

Heavy rain squalls driven by a strong southerly wind swept down on the men that afternoon

Puget beached the boats, sought shelter and pitched their tents earlier than usual

on the west point of (Pitt Passage at Driftwood Annie’s Point)

across from where they had slept the previous night at (Green Point)

their narrow escape from the natives had left an indelible impression on all of the men

never again during their time on the lower coast

did they allow themselves to be taken surprise

*CHATHAM INVESTIGATES AROUND BLAKELEY ISLAND*

Lieutenant-Commander Broughton’s party escaped early morning rain experienced by Puget

*Chatham* was under way -- 8:00 a.m. May 20, 1792 (Vancouver’s Monday May 21)

with the boats ahead towing her through narrow (Peavine Pass)

which they thought would carry them into Rosario Strait

the main channel of the gulf

boats continued to tow the vessel through the narrowest part

and with the help of a strong ebb tide they cleared the channel

and sailed against a light northeast breeze under cloudy skies

they entered Rosario Strait and saw islands and channels in all directions

Lieutenant Johnstone landed on (Blakeley Island)

to take the noon reading of latitude and longitude

he examined the northern end of Rosario Strait

to the north and Northeast he could see into the wide expanse of the Strait of Georgia

to (Sinclair Island), **“Cypress Island”** and Lummi Island[[155]](#footnote-155)

and their connecting channels

While sailing through Rosario Strait the wind suddenly stopped as they cleared the passage

tide carried the *Chatham* north and set her close to the (Blakeley Island) shore

boats did their best to pull her off but the tow rope broke

before they could lay out another line the ship swung inshore

and gently touched on the rocks

another mooring cable was taken out on the launch but the current floated the ship off

*Chatham* swung back to the south before the boats could tow her into deeper water

while the ship drifted, the crew tried sounding to determine the depth

however the lead became entangled and it was lost along with the line

with no wind and the tide continuing to move them quickly toward the land

*Chatham* anchored off (Blakeley Island) -- 1:00 p.m.

Johnstone took the cutter to examine the Rosario Strait to the east

while the rest of the crew tried the seine net without success until sunset

Johnstone and the cutter returned back to the *Chatham* after dark he reported having found that the easternmost opening (Bellingham Channel)

led back into Rosario Strait with a number of islands off to the east

and a very broad opening (Strait of Georgia) to the northwest

SPANIARDS VISIT THE VILLAGE OF NOOTKA CHIEF QUICOMACSIA

*Sutil* under Lieutenant Dionisio AlcalaGaliano, commander of the expedition

and *Mexicana* under Lieutenant Cayetano Valdes reach (Vancouver Island)

While visiting Chief Quicomacsia in his village of Maluinas

(today’s Malvinas on Vancouver Island) Lieutenant Dionisio AlcalaGaliano noted the chief

had changed his name -- May 20, 1792

after the marriage of his daughter to the chief of another tribe

Quicomacsia claimed this marriage gave him status above that of Maquinna

he said he was highest ranking chief of the Nootka people

however, Galiano believed Maquinna was considered the sovereign in the area

by most Indians

PETER PUGET LEADS A THIRD DAY OF EXPLORING

Puget’s party was unmolested by the natives during the night

camp at (Pitt Passage) was broken at daybreak May 21, 1892

(Vancouver’s Tuesday May 22)

Puget’s boats made slow progress against the ebb tide down (Pitt Passage)

where they made the turn into (Balch Passage)

between (Pidgeon [sic] Island today’s McNeil Island) and (Anderson Island)

this water passage branched to the east and extended as far as they could see

Puget’s men stopped at noon on the northern tip of Puget’s **“Long Island”** (Ketron Island)

they put ashore so Master Joseph Whidbey could break out the sextant

to take an accurate noon sun shot necessary to precisely determine their latitude

They had not proceeded far to the southeast from Long Island

when in the space of fifteen minutes the sky blackened and a squall came on

with thunder, lightning and heavy rain, which forced them to bear across the channel

to take refuge in a cove near the entrance

to (Oro Bay) on (Anderson Island) -- about 3:00 p.m.

they hoped after dinner they could proceed, but continuing foulness of the weather

forced them to set up camp and look for an early start (in the morning)

in the evening three canoes arrived from the south bringing vegetables

and some bearskins for sale

these natives indicated that across the inlet was a large river

where many salmon could be caught

*CHATHAM* EXPLORES ROSARIO STRAIT

Lieutenant-Commander Broughton, now in Rosario Strait, experienced variable weather

early in the morning May 21, 1792 (Vancouver’s Tuesday May 22)

by 8:00 a.m. it was calm as they weighed anchor and were towed to the east

*Chatham* made her way out of Rosario Strait

They experienced a fresh northwest breeze accompanied by a strong flood tide against them

little progress could be made that afternoon

they finally came to anchor in **“Strawberry Bay”** on Cypress Island

from here the passage to the south appeared entirely open

as far as the Strait of Juan de Fuca

*Chatham* lost an anchor in the bay

Lieutenant Johnstone attempted to examine an inlet with several islands

that lay to the south but the rapid flood tide prevented him

this was probably (Thatcher Pass) leading to Lopez Island

Johnstone surmised (incorrectly) this inlet was the same as had been previously examined

by Second Lieutenant James Hanson in the *Chatham’s* launch

When the tide changed the weather became stormy -- around 7:00 p.m.

heavy rain accompanied by a great deal of thunder arrived from the southeast

*DISCOVERY* REMAINS ANCHORED AT VILLAGE POINT

Work on the ship progressed under rainy weather that did not interfere with necessary tasks

carpenters continued to make new yardarms and the sail makers repaired the jib

and fore topmast sails -- May 21, 1792 (Vancouver’s Tuesday May 22)

Natives visited the ship in growing numbers but only a few of the braver men came onboard

women, children and most of the men were content with paddling around the vessel

these Indians had only bows and arrows to trade

Vancouver would have welcomed venison or fish which seemed to be in short supply

in the region or else as he noted in his journal: **“**...**the natives had early discovered that we were more curious than hungry, …”**

As even more Indians visited the ship Vancouver detected a change in their canoes

those natives living at Village Point and their friends from the other side of the inlet

had canoes fashioned in the style of the Indians at Nootka Sound

while the canoes of the more distant visitors were cut off square at each end

like those he had seen to the south at Cape Orford off the coast (of Oregon)

although these were longer and considerably larger

NOW-LIEUTENANT ALFREZ MANUEL QUIMPER SAILS FOR SAN BLAS

(After he had delivered the *Princess Real* (British Associated Merchants’ *Princess Royal*)

to the British [June 1791] Lieutenant Quimper remained at Manila Bay, The Philippines)

Lieutenant Quimper was given command of the frigate *San Jose de las Animas*

he sailed out of Manila Bay bound for San Blas accompanied by the schooner *Valdes*

under the command of Lieutenant Cosme Bertadano

these two ships became separated by a hurricane and *Valdes* returned to the Philippines

Quimper continued on to San Blas, New Spain but his ship was so badly damaged

he did not arrive until six months after setting out

BROUGHTON BEGAN THE RETURN TRIP TO THE *DISCOVERY*

Rainy weather that had dampened both Vancouver and Puget

also continued in the San Juan Islands and kept Broughton at his anchorage

until 6:00 a.m. May 22, 1792 (Vancouver’s May 23)

When a breeze arrived *Chatham* worked her way out of Strawberry Bay down Rosario Strait

as they moved Southward they noticed several islands to the north

another channel opened in that direction separating Cypress Island and Guemes Island)

(this was Spanish Commandant Francisco de Eliza’s Canal de Guemes

later named by Vancouver **“Bellingham Channel”**

they passed to the northeast of (Sandy Island) on their way into an extensive opening

a flood tide carried them rapidly into the opening through a great deal of rough water

that gave the appearance of shallow water

they viewed into (Deception Pass)

as they crossed to the north shore of the Strait of Juan de Fuca

*Chatham’s* position was south of **“Partridge Bank”** -- noon

where the nearest land was **“Point Partridge”** on Whidbey Island

Wind shifted to the northwest -- 4:00 p.m.

with the change in the tide they anchored -- 6:00 p.m. they came to an anchor

at the foot of a remarkable white cliff (Double Bluff)

at the entrance to (Useless Bay) on (Whidbey Island)

PETER PUGET LEADS A FOURTH DAY OF EXPLORING

Lieutenant Puget’s men woke to a dense cold fog which detained the party in (Oro Bay)

thus it was not until after breakfast that they were able to get underway

this was an unusually late start -- 8:00 a.m. May 22, 1792

(Vancouver’s Wednesday May 23)

They rowed south across the sound to follow the shore into the (Nisqually River) delta

where they had been told that fish was plentiful

but when they arrived they found the water too shallow for their boats

and a falling tide increased the risk of becoming stranded

Puget followed the shore to the northwest into the (Nisqually Reach) which widened slightly

Puget noted: **“We were joined by some Canoes with various Articles for traffic such as Bows Arrows & their behavior was the Opposite to what we had experienced from the Indians in Alarm Cove. These came alongside the Boats with the greatest Confidence & behaved themselves with much propriety a Commerce was therefore established for their Different Articles.”**[[156]](#footnote-156)

Puget’s men headed northwest past (Anderson Island) and (Drayton Passage)

that opened to the north

they reached (Johnson Point) and saw the opening to (Dana Passage) to the east

once again the weather changed and a gathering rain storm forced them to stop

where Puget named **“Wednesday Island”** (Herron Island)

(although it was, in fact Tuesday)

unable to proceed they pitched their tents **“…to avoid a threatening Squall from the SE. About two it came on with Thunder, Lightening & a heavy Gust which continued without Intermission all the Afternoon. The Rain fell in perfect torrents.”**[[157]](#footnote-157)

WEATHER IMPROVES FOR THE CREWMEN ON VANCIUVER’S *DISCOVERY*

Anchored at Village Point morning began with a great deal of rain, thunder and lightening

but the weather became pleasant later in the day -- May 22, 1792 (Vancouver’s May 23)

Some of the midshipmen walked the beach

they noticed an opening to the west of their anchorage

after returning to the *Discovery* ship’s clerk and surveyor Henry Masterman Orchard

notified Vancouver that the area was actually an entrance to a large natural harbor

CAPTAIN VANCOUVER INVESTIGATES THE OPENING TO RICH PASSAGE

Vancouver’s anchorage at Village Point escaped the rain encountered by Puget

light breezes and clear weather prevailed around (Blake Island)

during the morning -- May 23, 1792 (Vancouver’s Thursday May 24)

Captain Vancouver, Lieutenant Baker and several midshipmen took the *Discovery’s* pinnace

on the fourth boat expedition to examine the opening reported the previous evening

this opening received the name **“Port Orchard Bay”**

after ship’s clerk Henry Masterman Orchard

who first drew Vancouver’s attention to it

two interlocking points about a quarter mile apart formed a channel free from rocks

past the narrow entrance at (Point White) on (Bainbridge Island) which divided

Port Orchard Bay to the northwest and (Sinclair Inlet) to the south

(today’s Puget Sound Naval Shipyard at Bremerton)

Vancouver’s journey up **“Port Orchard Inlet”** took them only as far as necessary

to show them the northern end was apparently closed

Vancouver missed the branch to the west that forms (Liberty Bay)

and the northern branch that forms the entrance to (Agate Passage)

leading into (Port Madison)

This expedition took all day -- May 23, 1792 (Vancouver’s May 24)

when they returned to their ship, Vancouver noted the Indians

were preparing to move their village

he marveled at their process as the mats covering their houses were rolled up

and together with their stock of food and weapons were loaded

along with their families and wool dogs into a single canoe

Vancouver reported that when shorn the fleece of the dogs were much like the sheep

in England with a mixture of coarse wool and long hairs most suitable for weaving

PETER PUGET LEADS A FIFTH DAY OF EXPLORING

Torrential rains had ceased by morning -- May 23, 1792 (Vancouver’s Thursday May 24)

Puget’s party broke camp on Wednesday (Herron) Island and proceed up the arm

north and northwest to the end of (Case Inlet) where they found a low marshy flat

here they breakfasted at the mouth of a small creek and tried the seine

but managed to catch only one small salmon trout (steelhead)

After breakfast they noticed a narrow opening on the western shore that led off to the south

they rowed in that direction as the heavy rain returned

they eventually continued down Case Inlet) only one quarter to one half mile wide

until they reached (Rocky Bay) and then (Vaughn Bay)

Continuing south down (Case Inlet) Puget reached the northern tip of (Harstine Island)

and entered (Pickering Passage) a narrow passageway

between the mainland and (Harstine Island)

Puget’s men saw (Squaxin Passage between Squaxin and Steamboat islands)

they felt this passage would carry them into the main branch they had been tracing

Camp was made on west shore of (Pickering Passage)

across from the northwest tip of (Squaxin Island)

from their stopping place they looked to the southeast down (Peale Passage)

between (Squaxin Island) and (Harstine Island) -- 6:00 p.m.

*CHATHAM* CONTINUES ON ITS WAY TO RENDEZVOUS WITH *DISCOVERY*

William Broughton with the *Chatham* crossed (Useless Bay)

and worked his way up Admiralty Inlet

to the rendezvous with Captain George Vancouver

Contrary winds and tide forced him to anchor on the eastern shore

*Chatham* set sail again with the change of tide -- noon

with the aid of a fine breeze they entered another arm extending north

(Possession Sound)

they anchored on the eastern shore of (Bainbridge Island at Apple Cove Point)

(across from today’s Edmonds) -- 6:30 p.m. May 23, 1792

PETER PUGET LEADS A SIXTH DAY OF EXPLORING

One of Lieutenant Puget’s first acts was to take an inventory of supplies

on the morning -- May 24, 1792 (Vancouver’s Friday May 25)

he determined they were running low

what remained would last only five more days at best

however, Puget had noticed the variety of foods eaten by Indians

In making his decision regarding to return to the *Discovery* he noted he had

**“a good Quantity of Clams, which with Nettle tops, Fat hen & Gooseberry tops”**[[158]](#footnote-158)

these would provide enough food to continue

also, the men were not adverse to dining on crows if the need arose

It was resolved to stretch their stores and in spite of bad weather with frequent heavy rain,

to do their utmost to conclude the survey so that another boat expedition to this area

would not be necessary

Setting out from (Harstine Island) toward the south

Puget’s boat expedition followed the shoreline of (Squaxin Island) south

they entered (Totten Inlet) and investigated as far as **“Oyster Bay”** at the end of the inlet

which they found covered with small oysters

Puget backtracked out of (Totten Inlet) and entered (Squaxin Passage)

between (Squaxin Island) and the (Kitsap Peninsula)

where camp was made **“in a very pleasant situation”**

their mission had been extended three days longer than anticipated

*CHATHAM* AND *DISCOVERY* REDEZVOUS

*Chatham* left her anchorage at (Apple Cove Point on Bainbridge Island)

with the first light -- May 24, 1792 (Vancouver’s Friday May 25)

she continued south with light breezes from the south

and anchored off a sandy point -- 8:00 a.m.

during the morning calm weather detained them

Lieutenant-Commander William Broughton set out once again

he crossed (Elliott Bay the entrance to the port of Seattle today)

to where he saw the *Discovery* on the western shore

at Village Point (today’s West Seattle)

he soon arrived and prepared to give his report to Captain Vancouver

VANCOUVER ISSUES NEW INSTRUCTIONS FOR BROUGHTON

Vancouver instructed Lieutenant-Commander Broughton

that as soon as Lieutenant Puget returned, Broughton was to take

Master Joseph Whidbey in one of the boats to examine the opening

seen to the north-northwest of the anchorage

they were to locate a suitable new anchorage for the *Chatham*

and move the *Chatham* to a spot where *Discovery* might find her

*Discovery* shifted her location to facilitate acquiring water and wood -- 9:00 a.m. May 25

while the various parties continued work on shore, brewing, getting water

carpenters were employed fitting a new topgallant mast and yardarm

CAPTAIN VANCOUVER INVESTIGATES TO THE SOUTH OF VILLAGE POINT

Vancouver accompanied by Lieutenant Joseph Baker set out in the pinnace

early in the morning to explore the main channel

to the east of Puget’s route -- May 25, 1792 (Vancouver’s May 26)

Lieutenant James Johnstone joined the expedition with the *Chatham’s* cutter

Vancouver’s route took them through (East Passage at today’s White Center)

about twelve miles from where they started the inlet took a turn to the southwest

after traveling another six miles Captain Vancouver and his men stopped for breakfast

in the vicinity of (Browns Point) -- May 25, 1792 (Vancouver’s Saturday May 26)

several natives, who behaved in a very civil manner, joined them

trading their bows and arrows and spears for hawk’s bells, buttons and beads

Leaving their breakfast spot, the party rounded (Brown’s Point)

and entered (Commencement Bay -- now the site of Tacoma)

Vancouver wrote in his ship’s log: **“Having passed round the point, we found the inlet to terminate here in an extensive, circular, compact bay whose waters washed the base of Mount Rainier . . . The forest trees, and the several shades of verdure** (green) **that covered the hills gradually decreased in point of beauty until they became invisible . . . the whole producing a most grand, picturesque effect.” --** May 26, 1792(one day off)

entering (Dalco Passage) to the west Vancouver could see the channel divided

one branch running to the north (Clovos Passage) returned the ship

other passage to the south previously had been investigated

by Puget’s boat expedition

this meant the land they followed on their port (left) side that morning was an island

Vancouver named **“Vashon Island”** in honor of his friend

British Captain, later Admiral, James Vashon

crossing (Commencement Bay) the tide rapidly carried them through a narrow channel

(The Narrows) where they noticed three inlets to their west

(Hale Passage, Carr Inlet, and Balch Passage)

traveling another nine mines in the pinnace camp was made

on northeastern tip of Long Island[[159]](#footnote-159) that evening

that night they saw two vessels under sail which at first were taken to be native canoes

but even with a telescope positive identification was not possible

they fired a couple of muskets to draw the attention of the ships

but there was no response

this was Peter Puget’s expedition returning to the *Discovery*

PETER PUGET LEADS A SEVENTH DAY OF EXPLORING

Leaving the shore of (Squaxin Passage) -- May 25, 1792 (Vancouver’s Saturday May 26)

Puget’s expedition once again enjoyed pleasant weather

They rowed into a small inlet that trended southward from their camping place

near the end of the inlet they discovered a summer Indian village of about sixty Squaxin

living in an open shed on the west shore

women were drying clams and fish and weaving baskets

men were fishing and hollowing out dugout canoes

Puget’s expedition was treated in a most friendly manner by the natives

who traded a number of skins of various animals

from their reception Puget call the place **“Friendly Inlet”** (today’s Eld Inlet)

British sailors found these natives to be very interesting

except for their habit of smearing themselves with dogfish oil

Puget wrote: **“Though it was perfect Curiosity which had induced us to land, yet that was the sooner satisfied by the horrid Stench which came from all parts of these Habitations.”**[[160]](#footnote-160)

Peter Puget and his expedition set out again accompanied by several Squaxin natives

from the village who paddled their canoes as Puget’s men rowed

around (Cooper Point) and into (Budd Inlet) where they landed on the west shore

and had breakfast -- May 25, 1792

Setting out once again up (Budd Inlet) the Indians following in their canoes

signaled this passage led nowhere

after a quarter of an hour’s further row they reached its termination in a wide muddy flat

(Budd Inlet today ends at the site of Olympia)

That afternoon Lieutenant Peter Puget reported: **“I therefore determined to return immediately to the Ships that no time be lost in the Examination of that Branch.”**[[161]](#footnote-161)

they came out into (Dana Passage) and followed it into (Henderson Inlet)

during the late morning

and stopped to dine on (Johnson Point) -- noon May 25

Puget’s men returned to (Case Inlet’s) southern end -- 1:00 p.m.

they had been there two days before

once again, they passed the extensive flats on the southern shore of the (Nisqually Reach)

and made the great turn around (Anderson Island)

returning down the main arm toward the *Discovery*

they made rapid progress along the inlet aided by a strong southerly wind and an ebb tide

They passed Long Island where they had previously dined

[on May 21, Vancouver’s May 22]

one of the men looking to the south saw signs of a fire

inside the northern tip of Long Island

which they took to be the evening camp of natives

(Puget did not realized that this was Vancouver’s party, which was in the area

after tracing the extent of the channel that ran off to the eastward

of the first channel that Puget and Whidbey had entered)

SECOND BOAT EXPEDITION RETURNS TO THE *DISCOVERY*

Lieutenant Peter Puget decided to run for the ship sailing as quickly as possible

this second boat expedition, making a steady five knots,

arrived where they had left the *Discovery* at anchor

shortly after 1:00 a.m. May 26, 1792 (Vancouver’s Sunday May 27)

*Discovery* was nowhere to be seen

Puget fired the swivel gun to obtain a response from *Discovery* showing its position

in a few moments a comforting report in response was heard

it was determined that the ship had moved her position inshore

and closer to the end of the point

an hour later Puget’s men arrived back on board the *Discovery* tired and hungry

but with a feeling of great satisfaction on the completion of their survey -- 2:00 a.m.

CAPTAIN VANCOUVER CONTINUES HIS INVESTIGATION OF SOUTH PUGET SOUND

Vancouver’s party departed Long Island[[162]](#footnote-162) -- 4:00 a.m. May 26, 1792 (Vancouver’s May 27)

they traveled in the pinnace to the southwest into the (Nisqually Flats)

where they stopped for lunch at (Johnson Point)

Leaving (Johnson Point) they noticed the entrance to (Case Inlet) to the north

and (Dana Passage) to the southwest which they entered

Vancouver and his men traveled (Dana Passage) they came to the entrance

of (Eld Inlet) and (Budd Inlet)

to the north they saw the entrances to (Peale Passage) beside (Harstine Island)

and (Squaxin Passage)

Vancouver made camp that night the head of (Eld Inlet)

.

VANCOUVER INVESTIGATES THE SOUTH SOUND

Leaving camp Vancouver found the end of (Eld Inlet) to be low swampy ground

where a few Indian huts were located -- May 27, 1792 (Vancouver’s Monday May 28)

Vancouver stopped for breakfast before 9:00 a.m. where they had camped the night before

at head of (Eld Inlet)

Vancouver entered (Budd Inlet) which also ended in a muddy flat -- they stopped for lunch

Vancouver’s party made camp that night in a cove at (Johnson Point) about 9:00 p.m.

LIEUTENANT-COMMANDER BROUGHTON SEARCHES FOR A NEW ANCHORAGE

Lieutenant-Commander William Broughton

left Village Point -- May 27, 1792 (Vancouver’s Monday May 28)

accompanied by Master Joseph Whidbey in the *Chatham’s* launch

with Second Lieutenant James Hanson in the *Chatham’s* cutter

they were to carry out Vancouver’s instructions that when Puget’s party returned

they would examine (Puget Sound) to the north

to where it divided at (Whidbey Island)

and move the *Chatham* to a suitable anchorage to the north

Broughton, Whidbey and Hanson examined the continental shoreline

passing (West Point located in today’s Discovery Park in Seattle)

and continued on to (Point Edwards -- today’s Edmonds)

they entered (Possession Sound) and reached (Gedney Island)

(at the west entrance to [Port Gardner Bay] off today’s Everett)

*DISCOVERY* REMAINS ANCHORED AT VILLAGE POINT

*Discovery* remained at anchor as various expeditions investigated the region

Dr. Menzies took the opportunity to go ashore to study the plant life and habits of the natives

on -- May 27, 1792 (Vancouver’s Saturday May 28)

he observed the women of the tribe industrially digging for bulbs

Menzies identified these as “False Onion”

Menzies collected barnacles for food

and pointedly remarked on the general idleness of the native men

weather continues generally unsettled with intermittent periods of rain

CAPTAIN GEORGE VANCOUVER RETURNS TO THE *DISCOVERY*

Vancouver’s party set out from (Johnson Point)

at daybreak -- May 28, 1792 (Vancouver’s May 29)

they stopped for breakfast at (North Point) -- noon

Setting out once again an ebb tide aided their progress as they hurried northward

dinner was taken on (Gibson Point) at the entrance to (Carr Inlet)

Vancouver and his men continued northward through (Colvos Passage) toward the ship

Vancouver arrived safely at the *Discovery --* 9:00 p.m. May 28

this boat expedition was, in fact, a waste of four days of surveying

as most of the region previously was explored by Peter Puget and his boat expedition

Vancouver gave the name **“Restoration Point”** to his informally named Village Point

there *Discovery* was anchored in honor of the restoration of England’s King Charles II

when the English, Scottish and Irish monarchies were all restored [May 28, 1660]

this event was celebrated with a salute of seventeen guns (of course one day early)

In recognition of First Lieutenant Peter Puget’s efforts,

Vancouver attached his name to the area he had explored

Vancouver wrote in his log books: **“Thus by our joint efforts we had completely explored every turning of this extensive inlet; and to commemorate Mr. Puget’s exertions, the south extremity I named Pugets** (sic) **Sound.”**[[163]](#footnote-163)

WILLIAM BROUGHTON CONTINUES THE SEARCH FOR A NEW ANCHORAGE

Lieutenant-Commander Broughton sent Master Joseph Whidbey in the *Chatham’s* launch

and Lieutenant James Hanson in the *Chatham’s* cutter to explore

along the eastern shore of (Port Gardner) -- May 28, 1792 (Vancouver’s May 29)

they had instructions to follow Puget Sound north along the eastern shore

to a point where it should divide into two or more channels

Whidbey and Hansontook the right-hand passage

between Camano Island and the mainland

(Vancouver later named this body of water **“Port Susan”**

in honor of the wife of his friend Admiral Sir Alan Gardner)

Whidbey and Hanson discovered Port Susan was closed at the far end

by a wide sandy flat

they were not able to proceed any farther because of the shallows

but they could see where (South Pass) and (West Pass) entered (Skagit Bay)

Whidbey and Hanson established camp on the east side of (Gedney Island) that evening

SALVADOR FIDALGO ARRIVES AT BAHIA DE NUNEZ GAONA (NEAH BAY)

Major Lieutenant Fidalgo under orders from Viceroy of New Spain Juan Vicente de Guemes

guided the covertte *Princesa* intoBahia de Nunez Gaona (Neah Bay) -- May 28, 1792

to establish a second colony

this settlement would be south of the Strait of Juan de Fuca

and would be the first European colony in (today’s Washington State)

Accompanying Major Lieutenant Fidalgo were:

•Antonio Serantes, second in command,

•Hipolito Tono, Chaplain Jose Alejandro Lopez de Nava,

•Surgeon Juan de Dios Morelos,

•thirteen First Free Company of Volunteers of Catalonia soldiers to protect the colony,

•seventy Peruvian and Mexican crewmembers

VANCOUVER SAILS THE *DISCOVERY* NORTH TO CONTINE HIS INVESTIGTION

Captain George Vancouver decided it was time to go north

to rendezvous with *Chatham* -- May 29, 1792 (Vancouver’s Wednesday May 30)

With a pleasant southerly breeze *Discovery* departed

under topsails, topgallant sails and foresail for the opening

followed by Broughton -- 8:30 a.m. May 29, 1792 (Vancouver’s May 30)

the slight breeze changed to the southeast with a change in the tide at noon

return of the ebb tide in the afternoon slowed Vancouver’s progress

and a strong rip tide developed which rendered the ship almost unmanageable

with the boats ahead towing the *Discovery*, they made about three miles in the evening,

there was no sight of the *Chatham*

Lieutenant-Commander Broughton had anchored closer (to what is now Everett)

Discovery reached **“Point Elliot**”(near today’s Mukilteo)

for a time neither of the two vessels knew the other’s location

Captain Vancouver ordered a swivel gun to be fired

Chatham immediately responded by firing her swivel gun to denote her position

which was determined to be behind a point on Vancouver’s starboard shore

in the gathering dusk Vancouver saw the *Chatham* bearing a light at her mast head

to which the *Discovery* directed, and after much hard work with the boats towing

anchored with the small brower (bow anchor) -- 11:00 p.m. May 29, 1792

*Discovery* and *Chatham* were anchored at Point Elliott (today’s Mukilteo)

on which natives had left a number of wool dogs

whose nocturnal howling disturbed their rest

JOSEPH WHIDBEY AND JAMES HANSON CONTINUE THEIR INVESTIGATION

After breaking the Gedney Island camp -- May 29, 1792 (Vancouver’s Wednesday May 30)

Master Joseph Whidbey the *Chatham’s* launch

accompanied by Second Lieutenant James Hanson in the *Chatham’s* cutter

passed the *Chatham* sailing off the east end of Gedney Island

Whidbey and Hanson continued to explore although that was contrary to their orders

Whidbey believed his boats had been seen by the *Chatham*

Whidbey and Hanson entered (Saratoga Passage)

between (Whidbey Island) and Camano Island

about four miles up the passage Whidbey noted a village on the (Whidbey Island) side

with numerous native inhabitants

Vancouver had ordered Whidbey to avoid landing near large numbers of people

Whidbey crossed to the (Camano Island) side

he was met by several hundred people who greeted them in a friendly manner

some families were in canoes and others were walking on the shore

Whidbey reported they had with them **“about forty dogs in a drove, shorn close to the skin like sheep”**[[164]](#footnote-164)

Whidbey stopped opposite a low projecting point at noon

to take sighting to identify his latitude

he noted a substantial native village was located on (East Point) and landed

these natives were surprised by the color of Whidbey’s skin

and seemed never to have seen Europeans

but they did have European goods acquired in trade

they were very friendly and presented the exploring party

with water, roasted roots, dried fish and other food

when one of the British boats ran aground the chief organized his people

to help push it off

Whidbey moved further up the arm about nine miles from its entrance

to an anchorage near the northern end of Camano Island

MAJOR LIEUTENANT FIDALGO REACHES BAHIA DE NUNEZ GAONA (NEAH BAY)

Major Lieutenant Fidalgo sailed the frigate *Princesa* north from San Blas, New Spain

and entered Bahia de Nunez Gaona (Neah Bay) with eighty-six men -- May 29, 1792

(Ensign Alferez Manuel Quimper claimed the bay

and named it Bahia Nunez Gaona [1790])

this port had excellent defensive conditions since it was a rocky plateau by the sea

next to a very clear stream whose bank was covered by a natural fence of dense trees

there was no need to build a stone wall as was necessary in California

Fidalgo’s men cleared a level shelf of land on the south side of Strait of Juan de Fuca

hemlock, spruce, cedar and fir trees were removed to form an open space

this was enlarged as a circle until it reached **“the length of a gunshot”**[[165]](#footnote-165)

in all directions

carpenters sawed the logs into proper lengths and split them

CAPTAIN VANCOUVER KEEPS THE *DISCOVERY* AT ANCHOR AT POINT ELLIOTT

From the Point Elliott anchorage Vancouver could easily view nearby (Gedney Island)

Vancouver and botanist Archibald Menzies from the Discovery

and Chatham’s William Broughton went ashore to explore

(the area of today’s Mukilteo) -- May 30, 1792 (Vancouver’s May 31)

Dr. Menzies’ morning stroll took him along the beach

he listed aquatic plants found in the marsh near the beach (close to the present Mukilteo light house)

Broughton called the place **“Rose Point”** for the many roses found on the site

That afternoon the Discovery and *Chatham* headed northwest but finding little wind

they anchored between Camano Head[[166]](#footnote-166) and (Gedney Island off today’s Tulalip)

Vancouver named **“Port Gardner”** (today’s Saratoga Passage)

in honor of British Admiral Sir Alan Gardner

JOSEPH WHIDBEY AND JAMES HANSON COMPLETE THEY SURVEY

Master Joseph Whidbey and Second Lieutenant James Hanson left their camp

on the north end of Camano Island -- May 30, 1792 (Vancouver’s Thursday May 31)

At the top of Port Gardner (Saratoga Passage) Whidbey turned east

to explore what is now (Skagit Bay)

he found navigation difficult and missed the narrow passage of (Deception Pass)

which separates (Whidbey Island) from (Fidalgo Island)[[167]](#footnote-167)

they reached the rocky shallows at the end (at today’s Hope Island in Skagit Bay)

here they made camp for the night

LIEUTENANTS WHIDBEY AND HANSON COMPLETE THEIR INVESTIGATION

Master Joseph Whidbey led his expedition from his camp on (Hope Island)

back to (Whidbey Island) -- May 31, 1792 (Vancouver’s Friday June 1)

Whidbey explored a large cove opening west into the island

(which Vancouver named **“Penn’s Cove”** -- today’s Penn Cove on Whidbey Island)

Whidbey found deserted villages on both points at the entrance to the cove

but despite this he found this region to be the most populous area of Puget Sound

they had seen -- he estimated some 600 inhabitants

Whidbey and Hanson completed their survey and returned to Port Susan -- May 31

(Vancouver later wrote in his journal: **“This determined** [the shore they had been exploring] **to be an island, which, in consequence of Mr. Whidbey’s circumnavigation, I distinguished by the name of Whidbey’s Island: and this northern pass, leading into port Gardner, Deception Passage.”)**

SPAIN ESTABLISHES A COLONY (IN TODAY’S WASHINGTON)

Bahia de Nunez Gaona (Neah Bay) was not well suited for mooring large ships

but it was an excellent defensive position for protecting Spain’s political, commercial

and scientific interests in the region

it was located by the sea on a rocky plateau next to a very clear stream

with a bank covered by trees growing so tightly

that there was no need of a stone wall as was necessary in California

Fort Nunez Gaona (Fort Neah Bay) was functioning -- June 1792

Major Lieutenant Salvador Fidalgo put a large flag pole in place

a battery with six mounted cannons was put into place and a 24-hour guard posted

each dawn, sunset and important days were saluted with a cannon shot

to impress the Indians and any British that might be in the area

When it was completed Nunez Gaona consisted of about ten buildings

including an infirmary, storehouses, dwellings, a church and bakery

*Princesa’s* cargo hold had a quantity of crudely-made bricks

some bricks were used for the blacksmith’s shop, others to shelter the bakery

and a rough barracks that was constructed in the center of a circle

still other bricks were used for building a beehive oven coated with clay

long marsh grasses were gathered and laid out in bundles to dry

these were used for thatching steeply-sloping roofs

there were also corrals for several hogs, sheep, goats and eight head

of runty black Spanish cattle that had been brought aboard the *Princesa*

a high fence of woven branches served as a chicken yard

Salvador Fidalgo traded as much as possible with the local Makah Indians to preserve

his meager stores of sacks of dried beans, cheese, and rice

along with jerked and pickled meats

Chief Tatoosh, the most important leader of the Makah villagers,

held the same status as the Nootka’s Maquinna and Clayoquot Sound’s Wickaninnish

Chief Tatoosh served as the natives’ ambassador

As the Spanish settlers conducted trade activities, they also shared their own culture

steel implements, ceramics and other technology were introduced

into the Pacific Northwest

CAPTAIN GEORGE VANCOUVER CLAIMS “NEW GEORGIA”FOR BRITAIN

Captain Vancouver’s expedition sailed north from Camano Head -- June 1, 1792

to investigate the area around Port Susan

discovered by Master Whidbey and Lieutenant Hanson

Vancouver provided his men with some recreation time: “**After the great fatigue our people had lately undergone,** [two days] **were well appropriated as holidays. Sunday, the 3rd all hands were employed in fishing, with tolerably good success, or in taking a little recreation on shore….”**[[168]](#footnote-168)

(once again one day after the actual date of June 2)

*Discovery* and *Chatham* moved from Port Susan

to Possession Sound (Everett) -- June 3, 1792

there Vancouver formally took possession of the entire region naming it **“New Georgia”**

with double allowance of grog in honor of the birthday of King George III

Vancouver noted in his ship’s log wrongly dated: “**…On Monday, the 4th, they were served as good a dinner as we were able to provide them, with double allowance of grog to drink the King’s health, it being the anniversary of His Majesty’s birth, on which auspicious day I had long since designed to take formal possession of all the countries we had lately employed in exploring, in the name of and for His Britannic Majesty, his heirs and successors.”**[[169]](#footnote-169)

GALIANO AND VALDES INVESTIGATE (WASHINGTON STATE’S) INLAND WATERS

Lieutenant Dionisio AlcalaGaliano and Lieutenant Cayetano Valdes

sailed the *Sutil* and *Mexicana* out of Santa Cruz de Nuca in Friendly Cove

on Nootka Sound -- early morning June 5, 1792

to complete the survey of the inland waters begun by Captain Alejandro Malaspina

ten Free Company of Volunteers of Catalonia soldier serving at Fort San Miguel

supplemented the crews of both ships’ crew of thirty-nine

(this four-month effort will be the last Spanish exploring expedition on the coast)

Gailano and Valdes carried surveying instruments such as sextants and marine clocks

they were accompanied by artist Josef Cordero

whose pictures preserved an accurate rendition of native costumes

Lieutenant-Commander Jacinto Caamano remained at Friendly Cove

to complete final preparations for his investigation of Russian-America waters

with the *Aranzazu*

SPANISH EXPLORERS VISIT NUNEZ GAONA (FORT NEAH BAY)

Lieutenant Dionisio Galiano and Lieutenant Cayetano Valdes

entered the Strait of Juan de Fuca

they reached the Spanish colony of Nunez Gaona (Neah Bay)

aboard the *Sutil* and *Mexicana* -- June 6, 1792

they anchored near Major Lieutenant Salvador Fidalgo’s ship, the corvette *Princesa*

Galiano and Valdes were welcomed by Makah Chief Tatoosh

Tatoosh, continuing the friendly impression he had made on Galiano and Valdes,

visited the Spanish ships and was invited on board the Spanish ship *Sutil*

he examined it with a curiosity that impressed Galiano

Tatoosh said he was planning to travel to the Strait of Juan de Fuca

Lieutenant Cayetano Valdes urged him to accompany the Spanish

and he accepted the offer

Tatoosh was the first Makah native to board a Spanish ship

when he sailed across the Strait of Juan de Fuca

Galiano reported that the Makah natives were friendly much like the Nootka Indians

but he also noted they had acquired a large number of firearms

and desired in trade for gunpowder above all else

Major Lieutenant Salvador Fidalgo did not trust these Indians

PUGET AND WHIDBEY LEAD A BOAT EXPEDITION OUT OF POSSESSION SOUND

Lieutenant Puget and Master Whidbey were dispatched on another boat expedition

taking *Discovery’s* launch and cutter -- -- June 6, 1792 (Vancouver’s Thursday June 7)

they set out from Possession Sound to examine an opening along the eastern shore their route up the strait exposed them to a heavy westerly swell that broke powerfully

on the shore and gave an entirely different appearance to the country

from that which they had enjoyed on their excursions south

instead of lush foliage and forests, the land appeared rocky and inhospitable

it was sparsely covered with small trees that provided no shelter

They arrived at (Deception Pass)in the evening

at first glance the opening appeared to be so narrow as to be impassable

however, the ebb tide rushing through soon changed their minds

the force was so strong that the boats could make no progress in their attempt to enter

launch and cutter were forced to made a landing at the entrance to (Deception Pass)

they were forced to spend the night on the outer side looking across to Lopez Island

*DISCOVERY* AND *CHATHAM* INVESTIGATE THE SAN JUAN ISLANDS

Captain Vancouver set out from his Possession Sound anchorage -- June 7, 1792

(Vancouver’s June 8)

*Discovery* and *Chatham* rounded (Point Colville) on Whidbey Island

and passed **“Deception Pass”**

Vancouver wrote in his journal that the first inlet turned out to be a **“very narrow and intricate channel, which ... abounded with rocks above and beneath the surface of the water”**[[170]](#footnote-170)

sailing northwesterly, they turned north at (Point Colville) on Lopez Island

before coming to anchor in Strawberry Bay off Cypress Island

LIEUTENANT AND MASTER WHIDBEY CONTINUE THEIR BOAT EXPEDITION

Their boat expedition broke camp on Deception Pass -- June 7, 1792

(Vancouver’s Friday June 8)

where they watched the *Discovery* and *Chatham* moving northward up the strait

Peter Puget and Joseph Whidbey waited for slack water to enter the narrow opening

once through they quickly determined that it connected with the area previously surveyed

by Master Joseph Whidbey and Second Lieutenant James Hanson

they entered (Skagit Bay) and Puget determined their latitude -- noon

at (today’s Hope Island)

completing the survey of (Skagit Bay) they attempted to depart through Deception Pass

but the flood tide pouring through the pass delayed their getting into the main channel

until later that evening

Puget and Whidbey moved about four miles up the continental shore,

past two small islands to the west where they stopped for the night on the mainland

opposite (Burrow’s Island) below Fidalgo Head

AMERICAN CAPTAIN ROBERT GRAY EXPERIENCES AN INDIAN ATTACK

Sailing the *Columbia Rediviva* from the Columbia River

Captain Robert Gray reached (Vancouver Island)

John Boit accompanied by the ship’s carpenter went ashore looking for wood for a topmast

they were separated from the main party on shore

when about two hundred Indians rushed out of the woods -- June 7, 1792

nearly surrounded, Boit and his companion were forced to flee for their lives

reuniting with the main party the sailors retreated firing their muskets

over the Indians’ heads

still the natives advanced getting close enough to throw their spears

several Indians were killed by musket fire as the sailors made their way

out of the woods to the beach

men on board the *Columbia* heard the reports from the muskets

it did not occur to them that an attack was occurring

as it had not happened here before

Boit and his shore party reached the beach and hailed the ship

*Columbia’s* cannons were loaded with cannon balls

and grapeshot (small pellets fired from a cannon)

under cannon fire the attackers fell back and soon disappeared

as the shore party retreated to the ship

LIEUTENANT PUGET AND WHIDBEY CONTINUE THEIR INVESTIGATION

Returning from their camp across from (Burrow’s Island), members of this boat expedition

stopped to visit the *Chatham* in Strawberry Bay -- June 8, 1792

(Vancouver’s Saturday June 9)

to see if there were any further instructions and to replenish their supplies

Puget and Whidbey headed back across the strait to continue their survey

following the mainland, they passed through a channel to the east against a strong tide

and landed on an island to obtain a view of the water ahead

they entered a large sound leading to the southeast and traced it to its termination

in a broad flat that gave every indication of communicating

with the area previously examined when they had entered the upper part

of (Skagit Bay) through Deception Pass [June 7]

Puget and Whidbey continued the survey north along the eastern shore of the sound

they passed through Guemes Channel (off today’s Anacortes) and stopped at (Hat Island)

here they could observe Padilla Bay, (Huckleberry Island) and (Saddlebag Island)

to the north

they spent the afternoon tracing the shore of the Padilla Bay

They camped for the night on the long sandy spit of (William Point) on (Samish Island)

from where they had a clear view to the northwest and north

while the men were preparing camp, the Peter Puget and Joseph Whidbey left the cutter

to examine Vendovi Island[[171]](#footnote-171) to the northwest to take their bearing

and observe the general area

from this station they had an unobstructed view southeast into (Samish Bay),

and of the channel leading to the northwest into the Strait of Georgia

(Jose Maria Narvaez’s Canal de Nuestra Senora del Rosario)

and north into Seno Gaston(Bellingham Bay)

When Puget and Whidbey returned to camp one of their men had an encounter with a skunk

in the dark he stepped on the animal which responded in its hostile manner

with such power that the smell woke everyone in the camp

later they attempted to boil the man’s clothes to remove the stench, but it was to no avail

so the men had to bear with this revolting situation until he could return to the ship

(he was given used clothes under the condition that he burn his old uniform)

GALIANO AND VALDES PREPARE TO LEAVE BAHIA DE NUNEZ GAONA

Lieutenants Galiano and Valdes said farewell to Major Lieutenant Salvador Fidalgo

at Bahia de Nunez Gaona (Neah Bay) - June 8, 1792

while awaiting fresh orders from Commandant Juan Francisco de la Bodega y Quadra

Quadra was in Nootka Sound awaiting the British negotiator

who had been expected for weeks

*Sutil* and *Mexicana* sailed toward Bahia de Nunez Gaona (Neah Bay) -- June 8

they crossed the Strait of Juan de Fuca

and cruised along the outside coast of (today’s Vancouver Island)

LIEUTENANT PUGET AND MASTER WHIDBEY COMPLETE THEIR INVESTIGATION

At dawn Puget’s party left their (Samish Island) camp -- June 9, 1792

(Vancouver’s Sunday. June10)

they made a brief examination of (Samish Bay) to the southeast

they stopped for breakfast on Vendovi Island and took their bearings

Their instructions had been not to pass to the north of the ship’s anchorage

their present situation marked the northern extremity of their survey

After breakfast they made for the west side of Cypress Island

passing Bellingham Channel to the south

which separates Guemes and Cypress islands

Puget and Whidbey sailed the launch and cutter around the north tip of Cypress Island

down Rosario Strait to the anchorage of the *Discovery* and *Chatham*

in Strawberry Bay off Cypress Island where they arrived -- 2:00 p.m.

they had explored and mapped the San Juan Islands

and identified the principal islands for the first time

(whereas the year before Jose Maria Narvaez had shown them as one large island)

GALIANO AND VALDES REACH PUERTO DE CORDOBA (ESQUIMALT HARBOR)

After sailing through the night *Sutil* and *Mexicana*

reached Puerto de Cordova (Esquimalt Harbor)

Makah Chief Tatoosh suggested a place for them to stop and take on water

as there were few sources in the area -- June 9, 1792

Lieutenant Dionisio AlcalaGaliano and Lieutenant Cayetano Valdes

were impressed by Tatoosh

he knew the names of all the Spanish and British captains who had been to the region

he said that two ships had already entered the Strait of Juan de Fuca

(this was British Captain George Vancouver’s expedition)

Tatoosh was shown a map of the Strait of Juan de Fuca

he recognized many places and told the Spanish what the native names were

*Sutil* and *Mexicana* anchored in Puerto de Cordova (Esquimalt Harbor) -- noon June 9, 1792

two of Chief Tatoosh’s wives arrived by canoe after following them from (Neah Bay)

they had not wanted to sail on the Spanish ships

Spanish artist Jose Cardero who accompanied Galiano and Valdes

drew portraits of Tatoosh and the two wife who had followed from (Neah Bay)

Spanish officers went to the villages on shore -- evening June 9

Galiano thought Tatoosh was the chief of these villages also

but that was unlikely since they were Songhees -- a different people than the Makah

however, Tatoosh may have been a relative

CAPTAIN GRAY CONTINUES TO TRADE WITH THE INDIANS

Trade was peacefully conducted as any canoes arrived with plenty of otter skins to sell

soon twenty large war canoes carrying more than thirty men each

were seen -- noon June 9, 1792

by using a telescope it was determined they were armed with bows, arrows and spears

Friendly natives involved in trading informed the Bostons

these were the Indians fired on before Captain Gray ordered the attackers to stay away from the *Columbia Rediviva*

all complied except one canoe with forty-two men aboard

soon more canoes began to approach as the natives sang a war song

muskets and cannons were fired over their heads

driving them back to about 100 yards distance

one small canoe paddled by two men with a chief aboard

stayed between the ship and the canoes

while the chief counted the men on the ship and encouraged the Indians to attack

Gray told the chief not to come near the ship but he persisted and was killed

also the chief warrior of the canoes threw his spear into the ship and was shot

attacking natives retreated from the ship

As the attacking Indians withdrew some Indians who had previously participated in trade

came back alongside the ship and traded their otter skins

LIEUTENANTS GALIANO AND VALDES INVESTIGATE THE SAN JUAN ISLANDS

Galiano intended to sail to Jose Maia Narvaez’s Seno Gaston(Bellingham Bay, [1791])

then north into Naravez’s Gran Canal de Nuestra Senora del Rosario la Marinera

(Strait of Georgia)

Galiano and Valdes carried maps of the Strait of Juan de Fuca that had been drawn

by Commandant Francisco de Eliza [1791]

Galiano, in accordance with his orders, was most interested in the unexplored waters

that extended east into the continent and for that reason

he opted not to explore the south-tending Boca de Caamano (Admiralty Inlet)

which would have led him into Puget Sound

*Sutil* and *Mexicana* left Puerto de Cordova (Esquimalt Harbor) -- early June 10, 1792 they made for “Isla de Bonilla” (Smith Island) and turned north sailing for Lopez Island

*Sutil* and *Mexicana* anchored at the southern end of Lopez Island

(near today’s Point Colville) where a group went ashore with chronometers

to make astronomical observations to enable them

to improve their longitude measurements

*Sutil* and *Mexicana* tacked toward Fidalgo Island -- June 10

they passed (Burrows) and (Allen) islands and steered for the center of Guemes Channel

CAPTAIN GEORGE VANCOUVER SETS UP HIS BASE OF OPERATION AT BIRCH BAY

*Discovery* and *Chatham* left Strawberry Bay off Cypress Island

and lay at anchor in Birch Bay -- June 10, 1792 (Vancouver’s Monday June 11)

Birch Bay became the base for an eleven-day excursion along the southwest coast

of (today’s British Columbia and the Gulf Islands -- Canada’s San Juan Islands)

named after Vancouver’s (Gulf of Georgia)

(today’s Strait of Georgia or Georgia Strait)

**“Birch Bay”** was named for the black birch growing in great abundance in the vicinity

it had taken the 145-man expedition over fourteen months to get there from England

**“Point Roberts”** was identified -- June 10, 1792

Point Roberts acquired its present name from Vancouver, who named it after his friend

Captain Henry Roberts who had sailed with British Captain James Cook

and originally had been given command of Vancouver’s expedition

GALIANO AND VALDES CONTINUE EXPLORATION OF THE SAN JUAN ISLANDS

(Spain’s Juan Carrasco and Jose Maria Narvaez in their ship *Santa Saturnina* [1791]

had identified what they believed was an inland sea they named Canal de Floridablanca

Lieutenant Dionisio AlcalaGaliano and Lieutenant Cayetano Valdes were assigned

to further investigate the exact nature of the Canal de Floridablanca

(today’s Fraser River)

Lieutenants Dionisio AlcalaGaliano and Cayetano Valdes sailed northeast -- June 11, 1792

they passed through part of Rosario Strait and through Guemes Channel into Padilla Bay

before sailing around (Samish Island) and entering (Samish Bay)

they noted an Indian village was located on the shore of Guemes Island

that evening they anchored in Seno de Gaston (Bellingham Bay)

LIEUTENANTS GALIANO AND VALDES COME UPON A BRITISH SHIP

*Sutil* and *Mexicana* were becalmed on a hot day

in Jose Maria Narvaez’s Seno Gaston (Bellingham Bay) -- June 12, 1792

to add to the men’s alarm, they saw a mysterious illumination to the east

at times they heard rumblings like a volcano

and saw flashes of light increasing in a frequency

they saw clouds of what appeared to be steam

coming from “Mount Carmelo” (Mount Baker)

Spanish lieutenants Dionisio AlcalaGaliano on the *Sutil*

and Cayetano Valdes sailing the *Mexicana* entered Rosario Strait

they proceeded north past the mouth of the (Nooksack River) at (Lummi Bay)

they sighted a launch and cutter at 8 p.m. -- June 12, 1792

from the ship’s square rigging Galiano concluded they were British

CAPTAIN VANCOUVER LEADS A BOAT EXPEDITION NORTH

Leaving the vicinity of Birch Bay, Vancouver’s boat expedition began an investigation

of **“Burrard Canal”** (Burrard Inlet) -- June 12, 1792 (Vancouver’s June 13)

and (today’s Sunshine Coast)

Vancouver renamed Francisco de Eliza’s Boca de Floridablanca [1791]

after his friend and former ship-mate Captain (later Admiral) Sir Harry Burrard (Burrard Inlet, located beyond today’s Stanley Park,

is main harbor for Vancouver, B.C. today)

DIONISIO GALIANO AND CAYETANO VALDES ENTER BOUNDARY BAY

*Sutil* and *Mexicana* sailed into Boundary Bay

they verified the point of land there was not an island

they named the peninsula **“Punta Cepeda”** (Point Roberts) -- morning June 13, 1792

VANCOUVER LEADS HIS BOAT EXPEDITION FOR A SECOND DAY

Leaving Burrard Inlet Vancouver Vancouver’s two boats continued north -- June 13, 1792

they investigatedHowe Sound(Spain’sBoca del Carmelo)

and passed through the islands at the entrance to the sound reaching **“Jervis Inlet”**

Vancouver honored his friend Rear-Admiral Sir John Jervis, Earl of St. Vincent

Vancouver noted (Thursday July 14):**“The shores of these, like the adjacent coast, are composed principally of rocks rising perpendicularly from an unfathomable sea; they are tolerably well covered with trees, chiefly of the pine tribe, though few are of luxuriant growth.”**

they reached (today’s Woodfibre near Squamish, B.C.) were Vancouver recorded in his journal: **“In this dreary and comfortless region, it was no inconsiderable piece of good fortune to find a little cove in which we could take shelter, and a small spot of level land on which we could erect our tent.”**

LIEUTENANT COMMANDER CAAMANO SAILS TO EXPLORE RUSSIAN-AMERICA

Commandant Juan Francisco de la Bodega y Quadra

sent Lieutenant-Commander Jacinto Caamano aboard the *Aranzazu*

to survey the coast of the Russian-America (Alaska) panhandle

from Bucareli Sound south to eliminate the last large gap in the coastline map

Lieutenant-Commander Caamano sailed the *Aranzazu* out of Nootka Sound -- June 13, 1792

in the final effort to find the fabled Strait of Anian (Northwest Passage)

DIONISIO GALIANO AND CAYETANO VALDES ENCOUNTER THE BRITISH

*Sutil* and *Mexicana* were in very shallow water -- 2:00 a.m. June 14, 1792

Galiano anchored until dawn midway between (Birch Point)

and the east tip of **“Punta Cepeda”** (Point Roberts)

Spanish ships sailed around Punta Cepeda -- 7:00 a.m. June 14

simultaneously a square-rigged brigantine moved out from Birch Bay

*Sutil* raised the Spanish flag and the British ship drew near and saluted

an officer identified himself as Naval Lieutenant-Commander William Broughton

commander of the HMS *Chatham* -- he asked permission to board the *Sutil*

Meeting between Galiano and Broughton was a friendly one

Broughton currently was occupied taking on water from a small stream

he invited the Spanish to join him collecting water

Galiano said the Spanish were well supplied and were fully aware of water sources

as locations had been noted by previous Spanish captains during their explorations

Lieutenant Galiano informed British Lieutenant-Commander William Broughton

that Commandant Juan Francisco de la Bodega y Quadra was waiting for his arrival

at Santa Cruz de Nuca on Nootka Sound’s Friendly Cove

Broughton explained *Chatham* along with Captain Vancouver’s Discovery

had been anchored in Birch Bay since [June 11]

Galiano and Valdes parted company with Broughton

but they all remained within the confines of Birch Bay

CAPTAIN GEORGE VANCOUVER LEADS HIS BOAT EXPEDITION FOR A THIRD DAY

Setting out from his camp (at today’s Woodfibre, B.C.) -- June 14, 1792

Vancouver returned down the deep inlet and made camp

(at today’s Gibson Landing, B.C.)

Vancouver wrote in his journal (misdated Friday June 15): **“By sun-set we had passed the channel which had been observed to lead into the gulf, to the southward of Anvil Island; and about nine o’clock landed for the night, near the west point of entrance into the sound.”**

Vancouver named this **“Point Gower”** (but today it is called The Bluff

as today’s Gower Point is a little further along the coast)

exact location of Vancouver’s camp this night is not known

(however a commemorative plaque has been place

in today’s Chester Park indicating the site was nearby)

Vancouver and his crew camped for the night near (Gibson Harbor)

Vancouver’s men described the flats at the mouth of the Tacouche Tesse (Fraser) River

and named “**Sturgeon Bank”** but failed to see the river itself

here they purchased several excellent sturgeons from the natives

weighing from fourteen pounds to 200 pounds each

CAPTAIN VANCOUVER LEADS HIS BOAT EXPEDITION FOR A FOURTH DAY

Vancouver entered the waters off (British Columbia’s Sunshine Coast) -- afternoon June 15

as the boat expedition continued north from (Gower Point) -- June 15, 1792

asVancouver sailed along the coast between (Gibson Harbor and Pender Harbour)

he reported about the land in the area of (today’s Sechelt, B.C.): **“This part of the coast is of a moderate height for some distance inland, and it frequently jets out into low sandy projecting points. The country in general produces forest trees in great abundance, of some variety and magnitude; the pine is the most common, and the woods are little encumbered with bushes or trees of inferior growth.”**

They reached (Pender Harbour**)** where camp was made near(Francis Bay)

Vancouver was not overwhelmingly impressed with this region as he wrote (misdated June 16): “**Along this rocky shore of the main land we passed in quest of a resting place for the night, to no effect, until after dark; when we found shelter in a very dreary uncomfortable cove near the south point of an island about a mile long, and about two miles to the S.S.E. of a narrow opening** (today’s Agamemnon Channel) **leading to the northward.”**

MASTER JOSEPH WHIDBEY INVESTIGATES BELLINGHAM BAY

Joseph Whidbey led a party southeast and explored **“Bellingham Bay”** -- June 15, 1792

(Spanish Pilot Jose Maria Narvaez’s Seno Gaston)

which Vancouver re-named for Sir William Bellingham,

controller of the storekeeper’s accounts for His Majesty’s Royal Navy

LIEUTENANTS GALIANO AND VALDES CROSS THE GULF OF GEORGIA

Sailing out of Birch Bay, Dionisio Alcala Galiano on *Sutil*

andCayetano Valdes on *Mexicana*

eventually investigated west across the Strait of Georgia

they made landfall off the east coast of **“Galiano Island”**

near (Active Pass) -- June 15, 1792

BRITISH CAPTAIN VANCOUVER LEADS HIS BOAT EXPEDITION FOR A FIFTH DAY

Captain Vancouver’s boat expedition left their uncomfortable camp

on Francis Bay -- June 16, 1792

Vancouver and his men traveled in an irregular course to the northeast

reaching (Agamemnon Channel)

Vancouver reported in his journal (incorrectly dated Sunday June 17) **“This part of the coast is of a moderate height for some distance inland, and it frequently jets out into low sandy projecting points. The country in general produces forest trees in great abundance, of some variety and magnitude; the pine is the most common, and the woods are little encumbered with bushes or trees of inferior growth.”**

This night was spent in a more comfortable situation near (today’s Vancouver Bay)

Vancouver wrote: **“The shores we passed this day are of a moderate height within a few miles of this station, and are principally composed of craggy rocks, in the chasms of which a soil of decayed vegetables has been formed by the hand of time; from which pine trees of an inferior dwarf growth are produced, with a considerable quantity of bushes and underwood.”**

SPANISH LIEUTENANTS GALIANO AND VALDES EXPLORE GALIANO ISLAND

Galiano and Valdes searched Galiano Island looking for safe harbor until they anchored

in a bay then named **“Cala del Descans”** (cove of rest) -- June 16, 1792

(this is today’s Pilot Bay on the north end of Cabriola Island near Nanaimo, B.C.

it was first visited by Jose Maria Narvaez [1791]

who named it **“Punta de Gaviola”)**

Jose Cardero, the expedition’s artist for Galiano and Valdes, sketched the local native chief

and an unusual rock formation

VANCOUVER LEADS HIS BOAT EXPEDITION FOR A SIXTH DAY

Leaving their (Vancouver Bay) campsite -- June 17, 1792

Vancouver’s boat expedition reached their northernmost point

and penetrated into the mainland

Vancouver reported in his journal (misdated Monday June 18): “[their inadequate campsite the night before] **...obliged us to continue our search along the shore for one less incommodious, which the perpendicular precipices precluded our finding until near eleven at night, when we disembarked on the only low projecting point the inlet afforded.”**

(Vancouver did not attempt to navigate the treacherous Malibu Rapids),

so he missed (Princess Louisa Inlet, today a most important tourist attraction)

and (Sechelt and Salmon inlets)

CAPTAIN ROBERT GRAY REACHES THE QUEEN CHAROLETTE ISLANDS

*Columbia Rediviva* was again at Queen Charlotte Sound

his landing party was attacked by two hundred natives hiding in the woods

in retaliation for hostile actions Captain Gray had taken

when some clothes were stolen [1789]

Gray’s sailors finally got to beach where the ship’s guns raked the woods with grape-shot

Captain Gray was joined by his sloop *Adventure*

under command of Mr. Robert Haswell -- June 17, 1792

CAPTAIN VANCOUVER LEADS HIS BOAT EXPEDITION FOR A SEVENTH DAY

Vancouver’s boat expedition started early -- 4:00 a.m. June 18, 1792 (Vancouver’s June 19)

beginning their return to Vancouver’s ships they worked their way down Jervis Inlet

Vancouver reported in his journal, **“At four, on the morning of Tuesday the 19th, we again started, but having a strong southerly gale against us, it was past nine before we reached a small bay** [Goliath Bay]**, about a mile to the north of the north point of the arm leading to the north-westward, where we rested for the night.”**

VANCOUVER LEADS HIS BOAT EXPEDITION FOR EIGHTH DAY

Vancouver entered the **“Gulf of Georgia”** (today’s Strait of Georgia) -- June 19, 1792

as the boat expedition continued back to the *Discovery* and *Chatham*

Vancouver noted in his journal (incorrectly dated Vancouver’s Wednesday June 20): **“The shores of this land, nearly straight and compact, are principally formed of rocky substances of different sorts; amongst which, slate was in abundance; and the trees it produced were of infinitely more luxuriant growth than those on the opposite shore.”**

camp was made near **“Anderson Bay”** on Texada Island, British Columbia

GALIANO AND VALDES SAIL ACROSS THE GEORGIA STRAIT

*Sutil* and *Mexicana* attempted to continue north from Gabriola Island

but sailing conditions were unfavorable -- June 19, 1792

Galiano reported the difficulties they encountered in the area: **“At midday, having remained becalmed, and the current going outward, we decided to anchor. We made way under oars to find an anchorage. The beach, which was sandy, appeared suitable for this. We were a mile from the shore and believed we would be in 25 or 30 fathoms** [75 to 90 feet of water]**, but found no bottom at 60. We approached the shore and at two thirds of a mile from it, we had 60 fathoms mud. The boat was sent shorewards, and at three cables** [about a third of a mile] **from the shore there was 30 fathoms gravel. Not being able to overcome the current to any noticeable extent with the oars, we had left off rowing until this was determined, and in the said situation were two miles from the west point of Boca de Carmelo** [Howe Sound]**. We made our way with the oars to a half mile from the land, and found 40 fathoms, muddy sand bottom. An anchorage so close to land with so much water was all right in case of need, but not as a matter of choice. The thermal breeze started to turn to the west, and not seeing any great force on the water we steered to the east, and with a light southwest wind we continued until four on a steady wind. We came up to ESE. At eight in the evening the wind built up from the west, and we laid a course for the Punta de Langara** [West Point Grey, B.C.]**.**”[[172]](#footnote-172)

they had crossed the Strait of Georgia to the Canadian mainland)

Galiano and Valdes named this body of water **“Canal de Sasamat”** after local Indians

Lights were sighted near shore between 10:00 p.m. and midnight,

Lieutenant Dionisio Galiano concluded it was a large British vessel and avoided it

CAPTAIN GEORGE VANCOUVER LEADS HIS BOAT EXPEDITION FOR A NINTH DAY

Captain Vancouver’s men worked their way back toward their ships

leaving Anderson Bay on Texada Island -- June 20, 1792

(Vancouver’s Thursday June 21)

Vancouver does not record his campsite on for this night but Lieutenant Puget reports: **“That Night we reached the Cluster of Islands in Mid Channel off where we stopped…”**

they probably camped on (Worlcombe Island, one of the islands in the Pasley group)

or perhaps on (Bowen Island)

VANCOUVER LEADS HIS BOAT EXPEDITION FOR A TENTH DAY

Vancouver’s boat expedition continued toward their ships -- June 21, 1792

(Vancouver’s June 22)

Vancouver recorded the difficulties faced on this days travels: **“We were likewise unfortunate in having two flood tides against us. These, together with a light southerly breeze that prevailed the whole time, obliged us to be constantly rowing from nine in the forenoon until after midnight, before we could reach the point, which was at length effected; though not before we were nearly exhausted by fatigue. Here we slept….”**

VANCOUVER COMPLETES HIS INVESTIGATION OF THE GULF ISLANDS

Vancouver’s party was faced with a strong easterly breeze working against them

after traveling more than 330 miles they returned to the *Discovery* and *Chatham*

in Birch Bay-- about 10:00 a.m. June 22, 1792 (Vancouver’s Saturday June 23)

Vancouver thought this was his 35th birthday -- but again he was one day off

VANCOUVER AND BROUGHTON LEAVE BIRCH BAY

*Discovery* and *Chatham* enjoyed a fine breeze and very pleasant weather

as they sailed out of Birch Bay -- morning June 23, 1792 (Vancouver’s Sunday June 24)

they traveled north-northwest up the Gulf of Georgia (Strait of Georgia)

Off Point Grey Captain Vancouver was astonished to see the little Spanish expedition

comprised of *Sutil* and *Mexicana* commanded by Spanish lieutenants

Dionisio Alcala Galiano and Cayetano Valdes

who saluted the British with cheering -- 2:00 p.m. June 23 (Vancouver’s June 24)

Vancouver named this geographic feature after his friend Captain George Grey

(this is the location of the University of British Columbia

in what is now the city of Vancouver, British Columbia)

At the entrance of Jervis Inlet all four British and Spanish officers gathered

aboard the *Discovery* for **“a meal in the English style”**

Galiano informed Vancouver that they had examined a small branch near Burrard Inlet

which was very narrow and ended after about fifteen miles at a small stream

Gailano gave Vancouver a copy of the sketches of the area drawn by himself and Valdes

Vancouver also was shown a crude chart of the Strait of Georgia

base on Jose Maria Narvaez [1791] expedition

Vancouver wrote: **“I cannot avoid acknowledging that on this occasion I experienced no small degree of mortification in finding the external shores of the gulf had been visited, and already examined a few miles beyond where my researches during the excursion, had extended….”**[[173]](#footnote-173)

Spanish officers returned to their ships at sunset

SPANISH GRACIOUSLY RECEIVE BRITISH CAPTAIN GEORGE VANCOUVER

Lieutenant Dionisio Galiano on *Sutil* and Lieutenant Cayetano Valdes of the *Mexicana*

met with *Discovery*’s Captain George Vancouver

and Lieutenant-Commander Broughton of the *Chatham*

they invited the British officers to a hearty breakfast -- 7:00 a.m. Saturday, June 23, 1792

Vancouver learned that Spanish Commandant Juan Francisco de la Bodega y Quadra

was at Nootka Sound waiting to complete diplomatic formalities

Spanish and British commanders were excessively polite

friendly relations between the British and Spanish officers were developed immediately

Vancouver noted: **“Their apartments just allowed room for sleeping places on each side with a table in the intermediate space, at which four persons with some difficulty could sit, and were in all other respects the most ill calculated and unfit vessels that could possibly be imagined for such an expedition; notwithstanding this, it was pleasant to observe, in point of living they possessed many more comforts than could reasonably be expected.”**[[174]](#footnote-174)

Each expedition commander offered to assist the others

Galiano mortified Vancouver by showing him a copy of the map of the area t

hey were investigating made by Spanish officer Jose Maria Narvaez

during his three-week reconnaissance [1791]

however, this lacked the detail Vancouver required to confirm (or deny) the existence

of the Northwest Passage

Spanish also had sought in vain for the mouth of a great river (Fraser)

said to be in the vicinity

in return Vancouver showed Galiano and Valdes detailed charts drawn of Admiralty Inlet

which the Spanish had continually by-passed because they believed the Indians

who told them Admiralty Inlet was deep enough only for canoes

a quick study of Vancouver’s charts showed this to be incorrect

Vancouver suggested they work together

they sailed northward together toward the northern end of the Strait of Georgia

but the Spanish ships could not keep pace with the English vessels

it was agreed they would assist one another by dividing the surveying work

and share their charts

Spanish did very little surveying along the mainland side of the Strait of Georgia

since that was Vancouver’s area of focus

but the Spanish did discover and chart (Indian Arm) off Burrard Inlet

which was a region that Vancouver had ignored

Galiano and Valdes investigated the east coast of (Vancouver Island)

(however, these charts were not published until ten years later)

Vancouver named **“Spanish Banks”** in honor of the two Spanish ships

Captain Vancouver, rather than hurrying to a meeting of the two nations at Nootka Sound,

leisurely explored (today’s Salish Sea) all summer while Quadra waited patiently

Lieutenant Dionisio Galiano felt it was important that he not be interrupted any longer

Cayetano Valdes had been on the coast [1791] and learned the local Indian language

he had learned from the natives that a passage to the sea

existed North of the Strait of Georgia

DIONISIO GALIANO AND CAYETANO VALDES ARRIVE IN BURRARD INLET

Lieutenant Dionisio Galiano felt it was important to continue their investigation to the north

*Sutil* and *Mexicana* continued to sail on into the night -- June 23, 1792

they planned to be at Burrard Inlet and enter it in the morning

Spanish lieutenants Galiano and Valdes entered the Strait of Georgia

INVESTIGATION OF THE STRAIT OF GEORGIA CONTINUES

Vancouver entered the Strait of Georgia

(Jose Maria Narvaez’s Canal de Nuestra Senora del Rosario)

during the morning of June 24, 1792 (Vancouver’s Monday June 25)

as he followed at a distance the route taken by Galiano and Valdes

Vancouver noted that a number of whales were seen in every direction

he concluded there was another opening to the Pacific Ocean that he had not yet seen

Vancouver’s *Discovery* and Lieutenant-Commander William Broughton’s *Chatham*

sailed north

they overtook *Sutil* and *Mexicana* -- early afternoon June 24

Vancouver waited for the Spanish ships as evening approached

and offered the Spanish commanders dinner aboard the *Discovery*

Setting out again *Discovery, Chatham, Sutil* and *Mexicana* sailed north -- evening of June 24

investigating the Strait of Georgia

Galiano and Valdes entered **“Malaspina Strait”** that separates

Jose Maria Narvaez’s Texada Island from the (British Columbia mainland)

they named Malaspina Strait after Spanish Captain Alejandro Malaspina

*Sutil* and *Mexicana* arrived at (Point Marshall)

BRITISH AND SPANISH OFFICERS CONTINUE TO SHARE COMPANY

Off and on for a month Vancouver’s *Discovery* shared company with *Sutil* and *Mexicana*

British Captain George Vancouver caught the Spanish vessels *Sutil* and *Mexicana*

together they moved through **“Malaspina Strait”** to **“Marshall Point”**

located at the northern point of Texada Island -- June 25, 1792

Spanish officers Dionisio Alcala Galiano and Cayetano Valdes

once again received Vancouver graciously

Sailing the *Discovery* and *Chatham* sailed north ahead of *Sutil* and *Mexicana* together

they continued past **“Harwood Island”**

Vancouver named **“Savary Island”** after a pleasant easterly breeze

this was an area of islands and small rocky islets that made sailing conditions unpleasant

(Off and on for a month, British and Spanish explorersshared company

as they investigated the Gulf Islands and the Georgia Strait)

BRITISH AND SPANISH BOAT EXPEDITIONS INVESTIGATE THE INSIDE PASSAGE

Weather was serene and pleasant -- June 25, 1792 (Vancouver’s Tuesday June 26)

Lieutenant Peter Puget and Master Joseph Whidbey took *Discovery’s* launch and cutter

to examine the continental shore of the Strait of Georgia

Lieutenant James Johnstone in the *Chatham’s* cutter

was accompanied by Lieutenant Spelman Swaine in the *Chatham’s* launch

together they investigated the northwest branch of the Strait of Georgia

Spanish Lieutenant Cayetano Valdes on the *Mexicana* surveyed the intermediate coast

Lieutenant-Commander Broughton searched to the northwest for better anchorage

Captain George Vancouver and Spanish Lieutenant Dionisio Alcala Galiano

visited the shore of a nearby island

Lieutenant-Commander William Broughton returned after finding suitable anchorage

All four ships moved to the anchorage

at what became known as (Desolation Sound) -- 6:00 p.m.

(across from Vancouver Island’s Campbell River)

*COLUMBIA REDIVIVA* HITS A ROCK

*Columbia* ran on a rock near (Milbanke Sound on today’s British Columbia mainland)

she split her keel, smashed her stern

and stripped away much of her sheathing -- June 28, 1792 plugging the leak with a topsail, Gray limped back toward Nootka Sound for repairs gale force winds added to the *Columbia Rediviva’s* difficulties

Gray sailed to (Nesparte Inlet on the outside of Vancouver Island) and examined the damage

extensive repairs would be necessary

American Captain Robert Gray was forced to return back to Nootka Sound

BOAT EXPEDITIONS RETURN TO THE *DISCOVERY*

Lieutenant Peter Puget and Master Joseph Whidbey reported to Captain George Vancouver

after completing the survey of the mainland coast -- June 29, 1792

(Vancouver’s Saturday June 30)

they had surveyed (Desolation Sound) beginning at the two points of land at the entrance

which Vancouver named **“Sarah Point”** and **“Point Mary”**

Puget and Whidbey had found a deserted native village

which at one time held up to 300 people

it was built on a rock with perpendicular cliffs providing protection on all sides

a log narrow neck of land extended from the mainland toward the island

a tree grew in the center of the spit of land

planks were laid from its branches to the island forming a bridge

which could be removed to prevent attack by unfriendly neighbors

at the level of the houses, platforms held up by heavy timbers

had been built out from the rock

these extended above the sea on all sides of the island

this overhang guarded the rock from ocean invasion

JAMES JOHNSTONE AND SPELMAN SWAINE RETURN TO THE *CHATHAM*

Lieutenants Johnstone and Swaine returned -- July 1, 1792 (Vancouver’s Monday July 2)

they reported they had met with Spanish Lieutenant Cayetano Valdes

and had learned the area they were surveying to the east

had already been investigated by the Spanish

Johnstone and Swaine turned their attention to the west

and examined **“Bute’s Canal”** off Desolation Sound

CAPTAIN ROBERT GRAY SPENDS A MONTH MAKING REPAIRS TO HIS SHIP

Suffering extensive damage

*Columbia Rediviva* limped into Nootka Sound for repairs -- July 1792

Friendly Cove had changed considerably since Captain Gray’s last visit

Spanish settlement now numbered sixteen buildings

presided over with courtly charm by Commandant Francisco de Bodega y Quadra

several ships of various nationalities were in the harbor

including Joseph Ingraham’s tiny *Hope*

on a pervious voyage [1788] Ingraham had been Captain Gray’s first mate

aboard the *Columbia* *Rediviva*

Robert Haswell had been Ingraham’s shipmate on the *Columbia*

(Ingraham had sailed the *Hope* from Boston

twelve days before Gray [September 16, 1790])

Friendship that had marked American relations with Spanish Chief Pilot of San Blas

Esteban Jose Martinez continued with Commandant Quadra

as the Spaniard offered Gray, free of charge, every resource at hand

Americans received assistance from the Spanish in the repair of the ship

storerooms on shore also were made available for the cargo

Americans were entertained by the Spanish

Yankee captain lived with Quadra while *Columbia Rediviva* was out of commission

Juan Francisco de la Bodega y Quadra was a courtly host

Americans were well entertained by the Spanish

who invited Gray and the rest of the *Columbia’s* officers to a banquet

at the Governor’s table aboard Quadra’s brig *Activa*

Captain Gray told Quadra of his discovery of a great river which he had named after his ship

he showed the Quadra his maps and gave the Commandant a sketch of river’s entrance

this documented Gray’s discover

and provided the United States its single claim to the Pacific Northwest

SPANISH OFFICER IS KILLED AT THE COLONY OF NUNEZ GAONA

(English brig *Venus* captained by Henry Shepherd and manned by black-skinned sailors

from the Jolo Archipelago [south of the Philippines]

sailed from Bengal, India [January 7, 1792]

*Venus* had previously stopped at Nootka Sound)

*Venus* arrived at Bahia de Nunez Gaona (Neah Bay) -- July 2, 1792

Major Lieutenant Salvador Fidalgo visited with Captain Shepherd until late in the day

when he returned to the *Princesa*, Fidalgo was informed his friend Antonio Serantes

who was second in command of *Princesa* had been missing for several hours

Fidalgo, worried about his friend’s safety -- he waited at the barracks until dawn

when he sent out twenty men with dogs to pick up Serantes’ trail -- July 3, 1792

they reported no luck on their return and Fidalgo sent them out again

later in the day an Indian told Fidalgo that natives from Chief Tatoosh’s village

had killed a Spaniard and carried him away

NOOTKA INDIANS ASK THE SPANISH FOR HELP

Commandant Quadra was asked to assist a village of Nootka people -- July 3, 1792

who had been attacked

they said seven of their people had been killed and many others were wounded

all of the villagers’ sea otter pelts had been seized

Spanish Lieutenant Dionisio AlcalaGaliano was visiting the colony of Santa Cruz de Nuca

and Fort San Miguel at Friendly Cove

he was under the impression the ship was the *Columbia* under American Robert Gray

(but the attack was actually carried out by the English fur trader William Brown)

Captain Brown was the leader of a three-ship trading operation

known as the Butterworth squadron

*Butterworth*, *Jackal* and *Prince Lee Boo* comprised his fleet

Brown was trading under a grant from the British government

to set up a fur trading post on the coast of Vancouver Island

Quadra had his surgeon tend some of the wounded and promised to punish the aggressors

(later in the year Brown also had a violent conflict with the people of Clayoqout Sound

he claimed he acted in self-defense but other fur traders said

he forcefully stole furs from the Clayoquot people)

INVESTIGATION OF THE STRAIT OF GEORGIA CONTINUES

*Discovery, Chatham, Sutil* and *Mexicana* -- July 4, 1792 (Vancouver’s Thursday July 5)

investigated the Strait of Georgia in a coordinated effort

Captain Vancouver and Lieutenant-Commander Broughton

explored the northern Gulf Islands

during his investigation Vancouver’s crew left behind a coin and a knife

at **“Georgia Point”** on (Mayne Island)

Vancouver named **“Stuart’s Island”** and **“Loughborough’s Channel”**

Lieutenants James Johnstone and Spelman Swaine were sent with five days’ supplies

to examine the continental shore through a narrow passage

(when they returned [July 11] -- Vancouver’s [July 12]

they reported they found a passage to the northwest leading to the Pacific Ocean

Spanish Captain Dionisio Alcala Galiano explored and named **“Galiano Island”**

**“Saturna Island”** was named after the Spanish schooner *Santa Saturnina*

commanded by Jose Maria Narvaez who first investigated the vicinity [1791]

VACOUVER AND BROUGHTON SAIL THROUGH BROUGHTON’S ARCHIPELAGO

*Discovery* and *Chatham* again set sail -- 9:00 a.m. July 28, 1792

(Vancouver’s Sunday July 29)

although they were favored with a light breeze, the *Discovery* remained stationary

she did not respond to the helm

*Discovery* remained trapped by an undertow until dark when a strong breeze came up

that allowed her to reach Deep Sea Bluff where they anchored -- 11:00 p.m.

*DISCOVERY* AND *CHATHAM* CONTINUE IN BROUGHTON’S ARCHIPELAGO

Both vessels moved northward through Broughton’s Archipelago

to better allow for taking on wood and water

Vancouver investigated the route ahead in a boat -- July 29, 1792

(Vancouver’s Monday July 30)

*Discovery* and *Chatham* were forced to remain in place to gather supplies

in the poor anchorage at Deep Sea Bluff

BROUGHTON’S ARCHIPELAGO PROVES TO BE A TREACHEROUS PASSAGE

While *Discovery* and *Chatham* remained in place -- July 30, 1792

(Vancouver’s Tuesday July 31)

*Discovery’s* yawl, launch and cutterwere ordered sent out at daylight

to investigate their situation

Vancouver and Broughton accompanied by Peter Puget in the *Discovery’s* launch

Master Whidbey in the cutter set out to follow the continental shore at sunrise

passages too small for the ships were discovered and eliminated as possible routes

VANCOUVER HAS DIFFICULTY IN DISCOVERING A ROUTE

Passages through Broughton’s Archipelago full of rocky islets were investigated to what

Vancouver’s **“Point Phillip”** honored Sir Phillip Sevens, Secretary to the Admiralty

about eight miles from Deep Sea Bluff -- July 31, 1792 (Vancouver’s August 1)

One passage led to the southwest and appeared to possibly reach to the Pacific Ocean

but the shore on both sides of the passage was high, steep and rocky

one very high point was named **“Mount Stephens”**

STILL NO PASSAGE CAN BE FOUND THROUGH BROUGHTON’S ARCHIPELAGO

Captain Vancouver traced yet another channel -- August 1, 1792

(Vancouver’s Thursday August 2)

this route was extremely dangerous because it was full of rocky islets, sunken rocks

and rapid and irregular tides

Captain Vancouver had reached as far as he intended to search during this reconnaissance

Lieutenant Peter Puget and Master Joseph Whidbey continued their investigation

as they entered the archipelago at the entrance of the Queen Charlotte Sound

near Fife Sound

Vancouver turned his attention to finding a suitable rendezvous place

for the vessels and boats

he proceeded the southwest down a channel that separated **“Broughton Island**”

from the mainland

Vancouver named this **“Wells’s Passage”** (today’s Wells Passage)

after British Captain (later Admiral) John Wells

when he stopped for lunch it was noted that a strong ebb tide from the west

indicated a link with the ocean in that direction was improbable

Vancouver located a safe rendezvous point and returned to his ship

CAPTAIN VANCOUVER ARRIVES BACK AT THE *DISCOVERY*

Vancouver returned from his scouting expedition -- 1:00 p.m. August 2, 1792

(Vancouver’s August 3)

immediately the *Discovery* and *Chatham* set out toward the rendezvous point

but progress was extremely slow through the treacherous channels

ALEXANDER MACKENZIE RETURNS TO FORT CHIPEWYAN

Mackenzie had decided to make an overland trip to the Pacific Ocean

after visiting in Montreal and attending classes in London to learn the newest advances

in measuring longitude in an incredibly short time for such a major effort

Alexander Mackenzie returned to Fort Chipewyan on the western tip of Lake Athabasca

(in today’s northern Alberta, Canada) -- August 1792

ALEXANDER MACKENZIE PREPARES FOR HIS SECOND EXPEDITION

Mackenzie in an effort to reach the Pacific shore and maybe find the Northwest Passage

knew he must get to Pacific Ocean and back to Fort Chipewyan in one summer

but he did not know the distance from Fort Chipewyan to the Pacific Ocean

Mackenzie decided spend the (winter) as far west of Fort Chipewyan as possible

he reasoned that the Peace River emptying into Lake Athabasca from the west

should, if followed to its source, put the him within striking distance

of a west flowing river

he would journey as far up the Peace River as possible before (winter) set in

there he would make camp

he would cross the Rocky Mountains (the following spring)

and if it was possible he would then continue west to the Pacific Ocean

In preparation for supplying his (winter) camp far up the Peace River

several canoes had been sent carrying supplies and trade goods -- August 1792

DIFFICULT CONDITIONS PLAGUE VANCOUVER AND BROUGHTON

*Discovery* and *Chatham* in Broughton’s Archipelagoentered a channel

to the west of a group of islands -- August 4, 1792 (Vancouver’s Sunday August 5)

that appeared to lead to the Pacific Ocean

Haze and fog made it impossible to conduct a thorough investigation but there appeared to be ample width and depth to safely sail

Vancouver decided to maneuver the British ships toward the channel during the night

to gain an early start in the next morning

VANCOUVER FACED EXTREMELY DANGEROUS CONDITIONS

Very thick fog and calm winds came with dawn -- August 5, 1792

(Vancouver’s Monday August 6)

these conditions held *Discovery* and *Chatham* stationary

placing them at the mercy of the currents

Boat expeditions conducted beyond Vancouver’s [August 1] scouting location

returned to the ships

Lieutenant Peter Puget and Master Joseph Whidbey reported they had identified

several small bays that could provide snug and convenient anchorages

but the routes between them were intricate and dangerous with strong currents

and many rocky islets and sunken rocks

When the fog lifted the British ships reached the channel

which was filled with rocky islets and rocks

deepening haze and fog returned but there was no better route available

Both British ships set out through an obscured intricate channel

Vancouver wrote: **“We sailed cautiously under a light easterly into a narrow channel, I judged no more than a mile wide, its shores rising perpendicular from the sea, its waters cluttered with a menacing scattering of shoals. The wind died, and thick fog obscured every surrounding object, and wet us clean to the bone.”** (misdated August 6)

Suddenly *Discovery’s* bow became grounded on a small bed of sunken rocks -- 4:00 p.m.

reported Vancouver: **“She lurched broadside. I swept blood from my eyes, and bellowed for the ship to be lightened. Yards and masts were struck and got over, ballast and fuel following. Nothing would right her. The tide continued to fall; she swung alarmingly over her starboard side; the water surging towards the rail. If a storm arose, she was certainly doomed…”**

small anchor and cable were immediately carried out and every attempt was made

to pull her off the rocks but to no avail as the tide was falling very fast

*Chatham* was signaled and she anchored -- boats were sent to assist

Lieutenant-Commander Broughton brought the *Chatham* close

to be ready to help if possible

as the tide rapidly fell *Discovery* began to list to Starboard (right)

her situation became increasingly predacious

it became necessary to hold the rail or the rigging to stand on the *Discovery*

Vancouver reported in his journal this was **“a very irksome and perilous situation”**

(again misdated as Monday August 6)

VANCOUVER’S EXPEDITION FACES YET ANOTHER CRISIS

*Discovery*, after throwing wood and ballast overboard was refloated on the incoming tide

*Discovery* came nearly upright -- 2:00 a.m. August 6, 1792

(Vancouver’s Tuesday August 7)

crew members, after only about three hours of rest, went to work re-equipping the ship everything was made ready to sail by noon

*Discovery* proceeded along Broughton’s Archipelago

which became more intricate as they moved forward

but the narrowest part of the passage had been navigated -- 5:00 p.m.

wind became light but the ebb tide aided them toward the ocean

which could be seen on the horizon

Safety seemed to be within reach when the *Chatham* ran on the rocks -- 6:00 pm.

ocean swells added to the difficulties faced by Lieutenant-Commander Broughton

as his ship was repeatedly lifted and then dropped back on the rocks

*Discovery* anchored and sent her boats to assist

*Chatham* was eventually freed when the incoming tide lifted her off the rocks

but the extent of the damage could not be determined

*DISCOVERY* AND *CHATHAM* GET UNDER WAY AGAIN

With the dawn came an extremely thick fog -- August 7, 1792

(Vancouver’s Wednesday August 8)

as the *Discovery* continued on her course *Chatham* could not be seen in the distance

not knowing the condition of the *Chatham*

added to the tension felt by *Discovery’s* crewmen

When the fog lifted in the late morning *Chatham* was seen trailing behind the *Discovery*

aided by an ebbing tide and light southerly breeze

both ships moved silently and cautiously away from the scene of their near demise

as they entered Queen Charlotte Strait

Captain Vancouver steered the *Discovery* for Calvert’s Islands in search of Port Safety

which had been identified on Captain Charles Duncan’s [1788] chart

at the west entrance to **“Tribune Channel”**

anchorage was made to the west of (Shelter Bay) -- late afternoon

Two boat expeditions were sent out

Master Joseph Whidbey was sent ahead to seek a route to the ocean

Peter Puget in *Discovery’s* launch and Midshipman Harry Humphrys in her small cutter

were sent to investigate to the north along the continental shore

they reached Fitzhugh Sound and Smith Island -- and discovered (Rivers Inlet)

*DISCOVERY* AND *CHATHAM* CONTINUE THEIR HAZARDOUS JOURNEY

Lack of wind and the heavy morning fog detained the ships until 9:00 a.m.

when a light easterly breeze enabled them to sail out of the area of Shelter Bay

through the rocky channel -- August 8, 1792 (Vancouver’s Thursday August 9)

weather was clear directly overhead but the horizon was vague

with partial fogs in every direction

viewing even the nearby surroundings was difficult

Dr. Archibald Menzies noted the foul ground at (Allan Rocks and Middle Rocks)

lying southwest of (today’s Storm Islands)

There appeared to be a spacious channel between the islands and the northern shore

but as Menzies noted **“…yet we did not attempt it, as we observed some low picked rocks and breakers strewd** (sic) **in two or three places at half-tide which showd** (sic) **it to be foul ground and by no means a commendable passage to Navigate without previous knowledge of its Soundings.”** (Vancouver’s Thursday August 9)

*Discovery* signaled to *Chatham* to steer west and to lead through mile wide

(Shadwell Passage) which lay between islands covered with pines -- 10:00 a.m.

Both ships became becalmed in the middle of (Europa Passage)

between **“Pine Island”** and the **“Tree Islets”** -- noon

(today located in God’s Pocket Marine Provincial Park)

further investigation of what was at first thought to be on island proved the Tree Islets

consisted of eight of nine smaller islets about a quarter to a half mile wide

which strung out for about four miles (known today as the Storm Islands)

Both British ships passed through (today’s Storm Islands)

progress through Europa Passage was made only with the help of the boats -- 1:00 p.m.

when the wind changed to the northwest it brought a remarkably thick fog-- as usual

*Discovery* and *Chatham* continued on despite the treacherous conditions

(Bates Passage) was reached (in the vicinity of today’s Port Hardy)

none of the shoreline along the north end of (Vancouver Island) was examined

all of Vancouver’s energies were now directed

to moving the ships clear of the dangers of the coast

in the fog *Discovery* gave the signal for *Chatham* to change direction

by firing three guns at 3:30 p.m. and again at 4:40

muskets were frequently fired to denote her position to the *Chatham*

Anchorage was made in Queen Charlotte’s Sound -- 6:00 p.m.

in Captain Duncan’s Port Safety located on tiny (Vansittart Island)

between the much larger (Hope Island) and (Nigei Island)

however, this cove was in a different latitude than that reported by Duncan

Vancouver renamed the inlet **“Safety Cove”**

*Chatham* was moored to trees as close to the shoreline as possible

in the hope that low tide would allow an inspection of the damage to the ship

caused by grounding on the rocks

Vancouver reported in his journal: **“We anchored about six in the evening in 17 fathoms on the South side of the cove. Being tolerably well sheltered in this cove, I was willing to hope the Chatham might with security, and without much difficulty, be laid on shore to examine if she had sustained any damage whilst striking on the rocks.”** (incorrectly dated Vancouver’s Wednesday August 8)

Vancouver visited the shore of (Vansittart Island) that evening

he found the channel he had entered stretched to the southeast in a winding course

through the island chain to the south that divided the land into islands

this passage appeared free from the dangers they had recently experienced

on the west side of (Shadwell Passage) a sandy beach stretched along (Hope Island)

Vancouver now recognized the coast before him as having been previously explored

by earlier traders from Europe and remarked in his journal: **“We now appear to have reached the part of the coast that had been visited and named by several of the traders from Europe and India. The *Experiment*, commanded by Mr. S, Wedgebourugh in August of 1786, honoured the inlet through which we had lately passed, with the name of Queen Charlotte Sound** (actually the captain was John Guise acting under Supercargo James Strange)**; the opening of the continental shore was discovered, and called Smith’s Inlet by Mr. James Hanna the same year; and the high distant mountain that appeared to be separated from the main land, formed part of a cluster named by Mr. Duncan Calvert’s Islands*;* and the channelbetween them and the main land, was by Mr. Hanna called Fitzhugh’s Sound*.* These being the names given, as far as I could learn, by the first discovers of this part of the coast, will be continued by me, and adopted in my charts and journal.”**

Merchant ships had indeed previously visited this region:

•to the north Spanish officer Juan Josef Perez

had identified the Queen Charlotte Islands [1774];

•main channel between the Calvert Island and the mainland

was named Fitzhugh Sound by Captain James Hanna [1785];

•Queen Charlotte’s Sound was named by Captain John Guise of the *Experiment* [1786];

•Queen Charlotte Islandswere named by Captain George Dixon to honor his ship [1787]

and the Dixon Strait (today’s Dixon Entrance) after himself;

•Fitzhugh Sound had been named by Captain Hanna [1787] as had Smith Inlet;

•Captain Charles Duncan named Calvert Island [1788]

Captain George Vancouver sent out several boat excursions to investigate the region

and to attempt to find safe passage back to the Pacific Ocean

WORK AT SAFETY COVE IN NOT SUCCESSFUL

Attempts to assess the damage began on the *Chatham* -- August 10

(Vancouver’s Saturday August 11)

but survey could not be completed because the tides were too small to ground her

(efforts to make repairs on the *Chatham* will continue

until [August 17 -- Vancouver’s August 18])

Supplies of salmon, firewood and freshwater were taken aboard by the sailors

Lying at anchor Captain Vancouver expressed concern for the men he had out surveying

but at the same time he expressed confidence in them

as well as his pleasure in their positive attitude toward their work

Whidbey returned to report there were three possible channels available to Vancouver:

•one nearly through the center of the rocks;

•another about midway between the rocks and the continental shore

offered a very broken route;

•third option, which became increasingly hazardous,

lay between the nearest cluster of rocks and the continent

WORK CONTINUES ON THE *CHATHAM*

Crews were busy doing what they could to make the *Chatham* seaworthy

and well supplied -- August 10, 1792 (Vancouver’s Saturday August 11)

Lieutenants Peter Puget and James Johnstone returned from having visited Fitzhugh Sound

and their investigation Smith Inlet and **“Rivers Inlet”** named by Vancouver

Vancouver reported in his journal that about half way up Smith Inlet**, “...a village of the natives was discovered which our gentlemen supposed might contain two hundred and fifty native persons. It was built upon a detached rock, connected to the mainland by a platform, like those before mentioned, constructed for defense. A great number of it’s** (sic) **inhabitants, in about thirty canoes, visited our party, and used every endeavor, they thought likely, to prevail on them to visit their habitations. They offered the skins of the sea-otter and other animals to barter…”**[[175]](#footnote-175)

*SUTIL* AND *MEXICANA* MEET A BRITISH MERCHANT SHIP

Spanish Lieutenants Dionisio Galiano and Cayetano Valdes met the British brig *Venus*

under the command of Henry Shepherd in (Bear Cove)

near (Port Hardy) on (Vancouver Island) -- August 10, 1792

Captain Shepherd hinted of uncertain conditions at Bahia de Nunez Gaona (Neah Bay)

Spanish captains continued their exploration of the north end of (Vancouver Island)

before setting sail for Friendly Cove at Nootka Sound

VANCOUVER RECEIVES A BRITISH VISITOR

Both British ships remained anchored in Safety Cove on the west side of (Vansittart Island)

in Queen Charlotte Sound -- August 17, 1792 (Vancouver’s August 18)

Vancouver was surprised to suddenly see the arrival of a brig off the entrance to Safety Cove *Venus,* flying English colors, was commanded by Captain Henry Shepherd

and belonged to John Henry Cox’s Bengal Company

she had sailed from Nootka Sound looking for furs sold by the Indians

at a better price than could be attained along the Pacific Coast

Captain Shepherd informed Vancouver that his supply ship *Daedalus*

had arrived in Nootka Sound

sadly, her commander, Lieutenant Richard Hergest and astronomer William Gooch

had been killed in the Sandwich Islands (Hawaii)

Hergest had been a close personal friend of Vancouver’s

also, Spanish Commandant Juan Francisco de la Bodega y Quadra

was awaiting Vancouver’s arrival with great impatience for the opportunity to resolve

the [1790] Nootka Crisis with the British representative

*DISCOVERY* AND *CHATHAM* INVESTIGATE FITZHUGH SOUND

Repairs on *Discovery* and *Chatham* were completed

Vancouver and Broughton set sail -- 7:00 a.m. August 17, 1792

(Vancouver’s Saturday August 18)

Broughton on the *Chatham* led the way across Queen Charlotte’s Sound

headed for Smith Inlet

through Master Joseph Whidbey’s middle channel between the rocks

Opening to Captain James Hanna’s Fitzhugh Sound [1786] appeared in front of them

*Chatham* continued her investigation up Smith Inlet as the *Discovery* waited in the sound

winds changed to variable and partial fogs returned

treacherous rocks above and below the water forced *Chatham*’s effort

to be abandoned

*Discovery* and *Chatham* regrouped in Fitzhugh Sound

both ships were forced to anchor -- 1:00 p.m.

where they faced stormy weather and torrents of rain

Vancouver and Johnstone explored to the north looking for the next place of rendezvous

Captain Vancouver had intended to continue his surveys for another month

but after his reconnaissance he decided his diplomatic duties needed attention

he ended his investigation in the north

CAPTAIN VANCOUVER SAILS TOWARD NOOTKA SOUND

Vancouver and Broughtonturned toward Nootka Sound -- August 18, 1792

(Vancouver’s August 19)

for the first time this month they enjoyed a pleasant breeze

as they sailed toward a passage that appeared to lead to the ocean

*Discovery* and *Chatham* rode on a flood tide through a narrows

just east of Fitzhugh Sound

where they came to their final anchorage in **“Restoration Bay”**

(located in today’s Codville Lagoon Marine Provincial Park)

Lieutenant James Johnstone was sent out with a crew in one of the boats to inspect

**“Menzies Point,”** (Labouchere Channel) and North and South Bentinck Arms

(originally named **“Benedict Arms”** by Vancouver)

CAPTAIN GEORGE VANCOUVER COMPLETES HIS INVESTIGATION

Captain George Vancouver had spent a leisurely summer exploring, naming and mapping

he identified capes and headlands, changed named and added features

Mt. Rainier, Mt. Baker, Mt. St. Helens, Puget Sound, Hood Canal, Deception Pass,

Elliot Bay, Birch Bay, Bellingham Bay, Port Discovery, Admiralty Inlet,

Whidbey Island, Cyprus Island, Vashon Island, Protection Island, Cape Dungeness,

Port Orchard, New Dungeness Foulweather Bluff, Possession Sound,

Restoration Point, Gulf of Georgia, and Port Townshend (sic)

were only a few of the over two hundred named by Vancouver

he had honored officers of his ships, gentlemen influential in backing his venture,

his relatives, friends and place names from home

ROBERT GRAY SAILS THE *COLUMBIA REDIVIDA* OUT OF NOOTKA SOUND

Captain Robert Gray sailed *Columbia* north to join the sloop *Adventure* -- August 24, 1792

which had been trading under Robert Haswell in the Queen Charlotte Islands

*DISCOVERY* AND *CHATHAM* ARRIVE AT NOOTKA SOUND

Foggy weather delayed the British approach to Nootka Sound

but the fog began to clear about 2:00 p.m. -- August 27, 1792

(Vancouver’s Tuesday August 28)

*Chatham* cleared the entrance to Nootka Sound and was the first ship to circumnavigate

what would shortly be known as (Vancouver Island)

but the larger *Discovery* remained outside waiting for the weather to improve

when the entrance eventually was reached *Discovery* was visited by a Spanish officer

who brought a pilot to conduct the ship into Friendly Cove

Entering Friendly Cove Captain George Vancouver saw the brig *Activa* at anchor

with Spanish Commandant Juan Francisco de la Bodega y Quadra on board

Vancouver’s supply ship *Daedalus* under Master Thomas New also was there

carryingmuch needed replenishment supplies for the British expedition

she also carried among other things a copy of a Spanish map of the San Juan Islands

made in [1790] by Gonzalo Lopez de Haro

also in the port was a small merchant ship, *Three Brothers*, out of London

commanded by British Lieutenant Joshua Alder

Commandant Quadra resided on shore

Vancouver’s pride of rank and diplomatic status made him unfair to Quadra

Vancouver made the Spaniard wait since he considered Quadra to be an inferior

Lieutenant Peter Puget was sent to announce the arrival of the British

Vancouver had Quadra informed that he would salute the Spanish flag

with cannon fire if the commandant would return an equal salute

Quadra agreed to do so

thirteen guns were fired in salute

Captain Vancouver and some of his officers went ashore

where they were cordially received by the Spanish commandant

BRITISH AND SPANISH NEGOTIATORS COMPARE CHARTS AND MAPS

British Captain Vancouver while at Nootka Sound

learned from Spanish Commandant Juan Francisco de la Bodega y Quadra

that American trader Robert Gray had entered a great river the previous [May]

and had named it Columbia’s River after his ship *Columbia Rediviva*

Vancouver was not impressed with this report of a possible river to the south

he had previously eliminated from his mind the possibility of a river in that location

A copy of Jose Maria Narvaez’s [1788] map of (Alaskan waters) was loaned to Vancouver

who had one of his men copy it

VANCOUVER BEGINS HIS SECOND ASSIGNMENT -- THAT OF DIPLOMAT

Spanish officers breakfasted the next morning on the *Discovery* -- August 28, 1792

Captain Vancouver asked Commandant Quadra for restitution of the land

British Captain John Meares supposedly had bought from Mannequin

however, Americans Robert Gray and Joseph Ingraham

had previously informed Quadra that no such sale had ever been consummated

Quadra accordingly declined to hand the land over

he was willing to give only a small area in Friendly Cove to the British

Vancouver was unwilling to accept such a small area

English and Spanish commanders, as gentlemen, agreed to disagree

NATIONAL INTERESTS WERE OF PRIMANRY IMPORTANT IN THE NEGOTIATIONS

British government position regarding the [1790] Nootka Crisis

and the Nootka Sound Convention placed an emphasis on trade

because the old British Empire was breaking up

Great Britain wanted to add the Spanish Empire to its own

Spanish government was concerned that they were losing control of North America

British, Americans and Russians were active along the Pacific coast

Nootka Sound incident [1790] was viewed by the Spanish as an effort by the British

to unite North America’s internal and coastal trade under British control

Mandan Indian Villages on upper Missouri River were reported

to be trading with the Canadian Nor’Westers

Mandans also were reported to be considering an attempt to forge a link

between themselves and the British on Spain’s frontier

COMMANDANT QUADRA SERVES AN ELEGANT BANQUET

As many British officers as could be spared

dined at Quadra’s residence -- evening August 28, 1792

Commandant Juan Francisco de la Bodega y Quadra provided a gala feast fifty-four people sat down to and elegantly served elaborate five course dinner

featuring an excess of an unsurpassed variety foods

270 dinner plates of solid silver were used

toasts to the health of the kings of England and Spain was accompanied by firing salutes

and a seventeen-gun salute was fired to the success of the assignments

being undertaken by Captain Vancouver’s *Discovery* and *Chatham*

an extremely friendly Quadra was a thorough gentleman

which caused Vancouver to observe: **“It was a repast we had lately been little accustomed to or had the most distant idea of meeting with at this place.”**[[176]](#footnote-176)

Maquinna was present for the occasion

he informed Quadra that he had been prevented from visiting the *Discovery*

early that morning because he wore no indication of his superior rank

Quadra appeased the chief’s injured ego

with presents of blue cloth, copper and trinkets

Maquinna appeared satisfied with the offerings but after a few glasses of wine

he resurfaced the subject once again

Quadra took pains to explain that it was the Spaniards’ ignorance

of Maquinna’s people that had led to the chief being insulted by the British

he assured the chief the British would treat natives as kindly as had the Spanish

BRITISH OFFICERS RELISH THEIR RELATIONSHIP WITH COMMANDANT QUADRA

Both Captain Vancouver and Lieutenant-Commander Broughton enjoyed the politeness,

hospitality and friendship shown on all occasions by the Spanish commandant

they dined at his table with several of the officers and gentlemen of both vessels

almost every day

these wholesome meals constantly featured a variety of foods

long unavailable to the British

Vancouver learned that when Commandant Juan Francisco de la Bodega y Quadra

arrived at Nootka Sound (April) he had ordered all vessels under his command

to inspect the coast to determine what proposal should be made to the British

and to gather the circumstances that led to the capture of the *Argonaut*

and *Princess Royal* by Spanish Commandant Esteban Jose Martinez [1789]

NEGOTIATIONS TO RESOLVE THE NOOTKA SOUND CONVENTION BEGIN

Commandant Juan Francisco de la Bodega y Quadra stated Spain’s case in a letter

addressed to the British government which he gave to their representative

Captain George Vancouver -- August 29, 1792

in his letter, Quadra stated he had commissioned all vessels under his command

to inspect the coast to discover the proper limits on British territory

Quadra’s letter was accompanied by copies of statements he had gathered

from people who had seen the small size of John Meares’ tiny settlement [1788]

they reported that no buildings had been damaged by the Spanish

Quadra’s letter also was accompanied by statements from people present a year later

when Chief Pilot of San Blas Esteban Jose Martinez seized the British vessels

Francisco de Viana Portuguese captain of the *Iphigenia Nubiana*

American Captain Robert Gray commanding the *Columbia Rediviva*

AmericanJoseph Ingraham of the *Hope*

Quadra reported San Blas, New Spain (Mexico) was maintained by Spain at great expense

Spanish efforts to develop the Pacific Northwest included a series of explorations

and the establishment to two colonies:

•Santa Cruz de Nuca at Friendly Cove on San Lorenzo (Nootka Sound);

•Nunez Gaona at Neah Bay along the Strait of Juan de Fuca

on the coast of (today’s Washington state)

San Lorenzo (Nootka Sound) was first seen by Juan Josef Perez [1774]

and possession was taken by Spanish Captain Bruno de Heceta [1775]

Esteban Jose Martinez had found no kind of establishment at all at San Lorenzo

Martinez took possession of San Lorenzo [1789]

with demonstrations of joy by the Indians

thus, Spain had prior claim to the region

Spain fortified Friendly Cove without any objection

from Portuguese commander Joseph de Viana of the British ship *Iphigenia* *Nubiana*

then anchored in Friendly Cove [1789]

arrival of the American *Columbia Rediviva* and *Lady Washington* [1789]

led to their papers being examined by Chief Pilot of San Blas Esteban Jose Martinez

both ships were released

after providing adequate explanations to resolve Spanish concerns

British schooner *North West America* and the sloop *Princess Royal* arrived soon after

these ships were permitted by Chief Pilot Martinez to depart [1789]

British Captain Colnett of the *Argonaut* was concerned about entering Friendly Cove

but after assurances by Spanish officials his fears vanished [1789]

Captain James Colnett wanted to establish a factory (trading post) at Friendly Cove

which led to Colnett’s arrest by Martinez and the capture of the *Argonaut*

Colnett was sent to San Blas, New Spain (Mexico)

British Captain Thomas Hudson and the *Princess Royal*

received the same treatment [1789]

Thus Spain has nothing to deliver to the to British nor was payment of any damages due

however, to preserve peace, Quadra was prepared to cede to the British

the houses and gardens that had been constructed -- an area of about one-half acre

without relinquishing the legitimate claims of Spain

further, Quadra would move to the settlement of Nunez Gaona (Neah Bay)

the Strait of Juan de Fuca would constitute the northern boundary of Spanish territory

Britain would have no claim south of the Strait of Juan de Fuca

British ships ought not to pass into Spanish waters south of Strait of Juan de Fuca

waters north of the Strait of Juan de Fuca would provide free commerce

to both Spain and Great Britain and no establishments should be undertaken

without permission from the other nation

Santa Cruz de Nuca at Friendly Cove

would remain the most northerly Spanish settlement

British Captain Vancouver gave all of these documents to Thomas Dobson to translate

Dobson served as a mate on supply ship *Daedalus* -- this task took considerable time

VANCOUVER HAD NO INTENTION OF ACCEPTING ONLY ONE-HALF ACRE

British Captain George Vancouver pointed out the Neah Bay colony of Nunez Gaona

had been organized long after the [1790] treaty between these two nations

Vancouver did not believe any British settlement north of San Francisco

had been founded in the period covered by the agreement

thus Spain’s colonial effort should have no status either

BRITISH SAILORS UNDERTAKE VARIOUS PROJECTS IN NOOTKA SOUND

All hands busily carried out their duties such as caulking, overhauling the rigging and sails,

cleaning the ship’s hold and storage rooms in anticipation of being filled with stores

and provisions from the supply ship *Daedalus --* August 29, 1792

(Vancouver’s Thursday August 30)

tents, observatory instruments, chronometers and other equipment were taken ashore

*Discovery’s* and *Chatham’s* yawls, cutters and launches all needed maintenance and repair

they were taken ashore where those tasks were begun

AMERICAN CAPTAIN GRAY ARRIVES IN THE QUEEN CHAROLETTE ISLANDS

Sailing north from Nootka Sound Captain Gray met his sloop *Adventure* -- August 30, 1792

trading in the Queen Charlotte Islands

Trading had been successful with thousands of sea otter pelts collected between the two ships

many thousands of other skins had been acquired by the American traders

John Boit, Robert Haswell and John Hoskins recorded much of the year’s activities

in their logs

Haswell noted: **“The ship** (*Adventurer*) **during the cruise had collected upwards of 700 sea otter skins and 15 thousand skins of various other species.”**[[177]](#footnote-177)Haswell further noted in his book *Narrative*: **“The skins are bears, wolves, foxes, rein, fallow and moose deers** (sic)**, land otters, raccoons, brown minks, martins, beavers, wild cats, grey rabbits, the large grey and small brown squirrels common in our country, squirrels, and mice. The fallow deer, wolves, (which are grey) raccoons, squirrels and martins are found in great abundance….”**[[178]](#footnote-178)

*SUTIL* AND *MEXICANA* ARRIVE AT NOOTKA SOUND

Lieutenant Dionisio Alcala Galiano on *Sutil*

along with Lieutenant Cayetano Valdes on *Mexicana* after taking leave

from Captain Vancouver continued surveying the northern portion

of (Vancouver Island) on their own they reached the Spanish colony of Santa Cruz de Nuca

and Fort San Miguel at Friendly Cove on Nootka Sound -- August 31, 1792

three days too late to take the claim first to circumnavigate Vancouver Island

this honor properly belonged to Captain George Vancouver

Both Spanish captains gave reports to Commandant Juan Francisco de la Bodega y Quadra

they described the wildness of the country along the inland channels they had explored

they noted Bahia de Nunez Gaona (Neah Bay) had a poor harbor unsafe for large ships

they told of Lieutenant Salvador Fidalgo’s trouble with the natives at Fort Nunez Gaona

which made it unthinkable for the Spanish to remain in their colony

nothing they had seen compared to Nootka Sound in its present state of development

they regretted Nootka might have to be turned over to the British for no reason at all

with Neah Bay untenable and Nootka Sound in the hands of the British

what port would Spain have on its northern frontier?

Lieutenants Galiano and Valdes received new orders from Commandant Quadra -- August 31

Spanish Lieutenant-Commander Bruno de Heceta’s [1775] Expedition had identified

Bahia de la Asuncion de Nuestra Senora(Bay of the Assumption of Our Lady) [1775]

this discovery (of the mouth of the Columbia River) was identified on many maps

as **“Heceta’s Entrance”** although its existence was pure speculation

both Viceroy Juan Vicente de Guemes and Spanish Captain Alejandro Malaspina

urged Lieutenant Dionisio AlcalaGaliano and Lieutenant Cayetano Valdes

to investigate Heceta’s Entrance on their back to Acapulco, New Spain

GALIANO LEARNS OF AMERICAN CAPTAIN GRAY’S GREAT DISCOVERY

At Nootka Sound Galiano learned from Commandant Juan Francisco de la Bodega y Quadra

that American Captain Robert Gray had entered and named the Columbia River

Quadra gave Galiano a sketch map of the river’s mouth based on Gray’s information

Lieutenant Galiano informed Vancouver that he and Lieutenant Cayetano Valdes

intended to take advantage of the serene weather they had enjoyed since their arrival

and sail for the Spanish ports to the south either that night or early the next morning

Galiano obligingly agreed to carry a short letter to the British Lords of the Admiralty

that contained a brief abstract of transactions since the departure

of *Discovery* and *Chatham* from the Cape of Good Hope

SPANISH LIEUTENANTS GALIANO AND VALDES SAIL OUT OF NOOTKA SOUND

Having made their report, Galiano and Valdes sailed from Nootka Sound

on the midnight tide to return to Acapulco (New Spain)

while en route they sighted the Columbia River -- September 1, 1792

Galiano and Valdes did not enter the river

they claimed their ships were inappropriate for the task

however, Galiano did fix the location and determine that this was a river and not a strait

VANCOUVER AND QUADRA CONTINUE THEIR MUTUAL ADMIRATION

Walking to the observatory in the early morning Vancouver was stopped by Quadra

who informed the British captain -- September 1, 1792

(Vancouver’s Sunday September 2)

that he was pleased to say that he derived the greatest satisfaction

from finding a person of Vancouver’s character with whom he was to transact

the delicate business of resolving the [1790] Nootka Sound Crisis

COMMANDANT QUADRA COMPOSES A SECOND LETTER TO VANCOUVER

Quadra still had received no response from Vancouver regarding his first proposal

in fact, Thomas Dobson had just completed the translation of the original documents

Commandant Quadra sat up late that night composing a new proposal

he suggested to Vancouver that British Captain John Meares’ claim was not as clear-cut

as had been thought by the British government

Quadra’s second letter withdrew his previous proposal to give Nootka Sound to the British

this reflected Quadra’s belief that Meares’ alleged injuries

were imaginary -- September 2, 1792

Translation of this letter was delayed by the illness of Thomas Dobson

several days passed before Vancouver learned of Quadra’s change in position

COMMANDANT QUADRA ATTEMPTS TO APPEASE THE INDIANS

Once again Vancouver accompanied Quadra to breakfast

their conversation was very friendly -- September 3, 1792 (Vancouver’s September 4)

Commandant Juan Francisco de la Bodega y Quadra impressed on the Indians

his high personal opinion of Captain Vancouver and his men

Quadra proposed to Maquinna that he hold a ceremonial visit

for the British the next morning

CAPTAIN VANCOUVER RESPONDS TO COMMANDANT QUADRA’S LETTER

Vancouver noted that he did not consider himself authorized

to enter into a retrospective discussion of the respective rights and pretensions

of the court of Spain or England -- September 3, 1792

those subjects of the [1790] Nootka Sound Convention

that had undergone a full investigation were mutually agreed upon

and settled by ministers of the respective courts

Vancouver was empowered only to receive the territories according to Article I

that stated Commandant Quadra was authorized to restore **“the buildings and districts, or parcels of land which were occupied by the subjects of his Britannic Majesty in April, 1789, as well in the port of Nootka or of St. Lawrence, as in the other, said to be called Port Cox, and to be situated about 16 leagues distant from the former to the southward.”**

Vancouver hadno intention of admitting Britain might be entitled to only one half acre

he noted the fifth article of the convention stated: **“It is agreed, That, as well in the places that are to be restored to the British subjects by virtue of the first article, as in all other parts of the north-western coast of North America, or of the islands adjacent, situated to the north of the parts of the said coast already occupied by Spain, wherever the subjects of either of the two powers shall have made settlements since the month of April, 1789, or shall hereafter, and shall carry on their trade without any disturbance or molestation.”**[[179]](#footnote-179)

he pointed out the Neah Bay colony of Nunez Gaona had been organized

long after the treaty between these two nations had been signed

and fell under the terms of the agreement as a **“‘port of free access,’ as well as all other establishments that have been, or that may hereafter be, formed from thence southward to port San Francisco, conceiving port San Francisco to be the northernmost settlement occupied by the subjects of His Catholic Majesty, in April, 1789.”**[[180]](#footnote-180)

Vancouver did not believe any Spanish settlement north of San Francisco

had been founded during the period covered by the agreement

thus Spain’s colonial effort should have no status

That evening Vancouver received a letter from Quadra -- September 3, 1792

inviting he and his officers to a banquet in the native village of Tahsheis

MAQUINNA HOLDS A BANQUET FOR THE SPANISH AND BRITISH OFFICERS

Commandant Quadra accompanied Captain Vancouver

on the *Discovery’s* yawl(similar to a sloop)

followed by a Spanish launch and the *Chatham’s* cutter

these carried as many English and Spanish officers as possible

to Maquinna’s village of Tahsheis

Weather was cloudy and very pleasant with a favorable breeze

as the village of Tahaheis was reached -- 2:00 p.m. September 4, 1792

(Vancouver’s September 5)

Maquinna received his visitors with great pleasure

it was evident that his pride was not a little indulged by this display of attention

Maquinna conducted everyone through the village where they were welcomed as guests

all of the inhabitants conducted themselves in a most orderly manner

After visiting most of the houses the visitors arrived at Maquinna’s residence

here they found Maquinna’s daughter

not long before she had been publicly and ceremoniously proclaimed sole heiress

to her father’s property, power and dominion

near her were seated three of Maquinna’s wives and numerous relatives

Vancouver offered presents to Maquinna and his daughter

these were received with great approval

as were presents provided to the wives, brothers and other relatives

After theceremonies were concluded an excellent dinner was served by Commandant Quadra

Maquinna and his daughter were seated at the head table

with the commandant and captain

Vancouver reported: **“After dinner Maquinna entertained the guests with warlike displays. A dozen men first appeared armed with muskets, and equipped with all of their appendages, who took their post in a very orderly manner within the entrance of the house, where they remained stationary, and were followed by eighteen very stout men, each bearing a spear or lance sixteen or eighteen feet long, strong and pointed with a long flat piece of iron which seemed to be sharp on both edges, and was highly polished; the whole however appeared to form but an awkward and unwieldy weapon. These men made several movements in imitation of attack and defense, singing at the same time several war songs, in which they were joined by those with muskets. Their different evolutions being concluded, I was presented with two small sea-otter skins, and the warriors having laid by their arms, performed a mask dance, which was ridiculously laughable, particularly on the part of Maquinna, who took considerable share in the representation.”**[[181]](#footnote-181)

British and Spanish officers contributed to the entertainment with songs, fife and drum music

this event was concluded with folk dances and country dances

After the banquet, the Spanish and British officers made camp several miles from the village

where a very pleasant night was enjoyed by everyone

BRITISH AND SPANISH OFFICERS RETURN TO FRIENDLY COVE

Quadra, Vancouver and their men set out for Friendly Cove from their camp after breakfast

they did not arrive until about 5:00 p.m. September 5, 1792

(Vancouver’s Thursday September 6)

During their time together Quadra and Vancouver had developed a lasting friendship

they agreed to name the island where they had formed their friendship

**“Quadra and Vancouver Island”**

Vancouver insisted Quadra’s name appear first

(although that decision was ignored by British geographers

who identified the location as **“Vancouver Island”)**

SEVERAL BRITISH OFFICERS FAVOR THE SPANISH POSITION

Several of Vancouver’s officers became convinced the Meares’ settlement really was small

they learned from Captain Henry Shepherd of the English brig *Venus*

that Meares was not above cheating his own partners out of property

Quadra informed Vancouver his response to the Spanish position had been translated to him

negotiations had not gone well

Quadra insisted on Spain retaining Nootka Sound which Vancouver could not accept

Spain desired to set the Spanish-British boundary at the Strait of Juan de Fuca,

but Vancouver insisted on British rights being maintained as far as San Francisco

Vancouver also objected to the new Spanish post at Neah Bay

A deadlock prevailed after the second exchange of documents from Quadra

neither commander would change his mind

although they continued to enjoy pleasant social visits

SPANISH COMMANDER CAAMANO COMPLETES HIS (ALASKA) INVESTIGATION

Lieutenant-Commander Jacinto Caamano coasted southward from Russian-America waters

on *Aranzazu*

he arrived at Friendly Cove on Nootka Sound -- September 7, 1792

Caamano’s expedition did a thorough study of the coast

between Nootka Sound and Bucarelli Bay

off the western coast of Prince of Wales Island (Alaska)

While in Nootka Sound British Captain George Vancouver was supplied

with Caamano’s chart of his cruise including a map of the Queen Charlotte Islands

(this was later carried by Lieutenant-Commander William Broughton to England)

Caamano’s generosity motivated Vancouver to keep many Spanish names

these were added to the British map (and are still in use today)

(but no general report on Lieutenant-Commander Caamano’s investigation

of Russian-American waters was published by Spain until long afterward)

RESOLUTION OF THE NOOTKA CRISIS PROVES TO BE DIFFICULT

Commandant Quadra’s response to Captain Vancouver’s proposal to resolve

the Nootka Crisis was finally translated into English -- September 9, 1792

(Vancouver’s Monday September 10)

Vancouver was surprised to learn the two negotiators were so far apart

Quadra informed Vancouver that by the terms of **“the first article of the Nootka Convention and the royal order of the Spanish King, he could only restore to His Britannic Majesty the edifices, districts, or portions of land which in April, 1789, were taken from his subjects; that he was in possession of full proof that the small hut the English had was not in existence on the arrival of Martinez, and that the then establishment of the Spaniards was not in the place where the British subjects had theirs. That if I did not think myself authorized to subscribe to the tenor of his commission and instructions, he would recommend that each should lay before his respective court all the circumstances of the pending negotiation, and wait for further instructions;…”**[[182]](#footnote-182)

BRIG *FENUIS AND ST. JOSEPH* ENTERS NOOTKA SOUND

*Fenis* and S*t. Joseph* under Portuguese Captain Joao de Barros Andrade

flying a Portuguese flag arrived at Nootka Sound -- mid-September 1792

Englishman Robert Duffin served as supercargo on board the ship

Duffin had been at Nootka Sound with John Meares [1788] and with James Colnett [1789]

both were involved in the events of the Nootka Sound Crisis

Vancouver asked Duffin for a sworn statement about the [1789] events at Nootka Sound

Duffin’s report contradicted the reports of Americans Robert Gray and Joseph Ingraham

that Quadra had been using to undermine Vancouver’s diplomatic position

Gray and Ingraham had sworn that John Meares never purchased any land

from the local indigenous Chief Maquinna

Duffin said Meares had in fact purchased all of Friendly Cove

this dispute was central to resolving the Nootka Crisis

Vancouver seemed to doubt the truth of Duffin’s account

but confronted Quadra with the information

Quadra dismissed it claiming that Duffin could not be objective on the matter

Quadra sought a formal statement from Maquinna who came before a group assembled

at Quadra’s house, including Barros Andrade, captain of the *Fenis and St. Joseph*

all of whom were to serve as witnesses for an affidavit

Maquinna flatly denied selling Meares any land

he had only sold a bit of land in (Marvinas Bay) to the America John Kendrick

he had donated the land at Friendly Cove where the Spanish settlement stood

to Francisco de Eliza on the condition that the land be returned

when the Spanish withdrew

Between the statements of Duffin and Maquinna

negotiations between Vancouver and Quadra reached a complete deadlock

TREATY NEGOTIATIONS MAKE LITTLE PROGRESS

Spanish negotiator Juan Francisco de la Bodega y Quadra

and British negotiator George Vancouver came to no official agreement

Vancouver demanded all Spanish property north of San Francisco be surrendered

he especially believed Spain should turn over the entire settlement

of Santa Cruz de Nuca at Friendly Cove and Nootka Sound

in truth, Vancouver’s demand could not be justified

Juan Francisco de la Bodega y Quadra took a more reasonable position

Quadra believed the original treaty provided only for restoration of Meares’ property

and had nothing to do with claims south of the Strait of Juan de Fuca

Spain would maintain her claims north of San Francisco

Day after day they pleasantly bickered while meeting each night for a stately dinner

AN AGREEMENT TO DISAGREE IS REACHED

Autumn was fast approaching with its usual stormy weather

Vancouver wrote to Commandant Quadra: **“Would the governor restore the territories of Nootka and Clayoquot to the British?”**[[183]](#footnote-183)

Quadra answered that he could not

Vancouver responded: **“Then I shall consider Nootka a Spanish port until our governments reach some other decision.”**[[184]](#footnote-184)

Both Commandant Quadra and Captain Vancouver agreed to refer the matter

once again to their respective governments for final resolution

Quadra would remain at Nootka Sound only until the carpenters had finished

some additional accommodation to his apartments on board his little brig

then he would either wait for Vancouver’s departure and accompany him south

to any Spanish ports he might want to visit

or Quadra would sail and wait for Vancouver at any proper port

Quadra recommended San Francisco or Monterey for that purpose

Quadra announced that the store houses would immediately be cleared for use by the British

he requested Vancouver join him in a walk around the premises to evaluate the buildings

these appeared sufficiently secure and more extensive than Vancouver first believed

a large new oven had recently been built for the British and remained unused

houses had been repaired and the gardeners were busily employed at their work

poultry, fowls and turkeys, were in excellent condition and in abundance

as were black cattle and swine

Quadra said he should take only a sufficient quantity for his passage to the southward

to Bahia de Nunez Gaona (Neah Bay) leaving the rest

along with a large assortment of garden seeds for Broughton

Vancouver added both hogs and goats to leave with Broughton

whose needs were well enough provided for to allow him to live comfortably

Vancouver gave directions for clearing the store ship *Daedalus*

VANCOUVER PREPARES TO LEAVE FRIENDLY COVE ON NOOTKA SOUND

Astonished British sailors were ordered to move supplies out of shore buildings

and place them back aboard the British ships

Vancouver turned his attention to reloading the *Chatham*

whose hold had been emptied to allow for inspection of the damage to the hull

when she became grounded

supplies from the *Daedalus* which were found to be in a deteriorated state

were loaded by all hands

During these preparations Commandant Quadra and Captain Vancouver

agreed to a rendezvous in Monterey, California

where they thought fresh orders might await them

VANCOUVER WAS UNSURE OF WHAT TO DO WITH PROPERTY HE RECEIVED

Vancouver’s orders were unclear regarding the property he received

in the name of His Britannic Majesty

Vancouver assumed that maintaining the commercial advantages of Great Britain

in this part of the world was a goal

as, perhaps, was a settlement at this important location

Vancouver placed Lieutenant-Commander William Broughton in charge of Nootka Sound

but only to insure proper conduct by the traders who frequented the area

governmental oversight would be provided strictly by Spanish officials

Vancouver, himself, would continue to follow His Majesty’s commands

regarding exploration until he received further instructions from the British government

ARRANGEMENTS ARE MADE BY THE SPANISH TO GOVERN NOOTKA SOUND

Juan Francisco de la Bodega y Quadra -- September 17, 1792

(Vancouver’s Tuesday September18)

he informed Captain Vancouver that Spanish Lieutenant Jacinto Caamano

would be left in charge of the port until the arrival of the *Princesa*

commanded by Lieutenant Salvador Fidalgo who would take command

Quadra noted the British government could be assured

they would receive every consideration

Vancouver presented Quadra with a copy of the charts of his extensive survey

ROBERT GRAY SELLS THE SLOOP A*DVENTURE* TO COMMANDANT QUADRA

Sailing from the Queen Charlotte Islands Captain Robert Gray entered Nootka Sound

where he paid a social call -- September 21, 1792

he may have given a copy of a casual sketch of the entrance to the Columbia River

to Quadra at this time

it is known the British carried a rough drawing which they attributed to Gray

and was later used by Lieutenant-Commander Broughton of the *Chatham*

Gray sold the *Adventure* to Commandant Juan Francisco de la Bodega y Quadra

who paid a price of seventy-five choice sea otter pelts worth about $4,125

Commandant Quadra renamed the sloop the *Orcasitas*

he planned to give it to Viceroy Juan Vicente de Guemes, 2nd Count of Revillagigedo

SPANISH COMMANDANT QUADRA PREPARES TO SAIL OUT OF NOOTHKA SOUND

This day in Nootka Sound -- September 21, 1792 (Vancouver’s Saturday September 22)

was spent in cheerfulness and hilarity

Commandant Juan Francisco de la Bodega y Quadra planned to sail

to the colony of Nunez Gaona (Neah Bay) the next day

Quadra provided a farewell dinner in honor of British Captain George Vancouver

attended by most of the Spanish officers

Arrangements were made for Quadra and Vancouver to meet in the future

at the Royal Presidio of Monterey, California

COMMANDANT QUADRA DEPARTS FROM NOOTKA SOUND

Commandant Quadra relinquished his command to Lieutenant-Commander Jacinto Caamano

who was temporarily left in charge of Nootka Sound

Quadra sailed the *Activa* and *Orcasitas* (Robert Gray’s former *Adventure)*

out of Friendly Cove to an exchange of thirteen-gun salutes

with Captain George Vancouver -- September 22, 1792 (Vancouver’s September 23)

SPAIN’S NUNEZ GAONA PROTECTS THE STRAIT OF JUAN DE FUCA’S ENTRANCE

Major Lieutenant Salvador Fidalgo had spent an anxious two months in the colony

wondering what his future held in store for him

Under the leadership of Salvador Fidalgo Nunez Gaona (Neah Bay) had grown

small gardens introduced foreign vegetables such as: tomatoes, garlic, corn, cabbages,

turnips, carrots and lettuce

grains, fruits, an orchard and mastic trees carried from New Spain (Mexico) were planted

from this settlement the Spanish recorded scientific studies of local flora and fauna

language, songs, religion and customs of the native Makah people were preserved

maps of the region and key geographical locations were named

CHANGE OF COMMANDERS AT NUNEZ GAONA (NEAH BAY)

(Captain Joseph Ingraham of the American brigantine *Hope* out of Boston

had spent the (summer) trading along the coast before stopping at Nootka Sound)

Ingraham sailed from Nootka Sound

he arrived in Bahia de Nunez Gaona (Neah Bay) -- September 24, 1792

he delivered the news that Major Lieutenant Salvador Fidalgo was to be ready to sail

on the *Princesa* when Commandant Francisco de la Bodega y Quadra

arrived from Nootka Sound

Fidalgo was to go to Nootka Sound to take command of Santa Cruz de Nuca

and Fort San Miguel at (Friendly Cove)

until the two negotiating governments settled the fate of the colony

replacing temporary commander Jacinto Caamano

TINY BRITISH SHIP *JENNY* REACHES NEAH BAY

British trader Captain James Baker out of Bristol, England arrived at Neah Bay

with the little 78-ton schooner *Jenny*

*Jenny* was a former slave ship but British resentment toward slavery

encouraged the ship’s owners to take up the fur trade

Captain Baker was under orders not to talk about his activities or keep a ship’s log

as a consequence little is known about him or his voyage

AMERICAN CAPTAIN ROBERT GRAY ARRIVES IN NEAH BAY

Captain Robert Gray sailed the recently repaired *Columbia Rediviva* from Nootka Sound

arriving in Bahia Nunez Gaona (Neah Bay) -- September 26, 1792

Captain Gray noted the presence of the *Hope* and Joseph Ingraham in the port

NUNEZ GAONA RECEIVES COMMANDANT QUADRA

Spanish Commandant Juan Francisco de la Bodega y Quadra’s *Activa* and *Orcasitas*

came within sight of Nunez Gaona (at Neah Bay) -- evening of September 26, 1792

Major Lieutenant Salvador Fidalgo’slaunch from the *Princesa*

carried out a light to meet the new arrivals all three ships in the harbor, Spain’s *Princesa* America’s *Columbia Rediviva* and *Hope*

hoisted masthead lanterns to greet them

*Orcasitas* arrived safely and anchored beside the *Columbia Rediviva*

but *Activa* was still four leagues distant and having difficulty entering

Commandant Quadra’s *Activa* finally anchored in the harbor -- night of September 26, 1792

all of the ships fired salutes honoring the arrival of the commandant

All hands were concerned the Indians might take revenge

for Captain Gray’s previous sinking of a canoe and killing of all but two natives

Indians did a great deal of yelling in the night -- whites kept their guns ready

AMERICAN CAPTAIN ROBERT GRAY SAILS FROM NEAH BAY

After a successful trading season Captain Robert Gray sailed the *Columbia Rediviva*

from Neah Bay

he fired a thirteen-gun salute to the Spanish flag as he exited -- September 28, 1792

(Captain Robert Gray held such high regard for his friendship with Commandant Quadra

that he named his next son Robert Don Quadra Gray)

*Columbia Rediviva* left the Pacific Northwest coast for the last time

(she continued on via the Sandwich Islands [Hawaii] to Macau, China

there Captain Gray sold or traded the furs he had acquired for a cargo

to be taken to Boston where he arrived [July 1793])

SPANISH COLONY OF NUNEZ GAONA AT NEAH BAY IS LEFT TO QUADRA

Spanish Major Lieutenant Salvador Fidalgo departed from Bahia de Nunez Gaona

on the *Princesa* bound for Nootka Sound -- midafternoon September 29, 1792

after only four months (Washington State’s) first colony was abandoned

in favor of the more developed facility at Santa Cruz de Nuca on Friendly Cove

which was protected by Fort San Miguel

American trading ship *Hope* under Joseph Ingraham departed from Neah Bay the same day

with fifty-five excellent sea otter pelts bound for China by way of the Sandwich Islands

(on the return trip to Boston Ingraham would pass by [Formosa]

becoming the first American to visit that island

*Hope* would make a second voyage the following year

both of these ventures were financial failures)

Tiny British merchant ship *Jenny* sailed with *Princesa* and *Hope* to Nootka Sound

SPANISH NUNEZ GAONA AT NEAH BAY IS ABANDONED

Juan Francisco de la Bodega y Quadra’s ships *Activa* and *Orcasitas* (former *Adventure)*

sailed out of Nunez Gaona (Neah Bay) -- mid-afternoon September 29, 1792

departure of the last Spanish officials marked the end of Spanish settlement

on (Washington’s) coast

After the Spanish left Makah Chief Tatoosh tore down the fort

and threw the bricks into a stream to show his contempt for whites

(Nunez Gaona was officially relinquished by the Spanish

under the terms of the third Nootka Sound Convention [1794])

(Spain officially relinquished its claim to this region under the [1819] Adam-Onis Treaty)

*FENIS AND ST. JOSEPH* SAILS FROM NOOTKA SOUND

Portuguese brig *Fenis and St. Joseph* under Captain Joao de Barros Andrade

left Nootka Sound sailing for China -- October 1, 1792

Captain George Vancouver placed on board British Naval Lieutenant Zachary Mudge

with copies of journals, charts and logs, as well as reports from Vancouver

to the British government regarding the diplomatic impasse that had developed

(Zachary Mudge arrived in London [June 1793]

TINY MERCHANT SCHOONER *JENNY* ARRIVES IN NOOTKA SOUND

British Captain James Baker sailing from Neah Bay

entered Nootka Sound -- October 6, 1792

(*Jenny* had begun her trade expedition in Bristol, England [1791]

and had stopped for supplies at the island of (Oahu) in the Sandwich Islands (Hawaii)

while there, crewmen kidnapped two young native women, Raheina and Tymarow)

Captain Baker asked Vancouver to return them to their home when he journeyed there

Vancouver agreed with Captain Baker’s request

ALEXANDER MACKENZIE BEGINS HIS SECOND EXPEDITION TO THE PACIFIC

Mackenzie had dispatched two canoes of Nor’Westers a few days before he set out

to journey ahead to complete construction on a (winter) post on the upper Peace River

Alexander Mackenzie, six Canadian voyageurs and two Indian companions

left Fort Chipewyan on Lake Athabasca -- October10, 1792

they proceeded up the Slave River paddling toward the Rocky Mountains

in an effort to find a westerly running river on the Pacific side of the Rockies

Mackenzie was carrying Captain James Cook’s map of the northwest coast

Alexander Mackenzie was concerned about the winter freeze up

once ice covered lakes and rivers the canoes would be useless

no roads or even trails existed through the forest

and the expedition would be sure to perish

As he had done during his first expedition [1789]

Mackenzie got his traveling companions out at unbelievably early hours

his men would be awakened and the canoe launched at 3:00 a.m.

for fear the river might freeze in the coming winter

he kept them paddling until exhaustion

CAPTAIN GEORGE VANCOUVER DEPARTS FROM NOOTKA SOUND

Vancouver accepted two kidnapped Hawaiians aboard the *Discovery*

Vancouver noted in his journal (misdated October 12, 1792): **“I received on board two young women for the purpose of returning them to their native country, the Sandwich Islands; which they had quitted in a vessel that arrived at Nootka…called the Jenny**[.] **Mr. Baker her commander very earnestly requested, that I would permit these two unfortunate girls to take a passage in the Discovery to Onehow** [Oahu]**,** **the island of their birth and residence; from whence it seems they had been brought, not only very contrary to their wishes and inclinations, but totally without the knowledge or consent of their friends or relations.”**

Vancouver’s three vessels, *Discovery, Chatham* and *Daedalus* sailed out of Friendly Cove

on Nootka Sound -- October 11, 1792 (Vancouver’s Friday October 12)

headed for the Spanish port of San Francisco to complete their mapping

of the California coast from San Francisco to Monterey

where Commandant Quadra was to be met

Vancouver was anxious to see if the British government had sent further instructions

or if Spain had provided new directions for Bodega y Quadra

(nothing had been received in Monterey)

ALEXANDER MACKENZIE AND HIS EXPEDITION REACH THE PEACE RIVER

Mackenzie and his six Canadian voyageurs and two Indian companions

left the Slave River and entered the Peace River -- October 12, 1792

traveling upriver toward the river’s source

Canoe journeys were well known to the Canadian voyageurs who accompanied him

but the weather was so cold and raw that travel was already unpleasant

CAPTAIN GEORGE VANCOUVER’S FLEET REACHES BULLFINCH (GRAYS) HARBOR

*Discovery, Chatham* and *Daedalus* passed Cape Flattery and reached the Quinault River

where two Indians in a canoe sold a pair of pelicans to the men of the *Chatham*

When Vancouver’s fleet reached American Captain Robert Gray’s Bullfinch Harbor

*Discovery* and *Chatham* continued on to investigate Captain Robert Gray’s large river

*Daedalus* under Thomas New was assigned to explore the area

along with Master Joseph Whidbey who took the *Discovery’s* launch

to conduct a thorough survey of the harbor

*Daedalus* was forced to wait in the harbor three days for a change in the weather

before it was safe enough to attempt an exit [October 18]

Surveying Bullfinch Harbor proved to be difficult as the winds blew and rain poured

Whidbey named all of its prominent features, including **“Point Hanson”**

on the southern tip for James Hanson one of Vancouver’s lieutenants

Whidbey concluded the harbor was of little importance

he named the inlet **“Gray’s Harbor”** -- Vancouver later used the name in his charts

(Bullfinch Harbor became today’s Grays Harbor -- no apostrophe)

*DISCOVERY* AND *CHATHAM* CONTINUE SOUTH FROM GRAYS HARBOR

George Vancouver and William Broughton sailed south from Grays Harbor

to investigate American Captain Robert Gray’s claim

of the Columbia River -- October 15, 1792

Vancouver became thoroughly enchanted by his Hawaiian guests Raheina and Tymarow

these two kidnapped Kanaka (Hawaiian) shipboard companions

proved to be good company

Vancouver estimated their ages as fifteen and twenty respectively

while he criticized their kidnapping by the crew of the British trading ship *Jenny*

he pointedly noted in his journal that **“…they had been treated with every kindness and attention whilst under** [Captain James Baker’s] **protection.”**

ALEXANDER MACKENZIE’S EXPEDITION REACHES ITS FIRST PROTAGE

Mackenzie and his men reached a waterfall that required two considerable portages to bypass

here they found recent campfires showing the canoes dispatched a few days before

were not far ahead -- October 17, 1792

VANCOUVER AND BROUGHTON ARRIVE AT CAPTAIN ROBERT GRAY’S RIVER

*Discovery* and *Chatham* reached the Columbia River -- October 19, 1792

(Vancouver’s October 20)

Vancouver did not want to risk the *Discovery*

he thought his ship was too large to be of use in exploring the river

*Discovery* made ready to proceed down the Pacific coast toward Monterey, California

*Chatham* stood at anchor waiting for favorable wind and tide to enter into the river’s mouth

Lieutenant-Commander William Broughton began a detailed investigation

of the river’s entrance

Broughton carried a copy of American Captain Robert Gray’s chart

MACKENZIE AND HIS MEN ARRIVE AT AN EARLY FUR TRADING POST

After journeying seven days up the Peace River the weather turned unusually cold falling snow delayed the start for the day for an hour or two -- October 19, 1792

Alexander Mackenzie reached what was called the “Old Establishment”

he found the men he had sent ahead had slept at the old trading post the previous night

and had carelessly set a large house on fire

had Mackenzie’s expedition not arrived when they did all of the buildings

would have been destroyed

On either side of Peace River there were extensive plains which offered pasture

for the great herds of buffalo

ALEXANDER MACKENZIE’S EXPEDITION REACHES FORT VERMILLION

Mackenzie arrived at North West Company’s Fort Vermillion -- October 20, 1792

where they were received with shouts of rejoicing and volleys from the guns

of the approximately three hundred Indians who lived there -- who now expected rum

Mackenzie stayed only long enough to give some advice and presents to the Indians

and instructions to his employees there before he continued up the river

it was constantly growing colder and ice on the Peace River was becoming a problem

Mackenzie always took whatever steps were necessary to hasten progress up the Peace River

on one occasion when a conference with the Indians continued for too long

he distributed nine gallons of watered-down rum

in spite of his own belief that liquor was an evil for the natives

CAPTAIN VANCOUVER AND LT.-COMMANDER BROUGHTON PART COMPANY

William Broughton guided the Chatham accompanied by several boats

up the Columbia River to explore and lay claim -- October 20, 1792

(Vancouver’s October Sunday 21, 1792)

*Chatham* had a rough entry past Cape Discovery into the river’s mouth across the sand bar

waves broke completely over Broughton’s ship smashing one of her small boats

Broughton found less water in the river than Captain Gray had reported

as the river was at low tide

he thought the signs of high water must have been left by unusual floods

and remarked that Gray’s chart: **“did not much resemble what is purported to represent”**[[185]](#footnote-185)

he gave the river’s width repeatedly as half a mile or one-quarter mile

(actually at almost no point below the Cascade Mountains is it less than a mile wide

but one and a half miles is more usual)

Broughton consistently understated the size of the river

he insisted it could never be used for navigation to save face with British Admiralty

after both he and Vancouver (and Captain James Cook before them)

had sailed past it without giving any notice

by showing the river’s mouth to be an inlet of the sea

Broughton hoped to lay a British claim

in opposition to the legitimate discovery of American Captain Robert Gray

Broughton anchored for the night almost on the bar (near today’s Sand Island)

once safely inside the sand bar Broughton fired a cannon to signal his safe crossing

WILLIAM BROUGHTON MOVES UP THE COLUMBIA RIVER

Broughton sailed *Chatham* past Sand Island and entered a bay -- October 21, 1792

(Vancouver’s 22nd)

there he was surprised to discover the small merchant ship *Jenny*

under Captain James Baker

Baker had also learned of the existence of the river from Captain Gray

Broughton fired a cannon as a signal of the sighting to Captain Vancouver

who was anchored outside the mouth of the river

Vancouver heard the cannon fire from the *Chatham*

and correctly guessed Broughton had found a ship inside the sandbar

Broughton had no conversation with Captain Baker at that time

but he named **“Baker’s Bay”** after his fellow Englishman Captain James Baker

this was the first anchorage inside the river

deep enough to prevent grounding at low tide

*Chatham* moved about a mile and a quarter inside the mouth of the river

to the vicinity a large deserted Indian village (on today’s Chinook Point, Washington)

LIEUTENANT-COMMANDER BROUGHTON INVESTIGATES THE COLUMBIA RIVER

Broughton spent three weeks on the Columbia River moving *Chatham* from place to place

nothing about the Columbia River, so far as Broughton could see,

matched Gray’s description

Broughton voiced doubts that Gray had ever been into the river itself

he did not take into account the Yankee had entered during spring floods

and the *Chatham* during low water season

Broughton found navigation difficult and constantly checked the depth

until he determined he could not safely continue up the river aboard his ship

Broughton continued his exploration in *Chatham’s* pinnace -- October 22, 1792

(Vancouver’s 23rd)

he left *Chatham* about twenty miles above the bar and led several small boats

taking soundings and observing he charted and named many geographic features

along the way

CAPTAIN VANCOUVER BELITTLES CAPTAIN GRAY’S COLUMBIA RIVER

British Captain George Vancouver noted in his ship log: **“The river Mr. Gray mentioned should from the latitude he assigned to it, have existence in the bay south of Cape Disappointment. This we passed on the forenoon of the 27th** [October 26]**; and as I then observed, if any inlet should be found, it will be a very intricate one, and inaccessible to vessels of our burden, owing to the reefs and broken water which appeared in its neighborhood. Mr. Gray stated that he had been several days attempting to enter it, which he at length was unable to effect in consequence of a very strong outset.... I was thoroughly convinced, as were also most persons of observation on board, that we could not possibly have passed any safe navigable opening, harbour, or place of security for shipping on this coast, from Cape Mendocino to the promontory of Classett; nor had we any reason to alter our opinions, notwithstanding that theoretical geographers have thought proper to assert, in that space, the existence of arms of the ocean, communicating with a Mediterranean sea, and extensive rivers, with safe and convenient ports. These ideas, not derived from any source of substantial information, have, it is much to be feared, been adopted for the purpose of giving unlimited credit to the traditional exploits of ancient foreigners, and to undervalue the laborious and enterprising exertions of our own countrymen in the noble science of discovery.”**[[186]](#footnote-186)

Vancouver turned the *Discovery* toward San Francisco

where he would take up his coastal survey

LIEUTENANT-COMMANDER BROUGHTON CONTINUES ON THE COLUMBIA RIVER

Lieutenant-Commander William Broughton sailed *Chatham’s* pinnace up the Columbia

he named **“Mount Hood”** (Oregon) -- October 29, 1792

in honor of British Admiral Samuel Hood, 1st Viscount Hood

who had been a British naval officer during the (American Revolution)

WILLIAM BROUGHTON CLAIMS THE COLUMBIA RIVER FOR GREAT BRITAIN

Broughton reached the farthest point up the Columbia River -- October 29, 1792 (Vancouver’s 30th) arriving at

(today’s eastern Multnomah County east of Portland and northwest of Mount Hood)

he landed in full view of a majestic peak he called Mount Hood

Broughton went ashore in the moonlight and formally took possession of the country

in the name of King George II at Possession (Cottonwood) Point

(located above Washougal, Washington)

here Spanish Captain Bruno de Heceta had found indications of a great river [1775]

but could not confirm the fact and named the area Rio San Roc (Rogue)

Spain subsequently named the land near Rio San Roc **“Heceta”**

American Captain Robert Gray had entered and named the Columbia River

in honour of his ship the Columbia Rediviva [May 18, 1792]

Able-bodied seaman Alexander Bell wrote in his journal that the river **“might communicate with some of the Lakes on the opposite side of the continent”**[[187]](#footnote-187)

Lieutenant-Commander William Broughton and his men camped on (Government Island)

(opposite Ellsworth Springs in today’s Vancouver, Washington)

MACKENZIE ARRIVES AT HIS WINTER CAMP AT A FORK IN THE PEACE RIVER

(Two North West Company traders had been dispatched by Roderick Mackenzie

to cut and square timbers for the construction of a factory ((trading post)), “Fort Fork”

the prior ((summer)) near the junction of the Peace and Smoky rivers

((today’s Peace River, Alberta, Canada))

they were joined by about seventy Indians who assisted them in their work

enough timber had been prepared to build a considerable fort

and a ditch had been dug to set up the walls of the stockade

open plains on either side of the river in this region

attracted buffalo, elk, wolves, fox and bear

while a ridge of mountains to the west was inhabited by great numbers of deer)

After fifty-seven days of constant effort paddling against the current for three hundred miles

Mackenzie’s men were exhausted

Alexander Mackenzie’s arrival at Fort Fork -- November 1, 1792

was greeted by shouts of celebration and volleys from the guns

Mackenzie’s first business was to call the Indians together

they drank the rum, smoked tobacco, listened to Mackenzie’s advice

and promised everything he asked

LIEUTENANT-COMMANDER BROUGHTON RETURNS DOWN THE COLUMBIA

Provisions ran low and Lieutenant-Commander William Broughton gave up further effort

William Broughton had made a careful examination of Columbia River as far upriver

as the mouth of the Sandy River (near today’s Troutdale, Oregon)

Broughton estimated he had journeyed one hundred miles from the mouth

eighty miles beyond the point reached by the American Captain Robert Gray

Lieutenant-Commander William Broughton’s expedition turned back downriver

they reached the *Chatham* -- November 2, 1792

LIEUTENANT ALFREZ MANUEL QUIMPER REACHES SAN BLAS, NEW SPAIN

After a difficult Pacific Ocean crossing from Manila, the Philippines, Quimper

sailed the frigate *San Jose de las Animas*

into San Blas, New Spain (Mexico) -- November 6, 1792

Once in San Blas Lieutenant Quimper learned that orders had been issued [on October 16]

appointing him special assistant to his friend

Commandant Juan Francisco de la Bodega y Quadra who was in failing health

but did not want to resign his command while the international situation

was deteriorating and war was likely

(Quimper would hold this position until [February 1794] when Bodega y Quadra died

Quimper himself was in poor health

he was granted permission to return to Spain [June 1795])

WILLIAM BROUGHTON RETURNS TO THE MOUTH OF THE COLUMBIA RIVER

*Chatham*, due to foul weather, was forced to remain in the Columbia River

along with the merchant ship *Jenny*

On this occasion Lieutenant-Commander Broughton

had a conversation with Captain James Baker

Broughton learned the *Jenny* had been inside once before shortly after the *Columbia Rediviva*

butwhile at Nootka Sound Baker had said nothing about having entered Columbia River

as he had been instructed by the ship’s owners

Captain Baker, now familiar with the channel, led Broughton and the *Chatham*

across the sandbar and out of the river -- November 10, 1792

*Chatham* and *Jenny* separated in the stormy weather

as Broughton sailed for California to join Captain Vancouver and the *Discovery*

Captain Baker continued to trade for furs along the Pacific coast

On his charts William Broughton showed the Columbia River’s mouth as an estuary

he believed the “real river” began twenty-two miles inside Cape Disappointment

suspiciously, this was two miles beyond Captain Robert Gray’s deepest penetration

both he and Vancouver agreed that what Gray entered was not the river itself

but merely a bay

Broughton asserted that he was the true discoverer of the great river

in the hope this claim might override Gray’s legitimate discovery

Lieutenant-Commander William Broughton, in fact, made a considerable addition

to Columbia River geography when he named “**Baker Bay,” “Puget’s Island,”**

**“Walker Island,” “Young’s River,” “Young’s Bay,” “Tongue Point,”**

**“Menzies’ Island,” “Whidbey’s River,” “Mount Hood”** (in honor of Lord Hood)

**“Point Vancouver,” “Oak Point,” “Broughton Strait”**

and he sighted **“Coffin Mountain”** in the distance

this was an Indian burial place where the dead were placed in canoes

(Captain George Vancouver later commented on Broughton’s work: **“Mr. Broughton gave up the idea of any further examination, and was reconciled to this measure, because even thus far the river could hardly be considered as navigable for shipping. Previously to his departure, however, he formally took possession of the river and the country in its vicinity, in His Britannic Majesty’s name, having every reason to believe that the subjects of no other civilized nation or state had ever entered this river before; in this opinion he was confirmed by Mr. Gray’s sketch, in which it does not appear that Mr. Gray either saw or was ever within five leagues** (fifteen miles) **of its entrance.”**[[188]](#footnote-188)

(No effort was made by the British to change the name of the river

provided by Captain Robert Gray

it was even called the Columbia River on Vancouver’s map [published in 1798]

Vancouver even accepted the name of Point Adams named in honor of John Adams

but rather than keep Gray’s identification of Point Hancock for the northern headland

he changed it back to Captain John Meares Cape Disappointment

to emphasize the British discovery of the great river

Vancouver’s map added most of the important geographic features of the coast

CAPTAIN GEORGE VANCOUVER AND THE *DISCOVERY* REACH SAN FRANCISCO

*Discovery* sailed into the Golden Gate and anchored at the Spanish fort

at the Royal Presidio of San Francisco -- November 14, 1792

British officers and crewmen received a friendly and helpful reception

from the Spanish

Vancouver’s other ships, the *Chatham* under Lieutenant-Commander William Broughton

and the supply ship *Daedalus* under Master Thomas New arrived in San Francisco

reports of their expedition were made by Broughton

and Sailing Master Joseph Whidbey

(After a visit of a few days, Vancouver’s fleet sailed south along the coast of California

visiting Chumash Indian villages at Point Conception and the Mission San Buenaventura)

UPPER PEACE RIVER FREEZES OVER

Although game was plentiful in this area the Peace River separated Alexander Mackenzie

from the source of food

since the river could not be crossed there was a potential food could become scarce

Peace River froze over allowing Mackenzie’s men

to walk across to hunt -- November 22, 1792

CAPTAIN GEORGE VANCOUVER’S FLEET ARRIVES IN MONTEREY, CALIFORNIA

*Discovery, Chatham* and *Daedalus* reached

Monterey, California -- November 25, 1792 (Vancouver’s Monday November 26)

Captain Vancouver was well received Commandant Juan Francisco de la Bodega y Quadra

Vancouver was resupplied free of charge

as the British captain reported in his journal: **“The Spanish officers with whom we had the honor of being acquainted, demanded from us the highest sentiments of esteem and gratitude. Even the common people were entitled to our good opinion and respect, as they uniformly subscribed to the exemplary conduct of their superiors, by a behavior that was very orderly and obliging.”**[[189]](#footnote-189)

VANCOUVER AND QUADRA SEND THEIR REPORTSTO EUROPE

British Captain Vancouver and Spanish Commandant Juan Francisco de la Bodega y Quadra agreed to each send a copy of their report to the courts of Great Britain and Spain

regarding the agreement they had reached on the Nootka Sound Crisis

this was, in essence, their agreement to disagree

(it would be two more years before the dispute was settled)

Lieutenant-Commander William Broughton began preparations to return to Europe

he would travel across New Spain carrying communications from Vancouver and Quadra

and continue on to London aboard a British war ship

Captain Vancouver also sought further instructions

(Lieutenant Zachary Mudge had previously been dispatched by Captain Vancouver

to travel to China and return to London with journals, charts, logs and reports)

Vancouver believed the arrival in London of either Broughton or Mudge

would result in a speedier resolution of the Nootka Crisis

Vancouver expected a reply from London about Nootka Sound

sometime the following year

*CHATHAM* RECEIVES A NEW COMMANDER

With the departure of Lieutenant-Commander William Broughton

Lieutenant Peter Puget was placed in command of *Chatham*

in spite of objections from Dr. Menzies who would have preferred the honor

go to his friend Lieutenant James Johnstone

ALEXANDER MACKENZIE MAKES WINTER CAMP IN THE ROCKY MOUNTAINS

North West Company trappers completed the 120 feet square stockade of Fort Fork

at the junction of the Peace and Smoky rivers at the falls of the Peace River

three hundred miles up the Peace River

(Fort Fork was located near the site of present settlement of Peace River, Alberta)

Construction was begun on six cabins with fireplaces for the men -- December 7, 1972

ALEXANDER MACKENZIE WORKS WITH THE INDIANS

Indian legends told of a time when no timber grew on the hills and plains along Peace River

they were covered with moss and reindeer were the only animal available for food

when timber spread on across the hills elk and buffalo appeared

reindeer withdrew to the highlands called **“Deer Mountain”**

Mackenzie made note of the Indians living in the vicinity of Fort Fork

they used bows and snares but since the first trapper arrived on the Peace River [1786]

they had become well-armed -- bows were little used and snares were unknown

they were excellent hunters and such hard workers that they were extremely lean

and were always in the best physical condition

when a relative died men blackened their faces, cut off their hair

and gashed their arms with knives and arrows

women often cut off a finger at the death of a favorite son, husband, or father

Mackenzie continued to trade with the Indians in the area throughout the winter

he received plenty of beaver pelts from the natives but he faced the usual annoyances

Indians showed a tendency to quarrel among themselves

especially over liquor, gambling and women

however, on the whole winter passed quietly

NOR’WESTER ALEXANDER MACKENZIE IS FORCED TO TAKE UP MEDICINE

Using simple remedies and by paying close attention to each case

he cured a number of severe ailments among the Indians

on one occasion when a combination of rum and soap failed to cure the victim,

he bled him as was the state of medicine at that time

when the patient recovered Mackenzie’s reputation as a healer was established

Mackenzie described another example: **“On my arrival here last fall, I found that one of the young Indians had lost the use of his right hand by the bursting of a gun, and that his thumb had been maimed in such a manner as to hang only by a small strip of flesh. Indeed, when he was brought to me his wound was in such an offensive state and emitted such a putrid smell that it required all the resolution I possessed to examine it. His friends had done everything in their power to relieve him, but as it consisted only in singing about him and blowing upon his hand, the wound, as may be well imagined, had got into the deplorable state in which I found it. I was rather alarmed at the difficulty of the case, but as the young man’s life was in a state of hazard, I was determined to risk my surgical reputation, and accordingly took him under my care. I immediately formed a poultice of bark, stripped from the roots of the spruce fir, which I applied to the wound, having first washed it with the juice of the bark. This proved a very painful dressing. In a few days, however, the wound was clean and the putrid flesh around it destroyed. I wished very much in this state of the business to have separated the thumb from the hand, which I well knew must be effected before the cure could be performed, but he would not consent to that operation till, by the application of vitriol, the flesh by which the thumb was suspended was shriveled almost to a thread. When I had succeeded in this object I perceived that the wound was closing rather faster than I had desired. The salve I applied on the occasion was made of the Canadian balsam, wax, and tallow dropped from a burning candle into water. In short, I was so successful that about Christmas my patient engaged in a hunting party, and brought me the tongue of an elk…. When he left me I received the warmest acknowledgments, both from himself and the relations with whom he departed, for my care of him. I certainly did not spare my time or attention on the occasion, as I regularly dressed the wound three times a day during the course of a month.”**[[190]](#footnote-190)

ALEXANDER MACKENZIE MOVES FROM HIS TENT TO HIS HOUSE

Work continued at Fort Fork on houses for the men who were lying out in the cold and snow

with only an open shed and tents for shelter

Alexander Mackenzie’s house was completed -- just before Christmas

long before this event the temperature had fallen far below zero

Mackenzie made note of the situation: **“It would be considered by the inhabitants of a milder climate as a great evil to be exposed to the weather at this rigorous season of the year, but these people are inured (hardened) to it, and it is necessary to describe in some measure the hardships which they undergo without a murmur, in order to convey a general notion of them.”**[[191]](#footnote-191)

CONSTRUCTION OF FORT FORKIS COMPLETED

Construction of the fort had started none too soon

two days after Christmas the cold was so severe **“that the axes of the workmen became almost as brittle as glass”**[[192]](#footnote-192)

however, cabins with fireplaces for everyone were completed

and all of the tents abandoned -- December 27, 1792

here it was here that Alexander Mackenzie and his men would spend the winter

Alexander Mackenzie reported on his traveling companions: **“The men who were now with me** (but who had arrived there in the spring to begin construction and establish trade) **left this place in the beginning of last May and went to the Rainy Lake in canoes, laden with packs of fur, which, from the immense length of the voyage and other occurring circumstances, is a most severe trial of patience and perseverance; there they do not remain a sufficient time for ordinary repose, when they take a load of goods in exchange, and proceed on their return, in a great measure, day and night. They had been arrived near two months, and all that time had been continually engaged in very toilsome labor, with nothing more than a common shed to protect them from the frost and snow. Such is the life which these people lead, and is continued with unremitting exertion till their strength is lost in premature old age.”**[[193]](#footnote-193)

CAPTAIN GEORGE VANCOUVER SENDS HIS SUPPLY SHIP TO AUSTRALIA

Vancouver decided to send the *Daedalus* to Port Jackson, New South Wales, Australia

*Daedalus* was partially unloaded at Monterey, California

and some sick sailors were discharged

Commandant Juan Francisco de la Bodega y Quadra offered cattle and sheep

to be consumed during the voyage to Port Jackson

and Spanish sailors were dispatched to make complete the crew for the *Daedalus*

which had been depleted by death, desertion and illness

*Daedalus* sailed from Monterey, California

under Master Thomas New -- December 29, 1792

SPAIN MAINTAINS ONLY ONE COLONY IN THE PACIFIC NORTHWEST

Santa Cruz de Nuca and Fort San Miguel remained a lonely Spanish outpost

on the northern frontier of the Spanish empire

Santa Cruz de Nuca was commanded by Major Lieutenant Salvador Fidalgo

(eventually Fidalgo returned to San Blas, New Spain (Mexico)

Spanish Lieutenant Ramon Saavedra with a force of one hundred twenty men

of the First Free Company of Volunteers of Catalonia

sat out the winter at Nootka Sound --1792-1793

his main duty was to warn off French and American trading vessels

it had been agreed that only Spanish and English vessels

would be allowed at Nootka Sound

Winter 1792-1793 was very difficult

salmon run had been later than usual the (preceding fall)

Spanish and Indians alternately had to help each other ward off starvation

LIEUTENANT-COMMANDER WILLIAM BROUGHTON TRAVELS WITH QUADRA

Lieutenant-Commander Broughton left Vancouver’s expedition -- January 14, 1793

he traveled as a passenger with Commandant Quadra on *Activa* to San Blas, New Spain

Broughton received permission from Commandant Juan Francisco de la Bodega y Quadra

to cross New Spain carrying dispatches, reports and maps for the British government

written by Vancouver

Lieutenant-Commander Broughton also carried a copy of Narvaez’s map

(another copy of this was used by the United States after inheriting Spain’s claim

to demonstrate that Spain had discovered the San Juan Islands first

and thus the islands should become the possession of the United States)

(from San Blas, Broughton proceeded overland to Vera Cruz, New Spain

Broughton was to take a ship to England to deliver Vancouver’s messages to London

Lieutenant-Commander Broughton arrived in London [July 1793]

one month after Lieutenant Zachary Mudge had arrived in China)

AMERICAN CAPTAIN ROBERT GRAY ARRIVES IN CANTON, CHINA

Captain Robert Gray had sailed the *Columbia Rediviva* from Neah Bay [September 1792]

to the Sandwich Islands (Hawaii) and into Macau, China -- 1793

there he exchanged his year’s take of furs for tea, nankeens, sugar and porcelain

Preparations were undertaken for the final leg of his journey back to Boston

NOOTKA SOUND CRISIS DIMINISHES IN IMPORTANCE IN EUROPE

Revolutions in the United States and France caused grave concerns

in Great Britain and Spain where kings ruled

and the government responded to their Royal demands

In an effort to save their monarchies, England and Spain

became allies against republican France

Spanish and English hard feelings over conflicting interests at Nootka Sound

dwindled in importance

For practical reasons, Spain decided to abandon her claims on the Northwest Coast

and try (with utter futility as it soon turned out) to hang on to her imperial possessions

in (today’s American Southwest)

SECOND NOOTKA CONVENTION IS SIGNED IN MADRID, SPAIN

This was the second treaty between the Kingdom of Spain and the Kingdom of Great Britain

it was signed to resolve the conflict triggered by the seizure of British ships and property

by Spanish naval Lieutenant Francisco de Eliza at Nootka Sound [1789]

This treaty was signed to supersede the [1790] Nootka Agreement -- February 12, 1793

British Captain John Meares was awarded 210,000 Spanish dollars

half the amount of his claim

Spain accepted 42º north (California-Oregon border) as the international boundary line

from the Rocky Mountains to the Pacific Ocean:

•Spain held the land south of 42º

•Spain abandoned all clams to Nunez Gaona at Neah Bay

a small Spanish garrison of Spanish soldiers remained at Friendly Cove

at Nootka Sound until a final determination could be achieved;

•Great Britain held the land north of 42º

Britain was to send a British officer was to go the through the formality

of unfurling a flag as a sign of possession;

•both countries were free to use Nootka Sound to conduct trade with the natives;

•they could make temporary settlements on any part of the coast not already occupied

and erect needed temporary buildings, but no permanent buildings

were to be constructed;

•neither country could claim sovereignty or attempt to exclude the other nation;

•other details would be resolved by respective national representatives at Nootka

these meetings would take place at some future date to be announced

PACIFIC NORTHWEST BECOMES AN AREA OF INTERNATIONAL DISPUTE

In addition to Spain and Great Britain who had negotiated a settlement to their dispute

two other nations held claims to the Northwest between 42º and 54º-40’north latitude:

•United States held a claim of discovery

American Captain Robert Gray’s Columbia River;

•Russia had the claim of settlement

with the establishment of posts for the fur trade with the Alaskan natives

and Fort Ross along the Sacramento River in northern California

BRITISH CAPTAIN VANCOUVER ARRIVES IN THE SANDWICH ISLANDS (HAWAII)

*Discovery* sailed around the north side of the Big Island of Hawaii

*Chatham*, under the command of Lieutenant Peter Puget, sailed around the south side both British ships met at Kealakekua Bay on the Kona Coast

on the big island of Hawaii -- middle of February 1793

Vancouver had access to scientific equipment that allowed him to make adjustments

to improve the accuracy of his own instruments

he also adjusted his ship’s log to reflect the correct day and date for his entries

Vancouver ordered improvements to the small boats that did the detailed survey work,

he implemented changes that provided better shelter for his crewmen

and developed improved methods to store supplies

(these improvements would enable his crews to survey to about 56°30’ North latitude

which allowed for the charting one of the most complex coastlines in the world

until weather ended the survey season)

SPAIN’S SCIENTIFIC EXPEDITION RETURNS TO MANILA, THE PHILIPPINES

(Spanish explorer Alejandro Malaspina aboard the corvette *Descubierta*

andJose de Bustamante y Guerra sailing the corvette *Atrevida* crossed the Pacific Ocean

from Acapulco, New Spain by way of the Mariana Islands

to Manila in the Philippines)

there Spanish Lieutenant Manuel Quimper helped they to create charts of their findings

when the coastal surveys were completed by Malaspina and Guerra

they made a side-trip to Macau, China

from China both corvettes sailed southwest

landing at Espiritu Santo in the New Hebrides Islands

then continued on to southern New Zealand

after a visit to Dusky Sound, New Zealand, previously explored by Captain James Cook,

Malaspina’s scientific expedition explored Doubtful Sound in New Zealand

which no European had visited before)

From New Zealand Spain’s scientific expedition sailed west to Port Jackson, Australia

(part of Sydney today) where they arrived -- early March 1793

about five years after the British first colonized Australia

BRITISH CAPTAIN VANCOUVER MAKES AN IMPACT ON THE KONA COAST

Hawaiian natives were frustrated by the demeaning treatment they received from Europeans

as a result of this mistreatment they had become less than friendly

because of this circumstance Vancouver’s visit in the Sandwich Islands was difficult

maintaining order consumed much of his time and energies

Captain Vancouver took a keen interest in the Hawaiian natives

he met John Young, a British Sailor living on the island of Hawaii,

who acted as an interpreter

Young helped Vancouver negotiate with Hawaiian King Kamehameha

Vancouver formed an alliance with Kamehameha

to protect the Hawaiian Islands from foreigners

(that agreement, however, was never officially acknowledged by the British government)

Kamehameha attempted to consolidate his power as a first step to unify the islands

with Vancouver’s help he managed to gain control of the Big Island of Hawaii [1793]

Vancouver conducted surveys of the waters around the Sandwich (Hawaiian) Islands

and impressed Kamehameha with the reach of British power

At the same time Dr. Archibald Menzies collected Hawaiian flora and fauna specimens

HMS *DISCOVERY* AGAIN SAILS TO THE NORTHERN COAST OF NORTH AMERICA

With access to several chronometers and other instruments available in the Sandwich Islands

Vancouver corrected his navigational instruments

and the day and date of his journal entries

Vancouver sailed out of his anchorage along the Kona Coast of the big island of Hawaii

to resume his investigation of the North American coast -- March 30,1793

Lieutenant Peter Puget aboard the *Chatham* accompanied

Vancouver left behind in the Sandwich Islands (Hawaii) some cattle and sheep

and plants collected in California by Dr. Archibald Menzies

SPAIN’S SCIENTIFIC EXPEDITION SAILS FROM AUSTRALIA

Alejandro Malaspina andJose de Bustamante y Guerra stayed in Australia for about a month

while they visited there they established friendly relations with the colonists

as the Spanish collected many specimens of flora, fauna, and minerals and conducted

scientific experiments, including astronomical and hydrographic observations

Malaspina also observed the British settlement itself, taking special note

of any potential threat to Spanish interests in the Pacific

he was concerned that an increasing British presence in the Pacific

might jeopardize Spanish trade between the Americas and the Philippines

that Manila galleons had conducted for over two centuries

with virtually no outside interference

Malaspina’s and Guerra’s Spanish corvettes *Descubierta* and *Atrevida*

left Port Jackson, Australia -- April 11, 1793

they sailed northeast to Tonga, then known as the Friendly Islands

(Captain James Cook had visited the southern Tonga Islands [1773])

Malaspina opted to visit the northern archipelago (now known as Vava’u)

PRESIDENT GEORGE WASHINGTON SETS UNITED STATES FOREIGN POLICY

President Washington and Secretary of State Jefferson believed Great Britain

would march south from Canada and attack New Spain (Mexico)

through the Western territory claimed by the U.S.

and capture all of Spain’s western territory

however, President George Washington was leery of any foreign entanglement

he believed the young United States of America was too weak and unstable

to fight another war -- especially with a major European power

he insisted the president alone, without the guidance of congress, could set foreign policy

President Washington responded to the rising threats from Europe

by insisting the United States would observe a strict neutrality [in the affairs of Europe]

so long as circumstances and events permitted the United States to do so

this became knows as Washington’s Declaration of Neutrality -- April 22, 1793

Neither Jefferson nor Hamilton or their followers agreed with President Washington’s policy

Jefferson’s anti-British Democrat-Republican expansionists were not happy

with lack of support for American settlers facing the dangers of living on the frontier

and the opportunity to remove Britain from America’s northern regions

Hamilton’s pro-British Federalists were not happy with neutrality toward Spain

especially when Florida remained Spanish territory on America’s southern boundary

AMERICAN FUR TRAPPERS WORK THE UPPER MISSOURI RIVER REGION

While under French control, St. Louis quickly emerged as a trading center

and the village grew into an oasis of wealth, culture and privilege

American merchants in St. Louis were encouraged by the new United States government

to form business syndicates -- 1793

American trappers were to explore and occupy the Upper Missouri River

above the mouth of the Platte River

hardy independent trappers also pushed beyond the Mandan Villages

(in today’s North Dakota)

America’s St. Louis fur syndicate was interested in trade -- not exploration

they were reluctant to establish defensive garrisons to protect their business interests

because of French domination over the region

THOMAS JEFFERSON SENDS AN EXPEDTION TO THE WEST

Jefferson became Vice President of American Philosophical Society in Philadelphia -- 1793

he convinced the Society to fund famous French world traveler and botanist

Andre Michaux on a one-man expedition to explore the Missouri River

and then travel on to the Pacific Ocean

in his instructions, Jefferson wrote, **“As a channel of communication between these states and the Pacific Ocean the Missouri, so far as it extends, presents itself under circumstances of unquestioned preference. It has therefore been declared as a fundamental object of the subscription (not to be dispensed with) that this river shall be considered and explored as a part of the communication sought for.... You will then pursue such of the largest streams of that river as shall lead by the shortest way and the lowest latitudes to the Pacific Ocean.... It would seem by the latest maps as if a river called Oregon, interlocked with the Missouri for a considerable distance, and entered the Pacific Ocean not far southward of Nootka Sound. But the society are** (sic) **aware that these maps are not to be trusted so far as to be the ground of positive instruction to you. They therefore only mention the fact, leaving to yourself to verify it, or to follow such other as you shall find to be the real truth.”**[[194]](#footnote-194)

Michaux set out on his trek across North America

(but never returned -- he was never heard from again)

SPAIN SENDS ANOTHER EXPEDTION NORTH TO PROTECT SPAIN’S CLAIMS

Viceroy Juan Vicente de Guemes, 2nd Count of Revillagigedo, was annoyed

that British Lieutenant-Commander William Broughton had taken possession

ofSpanish Lieutenant-Commander Bruno de Heceta’s

Bahia de la Asuncion de Nuestra Senora(Bay of the Assumption of Our Lady),

Ensenada de Heceta (Heceta’s Entrance)

and Rio San Rogue (Columbia River)

Viceroy Guemes considered founding a settlement there at once to protect Spain’s claim

but he reconsidered in light of the unsettled conditions between Spain and Great Britain

instead, the Spanish Viceroy sent Lieutenant Francisco de Eliza on *Activa*

to examine the mouth of San Rogue (Columbia River)

and the Oregon coast -- early spring 1793

his consort ship, *Mexicana,* was commanded by Lieutenant Juan Martinez y Zayas

(Eliza had spent three years [1790-1792]

exploring and strengthening Spain’s northwest claim

he had been prevented by scurvy from making a full survey of the Nootka Sound region

he did investigate Clayoquot Sound, the channels and islands of Gulf of Georgia,

he had named Senode Gaston [Bellingham Bay],

Montana del Carmelo [Mount Baker]

and Eliza, Sucia, Lopez, Guemes and Fidalgo islands)

Lieutenant Eliza Zayas left San Blas, New Spain -- April 30, 1793

MACKENZIE MAKES FINAL PREPATIONS FOR HIS TREK TO THE PACIFIC

In addition to trading with the Indians Mackenzie had been busily preparing for his push

across the Rocky Mountains in an effort to reach the Pacific Ocean

he had ordered his old canoes to be repaired with bark and added four new ones

Six canoes were loaded with furs acquired from the natives

and provisions purchased from the Indians

these were sent to Fort Chipewyan when ice left the Slave River -- May 8, 1793

Mackenzie’s private and public dispatches to the North West Company to date

also were sent downstream

Mackenzie’s cousin, Alexander Mackay, served as second in command of the expedition

he was a trader and explorer of admired abilities

(he was later to figure importantly in the fur business of the Far West)

Mackenzie’s twenty-five-foot-long birch bark canoe had been sewn by Indian women

it was four feet nine inches wide at the beam and twenty-six inches deep

Mackenzie noted it was **“…so light, that two men could carry her on a good road three or four miles without resting”**[[195]](#footnote-195) Mackenzie’s canoe was loaded with thirty ninety-pound packs -- 2,700 pounds:

•some packs were composed of kegs of powder, musket balls and shot;

•some were bales of blankets, guns, knives, kettles, tobacco and trinkets for trade;

•some of the bales were food

in addition he and his men brought clothing, oilcloths to cover the packs when it rained,

a sail, a big kettle to cook in, a cordelling (tow) line to pull the canoe up rapids

and other equipment including scientific instruments

to measure latitude and longitude

Heleft two men at Fort Forkto trade ammunition with the natives for furs

ALEXANDER MACKENZIE SETS OUT ON HIS SECOND GREAT EXPEDITION

Alexander Mackenzie the leader of the expedition to cross the Rocky Mountains

his cousin Alexander McKay who served as second in command were accompanied by

six Canadian voyageurs Joseph Landry, Charles Ducette, Francois Beaulieux,

Baptiste Bisson, Francois Courtois and Jacques Beauchamps

(Landry and Ducette accompanied Mackenzie on his [1789] adventure to the Arctic)

two Plains Indians, one named Cancre, were hired to serve as hunters and interpreters

they also were used to introduce the whites to local natives along the route

and make assurances of the peaceful nature of the expedition

and a dog simply called “Our Dog”

Mackenzie’s nine-man expedition set out from Fort Fork

up the Slave River -- 7:00 p.m. May 9, 1793

Local Indians were a concern for Alexander Mackenzie

but only because he feared they would entice his two hunters to desert

At times one or both of the commanders, Mackenzie and Mackay,

would leave the main party to cut across country from one bend in the river to another

exploring as they went

After paddling against a strong current all day

they landed before eight on an island for the night

ALEXANDER MACKENZIE’S EXPEDITION CONTINUES UP THE SLAVE RIVER

Mackenzie and his nine men set out -- 3:00 a.m. May 10, 1793

weather was clear and pleasant with a sharpness in the air

After traveling eleven miles with their heavy cargo of goods

Mackenzie’s canoe began to leak under the heavy load

he put ashore and repairs undertaken when they stopped for dinner -- noon

Mackenzie took this opportunity to establish his latitude

When they set out once again Mackenzie lost his pocket compass in the river

his education in navigation acquired in England now became especially valuable

as the party paddled up the strong flowing Slave River Mackenzie spent much of his time

making observations: **“From the place which we quitted this morning the west side of the river displayed a succession of the most beautiful scenery I had ever beheld. The ground rises at intervals to a considerable height and stretches inward to a considerable distance; at every interval or pause in the rise there is a very gently ascending space or lawn, which is alternate with abrupt precipices** (cliffs) **to the summit of the whole, or, at least, as far as the eye could distinguish. This magnificent theatre of nature has all the decorations which the trees and animals of the country can afford it; groves of poplars in every shape vary the scene, and their intervals are enlivened with vast herds of elks and buffaloes, the former choosing the steeps and uplands, and the latter preferring the plains. At this time the buffaloes were attended with their young ones, who were frisking about them; and it appeared that the elks would soon exhibit the same enlivening circumstance. The whole country displayed an exuberant verdure** (greenness)**; the trees that bear a blossom were advancing fast to that delightful appearance, and the velvet rind of their branches reflecting the oblique rays of a rising or setting sun, added a splendid gaiety to the scene, which no expressions of mine are qualified to describe. The east side of the river consists of a range of high land covered with the white spruce and the soft birch, while the banks abound with the alder and the willow. The water continued to rise, and the current being proportionately strong, we made a greater use of setting poles rather than paddles.**[[196]](#footnote-196)

ALEXANDER MACKENZIE’S EXPEDITION REACHES THE PEACE RIVER

Setting out at 4:00 a.m. May 12, 1793

Mackenzie his cousin Alexander Mackay, his six voyageurs and two Indian hunters

reached the location where the Peace River enters the Slave River

they entered the Peace River and began their journey toward the Rockies

Most of the Indians they encountered were Rocky Mountain natives

who had no knowledge of any route to the Pacific Ocean

Mackenzie enquired about an old man he had met the year before at Fort Chipewyan

who had described a fork in the river between the mountains

he instructed the Southern branch was the correct route

from there it was about a day’s trek to get to a carrying-place

to reach the river to be taken to cross the Rockies

but the old man had not been seen for over a month

MACKENZIE’S EXPEDITION SEES AN ABUNDANCE OF GAME

Animals continued to abound as Mackenzie noted in his journal: **“We saw one of their** (bear) **dens, or winter quarters, called watee, in an island, which was ten feet deep, five feet high, and six feet wide, but we had not yet seen one of those animals. The Indians entertain great apprehension of this kind of bear which is called the grisly bear, and they never venture to attack it but in a party of at least three or four.”**[[197]](#footnote-197)-- May 13, 1793

MACKENZIE’S EXPEDITION IS SLOWED BY THE WEATHER

Weather conditions deterioratedas Mackenzie noted -- May 15, 1793

**“rain prevented us from continuing our route till past six in the morning”**[[198]](#footnote-198)

Signs of beaver were to be seen along the course of the Peace River which was full of islands

and the land to the south thick with wood

Mackenzie described the land in glowing terms: **“Some parts, indeed, offer a beautiful scenery, in some degrees similar to that which we passed on the second day of our voyage, and equally enlivened with the elk and the buffalo, who were feeding in great numbers and unmolested by the hunter.”**[[199]](#footnote-199)

MACKENZIE AGAIN REFLECTS ON THE SURROUNDING SCENERY

Mackenzie’s men were again in their canoe in clear weather -- 4:00 a.m. May 16, 1793

Mackenzie’s exuberance continued: **“This spot would be an excellent situation for a fort or factory, as there is plenty of wood and every reason to believe that the country abounds in beaver. As for the other animals, they are in evident abundance, as in every direction the elk and the buffalo are seen in possession of the hills and the plains.”**[[200]](#footnote-200)

Two elks were killed and a buffalo was wounded -- May 16, 1793

land above their camp spread out in an extensive plain gradually rising to a high ridge

covered with grasses and dotted with poplar and white birch trees

Mackenzie noted, **“The country is so crowded with animals as to have the appearance, in some places, of a stall-yard, from the state of the ground and the quantity of dung which is scattered over it. The soil is black and light. We this day saw two grisly and hideous bears.”**[[201]](#footnote-201)

On the following days camps of Beaver Indians (today’s Dane-zaa natives) were seen

Mackenzie was somewhat concerned these natives would encourage his hunters to desert

but that did not happen

ALEXANDER MACKENZIE’S JOURNEY BECOMES MORE DIFFICULT

Freezing weather hit but the time lost to the last start on [May 15] was made up

by launching the canoe at 2:00 a.m. May 17, 1793

Rocky Mountains came into view for the first time (eight days into the journey) -- 2:00 p.m. several rapids were climbed during the course of the day and camp was made -- 7:00 p.m.

AN ACCIDENT SLOWS MACKENZIE’S PROGRESS

After the usual early start the explorers had traveled only about two hundred yards

before the canoe was damaged in an accident but was rapidly repaired

a second occurred when the canoe ran on a tree stump in the river

where the river bank was so steep they could not make repairs

a spot was found where the bow was beached and the canoe partially unloaded

which allowed the damaged portion to rise above the water line

about noon a place was found where repairs could be undertaken on an island

eight lodges used the year before were seen at a place to gather bark

outer bark to be used for canoes and inner bark for food

When the weather darkened and became cloudy with thunder, lightning and rain

they were forced into camp that evening at 6:00

MACKENZIE’S EXPEDITION FACES THE LONG RAPIDS

Travel up the Peace River had not been easy as they had frequently been forced to stop

and unload the heavily burdened canoe to make repairs

Alexander Mackenzie, Alexander Mackay and two hunters left the canoe to lighten the load

they walked up hills covered with cypress trees

but with very little underbrush -- May 19, 1793

they found a well-worn path through the woods and they came upon a buffalo heard

Mackenzie refused to allow their Indians to fire their weapons

for fear local Indians would become aware of their position

instead their dog was sent after the herd

he soon killed a calf that was skinned and butchered

Two shots were heard from the direction of the canoe which were answered by Mackenzie

when another shot was heard the four men quickened their pace back to the canoe

they met one of their men who explained they were stopped

in front of a very strong rapids and several more waterfalls appeared upriver

Indians has previously told Mackenzie of these barriers

but they said there was a way around that took a day’s march

White water of the Peace River gave way to impassable turbulence

there was no way to drag the canoe through the gorge

and no footing at all along river bank was to be found

Mackenzie moved the canoe to where it could be towed along an island

this worked well until the end of the island was reached -- there extremely swift currents

drove the canoe with such violence onto the stony shore that it was badly damaged

every effort was made to repair the damage and to dry the packages

everything was carried across a point of land and the canoe was reloaded

they set out again about three-quarters of a mile up the Peace River

but were soon blocked by the swift current ahead and threatening rapids behind them

which threatened their destruction if accidentally entered

they had no choice but to attempt to cross the river

or retrace their route back toward the rapids

They retreated with their canoe until they reached a series of table-sized islands

used to cross the river

Alexander Mackay and the Indian hunters watched from the top of a rock

in constant fear for the safety of their companions

in fact, the heavy load carried by the canoe added to the dangers

faced by Mackenzie and his men

When the other side of the river was reached the current there

was as swift as what they had left but the craggy bank was somewhat lower

they were able to use a long line to tow the canoe

until they reached the foot of the greatest rapids they had yet encountered

here they unloaded and carried everything 120 steps

over a rocky point and reloaded

Mackenzie climbed up a high point of land where he could see the canoe

his men were towing as they were approaching an especially dangerous stretch of water

one false step, or if the line broke, the canoe and everything in it would be destroyed

when this danger was successfully overcome it was followed by another

rocks large and small rained down on the men and canoe from the high cliffs above

Mackenzie’s men moved out of his sight

Mackenzie struck out through the woods to return to the river ahead of his men

he saw where Indians had set snares for elk and walked for hours

through forests of spruce, birch, and the largest poplars he had ever seen

he reached the river and anxiously awaited the arrival of his men and their canoe

Mackenzie sent Alexander Mackay and one of the Indian hunters

down the Peace River in search of the canoe

Mackenzie himself set out alone to scout the river ahead

he found that a mile-and-a-half ahead the river washed against lofty cliffs with no bank

and was filled with a series rapids and cascades

since the canoe could not be seen Mackenzie returned to where he and Mackay separated

Mackenzie saw the men carrying the canoe over a small rocky point of land

they met at a narrow channel where Mackenzie learned their trials had been great

their canoe had been broken but they continued on

having missed the carrying-place Mackenzie decided to continue on using the tow-line

as far as Mackenzie had scouted before they crossed the river and made camp

on the beach

there was no wood on their side of the river as fire had swept through the area

several elks were seen feeding across the river on the edge of the 300-foot high cliffs

CAPTAIN GEORGE VANCOUVER SPENDS HIS SPRING ON THE PACIFIC COAST

Captain Vancouver reached Friendly Cove on Nootka Sound as the *Discovery*

arrived from the Sandwich Islands -- 5:00 p.m. May 20, 1793

Vancouver immediately dispatched an officer to inform

Spanish Major Lieutenant Salvador Fidalgo of their arrival

arrangements were made for an eleven-gun salute to be fired

by the Spanish and British

Captain Vancouver learned the *Chatham* had arrived in port [May 18]

and completed several repairs

Vancouver and Peter Puget had been previously arranged that if *Discovery*

had not arrived by the middle of May

Lieutenant Puget would sail to Fitzhugh Sound to begin an investigation there

ALEXANDER MACKENZIE ALLOWS HIS MEN TO SLEEP IN

After the exertion of the day and night before carrying their baggage and canoe

the members of the expedition remained in bed until about 8:00 a.m. May 20, 1793

After rising Mackenzie and his men worked their way along the rock cliff

with great difficulty by cutting steps into the rock face for about twenty feet

at one place Mackenzie leaped onto a small rock below **“where I received those who followed me on my shoulders. In this manner four of us passed and dragged up the canoe, in which attempt we broke her. Very luckily, a dry tree had fallen from the rock above us, without which we could not have made a fire, as no wood was to be procured within a mile of the place. When the canoe was repaired, we continued towing it along the rocks to the next point, when we embarked….”**[[202]](#footnote-202)

Soon the current became too swift to paddle and the water became too deep to use poles there was no option but too once again resort to the towline

this was made extremely dangerous by trees

that grew to the edge of the cliff above the river

the rope had to be handed from person to person beyond their limbs

which reached over the river

swift water was again reached and some of the men stripped to their shirts

in preparation for a forced swim

but this obstacle was overcome without inconvenience

Another waterfall required the canoe to be unloaded and portaged again

Mackenzie called a halt at noon for a rest and to take a sighting to determine their latitude

When they again set out the Peace River’s current became ever more rapid

in the next two miles they were forced to unload, portage and reload four times

They arrived at a place where the river became one continual rapid -- 5:00 p.m.

everything was unloaded and a towline attached to the canoe

pulling the canoe up through the rocks was difficult and extremely hazardous

water in the river became so rough that a wave struck the bow and broke the towline

dismay swept through the expedition as it appeared impossible to save the canoe

and the four men in it from being dashed to pieces on the rocks

luckily another wave drove the canoe out of the cascading water

so it could be brought ashore with no injury to the men or vessel

Members of Mackenzie’s expedition, especially those that had been in the canoe,

were in such a state that he called a halt

the men climbed the river bank and made camp for the night

as far as they could see the river was a white sheet of foaming water

discouragement and moral low among the men

quickly led to grumbling about turning back

Mackenzie and one of the Indians set out to find a way around the barrier

although he searched almost until dark he could find no end to the rapids and waterfalls

it was impossible to proceed by water

MACKENZIE’S EXPEDITION SEARCHES FOR A WAY AROUND THE LONG RAPIDS

Morning brought rain to add to their misery -- May 21, 1793

Alexander Mackenzie allowed his men to sleep in until 8:00 a.m.

Mackenzie sent Alexander Mackay with three voyageurs and two Indians to climb

to the top of the nearby mountain and follow the river

to where it once again became navigable

if they found there was no such place, two of the men were to return

while the other two sought a portage, route used by Indians -- if one existed

those who remained in camp repaired the canoe

Mackay and one of the men returned about sunset

and the other two men about two hours later

they had penetrated thick forests, climbed hills and crossed valleys

to the end of the rapids they estimated the distance to be nine miles

Mackenzie sent a voyageur and an Indian to scout the rapids ahead

one of these men went in pursuit of a beaver seen in shallow water on a stony island

he was joined by Mackay and the other Indian hunter but they animal got away

just as it was getting dark the man scouting alone returned to camp

he reported it was impractical to navigate several impending rapids and promontories

MACKENZIE CREATES HIS OWN PORTAGE AROUND THE LONG RAPIDS

When daylight broke -- May 22, 1793

Mackenzie’s men began up the mountain to cut a trail through the forest

they followed Mackenzie’s instructions to fell the trees parallel to the trail

and not completely detached from the stump to form a railing on either side

camp was established at the top of the climb

next the baggage was brought from the water to the encampment

this was a very perilous activity as one false step would have sent the man headlong

into the rapids below

When the men had rested, they proceeded with no small degree of apprehension

to deliver the canoe up the mountain by pulling on a rope

wrapped around successive stumps as a man at the end of the canoe

carefully bent it around obstacles

3000 pounds minus the food they had consumed and their canoe

were at the summit -- 2:00 p.m.

Another trail was cut down the mountain for about a mile

that day’s weather had been cloudy with showers and thunder

ALEXANDER MACKENZIE’S MEN CONTINUE TO PORTAGE THEIR EQUIPMENT

Weather this morning was clear -- May 23, 1793

as a second day of portaging their canoe and equipment began

Mackenzie joined Alexander Mackay and two Indians

in cutting the road down the mountain

Although they were at a high altitude they could see very little

because they were surrounded by even higher mountains covered with snow

they continued cutting the road over hills, through thick woods and across deep ravines

those carrying the canoe and baggage overtook the road builders -- 4:00 p.m.

Camp was made by a rivulet beneath a large mass of ice and snow -- 5:00 p.m.

they had traveled about three miles through a burn area of fallen timber

and Devil’s club plants intermixed with shrubs of gooseberry and currants

and several kinds of briars

*DISCOVERY* DEPARTS FROM NOOTKA SOUND

Captain George Vancouver sailed out of Nootka Sound traveling through hazy, rainy

and unpleasant weather -- May 23, 1793

Vancouver decided to investigate the area from Cape Scott on the north end

of Quadra-Vancouver Island (Vancouver Island) to the entrance of Fitzhugh Sound

in the waters of (today’s northern British Columbia)

when the weather became pleasant gathering more accurate information

about Queen Charlotte Sound became easy

it was decided to pass by Galiano, Valdes and Calvert’s islands

to reach Fitzhugh Sound

MACKENZIE AND HIS MEN REACH THE END OF THEIR LONG PORTAGE

Mackenzie’s expedition continued their labors for a third day -- May 24, 1793

they progressed down steep hills and through the forest of tall pines

after a great deal of toil and trouble they brought their canoe and gear

through the difficult passage

they arrived at the river about a hundred yards beyond the rapids -- 4:00 p.m.

this day they had traveled about four miles

Mackenzie named his route **“Rocky Mountain Portage”**

(in fact, an ancient Indian trail requiring only four hours of walking around the gorge

existed [and still exists today] -- it was missed by the scouts)

MACKENZIE MAKES PREPARATIONS TO CONTINUE THE JOURNEY

It had rained through the night and continued until noon -- May 25, 1793

in the short time they had remained at this location the water had risen a foot and a half

Having survived the hazards of Rocky Mountain Portage, Mackenzie and his men

were occupied cutting long and short poles to propel the canoe

and putting the canoe in order

Mackenzie attached a knife, steel and flint, beads and other articles to a pole

as a token of goodwill to the natives

one of his hunters added a small piece of green wood chewed on one end to form a brush

used to pick the marrow out of bone

this was a sign the country abounded with animals

Alexander Mackenzie’s expedition set out water-bound once again -- 5:00 p.m.

there were snow covered mountains on all sides

one peak to the south rose to a great height

almost four miles farther up the Peace River they made camp

MACKENZIE CONTACTS THE LOCAL INDIANS

When the men took to their canoe the air was so cold

that although they were actively employed they could not keep warm

without the aid of their blanket coats -- 4:00 a.m. May 26, 1793

Mackenzie and his nine men came upon an encampment

of local Knisteneaux (Cree) Indians who had not previously seen white men,

but had some iron which they had procured by trade from other natives

who had journeyed a great distance to the Pacific Ocean

Mackenzie hired one of these Indians to travel with the party and serve as guide

camp was made -- 7:00 p.m.

VANCOUVER INVESTIGATES FITZHUGH SOUND

HMS *Discovery* sailed up Fitzhugh Sound -- May 26, 1793

gentle breezes brought them to the arm leading to Menzies Point [visited in 1792]

here Vancouver expected to meet the *Chatham* but progress was impeded

by unfavorable winds and a strong ebb tide

when the tide changed *Discovery* continued up Fitzhugh Sound through misty weather

*Chatham* was revealed in the distance

*Discovery* anchored beside her in a cove -- noon May 26

Lieutenant Peter Puget informed Vancouver that *Chatham* had arrived the day before

and had enjoyed an uncomplicated voyage from the Sandwich Islands (Hawaii)

Since *Discovery* was in need of repairs Vancouver decided that a two boat expedition would be dispatched to investigate the region

CAPTAIN VANCOUVER SAILS FURTHER UP FITZHUGH SOUND

Captain Vancouver moved north to a large cove

there repairs were begun on the *Discovery* -- May 27, 1793

her bow had a leak that needed immediate attention

and the stern of the ship needed caulking

and several spars needed replacement

*Discovery’s* launch needed repairs and her sails needed mending

gunpowder needed airing to remove the humidity

however, rainy weather impeded the pace of the work

ALEXANDER MACKENZIE TAKES AN UNUSUAL DAY OFF

Violent rains continued through the day which kept the expedition in camp -- May 29, 1793

to amuse himself Mackenzie wrote a letter reporting their hardships to date

he wrapped it in bark, placed it in an empty rum keg and sent it down the Peace River

(this prank later led to the legend that Mackenzie sent his reports to headquarters

down the river sealed in a rum keg)

BRITISH CAPTAIN GEORGE VANCOUVER SENDS OUT A BOAT EXPEDITION

Lieutenants James Johnstone was dispatched in *Chatham’s* cutter

attended by another small cutter

on the first boat expedition of 1793 -- May 29

to investigate the waters in the vicinity of (today’s King Island)

which had been abandoned due to bad weather the year before

VANCOUVER LEADS A BOAT EXPEDITION OF HIS OWN

Vancouver took *Discovery’s* yawlaccompanied by Lieutenant Spelman Swaine in the cutter

to examine an arm of this inlet in a northerly direction -- May 30, 1793

Vancouver named this arm **“Burke’s Canal”** (today’s Burke Channel)

to honor eminent political theorist and author the Right Honorable Edmund Burke

the northwest point of land at the entrance was identified as **“Point Walker”**

and the southwest point was named **“Point Edmund”**

Vancouver arrived at what appeared to be the main branch

leading from Fitzhugh Sound -- 9:00 a.m.

he named **“Fisher’s Canal”** (today’s Fisher Channel)after a much-respected friend

landing on the western shore Vancouver’s party was visited by a few shy natives

but distribution of a few trinkets gained their confidence and friendship

they appeared to be different from other natives in the region

and used a different language -- not at all like the Indians of Nootka Sound

Vancouver named **“Port John”** which provided a good harbor

evening brought rough water and rainy, unpleasant weather

steep cliffs kept the boat expedition from landing until nearly midnight

UNPLEASANT WEATHER CONTINUES FOR A SECOND

Rain fell throughout the night and daylight -- May 31, 1793

daybreak showed they were camped in a marsh and their possessions were very wet

Rowing on, the channel divided into two branches Vancouver followed the one to the right

until they reached what Vancouver named **“Point Edward”** where camp was set up

MACKENZIE’S EXPEDITION REACHES THE HEAD OF THE PEACE RIVER

After three weeks of hard toil and constant peril Alexander Mackenzie reached the point

where the Peace River is formed by the (Finlay River)

and the (Parsnip)[[203]](#footnote-203) river -- May 31, 1793

Finlay River that flowed north-north-west was smooth and easy to follow

(Parsnip) river that flowed swiftly south-south-east was full of rapids

Mackenzie had learned from an old Indian at Fort Chipewyan the year before

that route that led across the Rocky Mountains was the south-south-east (Parsnip) river

the native had said that a carrying-place would be discovered which led to a large river

(Finlay River would have taken them a considerable distance into the Rockies

but many hundreds of miles from the Pacific Ocean

whereas the (Parsnip) river is the only river that cuts through the mountains

other than the Laird River 300 miles north)

forced to take the far more challenging route Mackenzie’s men began to complain

they demanded the expedition return downriver -- Mackenzie would not consider it

ALEXANDER MACKENZIE REMAINS A POSITIVE LEADER

Mackenzie and his nine companions continued their travels as he and his six voyageurs

launched their canoe up the (Parsnip) river -- sunrise June 1, 1793

Alexander Mackay and the two Indian hunters walked to lighten the burden on the canoe

about noon the river’s current began to slacken

but toward evening it once again increased

even so, Mackenzie kept his men moving forward and relished in the region’s beauty: **“In no part of the Northwest did I see so much beaver-work within an equal distance as in the course of this day. In some places they had cut down several acres of large poplars; and we saw also a great number of these active and sagacious** (intelligent) **animals. The time which these wonderful creatures allot for their labors, whether in erecting their curious habitations or providing food, is the whole of the interval between the setting and the rising sun.”**[[204]](#footnote-204)

When Mackay and his two native traveling companions arrived in camp in the evening

they were exhausted by their efforts

they had crossed swamps and had to swim to the river to reach the camp

which was inadvertently located on an island

they reported hearing more gunfire during the day

than could be accounted for by the expedition which used gunfire

to communicate their location during their travels

Camp was uneasy and restless that night

as each man posted himself at the foot of a tree fully prepared

VANCOUVER CONTINUES HIS INVESTIGATION FOR A THIRD DAY

Cloudy but mild weather greeted the boat expedition members -- June 1, 1793

Point Menzies was seen faced by Burke’s Canal on the opposite shore

(these had been visited by Lieutenant James Johnstone [1792])

Captain George Vancouver left a note for Lieutenant James Johnstone in a conspicuous place

instructing him to return to the ships by the same route he was now inspecting

Further investigations by Vancouver resulted in observing a driftwood fire on the beach

and evidence that Johnstone’s boat expedition had been there

it became obvious there was no need to explore this area further

Vancouver’s boat expedition turned south to explore five openings on the continental shore

camp was made that night near where they had camped the preceding evening

VANCOUVER EXPLORES THE CONTINENTAL SHORE

Vancouver’s men set out early on the fourth day -- June 2, 1793

they entered the fifth opening, which Vancouver named **“Dean’s Canal,”**

(todays’s Dean’s Channel)

Vancouver ended his investigation of this region at **“Point Raphoe”**

Three Indians appeared across a brook from Vancouver’s men but refused to meet

using signs they indicated some of Vancouver’s men were nearby

they indicated that if Vancouver led the way to his men the Indians would follow

several other encounters with the natives that day had the same result

Vancouver passed what he named **“Point Edward”** at the north end

of which he named **“King’s Island”** (King Island) and proved it was, in fact, an island

he named King’s Island after British Captain James King the Dean of Raphoe, Ireland

VANCOUVER CONTINUES HIS INVESTIGATION FOR THE FIFTH DAY

Vancouver’s boat expedition set out after breakfast -- June 3, 1793

retracing their route out of Dean’s Channel Captain Vancouver named **“Roscoe Inlet”**

They returned to the brook they had seen the day before where they had enjoyed lunch

they set out to explore the next unexplored inlet where camp was made that evening

(PARSNIP) RIVER BECOMES INCREASINGLY DIFFICULT TO TRAVEL

Morning showed a very heavy fog had rolled in during the night -- June 3-4, 1793

Mackenzie was keeping a detailed account of events and observations during his expedition

these included descriptions of people, locations, native houses, scenery, topography,

geography and his sightings for latitude and longitude to accurately place his location

which were usually taken at noon

Mackenzie often recorded these notes while traveling in the canoe

occasionally he also slept as the canoe progressed along its journey

one day Alexander Mackenzie’s notebook was missing

he surmised branches had swept it from his hands as he dozed -- June 4, 1793

his detailed writings between [May 28] and June 4 were lost

he was forced to rerecord general information he could recall between those dates

Navigating the (Parsnip) river became increasingly difficult

this river’s current was so strong that paddles could not be used

and it was so deep that poles were useless

banks of the river were lined with willows and other trees that made it was hazardous

to tow the canoe with a cordelling line

No camping place could be found as night approached

they landed on a gravel bank situated only slightly above the water line Mackenzie’s men grew ever more discontent

VANCOUVER NAMES CASCADE CANAL

Morning dawned chilly and unpleasant on the sixth day -- June 4, 1793

Vancouver’s boat expedition returned to Fisher Channel

and continued to the entrance of the next inlet

Vancouver named the arm **“Cascade Canal”** as it was surrounded by perpendicular cliffs

with several large cascades of fresh water

as he remarked in his journal, **“These cascades were extremely grand, and by much the largest and the most tremendous of any we had ever beheld. The impetuosity with which these waters descended produced a strong current of air that reached nearly to the opposite side of the channel, though it was perfectly calm in every other direction.”**[[205]](#footnote-205)

Near the entrance to Cascade Canal they met friendly Indians who took Vancouver

to their village of seven houses located in a small rocky cove around a point of land

Vancouver landed on the side of the cove opposite the village

and crossed over to visit the village where he visited for about half an hour

about forty male Indians made an appearance,

but the women and children remained in the houses

none of the men had weapons

they conducted themselves in a civil and orderly manner

Vancouver left some medals and few trinkets and received indifferent sea otter pelts

and some pieces of halibut

Vancouver’s boat expedition proceeded to the next unexplored opening

where camp was made

VANCOUVER INVESTIGATES THE INLET SOUTH OF CASCADE CANAL

After breaking camp on the seventh day of his investigation -- June 5, 1793

Vancouver’s boat expedition entered yet another inlet

they found it terminated about two miles in a westerly direction

this was named **“Cousins Inlet”**

Continuing on Vancouver entered the last arm -- the one they had Fisher Channel

along the west side of King’s Island

pleasant weather and gentle winds aided in investigation that ended like the other inlets

Vancouver turned his attention to the continental shore one again until evening

when a sizable navigable channel was found

camp was made about a mile up this opening

ALEXANDER MACKENZIE FACES A REBELLION BY HIS MEN

From the time they had set out from Fort Chipewyan the rivers had been rising

as the advancing season melted snow in the high mountains and swelled all of the streams

When the men awoke, they found their canoe and baggage in water

that had risen the during the night

they had landed so late the night before that the canoe had to be prepared

for the day’s journey before they could depart -- June 5, 1793

Mackenzie and a few men left the canoe and climbed a high hill to investigate the country

he climbed a tree to look ahead -- he saw a ridge of mountains covered with snow

there appeared to be an opening which he decided marked the course of the river

When Mackenzie returned to the (Parsnip) river he could not see his canoe

as had been prearranged he fired a signal of two guns -- but there was no response

he believed the canoe was ahead of him while his Indian hunters believed it was behind

as they proceeded up the river Mackenzie began to doubt his belief as his concern grew

Mackenzie left Alexander Mackay and an Indian where they were to build a large fire

he threw branches into the river as a signal if the canoe was behind them downriver

Mackenzie and an Indian hunter set out to search up the river

they stopped at noon to again fire two guns with no response

the rushing river increased Mackenzie’s concerns

while swarms of gnats and mosquitoes added to their torment

Mackenzie and his Indian companion returned to where Mackay and the others were to wait

but found in his absence they had traveled three or four miles downriver

but having discovered nothing they had returned

Mackenzie began to blame himself for leaving the men in such difficult conditions

Alexander Mackay and the Indian Cancre set off downriver -- 6:30 p.m.

to search as far as possible before nightfall and to continue the next day if necessary

Mackenzie proposed to search upriver with his Indian companion the next morning

if success was not achieved they would meet back where they now were

As Mackenzie prepared to sleep two gunshots were heard

from the direction Mackay had gone

Mackenzie and his Indian companion traveled downriver until they reached the canoe

he listened to his men’s account of why their progress had been so slow

they said the canoe was damaged and travel had been even harder than previously

Mackenzie pretended to believe them

Mackenzie thought of leaving the river and striking overland -- this was a desperate idea

if they continued along the river it was always possible to return back

but without the river retreat could become impossible

one wrong turn and the entire party could become lost

ALEXANDER MACKENZIE’S EXPEDITION WAS AGAIN UNDER WAY

Mackenzie and his nine companions set out once again -- 4:30 a.m. June 6, 1793

the current continued so strong and the river so deep

that neither paddles nor poles could be used

and the riverbank so crowded by willows and other trees that progress was made

only by passing the canoe and baggage overhead from branch to branch no stopping place could be found until noon when repairs were made to the canoe

clothes were dried and new paddles and poles were made

to replace those broken or lost

VANCOVER IS FORCED TO MAKE A LATE START ON THE EIGHTH DAY

Thick fog and rainy weather forced Vancouver’s boat expedition to remain in camp

they did not set out until 10:00 a.m. June 6, 1793

when some of the fog began to clear an investigation of the navigable channel began

they discovered a large native village but did not approach as the Indians hid themselves

Proceeding about ten miles a stop was made for lunch

two canoes of unarmed Indians from the village arrived and conducted a friendly trade

when the head of the inlet was reached Vancouver’s expedition stopped for the night

about two miles away from the water’s terminus

MACKENZIE AND HIS NINE MEN CONTINUE ALONG THE (PARSNIP) RIVER

Morning dawned calm and clear -- June 7, 1793

(Parsnip) river had risen two inches during the night and the current we even more swift

They set out along the river in their newly repaired canoe

after an unusually hard day’s trek camp was made -- 7:00 p.m.

Alexander Mackay and the two Indian hunters had walked most of the day

Mackay killed a porcupine and several Indian encampments were seen -- but no Indians

VANCOUVER ENTERS HIS NINTH DAY OF HIS BOAT EXPEDITION

Back in the main channel the next morning -- June 7, 1793

Vancouver proceeded west to a small island where his men had breakfast

they were again visited by the friendly Indians

Weather became serene and pleasant with a gentle southwest breeze

Vancouver believed this channel would lead toward the ocean

the boat expedition continued westward keeping the continental shore to their right

as was their usual practice

openings were seen on both sides of the channel but their provisions were running low

so these remained uncharted

Vancouver stopped for lunch and to take a sighting of their longitude and longitude -- noon

Swaine was sent ahead in the cutter to find a channel leading to the ocean

Swain returned to report he had seen the ocean about a mile and a half ahead

Vancouver ended his exploration at this point

Vancouver’syawl and Swain’s cutter set out to cross the forty-five miles to the ships

they once again passed by the Indian village they had previously seen

while the natives were once again friendly it became obvious

they did not want the sailors to land near their village

Vancouver and his boat party continued on

MACKENZIE’S EXPEDITION FACES THE MOUNTAINS AHEAD OF THEM

Rain and thunder had filled the night but the canoe was launched -- 4:00 a.m. June 8, 1793

for the past three days the mountains had loomed ahead

sometimes seemingly very close and other times far away

For the past two days they had been looking for the carrying place

promised to Mackenzie by an old Indian the year before

nothing appeared that resembled what had been described

all that could be done was to push on until the (Parsnip) river was no longer navigable

to add to their troubles the river was so high no campsites along the bank could be found

they did not stop until 8:00 p.m. June 8, 1793

VANCOUVER’S BOAT EXPEDITION CONTINUES BACK TOWARD THE SHIPS

Once again after breaking camp good progress was made

toward the *Discovery* and *Chatham* -- June 8, 1793

they identified a bay that had the appearance of communicating with the ocean -- noon

about forty men, women and children from the native village seen on the first day

indicated the sailors should land at a rock near the Indians

when this was done most of the village’s men and boys welcomed the strangers

after receiving presents

Continuing on Vancouver’s boat expedition reached *Discovery* and *Chatham* -- 10:00 p.m.

Vancouver discovered that bad weather had impeded the repairs to the *Discovery*

CAPTAIN VANCOUVER RECEIVES A REPORT FROM LIEUTENANT JOHNSTONE

Lieutenant James Johnstone had taken *Chatham’s* large and small cutters

to explore the waters north of Fitzhugh Sound

His boat party had reached Point Menzies [by May 30]

where they discovered an arm of the sea that opened before them

pleasant weather allowed them to make great progress until the evening

when camp was made for the night

Contact was made with an Indian village the next day [May 31]

canoes here proved to be capable only of fishing in the nearby streams

and were not suited for ocean travel

Johnstone entered another arm of the sea leading to the northeast

which terminated after about eleven miles [June 1]

here another Indian house was seen which was of the usual variety

returning to the entrance of the arm Lieutenant Johnstone found Vancouver’s note

instructing him to return to the ships

*Discovery* and *Chatham* were reached ([June 2]

Based on Lieutenant Johnstone’s report elongated North Bentinck and South Bentinck Arms

were misnamed **“Bentinck Arms”**

in honor of Tory Prime Minister William Henry Cavendish Bentinck

North Bentinck Arm is the longest inland-reaching channel of the whole complex coast

and was left unexplored by Johnstone’s boat expedition

(North Benedict Arm will later deliver Alexander Mackenzie to the Pacific Ocean)

CAPTAIN VANCOUVER SENT LIEUTENANT JOHNSTONE TO EXPLORE FURTHER

Lieutenant James Johnstone took the *Chatham’s* cutter to the place where Vancouver

had stopped his investigation on [June 7] to follow that opening where it might lead

he was to continue to where the ships would be anchored

near two small islands both boat expeditions had located earlier

if Johnstone arrived at the rendezvous first he was to leave a note

and continue to survey the coast to the west

Lieutenant Johnstone accompanied by Midshipman Robert Barrie in *Discovery’s* small cutter

set out with a week’s supplies -- June 8,1793

ALEXANDER MACKENZIE’S EXPEDITION ENCOUNTERS LOCAL NATIVES

Mackenzie and his men noticed a small fire and in a short time heard people in the timber,

they seemed frightened and confused by the discovery of the explorers’ party

and the members of the expedition were equally alarmed

they might be attacked -- June 9, 1793

as the Indians fled Mackenzie decided not to follow

as the explorers’ weapons were not ready and there was no way of telling

how many local natives there were

if there were only a few they would probably escape through the dense woods

if there were many it would be foolish to try to catch them

Mackenzie turned his canoe to the opposite side of the river

to see if any natives had remained there

but before they were half-way across the hundred-yard-wide river

two Indians appeared on the far bank

brandishing their weapons on the rising ground

Mackenzie’s interpreter called to the two Indians

and told them the white people were friendly

but the Indians maintained their threatening attitude

however, after some talk the two Indians allowed the explorers to beach their canoe

although the natives were very frightened they laid down their weapons

Mackenzie stepped forward and shook hands with both of them

one of the Indians, trembling with fear, drew his knife from his sleeve

he offered it to Mackenzie as a sign of his submission

These Indians had heard of white men before but had never seen one

they were extremely curious as well as suspicious

they said they had just gotten to this place and had not yet made their camp

but when they saw Mackenzie’s party they ran away leaving their property behind

Mackenzie decided to stop until **“the Indians became so familiarized with us as to give all the intelligence which we imagined might be obtained from them”**[[206]](#footnote-206)

he made a great effort to pacify them and reassure them he was friendly

MACKENZIE BECOMES ACQUAINTED WITH SHUSWAP INDIANS HE HAS JUST MET

Throughout the day the whole party of Indians came to visit with Mackenzie’s expedition

three Shuswap Indian men and women, and seven or eight boys and girls

they were delighted with the beads given to them and seemed to enjoy the pemmican

as they had been surviving entirely of dried fish

These Indians were lean and short, no taller than five feet six or seven inches

their round faces were surrounded by loose-hanging hair and featured a pierced nose

they wore robes of beaver, groundhog, or reindeer skins dressed with the hair left on

their leggings and moccasins were of dressed moose, elk, or reindeer skin

they wore collars of grizzly bear claws around their necks

their cedar bows were six feet long and bore a short iron spike on one end

to be used as a spear or lance

they also carried lances headed with iron or bone and their knives and axes were of iron

they made strong cords of rawhide and their nets

and fishing-lines were of willow bark and nettle

their fish hooks were made of bone set in wood

their kettles were baskets, their spoons were made of horn or wood

their canoes were made of spruce bark

These Indians possessed some iron which they said they had obtained from people

who lived about eleven days’ walk away, and that those people travelled for a month

to reach the country of other tribes who lived in houses

and journeyed to the “Stinking Lake” (Pacific Ocean)

where they traded with white people who came in canoes as large as islands

This account discouraged Mackenzie who feared the end of his journey was far away

he continued his efforts to allay the suspicions of his new friends

and treated them and their children with great kindness

ALEXANDER MACKENZIE IS ENCOURAGED BY WHAT HE LEARNS

Mackenzie was sitting around the campfire listening to the talk of the Indians

and his interpreters some of it he could understand himself -- June 10, 1793

he recognized that one of theShuswap Indians, Sikannis, spoke of a great river

flowing near the source of the river they were ascending

and of portages leading to a small river which discharged into another great river

with a little patient work by Mackenzie the Indian described

what seemed a practical route to the ocean

Mackenzie noted in his journal on June 10: **“I desired him** [Sikannis] **to describe the road to the other river by delineating it with a price of coal, on a strip of bark, which he accomplished to my satisfaction.”**[[207]](#footnote-207)

Mackenzie’s canoe was loaded the and camp was broken -- 10:00 a.m. June 10, 1793

before he departed from the expedition leader informed the Indians

to expect their return in two months

they continued along the (Parsnip) river until camp was made that night -- 7:00 p.m.

*DISCOVERY* AND *CHATHAM* LEAVE RESTORATION COVE

Captain George Vancouver named the cove where he had anchored beside the *Chatham*

at the mouth of Burke Channel **“Restoration Cove”** --June 10, 1793

(Restoration Bay was named in honor of Restoration Day -- the day King Charles II

was restored to the English monarchy after the [1651] death of his father

*Discovery* and *Chatham* under Captain George Vancouver and Lieutenant Peter Puget

sailed to rendezvous east of (Yeo Island)

off the north coast of (British Columbia) -- June10

MACKENZIE CONTINUES UP THE (PARSNIP) RIVER

Morning was clear and cold as camp was broken -- 4:00 a.m. June 11, 1793

Mackenzie’s interpreter encouraged Sikannis to remain loyal to the expedition

their guide replied saying **“How is it possible for me to leave the lodge of the Great Spirit?** **When he** (Mackenzie) **tells me he has no further occasion for me, I will then return to my children.”**[[208]](#footnote-208)

Leaving the Indian camp Alexander Mackenzie’s expedition saw a river entering on their left

and noted what their guide called **“Beaver Lodge Mountain”** also to their left

they continued on but after about thirteen miles their canoe took on so much water

that it became necessary to stop and repair the leaks

Approximately four more miles up the river they left the main branch of the (Parsnip) river

which, according to Sikannis ended a short distance from where they were

their new stream was smaller than the one they had just left and the current was very slow

this river was so shallow that it became difficult to work the canoe forward

after about a mile they entered a small lake that was almost choked off by driftwood

as the water deepened it became impossible to maneuver the canoe

among the overhanging branches

Camp was made that night at a deserted Indian encampment beside a lake

beaver had been seen during the afternoon

as were swans and large numbers of geese and ducks

tracks where large deer had crossed the river could be seen

and wild parsnips grew in abundance

they set out a net to catch what fish might be available

VANCOUVER’S EXPEDITION REACHES FISHER’S CANAL

After sailing all night *Discovery* and *Chatham* entered Fisher’s Canal

(today’s Fisher Channel) -- June 11, 1793

by noon they had reached the location investigated by the boat expeditions

favorable winds diminished and the ships anchored south of the Indian village

that had been visited [June 4]

soon the expedition was visited by friendly villagers desiring to trade

MACKENZIE AND HIS MEN REACH THE CONTINENTAL DIVIDE

Where Mackenzie had camped the lake was about two miles long

and three to five hundred yards wide

Mackenzie considered this lake to be the source of the Peace River high in the Rockies

their net, set out the night before, provided a trout, a white fish, a carp

and three that were unknown to the explorers

Mackenzie’s expedition set out about 3:00 a.m. June 12, 1793

they traveled along the lake until they found a well-worn path leading over a low ridge

after 817 paces across a neck of land they reached a small lake

sometime before, Indians had left canoes there

baskets that contained many articles were hung on the trees

Mackenzie took a net, some hooks, a goat’s horn and a wooden groundhog trap

in exchange he left a knife, some steel balls, beads, awls and other small articles

here two streams tumbled down rocks from the right and fell into the lake they just left

two other streams from the left flowed into the lake ahead of them

they were at the Continental Divide of the Rocky Mountains

dividing the Mississippi River watershed

from the waters that flowed to the Pacific Ocean

they were more than 1,000 miles from Lake Athabasca

Mackenzie and his nine men became first whites to cross the Rocky Mountains

(then also known as the Stoney or Shining Mountains)

At the second lake they cleared away some floating driftwood to reach another portage path

only 175 paces long before it reached a place where their canoe could be launched

into a small river that flowed from the second lake

When they entered the stream a great deal of energy was expended

clearing the water of fallen trees

this river grew rapidly in size as many small ice-cold streams added their flow

weather on this day was cloudy and cold

and they were frequently required to be in and out of the ice-cold water

yet another portage around a rapid was necessary

before reentering the river downstream -- 4:00 p.m.

Camp was made that night where two large trees blocked their progress at the head of a rapid

those who had walked to lighten the canoe did not arrive at the campsite until almost dark

they had had a difficult time crossing the very rugged countryside

Mackenzie sent two men ahead to survey to the river

they returned with fearful details of rapid currents, fallen trees

and large rocks standing in the river

their guide, Sikannis, was frightened by some of the rapids they had descended

and wanted to leave

*DISCOVERY* AND *CHATHAM* MAKE SLOW PROGRESS

Captain George Vancouver and Lieutenant Peter Puget sailed only about a mile that night

before they were forced to anchor near the western shore where they remained

until 8:00 a.m. June 12, 1793

they were about three miles from their intended rendezvous point

with Lieutenant James Johnstone

this distance was crossed and the ships were tied to trees on (Yeo Island) -- 6:00 p.m.

Vancouver found a note left by Lieutenant Johnstone stating he had decided to investigate

an arm that extended north-northwest of their location

Johnstone requested the ships wait for him at their present location

*DISCOVERY* AND *CHATHAM* WAIT FOR THE RETURN OF LIEUTENANT JOHNSTONE

Weather turned gloomy and stormy with the result that no Indians visited the ship

efforts to fish with a seine net gave poor results

but mussels were found in plentiful supply -- June 13, 1793

Eventually two chiefs came to visit followed by many of the inhabitants who came to barter

during the time that *Discovery* and *Chatham* remained tied to the shore

they were visited by several hundred natives

who were remarkably honest and friendly

NEAR DISASTER HITS THE MACKENZIE EXPEDITION

Early in the morning the men began to hack a trail around the rapids -- June 13, 1793

when the river was once again entered the swift current propelled them rapidly

Alexander Mackenzie thought he and his hunters would walk to lighten the load in the canoe

but those remaining in the canoe remembered the incident

involving a broken tow line [May 20]

it was requested that everyone ride in the canoe so that if they were killed

Mackenzie would die with them

Accordingly they all set out in the canoe as Mackenzie recorded in his diary: **“We accordingly pushed off, and had proceeded but a very short way when the canoe struck** [the rocks], **and notwithstanding all our exertions, the violence of the current was so great as to drive her sideways down the river, and break her by the first bar. I instantly jumped into the water, and the men followed my example; but before we could get her strait, or stop her, we came to deeper water, so that we were obliged to re-embark with the utmost precaution.**

**“One of the men, who was not sufficiently active, was left to get on shore in the best manner in his power.**

**“We had hardly regained our situations when we drove against a rock, which shattered the stern of the canoe.... The violence of this stroke drove us to the opposite side of the river...when the bow met with the same fate as the stern.**

**“At this moment the foreman seized on some branches of a small tree in the hope of bringing up** (stopping) **the canoe, but such was their elasticity that, in a manner not easily described, he was jerked on shore in an instant, and with a degree of violence that threatened his destruction.**

**“But we had no time to turn from our own situation to enquire what had befallen him; for in a few moments we came across a cascade which broke several large holes in the bottom of the canoe, and started all the bars except one behind the scooping seat.... The wreck becoming flat on the water, we all jumped out, while the steersman, who had not yet recovered from his fright, called out to his companions to save themselves.”**[[209]](#footnote-209)

fortunately they came to shallow water where they could stand

and hold the wreckage to keep it from sinking

this terrifying scene had taken only a few minutes

soon the man who had been jerked from the canoe arrived

he assisted in carrying the baggage ashore

Amazingly no one drowned -- miraculously there had been no injuries of consequence

but the canoe was wrecked

valuable equipment, including most of their musket balls, were gone

their ammunition was lost, the voyageurs thought they would have to return home

grumbling flared into open rebellion

Sikannis, their guide, stated he wanted to return to his people

Mackenzie rested his men by a big fire and fed them a good meal

then he gave them a small amount of rum to raise their spirits

he listened to his men’s assessment of their situation until their panic had subsided

When they were warm, dry and their stomachs full, Mackenzie gave them a speech

he gave thanks for their narrow escape

he said they had lost their ammunition, but they still had some lead shot

which could be melted into musket balls

he noted the canoe was almost useless but could be repaired or a new one built

he reminded them that voyageurs were known for courage and resolution

he invited them to stay with him and share in the glory

Mackenzie told them he would discuss returning to Fort Chipewyan with them

but by that time no one could think of a good reason for going back

Mackenzie’s encouragement had generated sufficient courage

to make them willing to continue on

Mackenzie sent two men with their guide Sikannis to look for bark

to be used to repair the canoe

and also to look for the great river they were seeking -- 9:00 a.m.

Sikannis had told them it was not far distant

Sikannis returned to the campsite alone about 10:00 p.m.

tired and hungry, his clothes were torn to rags -- he had left the other two men at sunset

his report could not have been more discouraging

REPAIRS ARE MADE TO MACKENZIE’S CANOE

Mackenzie’s men who had gone with their guide Sikannis

now returned tired, hungry and cold -- 7:30 a.m. June 14, 1793

their clothes were torn and they were bleeding from lacerations acquired in the woods

these men also gave an unsatisfactory report

but they added they thought they had seen a river but it was so full of obstacles

that the expedition would have to portage around

This day was spent in making repairs to the canoe

Sikannis, who had often expressed a desire to depart, suddenly became content

Mackenzie attributed this change of attitude to smoke seen in the distance

their guide expected that if natives were found he would be released from service

MACKENZIE’S EXPEDITION SETS OUT AGAIN DOWN THE ROCKY MOUNTAINS

Alexander Mackenzie and some of his men began very early in the morning to build a road

to carry part of their equipment because the canoe was not in good enough condition

to risk carrying all they own in it

especially with the rocks and rapids being so prevalent -- June 15, 1793

Repairs to the canoe were completed well enough for four of the men to paddle the canoe

which was loaded with only twelve packages while the remaining baggage was carried

progress in the canoe was slowed by driftwood and fallen trees

One of the voyageurs, Jacques Beauchamps, refused to travel any farther in the canoe

this was the first instance of disobedience that Mackenzie had faced

rather than discipline him Mackenzie made him the object of ridicule and contempt

As the day drew to an end the expedition members gathered around a blazing fire

their spirits were lightened by the beverage Mackenzie supplied

they forgot their exhaustion and fears

they began to anticipate the pleasure of leaving their present trials behind

and gliding onward down a strong and steady stream their guide Sikannis described

as the large river they soon expected to enter

HARDSHIPS CONTINUE FOR ALEXANDER MACKENZIE AND HIS EXPEDITION

Alexander Mackenzie’s nine men and their guide Sikannis were divided into three groups

some continued to work with Mackenzie on trail building -- June 16, 1793

others were occupied with carrying the equipment and supplies along the trail

four of the men took the canoe downriver

After progressing on the trail about half a mile it was discovered their camp had been placed

above several waterfalls that the canoe, even as light as it was, could not navigate

as it had once again been damaged with a hole in the bottom

this demanded a wider road be constructed to accommodate carrying the canoe

Mackay and two Indians who had been working the trail were assigned to find the great river

others worked on repairing the canoe as much as possible

with the sparse materials they possessed

that done, four men were assigned to carry the canoe, now much heavier than originally

because of all of the patchwork that had been done

every one hundred yards through deep mud and swamp and over roots

and fallen trees the two men carrying the canoe had to be replaced by two others

Mackenzie and two of the men carried the baggage as fast as they could

to add to their misery fleas and sand-flies tormented them all day long

Mackenzie’s expedition reached the end of the trail they had built -- 7:00 p.m.

less than two miles had been made that day

Mackenzie and his men were joined in camp by Alexander Mackay and the two Indians

they reported the river they were following was so full of fallen trees it was impassable

but after trudging through swamps and almost impenetrable woods

they came to the great river

they also brought back with them two geese they had shot

Mackenzie ignored the murmurings of his men as they rested from their labors in camp

he distributed the usual amount of rum

and the expedition members soon retired for the night

LIEUTENANT JAMES JOHNSTONE RETURNS TO REPORT TO CAPTAIN VANCOUVER

Clear weather allowed Captain Vancouver to take observations of their latitude and longitude

Lieutenants James Johnstone and Spelman Swaine in *Chatham’s* large and small cutters

returned to the ships after completing a nineteen-day boat expedition -- June 17, 1793

Johnstone reported that on the first day of their investigation [June 8]

they had encountered natives who had some halibut

but the price the Indians demanded was so high none could be purchased

bad weather had impeded their exploration of bays, inlets and channels

but several contacts were made with the Indian people during which

who all proved hospitable and ready to trade

increasingly difficult weather forced the members of the boat expedition

to remain in camp for several days

Lieutenant Johnstone and Swaine were able to once again get underway [June 13]

sadly, the next day tainted mussels were eaten for breakfast [June 14]

sailor John Carter and two or three others suffered from the complications

Carter died but the others escaped the same fate

Johnstone named the scene of the tragedy **“Carter’s Bay”** after the victim

where the mussels had been eaten was identified as **“Poison Cove”**

and the branch of water leading to the cove was named **“Muscle Canal”** (sic)

because of the loss of a man and the weakened state of the party

Johnstone and Swaine took a southward route back toward the ships

very unfavorable weather had provided not one day

that was fair enough to ascertain their latitude

When the boat expedition returned to the ships the stricken men

were immediately taken to Dr. Archibald Menzies for care -- June 17, 1793

James Johnstone and Spelman Swain had explored todays (Spiller Inlet) and **“Mussel Inlet,”**

(Bullock Channel), **“Mathieson Channel,”** **“Flaysion Channel”**

they circumnavigated (Yeo Island) and visited (Pooley), (Roderick), (Susan)

and **(**Dowager**)** islands

MACKENZIE’S EXPEDITION CONTINUES OVER THE CONTINENTAL DIVIDE

Mackenzie, as was his usual practice, stayed awake watching his guide until midnight

when he was relieved by Alexander Mackay

but during the early hours Sikannis deserted

Early in the morning everyone went to work

cutting the trail though the forest -- June 17, 1793

After their canoe and cargo had been carried three-quarters of a mile

it was launched into a stream

but in a short time their progress was stopped by driftwood

they were forced to portage once again

All through the morning their journey alternated between paddling and packing

this stream increasingly branched until it became impossible to navigate -- noon

they were forced to cut a trail across a narrow neck of land

They found themselves on the banks of a large smooth-flowing stream

located on the west side of the Rocky Mountains -- 8:00 p.m.

this was the north fork of the Indians’ “Tacoutche Tesse” (today’ Fraser River)

which Mackenzie believed was American Captain Robert Gray’s Columbia River

*DISCOVERY* AND *CHATHAM* CONTINUE THEIR INVESTIGATION

No time was lost in following up on the investigation of lieutenants Johnstone and Swaine

*Discovery* and *Chatham* left their (Yeo Island) anchorage

being a calm day, all of the boats were employed in towing *Discovery* and *Chatham*

about a mile from their anchorage -- June 18, 1793

Progress was slow and only six miles were made before anchoring for the night

better weather conditions allowed Vancouver’s expedition

to sail through the islands to the north

TRAVEL ONCE AGAIN BECOME EASIER FOR MACKENZIE AND HIS MEN

Rain began and fell continually throughout the night until 7:00 a.m. June 18, 1793

after all of the exertions over the past three days

Mackenzie gave the members of his expedition an opportunity to sleep in

However, they were on the water by 8:00 a.m. weather was so hazy they could not see across the river which was about 200 yards wide

as they passed mountains on their left, high, rocky cliffs covered with forest on the right

and islands in the river, the current was swift but perfectly safe

They reached a newly built Indian cabin at a branch in the Tacoutche Tesse (Fraser River)

here was the great fork where before he disappeared Sikannis had said

to take the southeast fork this grew very slack and became a lake

but after five miles the river narrowed and the current increased

Smoke along the bank of a merging river indicated Indians were in the vicinity

while Mackenzie would have liked to visit with these people several factors stopped him:

•paddling against the current up the tributary would unnecessarily tire the men;

•he had no guide to introduce them to the natives;

•progress was so favorable he felt compelled to continue forward

he decided to wait until his return trip to make their acquaintance

Traveling down the swift-flowing river

Mackenzie’s expedition made about sixty miles before dark

ALEXANDER MACKENZIE ATTEMPTS TO CONTACT THE LOCAL NATIVES

Although the morning was foggy, Mackenzie’s men set out by 3:00 a.m. June 19, 1793

thick smoke rose from the forest and there was a strong order of burning resin

As they continued down the Tacoutche Tesse (today’s Fraser River)

rocks constricted the river in such a way as to suggest a waterfall was approaching

Mackenzie landed his canoe and found a faded footpath

work was begun to widen the path enough to allow the canoe

to pass over rocky, hilly ground for about half a mile

as it was being carried on the shoulders of two men the canoe cracked and broke

once again repairs were made and the canoe was successfully launched into the river

As Mackenzie continued down the Tacoutche Tesse the expedition members

saw smoke on the shore but before they could reach land

the natives had deserted their camp -- afternoon

Mackenzie’s two hunters were sent to search for the natives

they soon overtook two families

as Mackenzie’s Indians advanced the families fired five arrows but no damage was done

When the two hunters returned they told Mackenzie what had happed

he took Alexander Mackay and one of the hunters and went in pursuit himself

after discovering the natives had fled too great a distance to pursue

they returned to the expedition

Mackenzie reached his men and saw they were examining the goods both families left behind

such as fishing tackle, nets, line and bags of red earth used as body paint

some of the items were taken but Mackenzie left other useful things in exchange

Mackenzie’s expedition continued on -- 4:00 p.m.

they landed where a small river entered from the right and camp was made -- 7:30 p.m.

VANCOUVER CONTINUES HIS EXPLORATION ALONG THE CONTINENTAL COAST

*Discovery* and *Chatham* left their (Yeo Island) anchorage

they preceded up Finlayson Channel and along the east side

of Captain Charles Duncan[1788] Princess Royal Island -- June 19, 1793

(where they anchored two days later off the eastern shore of the island)

MACKENZIE’S EXPEDITION CONTINUES ALONG THE TACOUTCHE TESSE

Fog this morning was so thick that they could not see the length of their canoe

but they continued along their dangerous river regardless -- June 20, 1793

Two red deer were sighted at the edge of the water -- one was killed and the other wounded

Mackenzie’s Indian hunters tracked the wounded animal and killed it

another deer might also have been killed but the dog frightened it away

Mackenzie wrote that these were **“not so large as the elk of the Peace River, but are the real red deer, which I never saw in the north, though I have been told that they are to be found in great numbers in the plains.”**[[210]](#footnote-210)

Natives here had stripped the bark from many of the spruce trees

to use on the roof of their dwellings

Members of the expedition noticed a house thirty feet long and twenty wide with three doors

intended for occupation by more than one family

with three fireplace an equal distance from each other and beds on either side of them

house walls were five feet high and made of spruce timbers

upright posts inside and outside the house support the walls

its roof was supported by a ridge pole resting on two upright forked pole ten feet high

spars were covered with spruce bark to form the roof

all tied together with cedar strips

There also was a very large fishing machine that could be placed in the river

**“It was cylindrical in form, fifteen feet long, and four feet and a half in diameter; one end was square, like the head of a cask, and an** (sic) **conical machine was fixed inwards to the other end, of similar dimensions; as the extremity of which was an opening of about seven inches in diameter. This machine was certainly contrived to set in the river, to catch large fish; and very well adapted to that purpose; as when they are once in, it must be impossible for them to get out, unless they should have strength sufficient to break through it. It was made of long pieces of split wood rounded to the size of a small finger and placed at the distance of an inch asunder** (apart), **on six hoops; to this was added a kind of boot of the same materials, into which it may be supposed that the fish are driven, when they are to be taken out.”**[[211]](#footnote-211)

After a short visit to the fishing machine to satisfy their curiosity Mackenzie and his men

continued downriver but their damaged canoe became unmanageable

and was so heavy the men preferred attempting to shoot the rapids to portaging

four voyageurs attempted to shoot the rapids

they got about half way before the canoe filled with water but did not overturn

they managed to reach an eddy where they emptied the canoe and reached shore

they were half-drowned -- but they had reduced the portage distance by half

After three hours were spent again repairing the canoe

they once again entered the Tacoutche Tesse below the rapids

camp was made that night in the midst of a rain storm accompanied by thunder

VANCOUVER’S EXPEDITION REACHES THE QUEEN CHARLOTTE ISLANDS

Captain Vancouver reached British Captain Charles Duncan’s Milbank’s Sound [1788]

he named **“Cape Swaine”** the northwest entrance to Milbanke’s Sound -- June 20, 1793

he named **“Day Point”** (on what Vancouver thought was British Columbia mainland

but is, in fact, the southern end of today’s Price Island)

snow-capped mountains came into view accompanied by forests of pine trees

Vancouver continued to seek a location where two boat parties could be sent out

LOCAL INDIANS BEGIN TO APPEAR ON THE TACOUTCHE TESSE

This morning dawned very cloudy

Mackenzie took the time to cache ninety pounds of pemmican

even so, they were under way by 4:00 a.m. June 21, 1793

They passed a small canoe beached at the edge of the woods

soon another appeared with an Indian in it who, seeing them, gave a whoop

to alert his friends who immediately appeared on the bank

armed with bows and arrows and spears

it became obvious they would attack if Mackenzie attempted to land

to prove the point a volley of arrows was discharged

some fell short; others overshot but no harm was done

Mackenzie had his canoe paddled down the river

he landed across from the natives’ location

two of the hostile Indians were seen paddling a canoe downriver to acquire assistance

it was obvious the arrival of their friends would embolden them to attack

in an effort to show the natives that the members of the expedition were friendly, Mackenzie remained on his side of the river

his interpreters tried to pacify the Indians but with no success

two more Indians went off in a canoe down the river

apparently to obtain assistance

Mackenzie sent one of his hunters with a gun into the woods

to remain out of sight but close by

he was given instructions to shoot anyone who might attack

Mackenzie then walked along the shore and invited the Indians to come over and see him

all the while his interpreter declared to them that these people were his friends

eventually two natives came over in a canoe

but they stopped a hundred yards from shore

Mackenzie signaled to them to land and enticed them with attractive articles

such as looking-glasses, beads and other trinkets

very slowly they drew nearer to the shore but at first would not leave their canoe

at last they came near enough to collect some beads

they were persuaded to come ashore and to sit down

It was found the interpreters could talk with these people

Mackenzie tried to persuade them to come to his canoe -- but they would not

both natives asked for permission to go back to their own side of the river

this was granted

their return to their friends was a matter of great rejoicing

while the articles they took back with them were examined with the greatest curiosity

After a little time the white men were asked to come over to the Indians’ side which they did

although the Indians were still timid, the distribution of a few trinkets among them

and a little sugar to the children strengthened their confidence

these people reported the Tacoutche Tesse ran to the south

white people were said to be building houses at its mouth

they warned Alexander Mackenzie about an impossible canyon downriver

was filled with rapids and waterfalls

they said very belligerent people who lived in underground houses along the shores

might attack the expedition and do them great harm

Mackenzie managed to hire two of the men to introduce them to their belligerent neighbors

before they could depart a small canoe with three men it was seen coming up the river

Mackenzie believed it a good idea to wait for these people

who obviously had been summoned

although at first the new arrivals were very hostile,

eventually they calmed enough to begin to talk

one middle-aged Indian told Mackenzie his friends downriver had been warned

they would not hesitate to attack the members of the expedition

he suggested Mackenzie wait until morning when proper arrangements

could be made for them to pass through this country

Mackenzie spent the rest of the day

conversing with these seven families composed of eighteen men

who were clad in leather and handsome beaver and rabbit-skin blankets

they were preparing to build fishing machines for the summer salmon run

Mackenzie and his men camped for the night

and the canoe was unloaded and the seams gummed

their canoe was so weak, leaky and unmanageable

that it was utterly necessary to build a new one

two voyageurs and an Indian were sent out to find more of the necessary materials

to add to their supply

ALEXANDER MACKENZIE’S EXPEDITION ENCOUNTERS MORE LOCAL NATIVES

Mackenzie and his nine men set out on the Tacoutche Tesse -- 6:00 a.m. June 22, 1793

they followed a canoe paddled by one of the local natives

as others joined them in their canoe

this provided Mackenzie an opportunity

to have their arrival announced to the local Indians

They landed near a house with only the roof above the ground

but its inhabitants had fled in alarm

(they had arrived at today’s Alexandria, British Columbia

later named in honor of Mackenzie)

in the mid-distance several men had taken a menacing stance

these men were approached by Mackenzie’s native emissaries

one of the fierce Indians was persuaded to approach

seven others soon followed with their bows and arrows at the ready

once the warriors were relieved of their concerns,

ten women approached but without children

it was assumed they had been sent farther away out of danger

Mackenzie distributed presents and relayed the nature of his expedition

Mackenzie showed these natives how firearms could be used to oppose enemies

or to assist friends

when the expedition members continued on about a half hour later

these people had a favorable impression

Progressing down the river another group of natives living in temporary huts

were met and pacified

Mackenzie and his men were invited to spend the night with them

MACKENZIE’S EXPEDITION CONTINUES UP THE TACOUTCHE TESS

As the canoe was being prepared to be launched

Mackenzie was surprised to hear a woman who spoke several

Knisteneaux Indians words -- she was a Rocky Mountain native

Interpreters for the expedition understood her perfectly

as she explained she had been taken prisoner by Knisteneaux across the mountains

after a summer there she managed to escape return home

but she was taken prisoner by a war party of the people she was now with

while she no complaints regarding her current husband she wanted to return home

Mackenzie arranged with her to meet again and went to take a latitude reading

About thirty-five Indians, including a large number of women, visited with the expedition

among the natives were men from four various local tribes

and a Rocky Mountain Indian man who served as an interpreter

allowing Mackenzie to acquire a great deal of information

Mackenzie selected an old man

and asked him to draw a sketch of the country on a piece of bark

he began immediately and stopped frequently to ask the advice of others around him

he explained the river received many rivers and was full of waterfalls and rapids

some of these were dangerous and six were impassable with long portages

he identified the land of three other tribes in succession

who spoke different languages

Mackenzie’s men were concerned about the report given by the Indians

it seemed insane to try to pass through so many hostile and barbarous tribes

but Mackenzie had only thirty days’ worth of supplies remaining

and no more than fifty rifle balls with about thirty pounds of lead shot

that could be made into ammunition -- but at a considerable waste of material

Mackenzie, himself, was concerned about the distance to the ocean

and the need to return to Fort Chipewyan before (winter)

not only was he rapidly running out of supplies but it obviously would take a long time

to get to the Pacific Ocean and return to Fort Chipewyan

Mackenzie requested the woman prisoner be brought forward

so he could question her further regarding the country ahead

but he received only vague, evasive answers regarding her

as the Indians were concerned she would be taken away

Mackenzie’s expedition spent the night in the Indian camp of huts

where they were entertained with singing and dances

VANCOUVER SENDS OUT MORE TWO BOAT EXPEDITIONS

Captain Vancouver discovered a location beside Princess Royal Island -- June 22, 1793

where he could dispatch two boat expeditions to conduct detailed investigations

Master Joseph Whidbey in the *Discovery’s* cutter

accompanied by Midshipman Harry Humphrys in the launch

were given a week’s supplies and sent through an as yet unexplored opening

south of their location

Lieutenant James Johnstone and Midshipman Robert Barrie took the *Discovery’s* small cutter

to investigate an opening to their west as far as a week’s supplies would take them

Clear weather allowed Captain Vancouver who remained with the *Discovery* and *Chatham*

to take several good observations to determine their exact latitude and longitude

Whidbey and Humphrys returned that night having found the passage they followed ended

ALEXANDER MACKENZIE TAKES THE ADVICE OF LOCAL INDIANS

After a restless night spent by Mackenzie while he considered his situation

he called the Indians from their huts to gather more information -- morning June 23, 1793

These Indians informed him that parts of the river were virtually impassable

and that its mouth was still far to the south

in their view the best way to reach the ocean was a considerably shorter route overland

taking this route would require returning back up the Tacoutche Tesse (Fraser River)

to the vicinity of a small tributary which fell from the west into the great river

they must follow the tributary’s valley westward over a trail called the “Great Road”

this was the route the old Indian at Fort Chipewyan had identified for Mackenzie

they assured the members of the expedition the road was not difficult

as it avoided mountains

they said this route required leaving the canoe behind

but another canoe might be acquired from their trading partners

who traveled to the ocean

these people often traveled the route which was visible throughout the journey

it would take no more than six nights to reach the people

who bartered for dressed leather and beaver, bear, lynx fox and marten skins

in exchange for iron, brass, copper, beads and other goods

from there they said the distance would be only one day’s voyage with the current

to a lake whose water was nauseous (the Pacific Ocean)

where they had heard that great canoes came two (winters) ago

and people belonging to them brought great quantities of goods

Mackenzie decided his best route forward was to follow the natives’ advice

although this required returning back up the river for a considerable distance

before striking out overland

Mackenzie had given a moose hide to some of the women to make shoes

which were brought out

they were well sewn but poorly shaped -- a few beads was considered sufficient reward

Mackenzie hired a guide and was ready to set out

however, their guide announced he first wanted to return to his home

to complete his preparations

Mackenzie was concerned about his loyalty but thought it unwise to oppose him

Alexander Mackay and two Indians were sent to accompany the guide to his home

they would rendezvous tomorrow at the sunken house beside the river

Mackenzie’s expedition began back up the Tacoutche Tesse in a rain storm -- 10:00 a.m.

after this day’s hard paddling they had not reached the where they were to meet Mackay

they stopped at a native encampment where the night was passed in complete safety

WHIDBEY AND HUMPHREYS ARE AGAIN SENT ON A BOAT EXPEDITION

*Discovery’s* cutter and launch entered a northwest running branch -- June 23, 1793

this lead terminated after five miles

so they traced the continent examined by James Johnstone

but Whidbey concentrated on openings probably not explored by Johnstone

Dr. Archibald Menzies accompanied Whidbey seeking botanical specimens

MACKENZIE’S EXPEDITION INTERRUPTS THEIR VOYAGE UP TACOUTCHE TESSE

Alexander Mackenzie made his departure from camp -- 4:00 a.m. June 24, 1793

everyone met at the appointed rendezvous except Mackenzie’s newly-hired guide

who had explained to Mackay that the Indians were planning to attack the expedition

this information caused a panic among Mackenzie’s voyageurs and hunters

Mackenzie ignored his men and ordered the canoe unloaded except for six packages

two voyageurs were left to protect the canoe and goods

all of the others returned to their former camp at the Indian encampment

where it was hoped the Indians might be found

on their arrival it was discovered the natives had gone leaving behind their possessions

there was nothing to do but return to the canoe and the two voyageurs left to protect it

In spite of his men’s fiercely expressed desires to leave immediately

Mackenzie sought out a position that could be defended

he distributed arms and ammunition to his men in anticipation of an attack

a native in a canoe stopped at the Indian huts where camp had been made

all efforts to have him meet with Mackenzie failed

Mackenzie ordered his canoe reloaded and staked to the river bank

to allow for a quick escape

all through the cloudy, rainy night a watch was kept

INVESTIGATIONS OF CAPTAIN VANCOUVER BECOME TEDIOUS

As *Discovery* and *Chatham* remained at anchor the wind died down

but very heavy rains continued in the morning -- June 24, 1793

an unusually high tide carried off several water casks

efforts to catch fish using seine nets and hooks yielded little

unpleasant weather added to their irksome situation as they examined

the inhospitable region surrounding Princess Royal Island

MACKENZIE’S EXPEDITION REMAINS IN THEIR DEFENSIVE LOCATION

Mackenzie’s nine men informed Alexander Mackay they would go no farther

when he heard of it, this demand was ignored by Mackenzie -- June 25, 1793

but as he was taking a latitude reading his men loaded the canoe without being ordered

this, too, was ignored as nothing good would come from a confrontation

Mackenzie’s expedition was visited by a young woman they had seen before at the huts

she was asked what had prompted the general alarm shown by the Indians

but communication with her was all but impossible

she was treated with great kindness in the hope she would return to her people

and the peaceful intent of expedition could be conveyed

Camp was again made at the defensive location and guards were posted

MACKENZIE DECIDES TO CONTINUE HIS RETURN UP TACOUTCHE TESSE

When a rustling noise was heard in the woods it generated a general alarm about midnight

Mackenzie was awakened and told of the possible intruder but nothing could be heard

Mackenzie took his turn at the watch -- 1:00 a.m. June 26, 1793

their dog constantly ran back and forth along the edge of the woods

in restless vigilance

Mackenzie was replaced as the watchman but was soon awakened and informed

that something like a human was creeping along on all fours about fifty yards away

Mackenzie searched and found it was true but attributed the intrusion to a bear

When day broke it was discovered the intruder was a grey haired old blind man

who had been left behind by those who had fled from the huts

hunger drove him from his hiding place in the woods

when Mackenzie placed his hand on the man’s shoulder he shuddered with fear

he was guided to the fire and was fed as he had not eaten in two days

Mackenzie asked the old blind man what had alarmed his relatives and friends

he said that shortly after the expedition left natives had arrived

they identified the members of the expedition as enemies

when the expedition unexpectedly returned and their guide was gone they fled in panic

he said he would guide the expedition to the start of the overland route but he was blind

however, he confirmed the information the explorers had

regarding the proper place to begin

When another Indian appeared across the river in a canoe -- sunrise June 26, 1793

Mackenzie requested the old man call out to him but there was no answer and the native set out paddling down the river as fast as possible

Mackenzie decided there was no purpose to be served by staying where they were

he compelled the old blind man to accompany them

to introduce them to any Indians they met

camp was broken and they left what Mackenzie named **“Deserter’s Creek”** -- 7:00 a.m.

Soon their canoe became so leaky that one person was occupied bailing it out to keep it afloat

they asked the old man where materials could be found to build a new canoe

he reported that plenty of bark and cedar could be found further up the river

All day long the men were in ill humor -- they quibbled and quarreled among themselves

but did not vent their feeling on Mackenzie

Traveling the Tacoutche Tesse Mackenzie’s canoe hit a tree stump in the river about sunset

this gave rise to outbursts of bad feeling among the voyageurs

Mackenzie turned his attention to finding a place to build a new canoe

They found a small island with plenty of spruce -- 5:00 p.m.

but before they could unload their canoe and pitch their tent

a thunderstorm and rain arrived and lasted all night

the next day was spent gathering materials for the construction of a new canoe

*DISCOVERY’S* SMALL CUTTER RETURNS CARRYING JOHNSTONE AND BARRIE

Lieutenant James Johnstone and Midshipman Robert Barrie returned to the *Discovery*

having completed their investigation in just six days -- June 28, 1793

Lieutenants Johnstone and Barrie gave a report to Captain Vancouver

(they discovered the branch they had followed extended about twelve miles

before it united with two extensive arms -- one leading north and the other west

this western branch extended nearly six miles before it joined with two other branches

one running east and the other northwesterly

they followed the northern branch until an opening to the west was taken up

heavy rain and misty weather forced the boat expedition into camp [June 23]

three nights of uncomfortable conditions slowed their investigation

(more moderate weather [June 26] helped them follow a spacious channel to the west

Johnstone and Barrie reinvestigated the region

first explored by British Charles Duncan [1788]

they reached an island that Johnstone concluded was Banks Island

((previously identified by British Captain Charles Duncan [1788]))

Spanish Lieutenant-Commander Jacinto Caamano

named Isle de Gil [1792] ((Gil Island))

these names were left by Vancouver)

Johnstone decided a passage to the Pacific Ocean was certain to be found

so he decided to return to the ships by a more direct route

they had explored the northern reaches of (Princess Royal Channel)

as well as (Whale Channel)and (Squally Channel)

and had circumnavigated Isle de Gil

BRITISH CAPTAIN GEORGE VANCOUVER DECIDES TO CHANGE LOCATIONS

Lieutenant James Johnstone’s thorough report

made remaining at Princess Royal Island unnecessary

Vancouver decided to explore the western arm where Johnstone had located

what appeared to be good anchorage that would be seen by Master Whidbey on his return

but in the event Whidbey passed by in the night or in bad weather,

Vancouver left a note in a bottle at the previously agreed-to location

Shore equipment was loaded as *Discovery* and *Chatham* sailed

in heavy squalls and rainy weather -- June 28, 1793

MACKENZIE’S EXPEDITION BUILDS ANOTHER CANOE

Everyone was up early and employed in preparations to construct a replacement canoe

different parties searched for wood, watap (thread from conifer trees)

and sap that could be used to produce gum to seal the canoe’s parts

they returned and work on the new canoe was begun -- 2:00 p.m. June 28, 1793

WORK PROGRESSES SLOWLY ON THE NEW CANOE

Alexander Mackenzie became so frustrated by the slowness of the canoe building effort

that the project’s leader incurred his wrath -- June 29, 1793

Mackenzie declared the man’s dedication to eating surpassed his dedication to work

Two natives in a canoe were seen as they came alongside the island -- 2:00 p.m.

Mackenzie was surprised to discover his recently hired guide was one of the occupants

this man immediately apologized and said he had been busy looking for his family

because they had scattered in the panic

friendly conversations among the old blind man and his two newly-arrived friends

took up all afternoon -- the old man reported Mackenzie had treated him very well

Work continued on the new canoe over the next several days

ALEXANDER MACKENZIE’S MEN CONTINUE TO WORK ON THEIR NEW CANOE

Construction on the new canoe progressed -- June 30, 1793

their newly returned guide and his friend maintained good humor throughout the day

they said that their friends should be found above and below the carrying place

where the overland trail began

Mackenzie took the time to establish his latitude and longitude

During the night the old blind Indian attempted to run off but was easily returned to camp

where Mackenzie’s guide and his friend scolded him for his treachery

Mackenzie awakened Alexander Mackay and related what had happened

he requested Mackay remain watchful while Mackenzie slept

VANCOUVER ARRIVES AT A NEW LOCATION

After a slow and difficult passage from their previous anchorage at Princess Royal Island

*Discovery* and *Chatham* arrived at what proved to be a large cove

as Lieutenant James Johnstone had indicated it would be -- July 1, 1793

after anchoring the crewmen set about restocking their supplies

while fishing was unsuccessful, raspberries, red and black berries were plentiful

MACKENZIE’S GUIDE DISAPPEARS ONCE AGAIN

Alexander Mackenzie did not wake up until 7:00 a.m. July 1, 1793

when he left his tent Mackenzie was surprised to see

their guide and his friend were missing

he was told by some his men that the guide had gone up the river

and left the old man behind

Mackay also reported that while he was busy with the canoe he watched them leave

Mackenzie’s interpreter reported the guide had stated he planned to set out at sunrise

and go to wait for the expedition where he would find his friends

Mackenzie could only hope this was true

Work on the canoe was completed -- 5:00 p.m. July 1, 1793

she proved to be stronger than the old one

the rest of the day was spent by the men in preparation to travel

and in cleaning themselves time also was dedicated to putting their weapons in order

MACKENZIE’S EXPEDITION IS AGAIN WATER BOUND UP THE TACOUTCHE TESSE

Rain had fallen throughout the night but final preparations for their departure were completed

Mackenzie offered to take the old blind man to where his friends might find him

but he declined

they left him with a few pounds of pemmican

Mackenzie named **“Canoe Island”** (which no longer exists)

they departed -- 3:30 a.m. July 2, 1793

he noted in his journal: **“During our stay there we had been most cruelly tormented by flies, particularly by sand-flies, which I am disposed to consider as the most tormenting insect of its kind in nature.”**[[212]](#footnote-212)

he also noted the river had fallen three feet in depth since their arrival

Mackenzie reduced their rations to two meals a day

much to the dismay of his expedition members

their food now consisted chiefly of the dried salmon roe (eggs)

boiled with a little flour and grain to make a substantial and not unpleasant dish

Once again they arrived at a rapid -- 11:00 a.m.

one of the men refused to continue in the canoe although the water

had fallen four and half feet from the first time they had passed this spot

Mackenzie decided to cross to the west side of the river where the current appeared less swift

Alexander Mackay and two hunters were put on shore to search for game

while the remainder of the expedition paddled along the rocks

until they could go no further without a tow line

most of the men wanted to re-cross the river and try the other side

but Mackenzie sent two men with the line to climb the rocks,

scramble down the other side, fasten the line to a roll of bark

and send it back down the river to the others

although this plan was difficult and dangerous, it worked

and the canoe was attached to the towline and cordelled up the rapids

doing this several times allowed them overcome the rapids

although at two of the cascades they were forced to portage

they hoped to meet their reluctant guide and his friends but there was no sign of them

As they continued on their way the current was not swift

but fallen trees impeded their progress camp was made in the company of a great number of annoying sand-flies -- 8:00 p.m.

WHIDBEY’S BOAT EXPEDITION RETURNS TO THE *DISCOVERY* AND *CHATHAM*

Master Joseph Whidbey and Midshipman Harry Humphrys

in the *Discovery’s* cutter and launch were seen approaching the ships -- July 2, 1793

when Whidbey reported on board the *Discovery*

he informed Vancouver of his expedition’s results

(After setting out from the vicinity of Princess Royal Island [June 23]

they followed the coastal shore in a northerly direction

extremely bad weather had forced the boat expedition to rest for the night

on a rugged rocky shore where there was scarcely a horizontal space to sleep)

(In the morning [June 24] as they prepared to break camp

smoke was seen coming from stones on the shore

an investigation at low tide showed this to be steam from running hot water

as some men attempted to wash their hands they found the water to be very hot

Whidbey left a note for Vancouver indicating the route the boat party and taken pressing on to the northwest along the continental shore

Whidbey examined a small branch that terminated after two miles

retracing their journey, they turned north again following the continental shore

lofty mountains rose nearly perpendicularly from the ocean

and were covered to the summits by pines and forest trees

several small bays and coves were filled with more driftwood

than they had seen before

that night was very uncomfortable as the rising tide flooded their tents

while a heavy rain pounded on their heads

Whidbey named their location **“Point Staniforth”** ((now Staniforth Point))

(After breakfast the boat expedition entered a channel

running to the southeast -- morning [June 25]

they passed mountains rising nearly vertically from the sea

that were heavily forested near the water but barren at the top

lunch was eaten on an island located at nearly mid-channel

continuing on Whidbey’s boat expedition arrived at what appeared to be a small bay

here they stopped for the night

after passing through desolate and inhospitable country it was discovered that one of planks on the cutter had caved-in and the boat was leaking

this was repaired by nailing a piece of lead over the damage

making the boat watertight)

(Daylight [June 26] showed Whidbey that he was not in a small bay as he had thought

but rather was within the entrance to a small river

that wound itself between two mountains

hazardous rocks across the river barred further investigation

so Whidbey turned up the arm which terminated after about thirty miles)

(Morning [June 27] Whidbey’s boat party

returned down the arm they had traced the day before

((Vancouver later applied the name **“Gardner’s Canal”** to this body of water

in honor of Sir Alan Gardner -- today known as Gardner Canal))

this region was almost devoid of woods and plants

it was nearly completely naked rocks that rose into rugged mountains more lofty

than they had seen before

ice and snow covered the towering summits and fed many waterfalls)

(Whidbey’s boat expedition [on June 28] returned to where they had been [on June 25]

that afternoon an investigation of an inlet on the unexplored southern shore

was undertaken

as usual this terminated -- this time at a point about nine miles from (Point Staniforth)

seven miles up what appeared to be the main channel

the expedition was met by eight Indians

these were the first natives they had seen on this expedition

two fine salmon each weighing about seventy pounds

were traded for small pieces of iron)

(Morning [June 29] dawned with heavy rain but calm weather both continued all day

Whidbey resumed his investigation along the continental shore in the afternoon

after traveling nine miles north Whidbey named **“Point Hopkins”** (Hopkins Point)

further along, the main channel divided into two branches

running northeast and northwest

as the northeast branch followed the coastline that was the route taken

after traveling eleven miles the Indians who sold them the huge salmon were met

when the boat expedition stopped for lunch

they were joined by about sixty natives in ten canoes

Whidbey invited the chief to have dinner (lunch)

which the chief considered a great honor

he drank some grog and was very fond of bread and sugar

this was shared with his villagers who responded to the taste with pleasure

otter pelts and animal skins were traded for copper, blue cloth and blankets

as usual these Indians were civil and honest

continuing on, camp was made that night in a small cove within a bay

when signs were given that the members of the boat expedition were going to rest

the Indians immediately retired to another cove a little distance away)

(Whidbey set out at 4:00 a.m. [June 30] up the main channel accompanied by the Indians

after traveling nine miles the channel terminated

but unlike the others the land here was flat with a small river running through it

that was navigable by canoe

this valley between two mountains was three or four miles wide

and covered with tall trees

here the boat party had a late breakfast

where they found the remains of an Indian village

after breakfast the Indians accompanying the expedition

turned up the river in their canoes

contrary winds slowed Whidbey’s progress

so that when they stopped for the night at 9:00 p.m.

only eleven miles had been made from the head of the inlet)

(Whidbey’s expedition set out once again --3:00 a.m. [July 1]

and traveled down the western shore along the continent

passing an island or group of islands

Whidbey continued down the arm and reached what he named **“Point Ashton”**

by this time provisions were nearly exhausted

there was no assurance the ships could be reached following their present route

Whidbey decided to quit the investigation of the continental shore and return to the ships

they had breakfast at Point Ashton after which they made good time

journeying to the south)

Continuing south Joseph Whidbey named **“Point Cumming”** [July 2]

at the tip of (Gribbell Island)

here Whidbey had left a note [June 24] thus proving he had circumnavigated an island

Vancouver named this **“Hawksbury Island”** in honor of British Lord Hawkesbury

Master Joseph Whidbey and Midshipman Harry Humphrys

returned to *Discovery* and *Chatham*

they surveyed **“Ursula Channel,” “Devastation Channel,”** **“Douglas Channel”**

and **“Kitimat Arm”** and **“Kildala Arm”**

VANCOUVER AGAIN MOVES HIS SHIPS

Master Joseph Whidbey’s thorough investigation convinced Captain George Vancouver

that only small channels remained to be examined in this vicinity

Vancouver decided to proceed to where Lieutenant James Johnstone ended his investigation

as Johnstone had identified a convenient anchorage for the ships there

Vancouver sailed the *Discovery* to the west

accompanied by Lieutenant Peter Puget with the *Chatham*

they entered the passage exited by Johnston

and arrived at **“Nepean’s Sound” --** July 2, 1793

when the favorable breeze died away it was replaced by a contrary wind

both ships had be towed by their smaller boats across (today’s Nepean Sound

located west of Bank’s Island an north of the Estevan Group)

after traveling only about four-and-a-half miles both ships anchored for the night

ALEXANDER MACKENZIE FACES A DILEMMA

It rained hard that night with rain squalls continuing in the morning

Mackenzie’s expedition continue their journey -- 4:00 a.m. July 3, 1793

Ten days had passed since Mackenzie began his return up Tacoutche Tesse

they came to the small river which met the description given to them by the Indians

as the beginning of the overland “Great Road” they were to follow to the sea coast

this discovery, however, caused Mackenzie to become perplexed

he wanted to strike overland to reach the ocean sooner than if they traveled by water

but if they did not follow the main river they might miss their guide

and attempting to strike out overland through the woods without an Indian guide

to introduce them to the natives they met would be dangerous

Mackenzie called a council of his men and asked for their advice -- July 3

he said he wanted to reach the ocean by traveling overland

because it would probably save time

but he noted he would not attempt to do this unless they would agree

that if the overland journey proved not to be possible they would return with him

and continue the journey up the small river, whatever the distance, to the ocean

some of the men agreed to follow Mackenzie but others suggested

it might be better to travel up the Tacoutche Tesse a little further

hoping to find their guide or acquire another

if that failed they could always return to this spot and begin their overland trek

Mackenzie agreed with this plan

several men were sent into the woods in different directions to scout

while Mackenzie went up the small river to scout

he soon found his canoe was too large for this stream

two of his men found a well-worn path leading up a hill

which seemed to be the Great Road

MASTER JOSEPH WHIDBEY LEADS ANOTHER BOAT EXPEDITION

After a tedious night of difficulty keeping the ships anchored

Joseph Whidbey set out in the *Discovery’s* large cutter with provisions for ten days

accompanied by Midshipman Robert Barrie in the small cutter -- July 3, 1793

Vancouver had established a rendezvous point but he also gave Whidbey instructions

that if Vancouver was not there when he arrived

Whidbey was to continue to follow the coast

MACKENZIE FINDS HIS RELUCTANT GUIDE

Alexander Mackenzie and his men set out up the Tacoutche Tesse -- 4:00 p.m. July 3, 1793

within the hour two canoes were seen coming down the river

these Indians’ beached their canoes

Mackenzie and his men followed them

they discovered these were his frequently disappearing guide and six relatives

their guide was hardly recognizable to the members of the expedition

as he was dressed in a beautiful painted beaver robe

their guide immediately explained he had not deserted them

he always intended to keep his word

Mackenzie accepted this explanation and gave him a jacket, a pair of pants

and a handkerchief as a reward for his honorable conduct

Their guide’s relatives examined the explorers and informed them they were the people

who lived in the sunken house and had fled in alarm when they first saw the whites

they said they were so terrified that they did not return to their homes for two days

and when they did return they found most of their property destroyed by a fire

these were, according to their account, a different people

who were called Nascud Denee

their main village was some distance away on a small lake where they took fish

they said the road from their village was the shortest route to the sea

Mackenzie made camp with the Nascud Denee

they were joined by the guide and his relatives

ALEXANDER MACKENZIE RELIES ON HIS RELUNCANT GUIDE

Mackenzie and his men, at the suggestion of their guide, set out early -- July 4, 1793

they proceeded up the Tacoutche Tesse to the village of his relatives

As they drew close to their destination Mackenzie wanted to hide some things

that he did not want to take to village but he had a great deal of trouble

putting some distance between his men and his guide’s people

Alexander Mackay and one of the expedition’s hunters were sent ahead with the guide

soon they were out of sight

Mackenzie and the remainder of his men hid a cache

of about ninety pounds of pemmican, two bags of wild rice

and a gallon keg of gunpowder wrapped in oilcloth and dressed leather

in a second hiding place he placed two bags of Indian corn and a bale of trade articles

these also were securely wrapped

Mackenzie and his men continued to where Mackay was waiting for them at a small river

here the explorers built a platform and left their canoe placed bottom-side up

covered with small trees and branches to protect it from the sun

next they built a ten-foot by five-foot hollow square out of fresh-cut logs

they placed everything they could not carry with them to the ocean in it

before they covered the whole thing with large pieces of timber

in the meantime, their guide and his relatives became impatient

and set out without the explorers

it was only with some difficulty that another native

was persuaded to remain and lead them

Mackenzie and his men entered the woods and followed a well-used path

up a steep hill -- noon

they climbed for about a mile in extreme heat

they noted the surrounding country was rugged with ridges and full of woods

each voyageur had a burden of ninety pounds in addition to his gun and ammunition

these packs were composed of four-and-a-half ninety-pound bags of pemmican,

a case of scientific instruments, ninety-pound packs of trade goods for presents

and ninety pounds of ammunition

Mackenzie’s hunters each carried forty-five pounds of pemmican

along with their gun and ammunition

Mackenzie and Mackay each carried twenty-two pounds of pemmican,

some rice and sugar weighting about seventy pounds, their guns and ammunition

in addition, Mackenzie carried the tube of his telescope

awkwardly across his shoulders

rain hit and continued until evening and even when it stopped the trees and bushes

continued to drip on the members of the expedition

Mackenzie and his men arrived at the Indian camp which was lit by three fires -- 6:30 p.m.

they had traveled west about twelve miles since leaving their canoe

their guide announced they would stay for the night

these Indians were poor and only a few small, dried fish could be acquired

At sunset an elderly Indian arrived at the camp from the west

he said many Indians were returning from trading on the coast

according to him they were six days away from the land of those who bartered their pelts

for iron and trade goods and from there it was not quite two more days to the sea

It was proposed by the Indians that two young men be sent ahead of the explorers

to notify the various tribes of their approach so as to not surprise the people

and thus assure a friendly reception

Mackenzie agreed and set about befriending the young men

who would represent the expedition

Mackenzie and his men retired for the night exhausted with the day’s efforts

as soon as they laid down the natives began to sing soft plaintive notes

that were harmonious without dancing, drums, or rattles

this sounded somewhat like church music

VANCOUVER SEEKS BETTER ANCHORAGE

*Discovery* and *Chatham* sailed from Nepean’s Sound

with a moderate breeze-- 10:30 a.m. July 4, 1793

As they entered Nepean’s Sound progress was so slow that by evening

they had only reached Point Cumming

when they turned the point the wind which should have become favorable

shifted to unfavorable

both ships were forced stop and tie off to trees for the night

*Chatham’s* First Mate Thomas Manby was sent to locate better anchorage

when Manby returned he reported good anchorage could be found on the east side

of Spanish Lieutenant-Commander Jacinto Caamano’s Gil Island [1792]

MACKENZIE’S EXPEDITION STRIKES OUT OVERLAND

Indians had requested Mackenzie not leave early in the morning so he waited until 5:00 a.m.

before he requested the two young men who were to proceed them depart -- July 5, 1793

When their reluctant guide was called for he announced he would not accompany Mackenzie

as the young men who had been sent ahead could do his job

One of Mackenzie’s men had lost his long throwing knife during the night

Mackenzie informed his reluctant guide of this event and asked that it be returned

he knew it was important to maintain his status with the local natives

especially as he would travel this way again on his return trip

Mackenzie and his guide agreed the guide would receive a knife for his service

all of the Indians’ knives were gathered and the natives formed a circle

with the guide in the center

when all was ready the guide began to sing and was joined by the others

after chanting for some time the guide produced the throwing knife

which was stuck in the ground in front of Mackenzie

Mackenzie’s overland journey began

just above the mouth of the (West Road [Blackwater] River)

northwest of (today’s [Quesnel](http://www.bcadventure.com/adventure/explore/cariboo/cities/quesnel.htm), British Columbia) -- 7:00 a.m. July 5, 1793

members of the expedition carried about four hundred pounds of pemmican,

scientific instruments, some trade goods and their weapons and ammunition

every man was required to carry a pack besides his own gun and personal effects

suddenly their reluctant guide volunteered to lead them once again

but he refused to carry anything which lowed the morale of the entire company

he escorted them to a small lake where an encampment of three families was located

next they entered on a well-worn trail through open country sprinkled with Cyprus trees

During the morning the sky turned black

rain started to fall about noon and continued for about an hour

using their oilskins to shield them, the expedition continued beside another lake

and over a stream

Mackenzie took the lead to clear the branches of the rain water that hung on them

they crossed level country with only a slight amount of underbrush

shielded by large fir trees

Mackenzie’s guide informed him the countryside abounded in beaver

and many traps that were set for lynxes and martins could be seen along the road

as they advanced about a quarter of a mile from where the rain had stopped,

the ground was covered with hail -- hailstones increased to the size of musket balls

Threatening rain caused them to stop and build a shed beside a lake -- 5:00 p.m.

rain increased in violence the remainder of the day and camp was made for the night

VANCOUVER EXPERIENCES EQUIPMENT FAILURE

As the *Discovery* made ready to sail the bower (small bow anchor) was found to be broken

one arm had been lost when the anchor hit a rock

Vancouver developed serious doubts about the condition of all of his equipment

*Discovery* anchored along the east side of Gil Island -- 3:00 p.m. -- July 5, 1793

*Chatham* had difficulty anchoring in a location some distance from *Discovery*

Lieutenant Peter Puget moved his ship closer to the *Discovery*

and anchored -- 5:00 p.m. July 5

ALEXANDER MACKENZIE’S MEN HIKE ACROSS THE INTERIOR PLATEAU

When Mackenzie’s expedition was once again on the move -- 4:00 a.m. July 6, 1793

Mackenzie took the lead to clear the branches of raindrops

They reached a well-marked trail -- 8:30 a.m.

their reluctant guide told them the trail was very good and well used

he proposed to go ahead to inform the next tribe that the explorers were coming

Mackenzie was concerned he would run away again

so he suggest one of the guide’s relatives stay with the main party

while two voyageurs would accompany the guides to the next village

this was ignored and the guide and his relatives were soon out of sight

Mackenzie took Cancre, one of his hunters, and his weapon with him

he instructed his men to follow as quickly as possible

if Mackenzie found local natives familiar with the region he would wait for them

Mackenzie followed his guide until he discovered him talking with a native family

that consisted of one man, two women and six children

they displayed no fear and the family man willingly talked

they carried an old blind woman in turns on their backs

these people respected old age he pointed to one of his wives who had come from the coast

which he said was not far distant

she was decorated with various ornaments such as large blue beads,

pendants hung from her ears and encircled her neck

she wore bracelets of brass, copper and horn

her dress was a kind of tunic which was covered with a robe of matted bark

fringed at the bottom with sea otter pelt

she confirmed they were close to the sea

After Mackenzie’s men rejoined their leader and eaten lunch they were once again under way

two hours later they came upon two men and their families who displayed their weapons

Mackenzie’s young emissaries immediately ran forward and spoke with the two men

who laid down their weapons and received the explorers as friends

soon a woman and a boy came from the river

with water which was shared by everyone

Mackenzie’s reluctant guide once again announced that he would go no further

but he would be replaced by the two men they had just met

there was little apparent concern when the two men

left their families to join the expedition

one of these men could be understood by Mackenzie’s interpreter

he had lived on the coast until a short time ago

he (incorrectly) reported they were approaching a river

which was neither large nor long

this short river emptied into a bay at the ocean where a great wooden canoe

with white people had arrived about the time the leaves began to grow

Continuing their overland trek across an uneven, hilly, swampy region led by two new guides

Mackenzie’s progress was slowed by a large number of fallen trees

heavy rain and hail fell -- about 5:00 p.m.

Mackenzie chose to camp because the men were tired

they had come about twenty-four miles that day

LIEUTENANT JAMES JOHNSTONE LEADS ANOTHER BOAT EXPEDITION

*Discovery* and *Chatham* remained anchored off Gil Island

anchors on both ships were replaced as a precaution

in the event they were needed to save the ships from destruction in a storm

*Chatham’s* launch required repairs which detained Lieutenant James Johnstone’s departure

he did not set out with a week’s supplies to examine the coastline toward the ocean

until -- 4:00 a.m. July 6, 1793

Johnstone was to stop at the place that had previously been identified

for a rendezvous with Joseph Whidbey

Thick weather and unfavorable winds kept *Discovery* and *Chatham* at anchor off Gil Island

Vancouver allowed his men to take advantage of the abundant berries

and interesting woods to investigate

Lieutenant Johnstone returned to the ships -- about 9:00 p.m. July 6

when he arrived at the rendezvous location he had found a note left by Whidbey

stating the supposed opening to the ocean in fact terminated

because Whidbey had pressed on exploring the coastline,

Johnstone’s efforts were unnecessary

but Johnstone had succeeded in finding a better anchorage for the two ships

MACKENZIE’ EXPEDITION MEETS SERVERAL NATIVE FAMILIES

Camp was broken -- 5:00 a.m. July 7, 1793

Mackenzie’s expedition proceeded across two mountains

covered with spruce, poplar, white-birch and other trees

they then descended into a level country

where a good road, through woods of cypress was found

When Mackenzie’s guides observed people coming toward them,

they rushed forward to meet them

this party consisted of a man, two women and three children

one of the men stepped forward with a axe in his hand but soon was pacified

an elderly woman, probably the man’s mother, was busily clearing a spot

about five feet around where her husband and a son were buried

she stopped to clear the area every time she passed by as a tribute of her affection

After a brief rest Mackenzie’s expedition set out once again

seven men, as many women, and several children were seen -- about 3:00 p.m.

they showed great alarm which was overcome by Mackenzie

who hired one of the men to serve as a guide

later in the afternoon the river they had been following was crossed

where it was only knee deep and about a hundred yards wide

Mackenzie reached the home belonging to friend of his two new guides

here the members of the expedition were welcomed by the family

and they stopped for the night -- 7:30 p.m.

they had covered about twelve miles, part of it across a large knee-deep swamp

it had rained several times during the day

MACKENZIE ENTERS THE SOUTHERN EDGE OF THE (RAINBOW RANGE)

Rain that had continued through the night greeted the explorers that morning

Mackenzie kept his men in camp until 7:00 a.m. -- July 8, 1793

when their guide brought them five small boiled fish served on a bark platter

after drying their clothes by the fire they set out -- 8:00 a.m.

they were cheerfully accompanied by their newest guide

Mackenzie learned from him that this lake, through which the river passed

extended to the foot of the mountain and he expected to meet nine men

from the tribe that lived north of the river

Mackenzie was surprised to discover several basins

whose twelve-foot-high banks were steeply sloped

some held water and others were empty

here the ground they crossed was uneven and was covered with poplar trees

there was little underbrush but lots of grass could be seen underneath the trees

rivulets ran through the valleys, but no animals of any kind could be seen

Rain continued as they ascended the (Rainbow Mountains),

a very colorful small extinct volcanic range northeast of the coast range proper

some of the slopes were creamy white striped with red

Indians called these “the mountains that bleed”

MACKENZIE’S EXPEDITION CONTINUES TO CROSS THE (RAINBOW MOUNTAINS)

Heavy and continual rain fell most of the night -- thus time was required to dry their clothes

Mackenzie sent most of the members of his expedition

and his Indian guide forward -- 7:30 a.m. July 9, 1793

two of his men remained with him as he cached half a bag of pemmican

buried under the fire pit in anticipation of their return trip

soon after setting out Mackenzie and his companions overtook the expedition

Mackenzie and his men continued on their journey for sixteen miles

when they came across the largest river they had seen

since leaving their canoe -- 2:00 p.m.

since it was full of fish Mackenzie guessed (today’s Dean River)

must empty into a great river further downstream

(in fact, it empties into Dean Channel -- an arm of the Pacific Ocean)

Mackenzie eventually reached a place where a raft had been left by Indians to serve as a ferry

they killed a bald eagle and a grey eagle and three partridges

and saw two otters in the river along with several beaver lodges

when the rain stopped, they caught several small fish

and repaired the raft for use the next day

CAPTAIN VANCOUVER SHIFTS HIS POSITION ONCE AGAIN

When Lieutenant James Johnstone had returned to the ships he pointed out a location

that provided better anchorage which Vancouver now sought

both ships anchored off the northern point of Gil Island -- July 9, 1793

This new location offered the advantage of good fishing and an abundance of berries

ALEXANDER MACKENZIE IS ONCE AGAIN FORCED TO HIRE NEW GUIDES

Preparations on the newly found raft were completed early morning -- July 10, 1793

at this point the ferry crossing was about thirty yards wide

it required five trips to get their supplies and men across

Walking on for only a short distance a stream running from the west entered the river

beyond which three hundred yards of rapids had to be passed before the river expanded

into a lake along which the trail continued beneath beautiful hills covered with green

they reached the end of the lake -- 8:30 p.m.

there two houses occupied a most delightful scene

nearby were several graves well maintained by the natives

thirteen men occupied the houses but their language was difficult to understand

it seemed some of these people were of the opinion the ocean was four days away

while others seemed to say six or eight

however, all were in agreement they had visited the coast

Mackenzie, one of his men and his guide visited some huts about a mile away

when they arrived the natives served them boiled trout which would have been excellent

had it not tasted of the cooking utensil

which was made of white spruce bark and dried grasses

these people appeared to live quite comfortably

Mackenzie’s guides refused to travel any further so two of the local Indians were hired

but they could not leave their families until the following day

Mackenzie distributed a few trade goods to the wives and children of his new guides

Mackenzie and his men left the huts and passed by two buildings about fifteen feet in the air

that had been constructed among four trees

and were intended to store provisions for the winter

They struck out along a less worn trail and stopped for the night -- 7:30 p.m.

Alexander Mackenzie and his men had covered about nineteen miles that day

but the night proved to be very uncomfortable due to flies and, later, a deluge of rain

MACKENZIE PASSES THROUGH COUNTRY LAID WASTE BY FIRE

Weather cleared, clothes were dried, their two guides arrived

and the expedition set out -- July 11, 1793

fire had ravaged this region’s plateau and fallen trees added to their frustration and pain

Mackenzie’s new guides took cover under nearby trees when the rain returned -- noon

their journey was continued when the rain stopped two hours later

They came within sight of a lake where the land rose gradually

toward mountains covered with snow

fresh tracks of people who had probably came to the river to fish surprised the guides

continual rain and cold forced them to stop for the night -- 5:00 p.m.

they had traveled more than fifteen miles that day

Mackenzie’s two new guides complained about the long hours and hard work

they announced they intended to leave and were joined in their discontent

by the two Indian hunters

Since the distance to the ocean seemed greater than anticipated rations were cut by one-third

this was as unwelcomed as it was necessary

ALEXANDER MACKENZIE’S TWO GUIDES CONTINUE IN THEIR RELUCTANCE

Travel for the expedition began under cloudy weather -- 5:30 a.m. July 12, 1793

when Mackenzie and his men reached the end of the lake they had been following

several footprints were seen that led to the water’s edge

Mackenzie concluded that local natives had been fishing along the lake shore

As they continued on their way four smaller lakes were passed

(in the vicinity of today’s Tanya Lakes)

they crossed a small stream using a beaver dam and another larger lake stretched ahead

When they reached still another river their guide informed them this was same river

they had ferried across two day before (the Dean River) and that it was navigable

by canoe except for two rapids -- one of which had already been seen

here the river was twenty yards across and deep

one of the guides swam across to bring back a raft from the opposite side

it took two trips to ferry the men and supplies over

except for two men who preferred to swim

Once again their guides threatened to leave

Mackenzie had to give them several articles, and promise them more,

to induce them to stay until other natives could be found to replace them

Yet another river had to be crossed -- 4:00 p.m.

Mackenzie and his guides were well ahead of the expedition

so he sat down to wait for his men

when the expedition arrived, the guides fled with so much speed

that Mackenzie could not catch them

one of Mackenzie’s Indians, who was not carrying a pack, overtook them

when the guides were brought back they explained the only reason they left

was to prevent people they expected to find from shooting arrows at the whites

Mackenzie and his men were so tired that camp was made -- 7:00 p.m.

thirty-six miles had been covered although the land was barren and stony

and lay in ridges with cypress trees scattered over the terrain

several swamps had been passed but few deer tracks were seen

snow-covered mountains (of the Coastal Range) appeared directly in front of them

As the men gathered firewood a crossroad was found which confused Mackenzie

he suggested the ocean must be near and probably only a few Indians would pass by

before they met natives who traded at the ocean and would treat the explorers well

although Mackenzie himself had grave doubts, his men accepted this proposition

MACKENZIE MAKES CONTACT WITH THE LOCAL NATIVES

Dawn broke clear but cold and the expedition’s coverings were inadequate to the need

after they warmed themselves by the campfire

they proceeded on their doubtful way -- 5:00 a.m. July 13, 1793

An hour’s walk brought them to the edge of the forest where they saw a house

located beside a small river -- smoke indicated the house was inhabited

Mackenzie immediately set out for the home reluctantly followed by his men

he rushed so quickly that he was near the house before the women and children inside

became aware of his presence and issued the most horrible shrieks

as the only man who appeared to be with them escaped out of the back door

Mackenzie arrived at the house quickly enough

to prevent the women and children from following the man

these people were extremely distressed and believed their massacre was at hand

their fears raised similar reactions among Mackenzie’s guides and interpreters

who believed the man would return with his friends and seek vengeance

Three women and seven children occupied the house which apparently held three families

calmly and quietly Mackenzie managed to reassure the natives

one of the women stated that from these mountains the sea could be seen to the west

she then offered the explorers a couple of dried fish

after a little time the man who had fled was discovered in the woods

and returned to the house

assured by the women and the interpreters he would not be harmed,

he agreed to serve as guide

Mackenzie told the woman he wanted to visit the fishing machines these people were using

she readily consented to show him

when they reached the machines twenty small fish were seen

Mackenzie gave her a large knife for her consideration which she immediately treasured

An old Indian man talking loudly came down a hill toward the fishing machine

at the same time the first man brought a young lad along with him to the fishing machine

both of whom were the sons of the old man

the old man threw himself on the mercy of the members of the expedition

and was rewarded with small gifts

as everyone arrived at the house the old man presented Mackenzie several half-dried fish

these were considered as a peace-offering

Mackenzie’s prospects for success had improved a great deal since this morning

MACKENZIE ATTEMPTS TO LEARN OF THE NATIVES’ BURIAL CUSTOMS

On this morning bright sky and an east wind greeted the explorers -- July 14, 1793

when the local natives visited their fishing machines a great number of small fish

had been caught

members of Mackenzie’s expedition were offered as many as they could eat

Camp was not broken until 7:00 a.m.

they set out accompanied by the old Indian man and two of his sons

Mackenzie’s men trudged along a lake five for miles then crossed a river

and passed through a swamp before beginning a gradual ascent to the top of a hill

where a large river could be seen to the southeast about three miles away

hills and valleys were crossed until a range of mountains covered with snow was seen

according to their guide these (Coastal) mountains dropped directly into the ocean

As they continued their overland trek they came to another house

about the same size and construction as the one inhabited by their new guide

except this one was better constructed and beautifully finished

timbers were squared on two sides and the bark removed from the other two

its ridge pole was shaped the same way and extended about eight or ten feet

beyond the gable end of the house and supported a shed over the door

ends of the ridge pole were carved in the form of a snake’s head

hieroglyphics and figures painted with red earth decorated the interior of the building

its inhabitants had left only a short time before; several bags and bundles remained

these were not disturbed by the explorers

near the house were two tombs surrounded neatly with boards and covered with bark

beside them several painted poles had been erected -- one of which was squared

from each pole were suspended several rolls or parcels of bark

their guide tried to explain what they were seeing but he was difficult to understand

apparently it was the practice of these people to burn the bodies of their dead

except for the larger bones which were rolled up in bark

and suspended from the poles

or, perhaps, they actually buried their dead and when another family member died

the remains of the last person to be interred was taken from the grave and burned

so that members of the family were successively buried and burned

to make room for each corpse

this one tomb proved sufficient for the family through succeeding generations

no house in this region was without a tomb

Alexander Mackenzie and his men had traveled ten miles that morning

they continued along the lake and crossed a river flowing out of it

they found a weir (barrier) in the river where Indians could place a fishing machine

many of these of various sized were laying along the river bank

They came to a well-marked trail which led to a small lake with a river running out

their guides expected to see other natives at any time

they rafted across the river -- 9:00 p.m.

Mackenzie’s exhausted men made camp -- they had traveled more than thirty-two miles that day

MASTER JOSEPH WHIDBEY REACHES THE SHIPS NOW OFF GIL ISLAND

*Discovery’s* large cutter returned to the ships carrying Master Joseph Whidbey

accompanied by Midshipman Robert Barrie in the small cutter -- 7:00 a.m. July 14, 1793

they had investigated the continental shore as far as (Chatham’s Sound)

(named by Vancouver [1793] for John Pitt, 2nd Earl of Chatham)

lofty mountains covered with snow stood on the mainland

while groups of small islands were divided by two channels

that led to the Pacific Ocean

From Whidbey’s report Vancouver named **“Point Lambert”** after a navy commissioner,

**“Port Essington”** to honor British Captain Essington,

**“Cape Ibbetson,”** named after Admiral John Ibbetson,

**“Pitt’s Archipeligo”** and **“Pitts Island”** after the British Prime Minister,

**“Stephens Island”** in honor of Admiral Sir Philip Stephens,

**“Grenville’s Canal”** (Grenville Channel) after the Right Honorable William Grenville

(this is Caamano’s Canal del Principe),

**“Gilttoyees** (local Indian for ‘long’) **Inlet”**

in addition Whidbey and Barrie visited today’s (Hunt Point), (Raspberry Islands),

(Point Pearce) and(Porcher Island)

VANCOUVER CHANGES LOCATIONS ONCE AGAIN

Master Whidbey’s very complete report convinced Captain Vancouver to move once again

Vancouver ordered the equipment on Gil Island to be gathered

and stowed on board the ships

he intended to proceed following the route investigated by Lieutenant James Johnstone

this channel had already been explored by Caamano and named Canal del Principe

(this is today’s Principe Channel)

As preparations to sail were underway, three canoes came into sight

these were the first natives to be seen while the vicinity of Nepean Sound

was being investigated

these Indians differed slightly in appearance than others who had visited before

Light winds held the *Discovery* and *Chatham* in place until noon -- July 14, 1793

as they set sail Vancouver named their anchorage off the northern tip of Gil Island

**“Fisherman’s Cove”** in celebration of the success enjoyed with their seine and hooks

Fisherman’s Cove had proven to be a safe and convenient anchorage

two rivers had provided drinking water

and the forest provided firewood for cooking

*Discovery* and *Chatham* sailed up Grenville’s Channel

inclement weather followed them as they passed through Pitt’s Archipelago

sailing became increasingly treacherous

as they came within sight of the Queen Charlotte Islands (today’s Haida Guai)

gloomy weather and impeding winds hampered their progress

because the continental shore had been investigated

Vancouver turned toward the intricate and inhospitable maze of channels

in search of secure anchorage

MACKENZIE MEETS A GROUP OF INDIANS GOING TO THE PACIFIC TO TRADE

Mackenzie and his men set out following a river -- 5:00 a.m. July 15, 1793

they crossed where it was knee deep and about thirty yards wide with a rocky bottom

the old man who guided them expected to meet other Indians

so he went ahead by himself to give them warning

Mackenzie came upon his guide as he talked with five men and part of their families

who called themselves Neguia Dinais -- 11:00 a.m.

Mackenzie and his men were greeted with great kindness

as the Indians examined the explorers in minute detail

Neguia Dinais said they were on their way to the sea and appreciated the explorers’ company

because the women and children could not travel fast

it would take three days to their destination

members of Mackenzie expedition were given some fish

recently taken from a nearby lake

Mackenzie’s new traveling companions were quite pleasant looking

these women tied their braided hair parted with great neatness

from the division of the head ending in large loose knots of hair tied over their ears

some of the women wore beads in their hair to a very pretty effect

these men were clothed in leather, their hair nicely combed

one man was at least six feet four inches tall and his manner was sociable

he was about twenty-eight years old

and was treated with particular respect by other Indians

Neguia Dinais peoples’ complexions were fairer than other natives

their eyes were not the usual deep brown but rather were grey and tinged with red

every man, woman and child carried a proportionate burden consisting of beaver coat

and parchment as well as the skins of otter, marten, bear, lynx

and dressed moose skins acquired from the Rocky Mountain Indians

After half an hour’s rest the leader of the Indian party called out and his people moved on

as they traveled a winding trail over hills and through swampy valleys

they moved south and west

Mackenzie’s usual demanding pace was slowed by the Indians

who stopped to rest several times during the day

After crossing a deep, narrow river they stopped for the night -- 5:00 p.m.

even so about twenty miles had been made that day

Everyone sat down on a very pleasant green spot

no sooner were they seated than their guide and one of the Neguia Dinais began a game

each had a bundle of about fifty small sticks

these were neatly polished, the size of a quill and five inches long

some of these sticks had red lines around them

as many of these as one of the players might find convenient

were curiously rolled up in dry grass

his opponent guessed at the number of sticks and won or lost

the loser parted with his bow and arrows, and several articles

which Mackenzie had given him

MACKENZIE’S INDIAN TRAVELING COMPANIONS DECIDE TO TRAVEL ALONE

Mackenzie’s Neguia Dinais traveling companions were in no hurry to begin the day’s trek

Mackenzie explained his expedition was running low on supplies

and speed was important -- July16, 1793

however, the natives assured him that after a night’s sleep

they would arrive at a river where fish would be plentiful

although supplies were running low

Mackenzie cached about twenty pounds of pemmican for their return trip

When the Neguia Dinais stopped to rest Mackenzie was informed

they had changed their minds

they now intended to follow a slower, longer route beside a small river to the north

that flowed from the nearby lake and would take them to the mouth of the

(Dean River)

some people from another tribe had been sent for as they wished to see the whites

two of whom would accompany the explorers over the (Coastal Mountains)

Alexander Mackenzie again noted the shortage of supplies he and his expedition faced

one of the Indians said he was preparing a kettle of fish roe (eggs)

if the explorers would stay with them for the night he would give it to them

Four new people from tribes unknown to Mackenzie arrived as expected

after a little discussion they promised to guide the expedition through a mountain pass

Mackenzie and his men set out south

after a very friendly parting with the Neguia Dinais-- 4:00 p.m.

guided by the four newly-arrived natives Mackenzie’s expedition entered a forest

soon they arrived at the banks of another river flowing from the (Coastal Mountains)

this country became swampy and a number to trees had fallen in a recent fire

which added to their difficulties as they began to climb into the mountains

Camp was made -- they had traveled fourteen miles that day -- 9:00 p.m.

although they were in mountains covered with snow,

the mosquitoes became a serious problem

MACKENZIE AND HIS MEN CROSS THE COAST MOUNTAINS

Before sunrise Mackenzie’s four new guides were summoned -- July 17, 1793

they were to go in advance of the expedition

to warn the local natives of the whites’ presence

Mackenzie and his men descended into a beautiful valley

watered by a small river -- 8:00 a.m.

when they reached the end of the river they were following they saw a great number of groundhogs

their whistles could be heard in every direction

Mackenzie’s guides went in pursuit of these animals and soon returned to the expedition

carrying a female and her little family almost grown to their full size

they stripped off their skins and gave the carcasses to the explorers

Indians pulled up a root which appeared like a bunch of white berries the size of a pea

shaped like a fig it was colored and tasted like a potato (this was camas root)

Mackenzie’s expedition continued on and they began to ascend as they followed a creek

when the explorers reached the summit they found themselves surrounded by snow

this circumstance was caused by drifted snow in the pass

rather than by the height of the spot as the surrounding mountains

rose to much higher elevations

snow had become so compact that their feet hardly made an impression as they walked

they observed the tracks of a herd of small deer that must have passed by shortly before

and the guides and hunters went immediately in pursuit

Mackenzie’s expedition reached nearly level ground

there was no snow but not a tree was to be seen either

grass was very short and the soil, a reddish clay, was intermixed with small stones

these hills, where they were not covered with green, appeared as if fire had struck them

it began to hail, snow and rain, but no shelter could be found

except the leeward side of a huge rock

wind rose to a gale and the weather was as distressing an any they had experienced

Mackenzie noted one stupendous mountain directly ahead that rose so high

its snow-clad summit was lost in the clouds (today’s 8,390-foot Kalone Peak)

Hunters and Indians returned after being gone an hour

carrying the carcass of a small reindeer doe

this was all they had killed although they had fired twelve shots at a large herd

their poor result was attributed to the weather

Mackenzie proposed to leave half of the carcass in the snow

but although they were exhausted the men preferred to carry it

they had been shivering with cold for so long that they were glad to renew the march

Scattered crowberry bushes which had not yet blossomed and willow shrubs were seen

ahead of them in the distance flowed a stream their guides said

was the one had been seeking (this was today’s Burnt Bridge Creek)

As they traveled downhill the members of the expedition gathered wood for a fire

when enough had been acquired to dress some of the venison they stopped for dinner

they enjoyed a heartier meal than they had done for many long days

Mackenzie took the time to shave his beard and change his linen

his example was followed by his men

Mackenzie and his men continued on and came to a large pond

on the bank they found a recently made tomb with a pole beside it

on which two figures of birds were painted

one of the guides recognized the tribe to which the deceased belonged

he very unceremoniously opened the bark and showed the bones which it contained

while another guide threw down the pole and took the feathers tied to it

he placed them in his own hair

Mackenzie assumed these funeral memorials belonged to a tribe hated by his four guides

Departing once again Mackenzie’s expedition continued their route with some speed

they continued to descend out of the mountains until they came to the brink of a cliff

where the guides showed a river to the expedition with a village on its banks

This cliff was rather a series of cliffs covered with large hemlock, birch and other trees

their guides informed them the area abounded with animals

which sounded like mountain goats to Mackenzie

In about two hours they arrived at the bottom of the cliffs

where there was a confluence of two rivers

(Burnt Bridge Creek) united with the (Talchako River)

and formed a river about twelve yards wide

this was (today’s Bella Coola River of British Columbia)

they were both very rapid and Mackenzie’s men crossed the (Talchako River)

Here the timber was very large and the hemlock trees were stripped of their bark to the top

Mackenzie concluded the natives tanned their leather with liquid

made from hemlock bark

here also were the largest and loftiest cedar trees that Mackenzie had ever seen

now the climate had changed and the berries were quite ripe

MACKENZIE’S EXPEDITION ARRIVES AT “FRIENDLY VILLAGE”

As the sun was about to set on the western slopes of the mountains -- evening July 17, 1793

their four guides left the expedition to warn the next village of their arrival

they were to be followed as well as Mackenzie and his men could

because they were hemmed it on both sides by mountains

Mackenzie could not go far wrong

his guides had marked the route for them by breaking branches as they passed

there were large quantities of driftwood lying twelve feet above the level of the river

showing the uncommon height and strength of current

probably acquired with melting snow

it was not dark but it was impossible to see beyond twenty yards

because of the thick forest

Members of the expedition demanded to stop for the night

but anxiety compelled Mackenzie to continue to follow the route marked by his guides

until they reached the edge of the woods

Mackenzie continued on more by feeling rather than seeing until he arrived at a house

soon small fires in small huts with people busily cooking their fish were discovered

this village was located where

(today’s Burnt Bridge Creek enters the Bella Coola River)

Mackenzie walked into one of the houses without the least ceremony

and threw down his burden

he shook hands with some of the people near him and sat down

these Indians received him without the least appearance of surprise but soon made signs

that he should to go to a large house which was built on upright posts

several feet above the ground

there a broad log with steps cut in it led to a scaffolding even with the floor

using this curious ladder Mackenzie entered the house at one end

Inside the house were three fires at equal distances apart in the middle of the building

Mackenzie was received by several people sitting on a very wide board

he shook hands with them and sat beside an old man who appeared to be the chief

this was in fact the case as Mackenzie had seated himself beside Soocomlick

Mackenzie discovered one of his guides was seated at the place of honor next to the chief

in a short time Mackenzie’s men arrived and placed themselves near Mackenzie

at this Soocomlick quickly rose and obtained roasted salmon

from behind a four-foot-wide plank

this plank also served as a screen for the beds where the women and children slept

Soocomlick then directed a mat be placed in front of Mackenzie and Alexander Mackay

who was now seated beside the expedition leader

when this ceremony was finished Soocomlick ordered a salmon brought for both of them

and one-and-a-half salmon was placed

before each of the other members of the expedition

After eating Mackenzie had his men move outside to make a camp

Soocomlick delivered boards to them so they would not have to sleep on the ground

Not long after the men were seated around their campfire

they received a large dish of salmon roe

that had been pounded fine and mixed with water so it looked like cream

some kind of seasoning gave this a bitter taste

another dish soon followed made up principally of salmon roe

with a large portion of gooseberries and an herb that appeared to be sorrel

after eating the men laid down to rest under the stars

Alexander Mackenzie had been so taken by these Nuxalk natives

that he named their community **“Friendly Village**” (today’s village of Bella Coola)

MACKENZIE’S EXPEDITION REMAINS IN “FRIENDLY VILLAGE”

Mackenzie awoke at 5:00 a.m. and discovered that natives

had lit a fire and were sitting beside it

they brought Mackenzie gooseberries, hurtleberries and raspberries,

the best he had ever tasted,

to eat with dried salmon roe and roasted salmon -- July 18, 1793

Salmon was so abundant in the river that these Indians had a constant and plentiful supply

this was the only flesh they ate

with great labor they had built a weir (barrier) that blocked two-thirds of the river

it rose four feet above the present water level and nearly level with the top of the bank

it was constructed with great labor and considerable ingenuity

small tree branches were placed in the bed of the river in a slanting position

with the thick parts placed downward

over these was laid a bed of gravel on which were placed a stack of smaller trees

and so on alternately until the work was brought to its full height

fishing machines were placed above and below the weir

on either side of the weir there was a large frame built of timber

in which passages were left for the salmon

leading directly to the fishing machines

salmon fell into the machine when they attempted to leap over the weir

also dip nets were successfully employed below the weir where the salmon gathered

These people were extremely superstitious regarding their salmon

when Mackenzie asked to visit their weir the Indians refused to allow him to go near

out of fear the fish would become upset and leave

failure to completely burn the bones of the fish in a campfire was offensive to salmon

it was possible they would not return to the river if they were ill-treated

an Indian’s dog swallowed part of a fish bone left at the campfire

the dog was beaten by his master until he disgorged it

when one of Mackenzie’s men threw a bone into the river

a young Indian dived after it, retrieved the bone, put it in the fire

and then ceremonially washed his polluted hands

Mackenzie asked the chief for a canoe to carry them to the Pacific Ocean

still some distance away

various excuses regarding why this was not possible were provided by the chief

at last Mackenzie understood the chief’s concern was

that they would carry venison in the canoe

fish would instantly smell the meat and abandon them so the people would starve

Mackenzie soon eased his apprehensions

and asked what he must do with the remaining venison

he was told to give it to one of the strangers in the village whom he pointed out

he was from a different tribe that ate meat

Mackenzie now requested to be provided with uncooked salmon

to take with him -- this was refused

but two large roasted salmon were provided

out of fear the explorers would not roast the salmon

but rather would prepare them in a manner offensive to the fish

Soocomlick assured the explorers the river’s current was very strong and would carry them

to the next village where they would be abundantly supplied

he asked Mackenzie to depart quickly before they mistakenly offended the salmon

Fifteen armed men who were friends and relations of the Nuxalk people

arrived by land -- 8:00 a.m.

(during the night before they had been sent notice of the arrival of white people)

their language was completely unknown to the members of the expedition

they appeared to be peaceful people who never attacked their neighbors

men’s clothing consisted of a single robe tied over the shoulders

falling down behind to the heels and a little below the knees in front

with a deep fringe around the bottom made of the inner bark of the cedar tree

which they prepare as fine as thread

men unceremoniously took off the robe when they found it inconvenient

some of their garments were interwoven with strips of sea otter skin

which give them the appearance of a fur on one side

other clothing had strips of red and yellow threads fancifully introduced toward the edges

which, in Mackenzie’s eyes, had a very agreeable effect

men wore their hair in braids smeared with oil and red earth

instead of a comb they carried a small stick that hung by a string from a lock of hair

this was used to scratch their head

women wore a robe but they added a fringe in front about a foot wide and two feet long

when they sat down they tucked this fringe between their thighs

they wore their hair so short that it required little care or combing

both men and women had grey eyes with a tinge of red

they had high cheekbones which were more apparent in the women than the men

Mackenzie presented Soocomlick with several articles

he also distributed gifts among other natives who had been attentive to his men

one of the guides had been very helpful in acquiring a canoe for the expedition

he appeared also to have given the Nuxalk people

a favorable impression of the explorers

Mackenzie was concerned he would leave without giving notice of his departure

and would not receive the presents that were prepared for him

this was, in fact, what happened

ALEXANDER MACKENZIE AND HIS MEN DEPART FROM FRIENDLY VILLAGE

Seven Nuxalk paddlers with two forty-five-foot native canoes

left Friendly Village -- 1:00 p.m. July 18, 1793

they travelled fast carrying the explorers and their baggage down the (Bella Coola) river

They reached a fishing weir in the river where the paddlers stopped

and members of the expedition stepped ashore before the paddlers returned to the river

and shot over the weir without taking a drop of water

they then beached the canoe and reloaded the expedition to continue their voyage

Mackenzie was so impressed by the skill of the Indians he wrote: **“I had imagined that the Canadians who accompanied me were the most expert canoe-men in the world, but they are very inferior to these people, as they themselves acknowledge, in conducting those vessels.”**[[213]](#footnote-213)

Many canoes were passed along the river -- some carried people and others were beached

they continued at a very great rate of speed for about two-and-a-half hours

before Mackenzie was told they would have to land

because a village was only a short distance away

ALEXANDER MACKENZIE’S EXPEDITION REACHES THE “GREAT VILLAGE”

Mackenzie and his men took up their bundles

and walked along a well-worn path away from the river

as the Friendly Village Indians ran ahead to announce their approach -- July 18, 1793

when the expedition reached a thicket of trees they heard loud and confused talking

from the inhabitants of the village

As they arrived almost within sight of the first house, the Friendly Village natives

accompanying Mackenzie indicated that he should take the lead and they would follow

noise and confusion of the local natives seemed to increase

they arrived within sight of the village and saw Indians running from house to house

some were armed with bows and arrows, others with spears and many with axes

this very unpleasant and unexpected reception

was attributed to the explorers sudden arrival

and the very short notice that the villagers had been given

Mackenzie had no choice but to walk resolutely up to them showing no apprehension

as he approached the houses this produced the desired effect

most of the people laid down their weapons and came forward to meet the explorer

However, Mackenzie was soon forced to stop as he was surrounded by natives

he shook hands with those nearest to him

an elderly man broke through the crowd and took Mackenzie in his arms

then another man, the village chief, came forward

and turned the elderly man away without the least ceremony

the chief himself hugged Mackenzie

next Mackenzie was hugged by a young man who, the chief explained, was his son

Mackenzie at first was rather surprised by these actions

but he soon discovered they were signs of regard and friendship

Indians formed a large crowd to get a look at the explorers

they pressed in so tightly that Mackenzie and his men could not move in any direction

an opening was finally made to allow another man to approach Mackenzie

he was the chief’s eldest son

Mackenzie instantly stepped forward to meet this man and offered his hand

immediately the Indian untied the string of a very handsome robe of sea otter skin

and placed it over Mackenzie’s shoulders

this was the most flattering reception that could possibly be had

Mackenzie concluded the crowd had formed to give the man time to collect the robe

Next the chief made signs for Mackenzie to follow him

they traveled through a thicket of trees

several hundred yards distant they came to a house built on the ground

which was larger in size and constructed of better materials than any seen before

it was the chief’s residence

when they arrived at the house the chief directed mats be placed on the ground

where the explorers were designated to sit

some men of the village came to indulge their curiosity

and were told to stay behind the whites

other mats were placed for the chief and his advisors

who took their seats in front of the explorers

between the two groups very clean mats of beautiful workmanship were spread

these mats explained why the hemlock trees were stripped of their bark

in front of each member of the expedition a small roasted salmon was placed

Mackenzie and his men remained at dinner for upwards of three hours

this feast illustrated that here was a land of abundance and stability

Mackenzie realized he was among a people who had attained a high degree civilization

communication, however, was difficult and awkward as only sign language could be used

not one of the curious natives left during all that time

except for a party of ten or twelve of men the chief ordered to go and catch fish

which they did in great abundance with dip nets at the foot of their weir

after a time, the chief ordered a lodge set up

to protect the explorers from the staring crowd

this was to be used as a resting place for the night

Mackenzie presented Young Chief with a blanket in return for the beautiful sea otter robe

along with several other articles that appeared to be very gratifying to him

gifts were also presented to the old chief, among them was a pair of scissors

Mackenzie explained they were to trim his beard which was very long

this was immediately tried by the old chief

other gifts were distributed to those who had been considerate to the whites

Mackenzie asked for fresh salmon that he could prepare himself but this was not provided

even though in the river there were thousands of swimming fish

strung on cords fastened to stakes

Mackenzie and his men were not even allowed to approach the spot

where fish were cleaned and prepared by the Indians

Mackenzie’s iron kettle was taken from him

it was explained, fish disliked the smell of iron

water tight wooden boxes were provided for their use

MACKENZIE TOURS THE GREAT VILLAGE

Mackenzie took a tour of the village, the largest he had seen -- July 18, 1793

this consisted of four elevated houses and seven others built on the ground

all were built of the same materials and on the same plan

they were constructed of cedar planks divided into apartments seven feet square

there were boards about three feet wide in the front

which were stepped over to enter

seven- or eight-foot high walls rested on beams that stretched across the building

chests containing provisions, utensils and possessions were mounted on the walls

there were a considerable number of other buildings or sheds

which were used only as kitchens and as places for curing fish

roasted fish hung on 100-120-foot long poles that ran along the beams

these racks were on posts about twelve feet above the ground

drying sheds were about forty feet wide

in the center were three, four or five hearths to give warmth and dry the fish

boards and bark covered the whole building except for a few inches

above of the ridge pole where open spaces were left on each side

to let in light and to emit smoke

Those natives from Friendly Village who had accompanied Mackenzie and his men

had given to these people a detailed account of everything they knew about the explorers

it was requested that Mackenzie show them his astronomical instruments which he did

these added to the explorer’s status among the natives

Mackenzie saw several twenty foot by eight-foot rectangles made of thick cedar boards

they were joined together so neatly that they appeared at first to be one piece

they were painted with hieroglyphics and figures of different animals

with a degree of accuracy that was unexpected by the explorers

although Mackenzie could not discover their use

he concluded they were for religious purposes to conduct ceremonies

that all of the Northwest tribes performed in the (spring) and (fall)

This thought was confirmed by a large building in the middle of the village

that sat on a plot of ground fifty feet by forty-five feet

at first glance the building looked like the half-finished frame of a house

this building was formed by four stout posts set perpendicularly in the ground

its corner posts were plain and supported a beam

running the whole length of the building

three posts were placed along each side

but of a larger size and eight or nine feet in height

two center posts placed at one end of the house were two-and-a-half feet in diameter

these were carved into human figures

supporting a ridge pole twelve feet above the ground on each of their heads

these figures represented two people with their hands on their knees

standing as if they supported the weight with pain and difficulty

two other center posts two-and-a-half feet in diameter placed at the opposite end

were two carved human figures also supported a ridge pole

twelve feet above the ground on each of their heads

but they stood at ease with hands resting on their hips

posts, poles and figures were painted red and black

but the sculpture of these carvings was superior to the painting

within the perimeter of the building were the remains of several fires

Mackenzie named this settlement **“Great Village”**

ALEXANDER MACKENZIE VISITS WITH THE NATIVES OF THE GREAT VILLAGE

Early in the morning Mackenzie was visited

by the village chief accompanied by a son -- July 19, 1793

the younger man complained of a pain in his chest

Mackenzie gave him a few drops of Turlington’s Balsam (a patented cure-all medicine)

on a piece of sugar to relieve his pain

that he took it without the least hesitation surprised Mackenzie

after tsking the medicine, the young man requested Mackenzie follow him to a shed

where several people were gathered round a sick man -- another of the chief’s sons

he had a terrible ulcer in the small of his back in the foulest state that can be imagined

one of his knees was also ulcerated

he was reduced to a skeleton and appeared to be near the end of his life

Indians requested Mackenzie touch him and the old chief urged medicine be administered

it would have been reckless of Mackenzie to do more

than give a few drops of Turlington’s Balsam

Mackenzie left but was soon called back by the loud weeping of the women

Mackenzie feared this outburst might be related to the treatment he had just provided

concerned, he reported: **“On my return I found the native physicians busy in practicing their skill and art on the patient. They blew on him, and then whistled; at times they pressed their extended fingers, with all their strength, on his stomach; they also put their forefingers doubled into his mouth, and spouted water from their own with great violence into his face. To support these operations, the wretched sufferer was held up in a sitting posture; and when they were concluded, he was laid down and covered with a new robe made of the skins of the lynx. I had observed that his belly and breast were coved with scars, and I understood that they were caused by a custom prevalent among them, of applying pieces of lighted touch-wood to their flesh, in order to relieve pain or demonstrate their courage. He was now placed on a broad plank, and carried by six men into the woods, where I was invited to accompany them. I could not conjecture what would be the end of this ceremony, particularly as I saw one man carry fire, another an axe, and a third dry wood. I was indeed, disposed to suspect that, as it was their custom to burn the dead, they intended to relieve the poor man from his pain, and perform the last sad duty of surviving affection. When they advance a short distance into the woods, they laid him upon a clear spot, and kindled a fire against his back, when the physician began to scarify the ulcer with a very blunt instrument, the cruel pain of which operation the patient bore with incredible resolution. The scene afflicted me, and I left it.”**[[214]](#footnote-214)

When Mackenzie returned to his lodge, he noticed that in front of the door

to the chief’s house were four heaps of salmon each of which consisted of between

three hundred and four hundred fish

sixteen women were employed in cleaning and preparing them

they first separated the head from the body and boiled the heads

they then cut the fish down the back on each side of the spine

leaving one third of the fish adhering to it -- then they removed the entrails

next the bone was roasted for immediate use

other parts were also roasted but with more attention to provide future provisions

while the fish were before the fire, troughs were placed under them to receive the oil

salmon roe was also carefully preserved and provided a favorite native food

Mackenzie took out his astrological instruments to discoverer their latitude

but the old chief requested that he not to do so

although Mackenzie did not know why this request was made he complied

Mackenzie had asked the chief several times for canoes to take his expedition to the ocean

little attention was paid to this request until noon

when he was told a canoe was equipped and ready for his voyage

in addition, the Young Chief would accompany them to the sea

Mackenzie learned the natives were apprehensive the use of the scientific instruments

might frighten the salmon from that part of the river

either his cooperation would be appreciated,

or his immediate departure was demanded

Mackenzie instructed the members of his expedition

to place their bundles along the river bank

in the meantime he went to measure the large canoe offered for his use

using signs, the chief indicated that about ten winters ago

he had gone a considerable distance toward the west with forty of his people

there he saw two large vessels full of white men who had received him kindly

(these were probably *Discovery* and *Chatham*)

commanded by British Captain George Vancouver [1792])

Mackenzie noted the canoe offered to him was built of cedar

forty-five feet long, four feet wide and three-and-a-half feet deep

it was painted black and decorated with white figures of fish of different kinds

on the gunwale

for and aft were inlaid with sea otter teeth

(which Captain Cook had confused with human teeth as they look somewhat similar)

Mackenzie’s men and Young Chief, who would accompany them, got into the canoe

when it was discovered an axe was missing

Mackenzie informed the village chief they would not leave without it

after some turmoil and confusion among the Indians,

and no small amount of fear among the explorers, the axe was found and returned

Mackenzie’s men were unhappy with the show made by their leader,

but he believed this was necessary to maintain his status (and safety)

among the natives during their return trip

MACKENZIE’S EXPEDITION IS WATERBORNE AGAIN

Mackenzie and his men renewed their journey to the Pacific Ocean

in their forty-five-foot canoe accompanied by Young Chief

and four other Great Village natives -- 1:00 p.m. July 19, 1793

(Bella Coola) river was almost a continual rapids

in about an hour they arrived at two houses where they were obliged to go on shore

Mackenzie was informed by their companions that the owner of the houses

was a person of importance

Mackenzie and his men were received in a very friendly manner

this homeowner of importance produced many European articles

among them were at least forty pounds of copper

anxious to again get underway, Mackenzie stayed for as short a time as possible

when they set out once again their host accompanied them

Soon a very large house partitioned into different apartments

with doors on the side was reached

these natives received the explorers with great kindness

but instead of fish they were given a long, clean and well-made trough full of berries

in addition to the usual variety there were some blackberries

that were larger than the hurtleberry and with a richer flavor

there were white berries that resembled the blackberry in everything but color

here the explorers saw a woman with two pieces of copper in her upper lip

as had been described by British Captain James Cook in his journal

Mackenzie offered presents, as usual,

in return for their friendly reception and entertainment

When they continued on their travels, the (Bella Coola) river became more difficult

as it divided into numerous channels

Soon they reached another house of a common size where they were well received

but although these natives were hospitable they did not offer any refreshment

Mackenzie could not determine if this was from inclination or necessity

(in fact these Indians had been visited by Lieutenant James Johnstone [June1]) these people were in a state of busy preparation

some of the women were beating and preparing the inner rind of cedar bark

which took on the appearance of flax

others were spinning with a rod and spindle

another was weaving a robe of the thread intermixed with stripes of sea otter pelt

on a frame that was placed against the side of the house

men were fishing on the river with dragnets between two canoes

these nets were staked to the river bottom by poles

salmon coming up the river were captured in the nets

there were no weirs in this part of the river because of the numerous channels

fishing machines were placed along the banks

but these people were not well supplied with fish

Inhabitants of the house accompanied Mackenzie’s expedition down the (Bella Coola) river

in a large canoe of their own

they recommended Mackenzie leave his canoe as the water became increasingly difficult and the expedition was approaching a very difficult rapid

they also informed Mackenzie the next village was only a short distance away

rather than leave their canoe, Mackenzie and his men disembarked

he instructed Young Chief and his companions to shoot the rapids

Mackenzie and his men walked downstream and re-entered the canoe

Traveling with great speed they reached a waterfall

Mackenzie’s expedition left the canoe

they carried their baggage along a road through the woods for about a hundred yards

when they came to a village consisting of six very large houses

constructed on posts that rose twenty-five feet in the air

villagers that had been passed higher up the river were in the small houses

these houses were built much like other houses along the (Bella Coola) river

but they contained only four men and their families

in the houses were several chests or boxes that contained different articles

(Lieutenant James Johnstone of the Captain George Vancouver’s expedition

had visited these people [June 1, 1793])

At this location Mackenzie noted, **“I could perceive, personally, the termination of the river and its discharge into an arm of the sea.”**[[215]](#footnote-215)

in this singularly undramatic notation he chronicled the conclusion

of the first journey across North America

tide marks on the rocks proved this body of water was connected to the Pacific Ocean

they had reached North Benedict Arm

after crossing 279 miles of wilderness in twelve days

(three weeks are usually allowed to make the crossing by hikers today)

Alexander Mackenzie decided to remain in this village for the night -- 6:30 p.m.

he and his men occupied an empty house

they used the last of their provisions as not one fish could be obtained from the natives

here the expedition lost their dog, “Our Dog”

an incident that Mackenzie very much regretted

ALEXANDER MACKENZIE SETS OUT FOR THE PACIFIC OCEAN

Mackenzie and his men arose in the village at a very early hour -- July 20, 1793

he again requested Indians accompany him

or that he be given a canoe to complete their journey

both requests were ignored by the local natives

who believed seeing the ocean was enough

all of the local Indians refused to proceed with the exception of Young Chief

and one other native who consented to continue

Mackenzie obtained a larger canoe -- even though it was leaky they were glad to have it

they continued down the (Bella Coola) river -- 8:00 a.m.

guided by Young Chief from the Great Village

as they advance a large number of sea otters were seen

several shots were fired but without success as the animals quickly dived under water

small porpoises were also seen as were eagles, small gulls, cormorants and a few ducks

They entered North Bentinck Arm which led to Labouchere Channel

(on the northeast side of King Island) and entered Dean Channel

(which had previously been investigated by lieutenants James Johnstone

and Spelman Swaine of Captain George Vancouver’s expedition [June 1])

(Mackenzie had unknowingly missed meeting George Vancouver by forty-nine days)

They landed in a small cove on the right side of the bay ten miles from North Bentinck Arm

no further progress could be made in their leaky canoe

because of the swell of the tide and the high wind facing them -- 2:00 p.m.

directly across the bay was another small bay in the mouth of which was an island

their guides displayed a desire to leave

in the evening Young Chief’s companion did disappear

Alexander Mackay and a native pursued him and brought him back

but Mackenzie decided it was not necessary to retain either of their guides

especially as supplies were low

Mackenzie gave them a small portion of food, a silk handkerchief

and a pair of shoes which were necessary for the journey back to their village

Mackenzie told them to go and inform their friends

that the explorers would return to Great Village in three nights

When Mackenzie landed the tide was going out -- 4:15 p.m.

now the water was slack after falling eleven and a half feet in a short time

with the return of the tide, high water was reached -- 10.00 p.m.

but the rising water had made it necessary to shift the baggage several times

even so, some of their gear got wet

fresh water was in plentiful supply as streams ran down from the (Coastal Mountains)

Mackenzie wanted to get a sighting of the moon and stars, but cloudy weather prevented him

he was concerned he would fail in this important task as their provisions were very low

they had only twenty pounds of pemmican, fifteen pounds of rice

and six pounds of flour to share among ten half-starved men,

in a leaky canoe on a hostile coast

During the night Young Chief returned to the expedition

carrying a large porcupine on his back

he cut it open, disemboweled it, threw the entrails into the salt water and singed the skin

because the cooking pot was not large enough for the animal,

it was cut into pieces and boiled

with the help of two of Mackenzie’s men who were awake

it was completely devoured

CAPTAIN GEORGE VANCOUVER ENCOUNTERS ANOTHER BRITISH SHIP

Captain Vancouver’s expedition experienced a violent storm

which put the *Discovery* and *Chatham* at great risk -- July 20, 1793

they were saved only by the timely arrival of a whaleboat

sent from the British ship *Butterworth* sailed by William Brown out of London

Captain Brown informed Vancouver his fleet of three ships was safely anchored

off the north coast of Stephens Island

Vancouver on the *Discovery* accompanied by Peter Puget on the *Chatham*

immediately set out to follow the whaleboat to the *Butterworth’s* anchorage

when Vancouver’s ships reached the *Butterworth*

he discovered the *Prince Lee Boo* and *Jackal* at anchor there

all belonged to a British commercial group

William Brown, who commanded the three-ship expedition,

saluted his fellow British sailors with seven guns and Vancouver returned the honor

Vancouver learned from Captain Brown that *Butterworth*

had run on a rock and damaged her rudder

while repairs were being made an investigation of the region was undertaken

Vancouver also learned from Captain Brown that a large opening had been explored

to the north (Clarence Strait)

ALEXANDER MACKENZIE ENCOUNTERS HOSTILE LOCAL NATIVES

It was low water when the men awoke -- 4:40 a.m. July 21, 1793

the tide had fallen fifteen feet from the high-water mark of the night before

Alexander Mackay collected a quantity of small mussels which were boiled

Mackenzie’s voyageurs did not partake as they were not acquainted with shell life

Young Chief was again missing and it was assumed he had once again fled

but as preparations were being undertaken to depart, he made his appearance

he walked out of woods where he had gone to sleep

after his feast of the night before

Mackenzie and his men were again on the water -- 6:00 a.m.

they cleared the small bay which Mackenzie named **“Porcupine Cove”**

they traveled west-southwest for seven miles, entered a channel for two-and-a-half miles

and could see further ahead for another ten or twelve miles

they saw great numbers of animals they thought were sea otters

but as they drew closer they could be seen to be seals

Mackenzie looked for a place to take a sighting

as they traveled along Captain George Vancouver’s North Bentinck Arm

when they reached Vancouver’s Point Menzies

Mackenzie took a reading and noted his location as 52º 24’ 48” north latitude

he was east of Vancouver’s King Island

Three canoes were met carrying fifteen Heiltsuk Indian men

they carried their possessions as if proceeding to a new home or returning to a former one

these people showed no mistrust of fear and began talking with Young Chief

Heiltsuk people spoke the language of Young Chief but with a different accent

Heiltsuks examined everything in the expedition’s canoe

with an air of apathy and contempt

one of them in particular made Mackenzie understand by his insolence

that a large canoe had lately been in this bay with white people

one them, “Macubah”(Vancouver), had shot at him and his friends,

and that “Bensins” had struck him on the back with the flat part of his sword

(Bensins was an attempt at Archibald Menzies’ name)

he also produced several European articles

which he could not have owned for very long

because of his conduct and appearance Alexander Mackenzie wanted to be rid of him

when the explorers prepared to leave, these Indians turned their canoe

around to follow and persuaded Young Chief to join them

Mackenzie continued for six miles traveling beside what Vancouver had named King Island

they met a canoe with two boys in it

they were sent away to bring their people to visit the expedition

now the troublesome man forced himself into Mackenzie’s canoe

he pointed out a narrow channel that led to his village

and requested Mackenzie steer toward it

since it was probable that Europeans had been there Mackenzie complied

this man became very irritating and demanded to see everything the explorers had

particularly the scientific instruments which he had learned about from Young Chief

he asked for Mackenzie’s hat, a handkerchief and everything else he saw

at the same time he frequently repeated that he had been shot at by white men

after some distance, the channel opened and the aggressive native used signs

to make them understand that Macubah came there with his large canoe

many sheds or the remains of old buildings were seen on the shore

When they landed the ruins of the Heiltsuk village were apparent

as it was overgrown with weeds

in the center of the houses there was a temple like those seen in other coastal villages

soon ten canoes followed Mackenzie -- each carrying three to six men

they told Mackenzie they were expected at their village

where they would see many Indians

it appeared some hostile activity had been prepared -- Mackenzie warned his men

that if any violence occurred they were to defend themselves to the last man

As soon as they landed Mackenzie took possession of a large rock

at the mouth of (Elcho Harbor) across Dean Channel from King Island

it was easily defended as there was not enough room for more than a dozen more people

They were surrounded by ten canoes loaded with natives who appeared to be restless those who had been in the first three Heiltsuk canoes

did all they could to generate trouble

after their efforts failed they went away taking Young Chief with them about sunset

however, a hat, handkerchief and several other things also went with them

remaining members of the village requested the expedition

accompany them to their homes

but, seeing that Mackenzie had no intention of doing this they left about sunset

Another canoe soon arrived with seven handsome men who wanted to trade

they brought a box that contained a beautiful white goat skin and a very fine sea otter pelt

their goat skin was so bulky that Mackenzie made no offer to purchase it

for the sea otter they demanded Mackenzie’s short sword which could not be spared

they refused a yard and a half of broad cloth with some other articles for the skin

when they turned down the offer for the sea otter

they shook their heads and said, “No, no.”

this proved to Mackenzie they had been exposed to European traders

these local natives also told Mackenzie that Macubah had been there

he had left his ship behind a point of land in the channel

southwest of where they were

he had come to their village in boats which these people demonstrated

by imitating the motions of rowing

Another canoe arrived and carried a seal that Mackenzie wanted to buy

but they would not part with it

they also carried fish about eighteen inches long and shaped like a trout

with strong sharp teeth

When the local natives left, Mackenzie made a fire to warm the members of the expedition

however, there was little to be had for supper

what had been their allowance for the day was barely be enough for a single meal

That night was clear and moonlit -- Mackenzie established two-man watches and fell asleep

VANCOUVER SAILS AWAY FROM THE SAFE HARBOR AT STEPHENS ISLAND

Although the weather improved, a thick haze kept the *Discovery* and *Chatham* at anchor

until it was possible to get a clear view of their surroundings

Both of Vancouver’s ships left the *Butterworth* and *Jackal* -- early afternoon July 21, 1793

they entered a passage that Vancouver named **“Brown’s Passage”**

in honor of *Butterworth’s* Captain William Brown

*Discovery* and *Chatham* were guided through the difficult waters by the *Prince Lee Boo*

they continued until an island was reached (off today’s Prince Rupert, British Columbia)

that he named **“Dundas’s Island”**(Dundas Island)

in honor of the Right Honorable Henry Dundas

to the west of this island the ocean could be seen through a spacious channel

Vancouver entered the channel at a point he named “**Point Maskelyne”** (Maskelyne Point)

to honor the Great Britain’s astronomer royal Reverend Doctor Nevil Maskelyne

here Vancouver anchored for the night

ALEXANDER MACKENZIE’S EXPEDITION IS THREATENED BY LOCAL NATIVES

Mackenzie’s expedition had not been bothered during the night

morning dawned clear and pleasant -- July 22, 1793

One single Indian came with about half a pound of boiled seal’s flesh

and the head of a small salmon for which he asked a handkerchief

he accepted a few beads

because this man came alone Mackenzie concluded there was no general plan of attack

but his opinion was not universally accepted by the members of his expedition

Mackenzie took five latitude readings -- 8:00 a.m.

two canoes arrived from the vicinity of the Heiltsuk village

with several men and Young Chief

they brought a few very small sea otter skins with some pieces of raw seal’s flesh

although the skins were of no value, hunger forced some of Mackenzie’s men

to pay an extravagant price for the seal meat

Mackay lit a bit of touch-wood with a burning glass in the cover of his tobacco box,

this so surprised the natives that they exchanged the best of their otter skins for it

Young Chief was very anxious to persuade Mackenzie to depart

he said these natives were as numerous as mosquitoes and of a very mean character

Mackenzie’s men were in a great rush to get away, but the leader was determined

not to leave until he was absolutely compelled to do so

While he was taking another latitude sighting

two canoes of a larger size and well-manned appeared

they seemed to be the first of others who were coming to cooperate with the Heiltsuk

as a result of the message that had been delivered the day before by the two boys

Young Chief, who understood them, demanded Mackenzie leave immediately

as these natives would soon come to shoot their arrows and hurl their spears

at the expedition members

in explaining their danger his protest was so violent that he foamed at the mouth

Mackenzie’s men were panic-stricken

they asked if it was his intention to remain and be sacrificed

he replied he would not leave until he had taken more readings

to determine his exact location (they were at Vancouver’s Cascade Canal)

however, Mackenzie did consent to putting everything in the canoe for a quick departure

Two canoes approached the shore and in a short time five men with their families

landed very quietly

Mackenzie’s scientific instruments were exposed

they examined them with admiration and astonishment

these Indians were from a different tribe

Young Chief did not understand their language

Mackenzie wrote in his Journal: **“I now mixed up some vermilion** (salmon roe) **in melted** (bear) **grease, and inscribed, in large characters, on the South-East face of the rock on which we had slept last night: ALEXANDER MACKENZIE, FROM CANADA, BY LAND, THE TWENTY-SECOND OF JULY, ONE THOUSAND SEVEN HUNDRED AND NINETY-THREE”**[[216]](#footnote-216)

(at the time the name Canada was an informal term for the former French territory

in what is now southern Quebec)

he was within three hours of paddling to open water but he never actually saw it

Because they were so close to the hostile Heiltsuk village Mackenzie consented to leave

they landed on a point of land in a small cove where they could not be readily seen

and could not be attacked except from the front

Five native men with their families followed Mackenzie’s men in their two canoes

as these Indians prepared to leave Young Chief tried to leave with them

Mackenzie used force to bring him ashore because it was better to incur his anger

than for him to have an “accident” at the hands of hostile Indians

and suffer his father’s anger against the expedition

or even for him to return to his father before the explorers did

and relate what stories he might

Indians in the canoes made signs for Young Chief to go over the hill

they would take him on board on the other side

Mackenzie’s men refused to assist in holding Young Chief against his will

this forced Mackenzie to watch him by himself

In order to relieve tension, Mackenzie allowed a move eastward up the channel

they landed near the mouth of Cascade Inlet

where he managed to get a reading from the stars

with great pleasure he recorded his location as longitude 128.2° west -- 10:00 p.m.

Mackenzie’s and his men returned the way they had come

although the tide was running strong they maintained speed by keeping close to the rocks

*PRINCE LEE BOO* LEAVES VANCOUVER

Vancouver weighed anchor and set out from Maskelyne Point -- 7:00 a.m. July 22, 1793

he was now beyond the region investigated by Captain William Brown

*Prince Lee Boo* returned to join Captain Brown and his trading expedition

Captain Vancouver expressed regret that he did not have one or two smaller vessels

of the size of the *Price Lee Boo* which was capable of sailing or being rowed

as this would have made his investigation easier and safer

MACKENZIE ONCE AGAIN GETS AN EARLY START BACK UP THE RIVER

Setting out from camp the expedition saw several fires to the south -- early July 23, 1793

when the sun rose smoke was clearly visible

They arrived at Porcupine Cove where they had camped two nights before -- 4:30 a.m.

the tide was out but the high-water mark caused by wind in the narrow channels

had elevated the water considerably

above where they had previously built their campfire

because of low tide it was necessary to land more than a mile below the Heiltsuk village

natives had driven stakes into the ground along the bay to trap seals and sea otters

some of the stakes had fishing machines attached

Mackenzie named this bay **“Mackenzie’s Outlet”**

Young Chief instructed the expedition to beach their canoe above the reach of the tide

but while this was being done the native guide walked into the woods

Mackenzie followed the Indian along a difficult trail filled with brush

as he left the woods houses came into view

Young Chief was about fifteen steps ahead

two Heiltsuk men came rushing out of the houses armed with daggers

intent on killing the Indian

Mackenzie dropped his cloak and aimed his rifle

they immediately dropped their daggers which were tied to their wrists by a string

Mackenzie lowered his rifle and drew his short sword

as several other men joined the attackers

among them Mackenzie recognized the man who had been so much trouble

who repeated the names Macubah and Bensins

this man had obviously motivated the others

as the attackers approached, one attempted to get behind Mackenzie and grab him

there was something of a scuffle but Mackenzie, uninjured, manage to escape while he had certainly been vulnerable to being killed

for some reason his attacker did not take advantage -- nor did the others attack

One of Mackenzie’s men came out of the woods and the attackers fled back to their houses

others of the expedition arrived one at a time

but still the Heiltsuk warriors did not approach

had they attacked, all of the members of the expedition surely would have been killed

Mackenzie explained to his men what he had just encountered

and that he was determined to make the natives aware of the impropriety of their actions

he insisted that his hat and cloak taken during the scuffle must be returned

along with all of the other articles that had been taken by the three men in the canoe

who were now in the village

Mackenzie told his men to ready their weapons and prepare to use them

Mackenzie approached the nearest house and made signs someone must come outside

Young Chief appeared and told Mackenzie the men in the canoes

had informed their friends that Young Chief had been mistreated

and the explorers had killed four of their companions near (King Island)

Mackenzie explained to the Heiltsuk as best he could that this was a lie

he again insisted his belongings be returned and that a supply of fish must be provided

if these things were done, Mackenzie promised to depart

as hoped, the possessions were returned and a few dried fish were given to the explorers

but Young Chief was so terrified he refused to stay any longer

he left in his father’s canoe telling the explorers to follow him when they could

Mackenzie was determined to take another observation which was done at noon

he named the location **“Rascal’s Village”**

he told the natives he and his men wanted something more to eat

and demanded dried fish

they were given two salmon

he told the Heiltsuk he had no canoe or poles to use to push up the (Bella Coola) river

these were quickly provided as the natives were anxious for the explorers to leave

Mackenzie paid for everything he received

Mackenzie’s men wanted to travel by land back to Friendly Village

Mackenzie chose to take the canoe borrowed from the Heiltsuk people

because one of his Indian hunters was so weak

an overland journey was impossible for him

he had been ill for some time,

and indeed, most of the men caught colds along the coast

Mackenzie and his men began their journey up the (Bella Coola) river with the canoe

they soon discovered the current was so strong that walking would have been easier

it took an hour to journey half a mile up the river

In the meantime, four Heiltsuk Indians, including the troublemaker, had gone up the river

with four additional Heiltsuk Indians using a canoe they had left above the rapids

Mackenzie feared they would cause the same problems in the upper village

as they had below

also, Young Chief had not left the expedition under favorable terms

and he would not give a positive report to his father and friends in the Great Village

Fearing what might await the expedition at the villages along the (Bella Coola) river

Mackenzie’s men became determined to leave the river

and travel overland directly across the mountains

to make their point, they threw everything they had into the river except their blankets

Mackenzie sat patiently waiting for them to calm down and then explained their situation

they had two days’ worth of food, snow would cover the mountains and they would die

he said it was foolish to be threatened by a danger that might not exist and if it did exist

they could deal with it

he also pointed to the inhumanity and injustice of leaving the sick Indian to suffer and die

finally, he noted he had accomplished his goal and was now focused only on their safety

One of the men who had been with Mackenzie for five years

announced he would follow Mackenzie but he would not reenter the canoe

all but two of the men agreed they would not use the canoe

Mackenzie, Alexander Mackay with the two volunteers and the sick Indian hunter

took to the canoe but the current was so strong it had to be slowly and tediously

pulled up the river

Mackay’s gun, which was in the canoe, was lost in the river when it was badly needed

just as two canoes with sixteen or eighteen men was seen coming downstream

anxiety intensified until the natives rapidly passed the expedition

As they approached the first house on the river, Young Chief and six others natives

were seen coming to meet them

this was a very good sign the troublemakers had not been believed

when the expedition landed, the explorers received a friendly reception

they acquired some fish and continued their upriver journey

They reached the next house near dark

and were met by the troublemaker and four of his companions

nevertheless, they were well received by the inhabitants who gave them fish and berries

Mackenzie learned the troublemakers lived on the islands to the west and were traders

selling cedar bark prepared to be woven into mats, copper, iron, fish roe and beads

for these they received roasted salmon, hemlock bark cakes

and other cakes made of salmon roe, sorrel and bitter berries

after acquiring enough salmon for supper and the next day’s meals the men went to sleep

Mackenzie and one of his men took the first watch until midnight

VANCOUVER FINDS A COVE IN WHICH TO ANCHOR

*Discovery* and *Chatham* anchored in a cove

where three Indians were found fishing -- July 23, 1793

tents, the observatory, chronometers and instruments were carried ashore in the afternoon

Lieutenant James Johnstone took the *Discovery’s* small cutter

with Midshipman Robert Barrie and ten days’ worth of supplies

to survey the continental coast north of Point Maskelyne

Captain George Vancouver decided to lead the primary boat expedition himself

as he was intrigued by the reports of the region given to him by Captain William Brown

and would have Spanish Lieutenant-Commander Jacinto Caamano’s ([1792] charts

to guide him

*Discovery’s* yawl and launch were loaded with supplies for two weeks

which was all they could carry

Vancouver, Lieutenant Peter Puget and Dr. Archibald Menzies took the yawl

Lieutenant Spelman Swaine sailed the launch

as the expedition set out to explore the coastline

Master Joseph Whidbey was left in charge of the observatory beside the anchorage

ALEXANDER MACKENZIE CONTINUES UP THE (BELLA COOLA) RIVER

Alexander Mackenzie was the first awake in the morning -- July 24, 1793

he sent Alexander Mackay to see if their canoe remained where it had been left

Mackay returned to tell Mackenzie the troublemakers had loaded it with their articles

and they were ready to depart

Mackenzie hurried to the canoe and grabbed it by the stern

he was ready to overturn it along with the three men inside and all of their merchandise

when one of the residents of the house told him this was their canoe

Mackenzie’s guide, Young Chief, had taken his canoe

two other native traders nimbly leaped into the canoe and hurriedly pushed off

now Mackenzie had no guide and no canoe

but two local natives with their own canoe

were easily convinced to guide the expedition

Because the house where they spent the night was located on an island

those five members of the expedition who had chosen to walk

were ferried to the river bank

Mackenzie, Alexander Mackay, two of his voyageurs and the sick Indian

set out in the canoe

soon they met the chief of the village with six very large houses

he was fishing with considerable success using a seine between two canoes

Mackenzie was told that Young Chief had passed by on foot

very early in the morning

the chief took Mackenzie and his four companions upriver in a canoe with great speed

Mackenzie was surprised by the natives’ skill paddling against the strong current

Mackenzie was landed at the chief’s house in the village

he immediately placed a prepared fish before each of the five men

Mackenzie’s men who were walking appeared on the opposite bank and were ferried across

as soon as they had eaten, they set out once again on their route up the river

Mackenzie, Mackay, their two companions and the sick Indian followed in the canoe

accompanied by the chief and one of the natives as they served as guides

Mackenzie came to two houses they had not seen

when they had passed traveling downriver -- 5:00 p.m.

because of the lateness of the hour Mackenzie’s guides refused to go on

it became necessary to gather the walking party and lead them to camp

one of the walking party men had been attacked by a female bear with two cubs

another man came to his rescue and shot the bear but the meat was indifferent

They received enough fish and berries from the people living in the two houses

to completely satisfy their appetites

three kinds of gooseberries surpassed any they had tasted

in addition to salmon another fish that weighed from fifteen to forty pounds

this fish was wider than the salmon with a grayish color

and with a hunched back

its jaw and teeth were like those of a dog

larger and stronger than any fish Mackenzie had seen before

these teeth bent inward like the claws of a bird of prey

this fish, which the locals gave the name “Dilly” lived in shallow water

(today these are known as humpback or pink salmon)

VANCOUVER’S BOAT EXPEDITION BEGINS ITS INVESTIGATION

Captain Vancouver’s yawl and Lieutenant Spelman Swaine’s launch

set out -- 5:00 a.m. July 24, 1793

to investigate the region north and west of (today’s Prince Rupert, British Columbia)

in thick, rainy, unfavorable weather which continued all morning They advanced rapidly with a favorable southerly wind and flood tide assisting their progress

the channel they investigated terminated in a low shoreline

breakfast was eaten about a mile short of the terminus

there they were visited by seven Indians who cautiously approached in a canoe

some of the natives landed a little distance away from the boat expedition

as the others continued their wary advance

distribution of some trinkets dispelled the natives obvious concerns

all of the Indians, now without hesitation, joined the British sailors

these people were well supplied with long spears, bows and arrows and iron daggers

the natives’ chief indicated he wanted to join in the meal

he was given some bread and dried fish and a glass of brandy

these were relished

the Indians expressed a desire for the sailors to visit their village

but this was away from the route selected by Vancouver so the offer was rejected

when it became apparent the British were not interested in trade,

the Indians departed

Camp was made that night at the head of the arm they were tracing -- 8:00 p.m.\

they had traced a relatively low shoreline

whose interior rose suddenly into high mountains

VANCOVUER TAKES UP HIS INVESTIGATION

Members of Vancouver’s boat expedition set out through think, cloudy weather

with some rain showers -- 4:00 a.m. July 25, 1792

they traveled up what appeared to be the main arm of the inlet through a narrow passage

several channels were investigated but all ended -- usually in low swampy ground

small bays and coves sometimes filled with sunken rocks were seen

they halted at the deepest of these coves and made camp for the night among pine trees

at a site twenty feet above the waterline

even so, their tents were flooded -- 2:00 a.m. July 26

Vancouver’s boat party was forced to move into their boats for the remainder of the night

Vancouver explored to the end of **“Portland Canal”**

he named this body of water

in honor of William Cavendish-Bentinck, 3rd Duke of Portland

(today’s British Columbia-Alaska border)

MACKENZIE’S EXPEDITION CONTINUES UP THE (BELLA COOLA) RIVER

Mackenzie awoke to fine weather before sunrise -- July 25, 1793

natives brought plenty of fish from their machines

these were strung on a rope in the river

Mackenzie’s expedition was taken to the south bank where the walking party departed

thick underbrush slowed their progress

Mackenzie and the remainder of his men were taken upriver

as the boating skilled of the Nuxalk people once again impressed the explorers

They reached two deserted houses located at the foot of a rapid in the (Bella Coola) river

here the native paddlers refused to attempt to travel further by water

a road was found but before setting out along that route

Mackenzie satisfied his curiosity by visiting the two houses that were built on posts

their doors were covered with fleas and immediately so were the men

the grass around the buildings also was full of fleas

Mackenzie and his men leaped into the water

Mackenzie’s guides proposed the expedition follow them along the well-beaten path

but they traveled so fast the explorers could not keep up -- especially the sick Indian

soon the guides were out of sight which was a concern to Mackenzie who wanted them

to accompany his expedition to the next village to remove any misgivings

the villagers held as a result of Young Chief’s report to his father

following the road Mackenzie viewed the finest cedar trees he had ever seen

several had trunks twenty-four feet around and were of proportionate height

alder trees also were of enormous size -- several were seven-and-a-half feet around

and rose forty feet in the air before any branches grew

hemlock, white birch, two species of spruce trees, willows

and other trees were plentiful

remains of bones in certain spots indicated the natives

occasionally burned their dead in this woods

Mackenzie was unsure what reception awaited them at the Great Village

every man’s weapon was made ready and Mackay was given one of Mackenzie’s pistols

one of their guides had said that if the sick man who had received Turlington’s Balsam

had died there was a strong possibility Mackenzie would be held responsible

ALEXANDER MACKENZIE ARRIVES AT THE GREAT VILLAGE

Mackenzie and his men reached the river bank

opposite the Great Village -- 1:00 p.m. July 25, 1793

everything appeared peaceful as several natives were fishing above and below the weir

they readily took the explorers across the river in their canoes to the village

people hurried to the river bank to greet the whites

but none of chief’s family could be seen

It was indicated that Mackenzie was to go to the chief’s house

determined to go alone, Mackenzie gave his rifle to Mackay

and left him and his men behind

he instructed them to remain alert

if they heard the sound of pistols it would be useless to attempt to save him

they were to get away as quickly as possible

Mackenzie struck out with his loaded pistols in his belt and his throwing knife in his hand

he passed through a woods that was intersected by various paths

he took the one leading to the back rather than the front of the chief’s house

he quickly became lost

he saw the chief’s wife who told him the chief was in the next house

since none of the village men could be seen Mackenzie sat near some of the women

who were eating salmon roe and berries

Mackenzie was about to join them when Alexander Mackay appeared

After some time the chief appeared and his son, Young Chief, followed him

it was obvious the old man was displeased -- he held Mackay’s beaded tobacco box

at a distance of about three or four yards the chief threw it at Mackenzie

and walked away with great indignation

Mackenzie followed him walking past Young Chief taking him by the hand

Young Chief did not respond in a friendly manner

Mackenzie and Young Chief joined the village chief who explained

he was in a state of deep distress over the death of his son

he had cut off his hair and blackened his face in commemoration

he also indicated he had feared his son, Young Chief, had been killed by the whites

or they had all perished together in a native attack

When the chief had finished, Mackenzie led him and his son to were his men were waiting

when they arrived there was a great deal of rejoicing as Mackenzie had been gone so long

Mackenzie paid Young Chief for his company and his service in their journey to the sea

gifts of cloth and knives and a portion of all that was left was given the son and his father

these restored Mackenzie back into good stance with the Indians

he also traded for three robes and two sea otter pelts

Mackenzie explained the distance he must travel to return to Fort Chipewyan

and requested some fish for their journey

at this, the chief led the expedition members to his house where mats were arranged

fish was placed in front of each man

Mackenzie learned his lost dog had been howling outside the village

ever since they left him

Alexander Mackay and a man were sent to find “Our Dog”but they returned without him

Mackenzie announced his intention to proceed on his journey

to this the chief responded with ten roasted salmon

Alexander Mackenzie was quite taken with these people

he went into great detail in his journal describing their housing and furnishings

their food and how it was acquired and their great skill with canoes

he discussed their form of government and attempted to understand their religion

MACKENZIE AND HIS MEN DEPART FROM THE GREAT VILLAGE

Mackenzie was accompanied by the chief, Young Chief and a number of people

as far as the last house in the village -- 3:30 p.m. July 25, 1793

Mackay was instructed to take the lead and Alexander Mackenzie brought up the rear

back in the village there was great deal of confusion and noise

which caused Mackenzie alarm

on looking back he saw a large number of Indians running after them

some made signs for them to stop -- others rushed forward

Mackenzie soon saw they were attempting to tell the explorers they were on the wrong trail

he learned the confusion and noise were debates whether or not to stop them

As the expedition continued along a well-worn path made difficult by large rocks

they saw “Our Dog” who appeared to have lost his level-headed disposition

he ran wildly back and forth and would not approach the expedition members

he had been reduced to a skeleton

Mackenzie occasionally dropped food as the expedition progressed

slowly, the dog regained his confidence

When night came the men were not completely sure of their safety

no fire was built and each man laid down off the path by a tree with clothes on

and his gun ready

no watch was posted as each man was responsible for his own safety

ALEXANDER MACKENZIE AND HIS MEN REACH FRIENDLY VILLAGE

After a restless night, the expedition set out at first light -- July 26, 1793

they walked as quickly as possible until 8:00 a.m.

when they reached Friendly Village on Burnt Bridge Creek

in their absence five additional sheds had been built and filled with salmon

and more people were present

Mackenzie sent a messenger to inform the chief, Soocomlick, of their arrival

Soocomlick immediately returned to the village from the weir where he was fishing

he took the explorers to his house and entertained them

Mackenzie responded with gifts of an axe, two yards of blue cloth, knives

and various other articles

Nuxalk women of Friendly Village were occupied with preparing food for the winter

they boiled sorrel and different berries with salmon roe in a large kettle

this was ladled into frames about twelve inches square and one inch deep

its bottom consisted of a large leaf

this was set out in the sun until it became dried cakes

dried and roasted salmon were being packed into cedar chests

VANCOUVER RETURNS TO HIS SHIPS AND SETS OUT AGAIN

After spending a wet night Vancouver’s boat expedition set out at daylight -- June 26, 1793

traveling back to where the *Discovery* and *Chatham* were located they arrived about noon

Resupplying, Captain George Vancouver took the yawl and launch once again

this time to investigate the western shore of the inlet to the south

an unpleasant rainy night was spent in a small cove about twelve miles from the ships

LIEUTENANT JAMES JOHNSTONE EXPLORES ALASKA’S INSIDE PASSAGE

(Johnstone’s expedition set out once again with *Chatham’s* launch [July 25, 1793]

he and his men took all day to reach Point Maskelyne)

At Point Maskelyne they began their survey of the continental shore

in earnest -- morning July 26

Their investigation of the vicinity showed this to be only a spacious bay

they rowed across the shallow bay until they arrived at the northeast end where the water

suddenly deepened from five feet to fifteen feet and then became shallow again

they turned along the northeast shore and entered a narrow opening about dark

this was found to be irregular in shape with a steep, rocky westerly shore

that becomes an island at high tide

here was a large Indian village that had fallen into decay

they were forced to spend the night in the boats as they could not reach shore

(During the next four days they entered a series of small arms of the inlet

Johnstone’s progress was greatly slowed by strong winds

natives who had visited the ships now visited the boat late into the night

causing some alarm to the sailors)

MACKENZIE AND HIS NINE MEN SET OUT TO RETURN TO FORT FORK

Alexander Mackenzie’s expedition left Friendly Village -- 11:00 a.m. July 26, 1793

each man was provided about twenty pounds of salmon for his journey

they also had a little flour and some pemmican

they were accompanied by every member of the village for about a mile

who then parted from the members of Mackenzie’s expedition with signs of regret

Mackenzie’s men exited the woods and saw a high mountain ahead

that would be necessary to climb

when they reached a river the sick Indian was still too weak to make the attempt

Mackenzie carried him on his back

They had to ascend the first mountain before night came on so they could to look for water

Mackenzie left the sick Indian with his hunting companion and one of the voyageurs

they were to follow as the sick man’s strength allowed

climbing the mountain was a great challenge and a place where water could be found

was not reached until 5:00 p.m.

Camp was made that night at the edge of the snow fields

Mackenzie’s men were so tired they could hardly crawl about to get firewood

their anxiety regarding the sick Indian and his companions increased

until they came into camp about 7:00 p.m.

After a hearty supper of roasted salmon they sat about the fire and talked of their adventures,

delighting in the feeling of being almost out of danger and on their way home

Mackenzie was struck by the wonder of their situation high in the mountains

viewing the magnificent scenery all around them

CAPTAIN VANCOUVER ENCOUNTERS UNFRIENDLY INDIANS

Morning’s dawn provided fair weather -- July 27, 1793

Captain Vancouver’s boat expedition was assisted by a rapid tidal flow

they soon reached a point that Vancouver named **“Point Ramsden”**

(today’s Ramsden Point) where Portland Canal had been entered [on July 25]

this location held dangerous rocks that could only be seen at low tide

continuing up northwest the arm they connected with another arm entering from the east

after breakfast they followed the new branch north-northeast toward the continental shore

**“Fillmore Inlet,”** surveying **“Fillmore Island”** and **“Nakat** [fox in English] **Inlet”**

(in today’s Alaskan panhandle) were each identified

Fifteen well-armed Tlingit natives in two canoes joined Vancouver’s boat expedition

these people seemed quite confident and expressed a ferocity not seen in this region

their faces were painted in a frightful manner

offers of the usual trinkets were rejected by the natives

or were received only with disdain

Vancouver’s yawl was well ahead of the launch

time was rapidly approaching to take a sighting to determine their exact latitude

when the launch arrived both boats made for the shore

they were joined by the natives\

by the time the boat expedition was again under way

the Indians’ behavior was much more civil

As Vancouver’s party continued on their survey the Indians again approached rapidly

they waved their pelts which was extraordinary

as all of the British goods had previously been rejected or accepted only with scorn

as they approached the natives began to sing

Vancouver noticed they had set aside their weapons

they began to conduct themselves in such a way that Vancouver became suspicious

signs were made that the Indians should depart and they reluctantly complied

Cloudy weather prevented any sighting of latitude and longitude being taken

Vancouver’s boat expedition continued in a north-northeast course

until they camped -- 8:00 p.m.

ALEXANDER MACKENZE MAKES GOOD PROGRESS ON HIS HOMEWARD JOURNEY

Mackenzie and his men continued their journey up the Tacoutche Tesse -- July 28, 1793

they arrived at the place where they had cached about twenty pounds of pemmican

and had camped with the Neguia Dinais Indians [on July 16]

it was here the Neguia Dinais had decided to travel an alternative route

to the Pacific Ocean

Mackenzie continued his eastward trek in pleasant weather

no Indians were met for several days

VANCOUVER BECOMES DISCOURAGED WITH HIS INVESTIGATION

The next two days provided fair and pleasant weather -- July 28-29, 1793

they had reached 55° 25’ north latitude -- noon July 29

An abundance of salmon, seals and sea otters were seen in all directions

a great deal of time and energy had in effect achieved little geographic result

Vancouver turned south back toward his ships

AMERICAN CAPTAIN ROBERT GRAY RETURNS TO BOSTON

Captain Robert Gray completed his final return trip to Boston -- July 29, 1793

Captain Gray’s arrival in Boston was greeted with artillery and great cheering

Gray came off the boat arm in arm with the Hawaiian crewman Attoo

Attoo was a handsome young man, tall and straight

he wore the dress of his station: a helmet of gay feathers

and an exquisite cloak of yellow and scarlet

Captain Gray gave America its first claim to the Pacific Northwest

the claim of discovery of the Columbia River

soon America became second only to Great Britain in trade

sea otters help put the new republic on its feet financially

*Columbia Rediviva*’s log book showed she had sailed 50,000 miles

though the trip enabled the owners to recoup their earlier losses,

they did not send their diligent captain back to the Pacific Northwest

Captain Robert Gray retired and sank into obscurity

he died in poverty in Charleston, South Carolina [1806]

his widow appealed to Congress to rescue her from poverty

LIEUTENANT JAMES JOHNSTONE RETURNS TO THE *DISCOVERY* AND *CHATHAM*

Lieutenant Johnstone and his men entered the only opening remaining unexamined

which ended after about six miles

Having completed their assigned task of investigating (today’s Alexander Archipelago)

Lieutenant James Johnstone and his men returned to the ships -- 9:00 p.m. July 30, 1893

Johnstone’s expedition had investigated

(what was later named Work Channel, Khutzeymateen Inlet and Quottoon Inlet)

and investigated Alaska’s Alexander Archipelago naming **“Duke of York’s Island”**

(named after his Royal Highness and known today as the Duke of York Archipelago

in reality Wrangell, Zarembo, and Etolin islands near today’s Wrangell, Alaska)

Johnstone and Barrie also sighted (Mitkof Island, the location of St. Petersburg, Alaska,

charted the (Kupreanof Islands) and explored to the head of Duncan Canal)

they surveyed (Work Channel) located northeast of (Tsimpsean Peninsula),

(Khutzeymateen Inlet) between the mouths of the (Skeena) and (Nass) rivers

and (Quottoon Inlet) northeast of (Work Channel)

VANCOUVER IS AGAIN VISITED BY THE LESS THAT FRIENDLY INDIANS

Vancouver’s boat expedition stopped for lunch -- July 31, 1793

three Tlingit natives in a canoe approached with little hesitation

they seemed pleased to receive a few trinkets that were offered to them

by using signs the Indians indicated the sailors should follow them up a little arm

to where their chief lived as he had an abundance of furs to barter

however, this was out of Vancouver’s way and the offer was declined

Continuing their investigation, the boat expedition entered a narrow channel that ended ahead

here camp was made for the night

soon they were visited by the Indians they had met while having lunch

this time a large canoe carried their chief

an exchange of gifts was made and the Indians retired to a small cove

about half a mile away with the promise of further trade in the morning

about an hour later a canoe was seen approaching the boat expedition’s camp

this was turned around when a pistol was fired in the air

showing the sailors were on guard

TRADE WITH THE TLINGIT NATIVES PROVES TO BE UNSUCCESSFUL

Daylight saw the arrival of the sixteen or eighteen Indians

as had been arranged -- August 1, 1792

One of the natives was a woman with a large lip ornament who possessed great authority

her demands to her companions were given in a surly manner

but were immediately responded to

these Indians offered sea otter pelts and a freshly killed black bear fur

but the goods offered by the British were rejected

as they had been previously [July 27]

firearms and ammunition were of interest to the natives and these were not offered

After camp was broken the Indians followed the boat expedition about two miles

before they departed expressing their disappointment

Vancouver continued his investigation of the coastal shoreline following a narrow channel

to the north-northwest keeping the coastline to his starboard (right)

they reached a larger channel which terminated by a low but steep rocky shore

many little bays and coves abounded with rocks and islets

here sea otters and seals were found in far greater numbers that seen before

Vancouver took readings to determined their latitude and longitude

Lieutenant Spelman Swaine’s launch continued their survey work

but was drawn into the current of a waterfall

only by great effort was disaster avoided

Vancouver’s investigation continues in a south-westerly direction

following this channel they returned to that morning’s campsite

where they stopped for the night

they had circumnavigated an island about ten miles in circumference

VANCOUVER’S BOAT EXPEDITION CONTINUES FOLLOWING THE COASTLINE

Captain George Vancouver, Lieutenant Peter Puget, Dr. Archibald Menzies,

Lieutenant Spelman Swaine and their crews

began again early in the morning -- August 2, 1793

following the continental shore they passed through a maze of inlets and rocks

and discovered the land to their north was one or more islands

Vancouver continued north as his boat expedition passed a deserted Indian village

they observed the land was of moderate height but hope of reaching the Pacific Ocean

vanished as the arm they were following terminated in a small fresh water brook

Vancouver was mortified that he had been absent from his ships for a whole week,

had enjoyed the finest weather of the season, and had only surveyed forty miles

that night’s camp suffered from a deluge of rain

BAD WEATHER IMPEDES THE PROGRESS OF THE BOAT EXPEDITION

Weather in the morning was gloomy and hazy -- August 3, 1793

wishing to achieve better results, Vancouver got an early start along the continental shore

which was dented with numerous small bays and innumerable rocks and islands

bad weather which became increasingly hazy and rainy forced the boat expedition to stop

Vancouver named their location **“Cape Fox”** after the Right Honorable Charles James Fox

Vancouver’s men retired to an unsheltered cove where they stayed for several hours

starting again the sailors made only a mile and a half

before they were again forced to stop for the night in a large well-sheltered cove

that protected them from an excessively heavy rain and strong winds

VANCOUVER CONTINUES HIS INVESTIGATION OF THE COASTLINE

As the weather moderated the boat expedition once again set out -- 8:00 a.m. August 4, 1793

they were aided by a favorable wind although it continued to rain and was unpleasant

after seven miles they reached what Vancouver named **“Foggy Point”**

Vancouver’s boat expedition continued northward

landings were not only difficult but was made dangerous by hidden rocks

as fog shortened their sight distance to fifty yards

ocean swells had disappeared making reaching the Pacific a less optimistic goal

time was lost exploring a narrow opening for about two miles

before a maze of rocks and shoals was entered and a large island was reached

their camp was made on a large island across from Foggy Point

strong winds and heavy rains remained through the night

EXPLORING THE NORTHERN COASTLINE BECOME TIRESOME AND TEDIOUS

Once again the weather abated as the boat expedition set out -- August 5, 1793

islets and rocks made reaching the shore very hazardous

however, the coastline could be established by only careful examination

of every channel, arm, inlet, creek or corner

this extraordinarily inhospitable region made this investigation extremely exasperating

in addition, the weather continued unpleasant and rainy

From the shape of the shoreline Vancouver believed he was in Canal de Revillagigedo

as represented on Caamano’s charts with Revillagigedo Island the port (left) side

the inlet they had visited for two days was Bocas de Quadra

**“Port Stewart**”(Alaska) across the channel from Revillagigedo Island was named

Vancouver named **“Point Alava”** in honor of the Spanish governor at Nootka Sound

on landing and conducting an investigation on foot, Vancouver named **“Slate Islets”**

Vancouver left Canal de Revillagigedo to the east and again focused on the continental shore

after four miles **“Point Sykes”** was named and then **“Point Nelson”** was identified

honoring British Vice Admiral Horatio Lord Nelson

Vancouver’s boat expedition continued their detailed investigation of the region

but difficult weather caused delays and progress remained slow

ALEXANDER MACKENZIE MEETS A NEW GROUP OF NEGIUIA DINAIS INDIANS

Mackenzie’s expedition reached a small stream

that entered the Tacoutche Tesse -- August 4, 1793

they had camped in this same place a month before [July 4]

Across the water from them was a large number of Nascud DeneeIndians

rainy weather made Mackenzie guns and ammunition useless causing concern

but the rain also kept the Indians confined to their lodges for the most part

Mackenzie remained on his side of the creek but called to the natives

who turned out with weapons in hand

and threatened destruction if their lodges were approached

these were strangers to Mackenzie but said their relatives had told them of the whites

a messenger was sent to the relatives who were camped on an island some distance away

to inform the other Nascud Denees of the arrival of Mackenzie’s expedition

MACKENZIE VISITS A CACHE HE HAD LEFT BEHIND ON HIS WESTWARD JOURNEY

When Mackenzie arrived at the cache of about twenty pounds of pemmican

he had hidden [July 4] he found everything to be in good order

not even footprints could be seen -- August 5, 1793

after they pitched their tents Mackenzie rewarded himself and his men with a taste of rum

but found they had been without liquor for so long they had lost their taste of it

Nascud Denees Indians from across the creek visited

they were rewarded for not disturbing the caches while there remained in the area

MACKENZIE DELIVERS A FEARFUL THREAT TO THE NASCUD DENEE INDIANS

Mackenzie sent five men with the canoe to collect the goods buried in the caches

only one bale of goods which had gotten wet was damaged

none of the provisions, which were now desperately needed, had been damaged

Nascud DeneeIndians wearing beaver robes arrived in large numbers from all directions

Mackenzie purchased fifteen of these

oddly, these people, who could have without fear taken everything that was left behind,

now pilfered several items from the expedition

Mackenzie became aware of the pilfering

he told the Indians the salmon they relied on for food came from the ocean

which belonged to white men who possessed the power to starve the Indians

and their children

if they did not return everything that had been stolen all of the salmon

would be stopped from coming upstream

greatly concerned by such a drastic and vile threat everything that could be found

was returned by the Indians

MACKENZIE’S EXPEDITION IS AGAIN UNDER WAY

Camp was broken and Mackenzie set out in good weather -- 9:00 a.m. August 7, 1793

but frequent showers persisted throughout the day

raising the level of the water a foot and a half

Camp was made that night in the dark as falling rains swelled the Tacoutche Tesse

their clothes and baggage had to be moved twice before dawn

CAPTAIN VANCOUVER CONTINUES HIS INVESTIGATION

Vancouver’s boat expedition navigated a channel that split in three directions

he chose the eastern course and spent a rainy unpleasant day in its investigation

it was found to terminate in the usual manner

the surrounding area was composed of huge masses of steep, barren, rocky mountains

with steep cliffs that ran almost perpendicularly to the water’s edge

there was no soil and only a few scattered dwarf trees

could be seen at the lower levels while the summits were covered in snow

Returning to the main inlet Vancouver named **“Point Trollop”**

VANCOUVER AGAIN MAKES CONTACT WITH THE INDIANS

After breaking camp at Point Trollop Vancouver’s boat expedition

proceeded along the continental shore north about a mile -- August 9, 1793

Vancouver entered a very narrow channel

landing they climbed a remarkable rock that resembled a ship under sail

this provided an excellent view of the inlets

they stopped for breakfast at what Vancouver named **“New Eddystone Rock”**

here they were approached by a dozen natives in three small canoes

unarmed, they accepted the trinkets that were presented to them in good humor

as the Indians had nothing to trade they invited the British sailors to their village

but as this was not in the direction Vancouver required the offer was rejected

Vancouver investigated yet another insignificant branch that terminated in the usual manner

before returning to the main inlet where camp was made -- 10:00 p.m.

VANCOUVER SHIFTS HIS ATTENTION TO FINDING A LARGE CHANNEL

Vancouver’s investigation of the continental shore was again taken up -- August 10, 1793

their supplies were low and they were 120 miles from their ships by the route they knew

Vancouver was mortified that nowhere had been found a place

where the *Discovery* and *Chatman* could be anchored

to allow boat expeditions to be sent out and the region still needed to be explored

Vancouver decided to stop his exploration of the coastline to the east

rather he would search the main channel for a passage large enough for his ships

calm and pleasant weather made their investigation more pleasurable

they reached 55° 56’ north latitude and 228° 54½’ longitude

although it was too late at night to see clearly around them

Vancouver detected a sea breeze coming from a branch of water

leading to the southwest

Vancouver regretted he had left unexamined the small branch seen in the morning

and the bay they had passed in the afternoon

if these had been investigated the continental shore

would have been surveyed to this location

Vancouver named his location **“Point Fitzgibbon”**

(located at the north end of Revillagigedo Island)

Vancouver decided to examine a northeast running branch

if this terminated it was reasonable to assume the others would also

ALEXANDER MACKENZIE REACHES THE LONG RAPIDS

Mackenzie and his nine men were under way in clear weather -- 5:00 a.m. August 11, 1793

They came to the foot of the long rapids of the Tacoutche Tesse

here Mackenzie had been forced to construct Rocky Mountain Portage -- 10:00 a.m.

they entered the long rapids using poles to maneuver their canoe with little difficulty

they could hardly believe this was the same violent torrent

they had faced while traveling west [June 19]

CAPTAIN GEORGE VANCOUVER SETS OUT FROM POINT FITZGIBBON

Vancouver took his two boats up a northeast running branch -- morning August 11, 1793

to investigate Alexander Archipelago (first visited by Alexei Chirikov [1741])

After passing small bays they arrived at the terminus

small streams were strewn with dead or dying spawned-out salmon

this was a familiar scene repeated at nearly every run of fresh water

sailors harvested those in the best condition although these were of poor quality

Vancouver named **“Burrough’s Bay”** before turning north along the coastline

next **“Point Lees”** and **“Point Whaley”** were named on Revillagigedo Island

Pressing on they reached a place on the southern shore

where the water became ocean colored and the channel they were following

turned sharply south and widened -- 8:00 p.m.

camp was made for the night about an hour later

JUAN MARTINEZ Y ZAYAS REACHES SPAIN’S NUNEZ GAONA (NEAH BAY)

Lieutenant Francisco de Eliza sailing the *Activa*,

was delayed from carrying out his newest assignment by bad weather he ran out of food in the vicinity of southern Oregon

and was forced to turn back to San Blas, New Spain (Mexico)

Having heard nothing from his commander Lieutenant Francisco Eliza,

Lieutenant Juan Martines y Zayas continued to sail north

Zayas waited in the vicinity of Nunez Gaona (Neah Bay)

aboard the *Mexicana* until August

Lieutenant Zayas arrived at the Spanish colony of Nunez Gaona (Neah Bay)

to find nothing there as the colony had been deserted

he waited for the arrival of Lieutenant Francisco Eliza but heard nothing

Zayas sailed south and entered the Rio San Rogue (Columbia River) -- August 11, 1793

he encountered shallow water and was surrounded by Indians

fearing treachery on the part of the natives, he sailed upriver only fourteen miles

before deciding it was unwise to continue

having inspected both sides of the river for that short distance

he concluded this was not a safe place for a Spanish colony

Zayas sailed the *Mexicana* for San Blas, New Spain (Mexico)

he investigated Grays Harbor managed to travel fifteen miles up the Columbia River

before running aground

VANCOUVER ENCOUNTERS HOSTILE INDIANS ON REVILLAGIGEDO ISLAND

Calm hazy weather greeted the members of Vancouver’s boat expedition

as the set out from Port Whaley -- August 12, 1793

Two openings could be seen to the west but only with great difficulty through the haze

Vancouver selected the southernmost lead

several inlets and small bays were disregarded due to lack of time and supplies

Several canoes appeared and four large canoes turned toward the launch behind the yawl

singing by the Tlingit Indians indicated they were peacefully inclined

another canoe carrying two men approached the yawl without hesitation

they accepted a few trifling presents in good humor

additional Indians were standing on shore

at the insistence of their friends they set out in two canoes

they reached the boat expedition just as Vancouver went ashore to establish their location

these people were well satisfied with the presents they received

and offered skins in return

Vancouver landed and left Lieutenant Peter Puget in charge of the yawl

quickly the Tlingits became loud and rowdy shouting to their friends near the launch

when Vancouver returned Puget reported the Indians had become thievish

he suspected they might be troublesome

Vancouver took the yawl away from shore in an effort to gain some space from the Indians

but the Indians in four or five canoes grabbed on to the boats

an old woman they recognized from other encounters

by her extended lower lip that held a piercing grabbed the lead line of the yawl

and tied it to her canoe

quickly a young man who appeared to be the chief seated himself in the bow of the yawl,

he put on a mask that resembled a wolf’s face

another Indian seized an opportunity to grab a musket out of the boat

Vancouver’s situation in the yawl was critical and the launch was too distant to be of help

their only chance was to talk with the Indians until the launch could arrive

Vancouver picked up a musket and walked to the chief

surrounding Indians, about fifty, seized their daggers and spears

the chief left the boat and returned to his canoe

he made signs that if Vancouver laid down his musket

the Indians would lay down their weapons also -- this was done

at this point the woman with the unique features berated her companions to attack

Indians in a canoe near the stern of the yawl became very agitated by the encouragement

an old man seized hold a sailor’s oar -- again the spears were brandished

Vancouver returned to the stern of the yawl

he and Puget once again laid down their guns

this time the result was less friendly as several spears were thrust and passed close by

Indians grabbed at everything that was movable in the yawl

by this time the launch had arrived within pistol shot

Vancouver order both boats to fire

Indians in the small canoes jumped into the water while those in the large canoes

moved to the far side of their canoe and thus raised the near side to provide protection

from the gunfire of the yawl

although they were exposed to gunfire from the launch

all of the canoes scrambled toward the shore taking with them

three muskets and a fowling piece (a light gun that fires small shot) and other items

Vancouver planned to destroy their canoes in retaliation

but he learned two men were badly wounded

Robert Betton was badly wounded by a spear to the chest a

George Bridgeman was less injured by a spear to the lower thigh

When the Indians reached the shore, they climbed a cliff and harassed the launch

by throwing stones

they also fired the muskets they had taken and other weapons of their own

Vancouver made a retreat for about a quarter of a mile where they stopped so Dr. Menzies

could attend the wounded

Vancouver named the scene of battle **“Escape Point”**

and a small opening about three miles away

where the Indians first appeared **“Traitor’s Cove”**

Vancouver at first suspected his men had provoked the attack in his absence

but his inquiry showed this to be not so

possession of muskets and other goods by these Indians

showed they were familiar with trade

Vancouver suspected they had been ill-treated by other white explorers

Vancouver set a course across an extensive bay with several small openings

they reached **“Betton’s Island”** named after one of their wounded shipmates

that night camp was made near a conspicuous point of land named **“Point Higgins”**

in honor of his Excellency Senior Higgins de Vallenar, the president of Chile

across Cape Caamano from Spanish Lieutenant-Commander Jacinto Caamano’s

Point Caamano

VANCOUVER USED CAAMANO’S CHARTS GIVEN BY COMMANDANT QUADRA

Leaving Point Higgins they passed an opening

that proved to be Caamano’s Nostra Sen del Carmin

Vancouver paused to reflect on the valuable and kind service done him for by his friend

Commandant Juan Francisco de la Bodega Quadra who gave him Caamano’s charts *\*

Vancouver was very confident a passage to his ships would be found in this direction

he had investigated the land north of what he named **“Canal de Revillagigedo”** to honor

the Viceroy of New Spain and the island to the north **“Island of Revillagigedo”**

which is separated from the mainland by **“Behm’s Canal”**

Vancouver followed the main channel back although an alternative route

that appeared to be a more direct way to his ships

they stopped for the night at what was named **“Point Davison”**

to compliment Alexander Davison the owner of Vancouver supply ship *Daedalus*

here a disagreeable night was spent with strong gale winds accompanied by heavy rain

(at the entrance to today’s Ketchikan, Alaska

they had circumnavigated Revillagigedo Island

MACKENZIE AND HIS MEN REACH THE CONTINENTAL DIVIDE

Although the weather was cold, raw and rainy

Mackenzie’s expedition pressed on -- August 14, 1793

They reached the swampy portage between the Tacoutche Tesse

and a small river -- 5:30 a.m.

as the temperature dropped the men could not keep warm

even with all of their physical exertions

Mackenzie provided the last of their supply of rum

their canoe was so heavy and the portage across the Continental Divide so difficult

that the lives of the men were placed in danger

SPANISH COMMANDER CAAMANO’S CANAL DE REVILLAGIGEDO IS EXPLORED

Vancouver’s boat expedition continued

back toward the *Discovery* and *Chatham* --August 14, 1793

attention was focused on Lieutenant-Commander Jacinto Caamano’s

Canal de Revillagigedo

**“Point Percy”** was named at the end of a long narrow cluster of low islands

**“Cape Northumberland”** was named in honor of an illustrious British family

Vancouver’s expedition passed south through a cluster of dangerous rocks

at thislocation **“Portland’s Canal”** (today’s Portland Canal) was named

their supplies were so exhausted that each member of the expedition

dined on half a pint of peas

even so the men continued to row or sail the boats all through the night -- August 15

MACKENZIE’S EXPEDITION RETURNS TO WHERE THEIR CANOE HAD WRECKED Members of Mackenzie’s expedition continued their portage across the Continental Divide

cold weather chilled the men when they were forced to wade a small stream’s icy waters

as they dragged their loaded canoe many obstacles in the stream slowed their progress

Camp was made about sunset where they had camped on their westward journey [June 13]

they were at the scene of the accident that had nearly taken their lives

although the feet and legs of the men were numb with cold they searched the stream

for the musket balls that had been lost-- without success

VANCOUVER’S BOAT EXPEDITION REACHES THE *DISCOVERY* AND *CHATHAM*

After rowing and sailing all night Vancouver reached his ships -- 7:00 a.m. August 16, 1793

they had investigated the northern coastline for twenty-three days

and covered 700 nautical miles

although they had not gone more sixty miles from where the ships were anchored

this was a result of the perplexing, tedious and laborious route they had traced

Vancouver ordered everything brought from the shore to the ships in preparation for sailing

MACKENZIE REACHES THE (PARSNIP RIVER)

Setting out from the stream that had nearly taken their lives, Mackenzie and his nine men

arrived at the 175-pace long carrying place

that led to the second small lake [visited on June 12]

the lake was so full of driftwood that a great deal of time and energy was required

they reached the (Parsnip) river

what Mackenzie considered the headwaters of the Peace River

Mackenzie took a reading and noted their location

as 69.30° north latitude, 135° west longitude

Mackenzie considered transferring some live spawning salmon

from westward flowing waters across the Continental Divide

and placing them in the Peace River to discover if salmon

could migrate to the Arctic Ocean -- August 16, 1793

however, he and his men were badly worn from their many adversities, labor and cold

Mackenzie himself was suffering with swollen feet and ankles

and walked with great pain

he decided to forego the experiment

ALEXANDER MACKENZIE’S EXPEDITION REACHES THE PEACE RIVER

Mackenzie and his men broke their lakeside camp -- 5:00 a.m. August 17, 1793

they began their 817-pace portage across a neck of land from the lake

to the (Parsnip) river

Mackenzie’s foot and ankle hurt so badly that he submitted to being carried

Mackenzie’s expedition traveled down the (Parsnip) river

and entered the Peace River -- 7:30 a.m.

they passed the place where they had met the Shuswap Indians [June 9]

here Sikannis had drawn a map of the route to the ocean

VANCOUVER AGAIN SHIFTS THE *DISCOVERY* AND *CHATHAM*

Captain Vancouver completed his nautical and astronomical observations

he named his location **“Observatory Inlet”** and the anchorage **“Salmon Cove”**

Vancouver’s expedition sailed from Salmon Cove -- 6:00 a.m. August 17, 1793

they followed a route toward Spanish Lieutenant-Commander Jacinto Caamano’s

Cape Caamano rather than the intricate channels Vancouver had followed

on his most recent excursion

even so, bad weather and hazardous sailing impeded their progress

MACKENZIE MAKES RAPID PROGRESS

Once again under way at daylight -- August 18, 1873

Mackenzie’s expedition rode the current of the Peace River

which had diminished considerably

they landed where camp had been made [June 7]

and sealed their canoe to make it watertight

they reached the place where Mackenzie had lost his journal in the river [June 4]

for the next several days Mackenzie kept detailed notes

to replace those that had been lost

Their progress was now very rapid

they traveled in one day what had taken seven days before

ALEXANDER MACKENZIE TRAVELS QUICKLY DOWN THE PEACE RIVER

Mackenzie was required to start at a later time than usual

as they had camped at the foot of a rapid that required daylight

to pass through safely -- August 20, 1793

Mackenzie continued his detailed note taking

Food became scarce for the members of the expedition

Mackenzie reduced the men’s rations

to make the available supplies last as long as possible\

Alexander McKay and the two Indians were sent ahead to hunt

while the remainder of the expedition began working to repair the canoe

and to carry the baggage around Rocky Mountain Portage [first passed May 24]

McKay returned with buffalo meat about sunset greatly raising the morale of the men

Mackenzie’s journey down the Peace River continued swiftly

they were careful to land at the head of each rapids and inspect it

however, the canoe being light, they passed over most places without difficulty

VANCOUVER’S EXPEDITION VISITS HAIDA GWAII (QUEEN CHARLOTTE ISLANDS)

After sailing less than forty miles from Observatory Inlet in two days,

*Discovery and* Chatham reached **“Point Wales”** named by Captain Vancouver

thus honoring a good friend -- August 20, 1793

Once again reaching Chatham’s Sound during the night

they sailed past Cape Fox and Dundas Island

reaching **“Moira’s Sound”** and nearby **“Wedge Island”** -- August 20

MACKENZIE’S EXPEDITION NEARS THE END OF THEIR STRENGTH

Alexander Mackenzie Alexander Mackay and his six voyageurs and two Indian hunters

once again set out -- dawn August 21, 1793

but fire had passed through the portage they had taken

finding their way was difficult

using all of their strength to continue on, they did not return to the river until 4:00 p.m.

Mackenzie’s swollen feet and ankles were better but still hampered his efforts

traveling down the Peace River with their canoe seemed almost as trying as traveling up

Mackenzie called a halt for the day

their canoe required maintenance and new poles, both long and short, needed to be cut

these tasks kept them occupied until late into the night

Alexander Mackay was sent with the two Indian hunters to find game

arrangements were made for a rendezvous down the river

*DISCOVERY* AND *CHATHAM* REACH CHOLOMONDELEY’S SOUND

Sailing on with light winds Vancouver entered **“Cholmondeley’s Sound”**

on Alexei Chirikov’s Prince of Wales Island -- August 21, 1793

Vancouver named **“Cape Caamano”** (Caamano Point) to commemorate

the Spanish officer whose charts he had been following

Calm weather gave a good opportunity for a party of local Indians to visit the ships

one of these men requested permission to board the *Discovery* and this was granted

he said his chief, whose name was Ononnifloy, was a very powerful leader

he lived up a nearby northwest running branch

he also said the northeast running branch was the home of very bad men

(this information had already been tragically confirmed by Vancouver)

not being more than a dozen miles from Escape Point kept the expedition alert

when Vancouver sailed up the northeast branch the Indians declined to remain with him

ALEXANDER MACKAY HAS GREAT SUCCESS WITH HIS HUNTING PARTY

Because of the weakened physical condition of his men

and the nature of the task facing them

Mackenzie got a start that was later than usual

on this cold, clear morning -- August 22, 1793

His expedition spent their time traveling either by rapidly with the strong downriver current

or by shooting the many rapids that filled this stretch of the Peace River featured

frequently they would land their canoe and investigate to rapids before running them

however, the lightly burdened canoe made the task, even at the portages, easier

Mackenzie arrived at the rendezvous place and found Alexander Mackay had plenty of meat

they had killed two elk only a few hundred yards away and roasted venison awaited

after a hearty meal each man was given as much meat as he could carry

When they once again took up their journey they arrived at the location

where their canoe had been damaged by a tree stump [May 18]

Arriving on the Great Plains they found animals grazing in every direction

good hunting provided an opportunity for the men satisfy their appetites

Mackenzie made note of the quantity that could be consumed by his men

he reported that an elk was killed which weighed two hundred and fifty pounds

this provided a very hearty dinner -- 1:00 p.m.

supper later consisted of a kettle full of the elk flesh that was boiled and eaten

the kettle was replenished with all that remained

bones and various parts were placed in the fire and roasted

this was consumed the next morning by all ten people and their dog

VANCOUVER FINDS SAFE ANCHORAGE FOR THE *DISCOVERY*AND *CHATHAM*

Captain George Vancouver found small convenient bay to his liking -- August 22, 1793

which was located about four miles and across the channel from Traitor’s Cove

several small islands protected the *Discovery* and *Chatham* from the wind

and excellent supply of fresh water was readily available

moderately high banks covered with pine trees, berry bushes and shrubs

added to the positive prospects offered by this location

Two long boat excursions were prepared

Master Joseph Whidbey would take the *Discovery’s* large cutter accompanied by

Lieutenant Baker in the launch with supplies for two weeks

they would finish what was left unexplored by Vancouver

Lieutenant James Johnstone with two cutters took ten days’ worth of supplies

to investigate the waters of Cape Caamano near Point Caamano to the northwest

VANCOUVER IS ONCE AGAIN VISITED BY THE FRIENDLY INDIANS

Both boat expeditions set out to begin their survey

of remaining uncharted waters -- August 23, 1793

Captain Vancouver and Lieutenant Peter Puget remained with the *Discovery* and *Chatham*

because no smoke or others signs of habitation were seen

Vancouver concluded the inhospitable Indians had departed for the season

friendly natives who previously had visited returned in the morning

their spokesman said his powerful chief, Ononnifloy, planned to visit in a day or two

but a gift of molasses and bread would assure the sailors’ friendship

this was presented to the spokesman along with several other small gifts

ALEXANDER MACKENZIE AND HIS NINE MEN ARRIVE AT FORT FORK

Mackenzie and his expedition rounded a point of land and saw Fort Fork -- August 24, 1793

Mackenzie reported, **“We threw out our flag and accompanied it with a general discharge of firearms, while the men were in such spirits, and made such an active use of their paddles, that we arrived before the two men whom we left here in the spring could recover their senses to answer us. Thus we landed at four in the afternoon at the place which we left on the 9th of May. Here my voyages of discovery terminate. Their toils and their dangers, their solicitudes and sufferings have not been exaggerated in my descriptions. … I received, however, the reward of my labors, for they were crowned with success.”**[[217]](#footnote-217)

Their remarkable return journey from the Pacific Ocean took only thirty-three days

RESULT OF ALEXANCER MACKENIE’S SECOND EXPEDITION

Mackenzie was a man of extraordinary physical strength, determination and perseverance

his route to the Pacific Ocean and back proved too difficult for others to follow

but that did not diminish the value of his great 117-day

expedition across the American wilds

Mackenzie was twenty-nine years old when he and his nine companions

his cousin Alexander McKay, Canadian voyageurs Joseph Landry, Charles Ducette,

Francois Beaulieux, Baptiste Bisson, Francois Courtois and Jacques Beauchamps

made their extraordinary overland journey to Bella Coola and Dean Channel

Landry and Ducette had accompanied Mackenzie on his [1789] adventure to the Arctic

But as he noted in his later book *First Man West,*

Mackenzie considered his achievement to be **“**at least in part a failure” (page 281)

because he had failed to find a useable commercial route

(Twelve years later the discoveries he made on his “failed” journey played a key role

in President Thomas Jefferson’s decision to send Lewis and Clark

on their two-year journey to the Pacific Ocean)

CAPTAIN VANCOUVER REMAINS WITH THE ANCHORED SHIPS

Fair weather provided an opportunity to take several good readings

of their location -- August 25, 1793

these agreed with the calculations Vancouver had taken

during his boat expedition to this area

About midnight the crewmen were disturbed by party of singing native

as they entered the harbor

it seemed a large number of people but when they arrived

they proved to be only seventeen natives in a single canoe

after paddling around the ships they landed not far away

there they sang until daybreak -- August 26

these visitors were highly decorated with their faces fancifully painted

their hair was powdered with the white down of sea birds

With great ceremony the Indians came alongside the ships

their chief, named Kanaut, requested permission to come on board

which was immediately granted

he presented Vancouver a sea otter pelt and indicated they wished to trade

they proved to be good, honest, cheerful, friendly traders

pleasant and successful trade was conducted with the natives

until they disposed of everything they were inclined to part with

and took a most friendly departure [August 28, 1793]

MASTER JOSEPH WHIDBEY’S BOAT EXPEDITION RETURNS TO THE SHIPS

Master Joseph Whidbey returned from tracing the continental shore -- August 28

they had circumnavigated an island named **“Bell’s Island”**

(today’s Bell Island) named by Vancouver

(rainy unpleasant weather with adverse winds made progress slow [August 24])

(Whidbey reached the first unexamined opening and entered [August 25]

what Vancouver named **“Walker’s (Walker) Cove”**

was named in honor of *Chatham’s* surgeon

this inlet terminated in the usual manner

they returned to the main channel and continued on passing three small bays and coves

each of these was examined)

(Breakfast was eaten at Point Fitzgibbon [August 26]

here some very cautious natives were seen

one Indian man invited the sailors to come ashore

soon four canoes containing about ten natives appeared from a small cove

they sang and made speeches but not approach

when the boat expedition prepared to depart the Indians retired back to their cove

as the sailors continued their survey the canoes were seen to follow

now carrying fifteen to twenty natives

looking glasses and other trifles were attached to wood pieces

and dropped in the water

these were carefully picked up by the Indians but they would not approach

Master Whidbey decided to continue with his survey work

he was convinced these were some of the hostile natives who had attacked the yawl)

(Whidbey entered the third opening left unexplored by Captain Vancouver [August 27]

here they met another small party of seven Indian men near a small miserable hut

they put on their war clothes and approached the boat

one carried a musket and another a pistol which they cocked

natives were armed with bows and carried many arrows

an old man appeared without any weapon and held the skin of a bird in one hand

he began a long speech and plucked feathers from the skin

stopping occasionally to blow the feathers into the air

Whidbey considered these to be friendly gestures

some spoons were thrown in the direction of the orator

Whidbey indicated they were hungry which had the desired effect

as the old man told the armed Indians to leave and some salmon was brought

Whidbey decided nothing more could be accomplished and once again began his survey

two additional openings were examined that day

rain and unpleasant weather accompanied the boat expedition during this examination

which continued as they approached the last unexamined opening August 28

after they entered, they found an extensive bay

numerous bays and an island were seen

when their investigation was completed they began their return to the ships

*DISCOVERY* AND *CHATHAM* REMAIN AT ANCHOR

Vancouver took an interval of fair weather as an opportunity

to make further celestial observations

About twenty-five Indians in three canoes visited the ships that afternoon -- August 30, 1793

these were strangers to the British and they appeared to be people of some consequence

Captain Vancouver presented them with gifts appropriate to their apparent rank

these were accepted with some indifference

as the natives paddled to the shore where they camped for the night

CAPTAIN VANCOUVER ENCOUNTERS THE GREAT CHIEF

Both ships were again visited by Indians in three canoes -- morning August 31, 1793

they now appeared more social and each chief presented Vancouver with a sea otter pelt

they requested an opportunity to trade as they had brought many items to barter

fresh salmon was immediately purchased

Several of these friendly natives were on board the *Chatham* when they were surprised

by the appearance of a large canoe full of singing natives keeping time with their paddles

who approached the *Discovery*

Indians onboard the *Chatham* became very distressed as their companions in nearby canoes

immediately equipped themselves in war clothes

and took up their spears from the bottom of their canoes

they crouched in a hostile posture looking toward the newcomers

all this time the newcomers continued their approach toward the *Discovery*

both groups of Indians expressed their hostility in songs and menacing speeches

when natives in the large canoe stood, pistols and blunderbusses could be seen

these were all bright and in good working order

a conversation took place between both groups of Indians

and all appeared to be reconciled

At this point the chief in the large canoe requested permission to board the *Discovery*

he came on board accompanied by a man who appeared to be of some importance

after a few words between the two groups of Indians

an assurance of peace seemed to be agreed on

the minister, as this appeared to be his role, accompanying the chief on the *Discovery*

informed Vancouver this was Ononnifloy, the great chief

this identification was confirmed by the messenger who earlier visited the ships

when he arrived at the *Discovery* in a smaller canoe

Ononnifloy received the presents offered to him with great cheerfulness and satisfaction

the chiefs in the smaller canoes came on board and also received presents

a great deal of good will was demonstrated among all of the natives and the sailors toward the end of the day the great chief noted he had nowhere to sleep on the beach

he requested permission to spend the night on the ship which was granted

when it was dark the *Discovery’s* crew displayed some fireworks to amuse the Indians but they paid little attention

bread and molasses with rum and wine were better received by the chief

who retired for the night completely composed

TRADE IS CONDUCTED WITH INDIANS VISITING THE *DISCOVERY* AND *CHATHAM*

Ononnifloy joined his people on the beach early in the morning -- September 1, 1793

who were busily occupied adorning themselves

After breakfast the great chief attended by all of the other chiefs

took a canoe out to the *Discovery* where they sang as they paddled around both ships

they came alongside the *Discovery* and performed more songs

while displaying wild gestures

during principal parts each chief each in succession

performed the role of hero of the song

at various pauses Vancouver was presented a sea otter pelt

this was all done to the great amusement of the Indian spectators

Ononnifloy let it be known that since peace and goodwill now prevailed he desired to trade

several otter pelts were presented for barter for firearms and ammunition

when Ononnifloy found these would not be offered

pewter spoons, looking glasses, beads and other trinkets were accepted

About sixty or so natives were visiting the ships

one of these men was especially intriguing to Vancouver and the crewmen

he was dressed in a blue jacket and pants and appeared to be Spanish

oddly he was familiar with pockets which usually confounded the natives

he also was familiar with the Spanish custom of smoking cigars

by exhaling through the nose and appeared at to be familiar with snuff

he may have taken a snuff box from a cabin

this was the only theft attempted by these Indians

he was accustomed to European food

he gleefully ate and drank everything he was given

while he did not look at all European he could have been from New Spain (Mexico)

and may have deserted from a Spanish ship

he was familiar with the various channels of water that interlaced the region

he knew the opening northwest of Cape Caamano

led to branches that terminated inland

and that Cape Caamano itself led to the ocean at a far distance

Vancouver’s men questioned him in Spanish

but he did not appear familiar with the language

whether or not this was a ploy could not be determined

Vancouver offered to take him on the *Discovery* when it sailed but he declined

this individual’s background remained a mystery

PREPARATIONS ARE MADE BY VANCOUVER TO CHANGE LOCATIONS

Lieutenant Johnstone was due to return from his boat expedition

at any time -- September 2, 1793

brewing utensils, scientific equipment and other gear on land were gathered together

to provide for a speedy start to follow up on Johnstone’s investigations

Vancouver named his location across from Revillagigedo Island **“Port Stewart”**

honoring the sailor who surveyed its waters

Indians watching the activities asked if Vancouver would visit their village

when it was discovered this would happen the natives appeared quite pleased

they left and paddled south to prepare their trade goods for the visit

CONCERN GROWS FOR LIEUTENANT JAMES JOHNSTONE’S EXPEDITION

Concern for the boat expedition grew rapidly

Ononnfloy and his people reported the area assigned to Lieutenant Johnstone

for exploration was inhabited with Indians who possessed firearms

However, James Johnstone and his party

arrived at the ships -- about noon September 4, 1793

although he had investigated the northern portion of the Duke of York Archipelago

he had not found a passage to the ocean,

but there was little doubt the last channel he followed

would eventually make that communication

LIEUTENANT JAMES JOHNSTONE’S EXPEDITION GIVES HIS REPORT

(Johnstone reported on the day he had set out [August 23]

he had reached Cape Caamano about dark

their progress had been slowed by a strong southerly wind and a deluge of rain

their boat’s mast was carried away and most of the possessions became very wet

time was lost in making repairs and drying their equipment and supplies)

(Once again they were underway examining the channel [August 25]

as was their custom they kept the continental shore to their starboard ((right))

reading Johnstone’s charts Vancouver named **“Point Mesurier,”**

the point opposite was identified as **“Point Grindall”** after British captain Grindall

one of the inlet was named **“Prince Ernest’s Sound”** after his Royal Highness

and the point opposite was called “Point Onslow”)

(Johnstone continued to follow the continental shore -- -- [August 26]

they passed several bays and scattered rocks

((Vancouver later named this **“Point Warde”))**

here the continent took a sharp turn to the north

and the arm divided into two branches

when setting out to explore the eastern canal a canoe with three Indians was seen

they accompanied the boat expedition for some distance

before the Indians indicated the passage terminated

and signed they would wait for the return of the British sailors

the found the canal terminated after about five miles -- [August 26]

((Vancouver later named **“Bradfield Canal”**))

on their return in the evening the members of the boat expedition found the Indians)

(Rainy and unpleasant weather was faced by the boat expedition in the morning [August 27]

they began an investigation of the branch that ran north-northwest

this branch divided once again to the north and west

westerly branch was taken as far as what became known as **“Point Madan”**

where once again the channel branched south-southwest and north)

(Even harsher weather impeded the boat expedition’s progress [August 28]

after traveling about sixteen miles [August 28] **“Point Highfield”** was reached

bad weather made viewing their surrounding difficult

but three extensive branches were seen

the third branch followed the continental shore and its entrance became **“Point Rothsay”**

they set out toward this point but were soon stopped by shallow water

they left the continental shore and turned west along the shallow water

travel was difficult but **“Point Blaquiere**” was reached opposite Point Rothsay

this investigation took most of the day

nine Indians in three canoes accompanied the British but they departed that evening)

(Exploring the shallows was given up as attention was focused on the continent [August 29]

**“Point Howe,”** “**Point Craig,” “Point Alexander”** and **“Point Hood”** were reached

((these were later named by Vancouver from Johnstone’s charts))

**“Duncan’s Canal”** stretched to the west and ultimately ended in a shallow bay

to the west a great branch appeared running to the southwest

“**Point Mitchell”** was later named after British Navy Captain William Mitchell

there was no doubt they had reached an arm of the sea which divided into three branches

the easternmost branch had been investigated

main branch extended to the west and southwest

the third branch also seemed significant as it appeared to connect

with channel running past Cape Caamano

because supplies were running low and third branch seemed intricate and hazardous

Johnstone decided to investigate the main branch that ran to the west and southwest)

(Johnstone’s boat expedition proceeded up the main channel [September 1]

((Vancouver later named the northeast point of entrance **“Point MacNamara”**

and the west point became **“Point Colpoys”**

at the northern end of Prince of Wales Island))

following the eastern shore of the island **“Bushy Island”** was reached

continuing down the channel they rested for the night)

(Entering the channel once again [September 2] Johnstone’s boat party

reached **“Point Nesbitt”**

pressing on, a wide opening was reached and **“Point Harrington”** was charted

after ten miles **“Point Stanhope”** came into view at noon where a reading was taken

afternoon and evening were taken passing by broken shores in waters filled with islets

**“Point Onflow”** was reached at midnight

since this location was familiar to Johnstone

he knew he had circumnavigated an island)

(Johnstone set out once again [September 3] in tolerable weather

southerly winds slowed their progress so Cape Caamano was not reached until sunset

they were surprised by the arrival of twenty canoes

that approached from around a small point

there seemed to be no less than 250 Indians -- all probably well-armed

as these people approached the boats

Lieutenant Johnstone ordered a musket fired -- to no effect

a swivel gun loaded with buckshot was fired ahead of the canoes

this caused a temporary halt but soon the Indians advanced once again

another musket shot over the heads of the Indians

caused them to paddle to the shore

because of the very large number of Indians

and the impossibility of deterring their intentions

Johnstone turned away from the natives and traveled all night

in an effort to distance themselves)

*Discovery* and *Chatham* were reached about noon -- September 4

VANCOUVER AGAIN CHANGES THE LOCATION OF THE *DISCOVERY* AND *CHATHAM*

Calm weather kept *Discovery* and *Chatham* at anchor at Port Stewart until September 5, 1793

when a course was set toward Cape Caamano using the boats to tow the ships

Vancouver intended to investigate the channel

Lieutenant Johnstone believed reached the ocean but no safe anchorage could be found for the night

this resulted in an uncomfortable night of sailing through a narrow channel

impeded by dark, gloomy, misty and rainy weather filled with many dangerous rocks

VANCOUVER’S EXPEDITION AVOIDS A NEAR DISASTER

After a hazardous night of sailing, a navigable opening was found where two branches joined

here the rope used to tow the *Discovery’s* launch broke -- 4:00 a.m. September 6, 1793

had this occurred during the night before

the *Discovery* would certainly have been destroyed on the rocks

Vancouver was grateful that Lieutenant Johnstone had investigated these waters

and found a safe passage to the northwest

When the weather cleared and necessary repairs were complete

*Discovery* and *Chatham* again were under sail -- 10:00 a.m.

with favorable winds great progress was made until dark

when they anchored off the Duke of York’s Islands

CAPTAIN GEORGE VANCOUVER SEND OUT TWO BOAT EXPEDITIONS

After spending the night off Duke of York’s Islands in squally weather,

Vancouver set a course toward Point Nesbitt

at the southern tip of Zarembo Island -- 4:00 a.m. September 7, 1793

They passed beside a group of low rocks in the middle of the narrow channel

these were very dangerous as most could be seen only at low tide

as Vancouver sailed along the passage between the Duke of York’s Islands

and Bushy Island an ebb tide helped them reach a spacious branch

leading south and south-west about 3:00 p.m.

they were encouraged by the strong ebb tide that a passage to the ocean would be found

although they would have to pass through dangerous and intricate waters

Both ships anchored that night about

four miles beyond Point Colpoys off (Kosclusko Island)

during the day a few Indians had visited the ships

by evening their numbers had increased to six or seven canoes of very orderly natives

when informed it was time to rest they immediately retired to the shore

where they remained

VANCOUVER SHIPS ARE VISITED BY A GROUP OF MOSTLY FEMALE INDIANS

Indians, this time mostly women, visited the ships early in the morning -- September 8, 1793

they managed two or three midsized canoes expertly singing as they approached

Most of the grown women wore large lip ornaments

because the natives were all ages it was possible to see the progress

of several stages of the deformity

infants had a small slit in the center of the lower lip and brass or copper wire inserted

as this corroded the flesh was consumed increasing the opening

until a piece of wood was inserted in the lip of young girls

judging from their appearance this was excruciatingly painful for a long time

adult women displayed an extended lower lip as an obvious deformity

Lack of wind forced the ships to remain at anchor providing an opportunity

to purchase a large supply of very good salmon and a few otter pelts

in exchange for spoons, blue cloth, tin kettles and trinkets

most of the trade was conducted very capably by the women

With the arrival of a fresh breeze Vancouver set a course to the west

away from the continental shore

however, the rocky channel and threatening weather

forced them to search for safe anchorage

this was found and **“Point Baker”** on the northern shore of Prince of Wales Island

was named after the *Discovery’s* Lieutenant Joseph Baker

That night a violent storm hit and lasted all night

but both ships remained sheltered from the fury and its potential destructive power

Vancouver named his anchorage **“Port Protection**” on the northwest coast

of Prince of Wales Island in Russian-American (Alaska) waters

Vancouver decided to remain at anchor here and send out the boat expeditions

CAPTAIN GEORGE VANCOUVER VISITS POINT BAKER

After breakfast Captain Vancouver, Master Whidbey and Lieutenant Johnstone rowed

out to Point Baker on Prince of Wales Island to investigate the land -- September 9, 1793

they had been prevented by bad weather from previously investigating this region

here the inlet seemed to be divided into three branches

they had arrived through the first passage

the second took a northerly direction through very broken country

the third evidently communicated with the ocean in a south-southwest direction

Vancouver decided to remain in Port Protectionand send out two boat expeditions

VANCOUVER SENDS OUT TWO BOAT EXPEDITIONS

Master Joseph Whidbey in the cutter with Lieutenant Spelman Swaine in the launch

with two week’s provisions set out to complete the survey

of the continental shore -- September 10, 1793

they were to investigate the western shore from where Lieutenant Johnstone had stopped

until he reached the Pacific Ocean

Lieutenant James Johnstone and Midshipman Robert Barrie took *Discovery’s* small cutter

with instruction to begin their investigation of the northern channel

JOHNSTONE AND BARRIE RETURN TO THE SHIPS

After one night away Lieutenant James Johnstone and Midshipman Robert Barrie

returned to the ships -- September 11, 1793

they had surveyed the supposed continental shore

and found it took an irregular course to the southeast

to a place Vancouver named **“Point Barrie”**

As the weather took a turn for the worse, Johnstone decided it was prudent

to move away from the rocks and concluded his survey

**“Conclusion Island”** was the name given to his final location

before he returned to the *Discovery*

Gale force winds with squalls and a great deal of rain lasted through the night

and continued until [September 15, 1793]

JOSEPH WHIDBEY AND SPELMAN SWAIN RETURN TO THE SHIPS

Captain Vancouver, Lieutenant Peter Puget and the crews of the *Discovery* and *Chatham*

had become increasingly concerned regarding the safety of their last boat expedition

*Discovery’s* cutter and launch came into view -- afternoon September 20, 1793

(Master Joseph Whidbey and Lieutenant Spelman Swaine reported

that after leaving the ships they had made for Conclusion Island [September 7]

and began their examination to the south

when the launch struck a rock and lost her rudder

they were forced to steer with an oar which drastically slowed their progress

passing by scattered rocks and inlets [September 11]

they found an entrance leading northwest into Kuiu Island

this formed an extremely good harbor that Vancouver named **“Port Beauclerc”**

nine miles further on they reached **“Point Amelius”** in the northeast point of the bay

a clear passage to the ocean was seen

this was divided by an island at the entrance

which Vancouver named **“Warren’s Island”** (today’s Warren Island)

named after British Captain Sir John Borlase Warren

violent weather forced the boat expedition to remain in the bay [September 12-14] although the wind was so strong a man could not stand without hold a rock or tree

during this time some repairs were made to the launch’s rudder

with a break in the weather the boat expedition members turned south [September 15]

after nearly three miles the reached **“Point St. Alban’s”** (Point St. Alban)

they were prevented from landing by violent surf and rocks that threatened them

Whidbey decided to move outside of the rocks and proceed around Point St. Albans

rocks made landing impossible but after about six miles the rocks terminated

camp was made on the shore of a canal named **“Affleck’s Canal”** (Affleck Canal)

Whidbey sailed south along Affleck Canal [September 16]

its western shore had three large bays which were all examined

during the foggy and unpleasant day

while the rain stopped the weather remained very hazy and unfavorable [September 17]

as they proceeded among the islands of the Alexander Archipelago

in a southerly direction

fog obscured their vision when suddenly they were hit by a very heavy rolling swell

coming from the west which indicated the ocean was very near

they stopped from 8:00 a.m. to 2:00 p.m. waiting for the fog to lift

giving up they retired to a sheltered cove about a mile to the north

fog kept Whidbey’s boat expedition in the cove until [7:00 a.m. September 18]]

when the weather cleared up somewhat they returned to the point of land

and found it to be a conspicuous promontory

having concluded their survey of this portion of the Alexander Archipelago

Master Joseph Whidbey made his way back to the ships

they stopped for the night in a cove where heavy swells during the night forced them

to the utmost exertion to prevent the boats from being dashed against the rocks

rough water forced the boat expedition to remain in the cove

until [10:00 a.m. September 19]

with great difficulty they managed to escape from the surrounding rocks and breakers

continuing through the difficult weather Master Joseph Whidbey in the cutter

with Lieutenant Spelman Swaine and their expedition

returned to *Discovery* and *Chatham* in Port Protection[afternoon September 20]

VANCOUVER’S EXTENSIVE SUMMER SURVEY COMES TO AN END

Members of Vancouver’s expedition

had accomplished the principal object of their assignment

Harsh weather, hazardous sailing conditions and the advance of the season

forced Vancouver to leave the waters of Russian-America (Alaska)

although he was frustrated with vast expanse of space left to the examined

even so a vast area had been surveyed:

•Chatham’s Sound and Fitzhugh’s Sound

to the east of the Queen Charlotte Islands (Haida Gwaii);

•continental shore from **“Point Staniforth”** and the entrance to **“Gardner’s Canal”**

to **“Desolation Sound**” the northern extend of **“New Georgia”**

was investigated and named **“New Hanover;”**

•**“Duke of Clarence’s Strait**” bounded on the east by **“Duke of York’s Islands”**

and part of the continent around Cape Caamano

and the Isle de Gravina was visited

•the western shore, although not visited, was believed to be broken islands

this was named **“The Prince of Wales’s Archipelago”** and the adjacent continent

was identified as **“New Cornwall”**

CAPTAIN VANCOUVER CONCLUDES HIS IVESTIGTION OF NORTHERN WATERS

At a place named **“Cape Decision”** by Captain Vancouver at the southern tip of Kuiu Island

the expedition concluded for the season -- September 21, 1793

British Captain George Vancouver had stopped his exploration of North Pacific waters

*Discovery* and *Chatham* reached Sitka, Russian-America (Alaska)

as winter storms were brewing

these storms convinced Vancouver to sail to the Sandwich Islands (Hawaii)

by way of Nootka Sound where he would receive further instructions

from the British government

SPAIN’S SCIENTIFIC EXPEDITION CONCLUDES THEIR INVESTIGATIONS

After their stay in Tonga Captain Alejandro Malaspina’s corvette *Descubierta*

andJose de Bustamante y Guerra’s corvette *Atrevida* sailed to Peru

then around Cape Horn and on to Spain

Spain’s scientific expedition arrived in Cadiz

after a voyage of over four years -- September 21, 1793

Malaspina’s report was very large

seven volumes with seventy maps and seventy other illustrations

but this report was never published because after his return to Spain

Malaspina became involved in a conspiracy to overthrow

Spanish Prime Minister Manuel de Godoy

Captain Alejandro Malaspina was thrown in jail by the Prime Minister

and the captain’s report and supporters were scattered

CAPTAIN GEORGE VANCOUVER’S EXPEDITION ARRIVES AT NOOTKA SOUND

Captain Vancouver’s supply ship *Daedalus* under the command of Lieutenant James Hanson

had returned and waited at Nootka Sound

for the arrival of *Discovery* and *Chatham* -- September 1793

Vancouver called on Nootka Sound for the last time -- October 1793

there he learned that the Spanish garrison had received no instructions

regarding the abandonment of the colony

he also learned there had been no answer from the British government

regarding his dispatches relating to the resolution of the Nootka dispute

Vancouver waited vainly for six weeks

as no new orders were received, *Discovery, Chatham* and *Daedalus* sailed for California

ALEXANDER MACKENZIE RETURNS TO FORT CHIPEWYAN

Mackenzie spent the winter of 1793-1794 at Fort Chipewyan

he had traveled more than 2,300 miles across the North America wilderness

averaging more than thirty-six miles a day

without losing anyone in his group -- or his dog

Mackenzie spent the winter at Fort Chipewyan

where he turned his attention and energies to trapping

CAPTAIN VANCOUVER ARRIVES AT MONTEREY, CALIFORNIA

Captain George Vancouver sailed the *Discovery* from Nootka Sound

and into the Spanish harbor at Monterey, California -- December 1793

accompanied by Lieutenant Peter Puget with the *Chatham*

and Lieutenant James Hanson in command of the supply ship *Daedalus*

Captain Vancouver took this opportunity to visit with his good friend

Commandant Juan Francisco de la Bodega y Quadra

and to survey the southern California coast

Vancouver learned from Spanish officials that the European powers were at war with France

although France was actively involved in the French Revolution,

war had been declared against Great Britain and the Dutch Republic [1793-1802]

Spain allied herself with Great Britain

putting the Nootka Sound conflict in an odd position

Vancouver set out on his third (and last) visit

to the Sandwich Islands (Hawaii) -- winter 1793-1794

NOOTKA SOUND CLAIMS CONVENTION IN SIGNED IN MADRID, SPAIN

“Third Nootka Convention” was signed -- January 11, 1794

this third treaty signed by Kingdom of Spain and the Kingdom of Great Britain

to resolve the Nootka dispute triggered by the seizure of British ships

by Spanish Lieutenant Francisco de Eliza at Nootka Sound on Vancouver Island

was also known as the “Convention for the Mutual Abandonment of Nootka”

there had been two previous attempts to resolve the Nootka Sound Crisis: •Nootka Sound Convention, known as the Nootka Agreement,

had been signed [October 28, 1790];

•Second Nootka Sound Convention, known as the Nootka Claims Convention,

had been signed [February 12, 1793]

Terms of the third convention called for mutual abandonment of Nootka Sound:

•all buildings and districts of land once owned by British subjects

shall be returned to Britain;

•a British official would unfurl the British flag over the returned land;

•after these formalities were completed the officials of the two Crowns

would withdraw their people from the port of Nootka Sound;

•subjects of both nations would be free to visit the port whenever they wished

and construct temporary buildings for use during their stay;

•neither Spain nor Britain could form any permanent establishment at Nootka Sound

nor could they claim any right of sovereignty to the exclusion of the other;

•both nations pledged to mutually aid each other to deny access to any other nation

that might attempt to establish sovereignty over Nootka Sound

CAPTAIN VANCOUVER LEAVES THE SANDWICH ISLANDS FOR ONE LAST TIME

After completing his survey of Southern California waters Captain Vancouver

sailed to the Sandwich Islands (Hawaii) to meet his supply ship *Daedalus*

bringing supplies from New South Wales, Australia -- January 1794

Vancouver spent three months on Kealakekua Bay

on the Kona Coast of the big island of Hawaii

making repairs to the *Discovery* and *Chatham* and their boats

Vancouver used his time to reestablish his alliance with Hawaiian leader King Kamehameha

who had been equipping his army with modern muskets and cannons

and training his men in their use under the direction of British sailor John Young

Vancouver’s assistance to the king was particularly helpful

skilled British craftsmen and their tools were loaned to Kamehameha

who used them to build an armed thirty-six-foot vessel, the *Britannia*

(this ship and its armaments aided Kamehameha in winning the decisive battle

to conquer Oahu --the last Hawaiian island to come under his control [spring 1794])

HAWAIIAN VOLCANO MAUNA LOA IS SUCCESSFULLY CLIMBED

Lieutenant Joseph Baker accompanied Dr. Archibald Menzies

and Midshipman George McKenzie along with one other man

whose name was not recorded made the first recorded ascent

of Mauna Loa the highest of the five volcanoes on the Big Island of Hawaii

they summated the 13,679-foot mountain -- February 16, 1794

using a barometer, they measured its height

(within fifty feet of today’s accepted height)

KING KAMEHAMEHA PROCLAIMS HIS LOYALTY TO GREAT BRITAIN

Hawaiian King Kamehameha made a proclamation declaring to Captain George Vancouver

that his people were“Tanata no Britanee*”* (“People of Britain”) -- February 25, 1794

exactly what Kamehameha meant was not be entirely clear

since Great Britain exerted no sovereignty over the islands during his reign as king

*DISCOVERY* AND *CHATHAM* SAIL FROM THE SANDWICH ISLANDS

After a very relaxing winter, Captain George Vancouver and Lieutenant Peter Puget

guided their ships out to sea -- March 15, 1794

and made directly to (Cook Inlet) in Russian-American (Alaska) waters

this was the northern limit of his survey

SPANISH COMMANDANT JUAN DE LA BODEGA Y QUADRA DIES SUDDENLY

Commandant Juan Francisco de la Bodega y Quadra for years had suffered from headaches

he had requested a leave of absence from his duties in Monterey, California

to restore his health

Quadra moved to Guadalajara, New Spain (Mexico) where he suffered a brain hemorrhage

he traveled to Mexico City where he had a seizure and died (probably of a brain tumor)

at age forty-nine -- March 26, 1794

Quadra’s successor as commissioner to implement 1794 Third Nootka Convention

was Commandant of Acapulco Brigadier General Jose Manuel de Alava

(today Cape Alava commemorates his name)

HUDSON’S BAY COMPANY RECOGNIZES DAVID THOMPSON’S SURVEYOR SKILLS

In recognition of his map making skills exhibited in mapping a route

from Cumberland House on the Saskatchewan River to Lake Athabasca

Hudson’s Bay Company promoted David Thompson to the position of surveyor -- 1794

ALEXANDER MACKENZIE DECIDES TO LEAVE FORT CHIPEWYAN

Mackenzie’s long winter at Fort Chipewyan took its toll -- he decided to return to civilization

he was as an appointed agent at Montreal by the North West Company -- spring 1794

NORTH WEST COMPANY BUILDS FORT AUGUSTA (ALBERTA) CANADA

North West Company leader Simon McTavish pushed field operations toward the Pacific

he assigned his nephew Duncan McGillivray to open a trading post

about a mile upstream from where the Sturgeon River enters the Saskatchewan River

(in today’s Alberta, Canada)

John McDonald of Garth worked for the North West Company as a clerk

his early fur trade years were spent principally on the Saskatchewan River he was sent by Duncan McGillivray to build Fort Augusta

which became an important stop on the main North West Company

overland brigade route -- 1794 [until 1795]

*DISCOVERY* AND *CHATHAM* RETURN TO THE WATERS OF THE NORTH PACIFIC

Captain George Vancouver and Lieutenant Peter Puget reached the North Pacific coast

of Russian-America where they surveyed the unexamined coastline southwards

beginning from what was referred to as Cook River

named in honor of British Captain James Cook

to where Vancouver had stopped during the previous year’s effort

Vancouver established his base of operation at Cook River

which was renamed **“Cook Inlet”** (today’s Anchorage, Alaska)

he began his survey -- late April 1794

Vancouver’s men visited the very heart of Russian-America

and traded with Russian settlements and natives alike

Captain Vancouver himself reached the head of **“Knik Arm”**

Master Joseph Whidbey reached the head of **“Turnagain Arm”**

ALEXANDER BARANOV SEEKS A CONFERENCE WITH CAPTAIN VANCOUVER

Alexander Baranov, the head of the Russian trading operations in Russian-America,

repeatedly asked Captain George Vancouver for a conference -- 1794

but the British captain refused out of concern that such a meeting

would further complicate relations between Great Britain and Spain

especially regarding Nootka Sound Vancouver arranged his sailing schedule to avoid the Russian trade leader

(Baranov, aware of the British slight, later retaliated by expanding the Russian area of trade)

CAPTAIN GEORGE VANCOUVER SURVEYS PRINCE WILLIAM SOUND

Vancouver turned his attention from surveying the Cook Inlet region

he sailed around the Kenai Peninsula to chart Prince William Sound -- end of May

Lieutenant James Johnstone explored from **“Bligh Island”** to the east and south

Master Joseph Whidbey surveyed the western half to Bligh Island as far as

Valdez Arm first explored by Spanish Lieutenant Salvador Fidalgo [1790]

Vancouver’s men once again conducted trade with both the natives and the Russians

Captain Vancouver pressed his expedition on toward the east

freezing weather killed their store of live turtles that had been kept for meat

and Dr. Archibald Menzies’ quarterdeck greenhouse froze

killing all of his plant specimens

While Captain Vancouver named many features in (today’s Alaska) waters,

Lieutenant Peter Puget named many notable places in Prince William Sound

after members of his family

LIEUTENANT WILLIAM BROUGHTON ARRIVES IN LONDON

Lieutenant William Broughton had traveled across New Spain (Mexico)

and the Atlantic Ocean carrying dispatches from Captain George Vancouver

and Vancouver’s request for further orders in negotiating a settlement

with the Spanish regarding Nootka Sound

Broughton reached London -- July 1793

he was informed the entire matter had been taken out of Vancouver’s hands

as the issue had been settled by the British and Spanish foreign offices

another person would be dispatched from London [November 11, 1794]

to conclude negotiations regarding the Nootka affair

VANCOUVER TURNS HIS ATTENTION TO (ALASKA’S CHICHAGOF ISLAND)

Sailing south from Prince William Sound Captain Vancouver

continued to minutely explore the (Alaskan) waters -- July 1794

Vancouver’s *Discovery* and Lieutenant Peter Puget’s *Chatham* sailed to (Chichagof Island)

*Discovery* and *Chatham* anchored off northwest coast of (Chichagof Island)

at what Vancouver named **“Port Althorp”** -- July 9, 1794

Master Joseph Whidbey was dispatched to the northeast with a boat expedition

to survey what he named **“Favorite Channel”** (north of today’s Juneau, Alaska)

despite constant rain and more than one hostile encounter with a large group of Tlingits

Whidbey was able to explore **“Lynn Canal”** (to the vicinity of Haines, Alaska)

where he reached heads of (Chilkat Inlet) and (Chilkoot Inlet)

he followed a length of the west coast (of what Vancouver named **“Admiralty Island”)**

rounding its southern point to spend a night

near **(“Point Townshend”)** on its southeast coast

Tlingit Indians attacked and were defeated with loss of two of Whidbey’s men wounded

this was the first attack to occur on the cruise

**“Betton Island”** “was named in honor of one of the wounded men

JOSEPH WHIDBEY RETURNS TO *DISCOVERY* AND *CHATHAM*

Master Joseph Whidbey returned from his survey of the “Favorite Channel” region

in the vicinity of (today’s Juneau, Alaska) -- July 27, 1794

After Whidbey’s return preparations were undertaken

to move the base of operation to a new anchorage

VANCOUVER ESTABLISHES HIS LAST BASE OF OPERATIONS

Port Althorp was left behind as *Discovery* and *Chatham* sailed south along the west coast

of (Chichagof Island) to (Baranof Island) which was reached -- August 2, 1794

Vancouver named a cove on southern tip of (Baranof Island) **“Port Conclusion”**

Two boat parties were dispatched from Port Conclusion -- August 3

Lieutenant James Johnstone charted the west, north and east coasts of (Kuiu Island)

and the south and east shore of (Kupreanof Island)

Master Joseph Whidbey advanced up **“Stephens Passage”** in the Alexander Archipelago

he completed the survey of the east coast of **“Admiralty Island”**

including **“Seymour Canal,” “Glass Peninsula”**

and the continental shore opposite

Whidbey investigated the channel to the east of (Kupreanof Island)

before being stopped by shoals (in the vicinity of today’s Petersburg, Alaska)

Whidbey and Johnstone met each other off the northeast coast of (Kupreanof Island)

Master Joseph Whidbey noted: **“…that it is not possible for language to describe the joy that was manifested in every countenance on thus meeting their comrades and fellow adventurers, by which happy circumstance, a principal object of the voyage was brought to a conclusion.”**[[218]](#footnote-218)

NO CHANGE HAS TAKEN PLACE REGARDING THE STATUS OF NOOTKA SOUND

Spain continued to maintain its Nootka Sound garrison at Fort San Miguel

and the colony of Santa Cruz de Nuca although the future of that colony

and the colony located at Bahia de Nunez Gaona(Neah Bay) remained in doubt

Lieutenant Salvador Fidalgo entered Nootka Sound on *Princesa* -- August 14, 1794

he brought word that Commandant Juan Francisco de la Bodega y Quadra

had died [March 26]

Lieutenant Fidalgo was accompanied by Commandant Brigadier General Jose Alava

who was ordered to deliver Fort San Miguel and the colony of Santa Cruz de Nuca

to British Captain George Vancouver

CAPTAIN GEORGE VANCOUVER CONCLUDES HIS DETAILED COASTAL SURVEY

Master Joseph Whidbey and Lieutenant James Johnstone returned to Port Conclusion

with their supplies completely exhausted -- August 19, 1794

According to the diaries of several officers, they felt great joy

with the completion of their survey realizing they could now return home

Captain Vancouver further noted: **“In order that the valuable crews of both vessels on whom great hardships had fallen, and who had uniformly encountered their difficulties with unremitting exertion, might celebrate the day, that had thus terminated their labours in these regions; they were served with such additional allowance of grog as was fully sufficient to answer every purpose of festivity on the occasion.”**[[219]](#footnote-219)

*DISCOVERY* AND *CHATHAM* SAIL FROM RUSSIAN-AMERICAN (ALASKA) WATERS

Within a few days of the return of Whidbey and Johnstone, Vancouver left Port Conclusion

unfortunately, as they set out for Nootka Sound British sailor Isaac Wooden

was lost in a boating accident off (Cape Ommaney)

one of the few to die on the expedition

Vancouver named these treacherous rocks **“Wooden Rocks”** in his memory

*DISCOVERY* AND *CHATHAM* ARRIVE AT NOOTKA SOUND

Captain George Vancouver and Lieutenant Peter Puget

reached Nootka Sound -- September 1, 1794

Vancouver was to negotiate an end to the Nootka Sound Crisis

Spanish Brigadier General Jose Alava, now the Commandant of Nootka Sound

had arrived about two weeks before

Vancouver found General Alava to be cooperative and friendly

but no instructions had arrived for Vancouver to resolve the [1790] Nootka Sound Crisis

thus neither Vancouver nor Alava knew how to properly conclude the Nootka affair

Vancouver and his men were saddened to learn

that Spanish Commandant Juan Francisco de la Bodega y Quadra had suddenly died

Vancouver noted in his journal: **“The death of our highly valuable and much esteemed friend Senr** (sic) **Quadra, who in the month of March had died at St. Blas, universally lamaneted.** (sic) **Having endeavoured, on a former occasion, to point out the degree of admiration and respect with which the conduct of Sen’r Quadra toward our little community had impressed us during his life, I cannot refrain, now that he is no more, from rendering that justice to his memory to which it is so amply intitled,** (sic) **by stating, that the unexpected melancholey** (sic) **event of his decease operated on the minds of us all, in a way more easily to be imagined than described: and whilst it excited our most grateful acknowledgements, it produced the deepest regret for the loss of a character so amiable, and so truly ornamental to civil society.”**[[220]](#footnote-220)

CAPTAIN VANCOUVER AND GENERAL ALAVA REMAIN ON FRIENDLY TERMS

Compatible relations were established

Vancouver and Alava entered a branch of Nootka Sound they named **“Tiupana Arm”**

(present-day Tlupana Inlet) -- September 27, 1794

both men attended a large celebration in Maquinna’s village of Tahsheis

*Discovery* and *Chatham* and their crews were anxious to set sail

both Vancouver and Alava decided to journey to Monterey, California

where they hoped instructions were awaiting them

CAPTAIN VANCOUVER LEAVES NOOTKA SOUND FOR THE LAST TIME

Captain George Vancouver and Lieutenant Peter Puget sailed the *Discovery* and *Chatham*

out of Nootka Sound bound for Monterey, California -- October 6, 1794

Vancouver’s supply ship, *Daedelus*, was sent back to England

accompanied by a troublesome sailor

Thomas Pitt, fifteen years old when he first sailed with Vancouver, had been disciplined

for numerous infractions -- Vancouver dismissed him in disgrace

(Pitt, the cousin Prime Minister William Pitt [the Younger]

later became Thomas Pitt, 2nd Baron Camelford

his dismissal by Vancouver later had a major impact on Vancouver’s later life)

SPANISH COMMANDER OF NOOTKA SOUND ARRIVES IN MONTEREY, CALIFORNIA

Commandant of Fort San Miguel and the colony of Santa Cruz de Nuca

Brigadier General Jose Alava, arrived in Monterey, California

on the Spanish corvette *Princesa*

sailing under the command of Lieutenant Salvador Fidalgo -- October 15, 1794

VANCOUVER AND PUGET ARRIVE IN MONTERY, CALIFORNIA

Captain Vancouver and Lieutenant Puget reached Monterey, California

with the *Discovery* and *Chatham* -- November 6, 1794

there they joined Commandant Brigadier General Jose Alava

and learned there were still no instructions for Vancouver

(Spanish Lieutenant Salvador Fidalgo had already sailed the *Princesa*

for San Blas, New Spain [Mexico])

Vancouver and Alava waited for documents to arrive from their governments

Vancouver used the time to recondition his ships for the long voyage back to London

UNITED STATES AND GREAT BRITAIN SIGN A TREATY TO RESOLVE ISSUES

Questions regarding outstanding issues between the two countries

left by the [1783] Treaty of Paris that had ended the American Revolution

were addressed in a treaty known by several names such as

the Treaty of Amity, Commerce, and Navigation, Between His Britannic Majesty

and The United States of America or the British Treaty

or the Treaty of London of 1794

in the United States it was named the Jay Treaty and also as Jay’s Treaty

after the chief American negotiator John Jay

John Jay was the head of the Federalist Party that believed in a strong federal government

but many of the terms of the agreement were introduced

by Secretary of State Alexander Hamilton

and were supported by President George Washington

of immediate concern was the establishment of the international boundary

between the United States and Canada in the Great Lakes region

What became known as the Jay Treaty in the United States was signed -- November 18, 1794

it called for arbitration to settle the U.S.-Canadian border

this was one the first times that arbitration had been used for diplomatic purposes

Jay Treaty eventually called for the removal of British troops

from forts ceded to the United States at the end of the Revolutionary War

and required that British trading posts operating in American territory be closed

*DISCOVERY* AND *CHATHAM* BEGIN THEIR JOURNEY BACK TO ENGLAND

(Although negotiations regarding the [1790] Nootka Sound Crisis

had been concluded in Europe this was unknown to Captain George Vancouver)

*Discovery* and *Chatham* sailed out of Monterey, California -- December 2, 1794

bound for London by way of Cape Horn -- thus circumnavigating the globe

OUTSIDERS IMPACT THE ONGOING CIVIL WAR IN THE SANDWICH ISLANDS

(American Captain John Kendrick had sailed the *Lady Washington* to Macau, China [1792]

where finding buyers for his furs proved to be a very difficult task

he had sailed several times between the Sandwich Islands (Hawaii)

and Clayoquot Sound [1793] trading aboard the *Lady Washington*

apparently for himself in his unhurried fashion[1793-1794]

he had a brief reunion with his son who now commanded the Spanish ship *Aranzazu*)

Captain John Kendrick sailing from Clayoquot Sound bound for China

reached Honolulu -- December 3, 1794

two British vessels were in Karakakooa Bay:

•*Jackal* under Captain William Brown;

•*Prince Lee Boo* under a Captain Robert Gordon

Civil war had gripped the island of Oahu as Hawaiian tribes fought for control

when the island of Oahu was invaded by Kauai Island Chief Keokulani

Chief Kalanikupule of Oahu asked Captain Brown for assistance

in defending his island from the invading forces of his uncle

Captain Brown provided support and was joined by the first mate of the *Prince Lee Boo*

Captain Kendrick also probably sent some of his men to help Chief Kalanikupule

With the help of muskets fired by the sailors, Chief Kalanikupule drove Chief Keokulani

to hills above Honolulu and into a ravine

Chief Keokulani tried to escape but his scarlet and yellow feather cloak revealed his location

Brown’s and Kendrick’s men fired from their ships

Oahu warriors killed Keokulani along with his wives and chiefs

AMERICAN CAPTAIN JOHN KENDRICK IS KILLED

In celebration of their part in winning the victory for Oahu Chief Kalanikupule Captain John Kendrick while in Karakakoa Bay fired a thirteen-gun salute

to the British ship *Jackal* -- 10:00 a.m., December 12, 1794 *Jackal* answered with a return salute

one *Jackal’s* cannons was accidently loaded with grapeshot

which pierced the side of the *Lady Washington*, wounded several of the crew,

and removed Kendrick’s head as he sat at his table

Kendrick died from a round fired as a British salute in his honor

Captain Kendrick’s body and the bodies of his shipmates were taken ashore

and buried on the beach in a hidden cove of palm trees

VANCOUVER SAILS FROM MONTEREY, CALIFORNIA BOUND FOR ENGLAND

Although Captain Vancouver had orders to avoid Spanish possessions in the Pacific Ocean

he also had orders to survey as much of the coast as possible

Vancouver’s expedition reached the Tres Maria Islands off the coast of New Spain (Mexico)

there they stopped for provisions -- December 17, 1794

and to allow Dr. Archibald Menzies to study the plant life

Christmas was spent at sea

STEPS ARE TAKEN TO RESOLVE THE LONG-STANDING NOOTKA SOUND CRISIS

Great Britain and Spain had long attempted to resolve the [1790] Nootka Sound Crisis

which centered around Spanish Commandant Francisco de Eliza

confiscating British vessels and land in Nootka Sound [1790]

Newly-named Commissioner Lieutenant Thomas Pierce of the British Royal Marines

was assigned to implement the “Convention for the Mutual Abandonment of Nootka”

this was the third “Nootka Sound Claims Convention”

Commissioner Pierce replaced Captain George Vancouver as the diplomat responsible

Commissioner Thomas Pierce reached San Blas, New Spain

where he met with Spanish Lieutenant Salvador Fidalgo

together they sailed north on the Spanish ship *Activa* to Monterey, California

accompanied by the small armed launch *San Carlos* -- January 1795

In Monterey Spanish Lieutenant Salvador Fidalgo and British Commissioner Pierce

picked up Commandant Brigadier General Jose Alava who had replaced

Commandant Juan Francisco de la Bodega y Quadra as Spain’s representative

in implementing the Nootka Sound Claims Convention

COLUMBIA RIVER MYTHS LEADS TO MISCONCEPTIONS ABOUT NORTH AMERICA

Samuel Hearne had advanced the idea of a Continental Divide [1773]

that is, a range of mountains beyond which all rivers ran to the west

Following this idea, Aaron Arrowsmith, a London mapmaker,

drew on his maps of North America a single ridge of western mountains

his [1790] map showed these mountains extending south only to 48º north latitude

with the “River Oregan” flowing west

this suggested easy passage to the coast from the headwaters of the Mississippi River

Robert Gray’s discovery of the Columbia River [1792]

demonstrated the Columbia River is in the same latitude as the upper Missouri River

perhaps a portage between the two river would be possible

this led Americans to believe they were on the verge of discovering a “Passage to India”

(search for this passage will motivate Thomas Jefferson

to send Lewis and Clark [1804-1806])

Mapmaker Aaron Arrowsmith’s map -- 1795

showed a single ridge of mountains extending to about 49º north latitude

(his [1798] map extended the Stony Mountains [or Rocky Mountains]

south to about 38º north

he noted the mountains were only 3,520 feet high

[a ridiculous figure acquired from nowhere]

and gave credence to the belief they would not be a formidable barrier)

(an updated version of Arrowsmith’s map [circa 1800]

shows the “R. Oregan” and “R. Columbia”

these were connected with a dotted line to the other side of the single mountain range which suggested an eastern connection through the mountains)

REPRESENATIVES OF GREAT BRITAIN AND SPAIN ARRIVE AT NOOTKA SOUND

British and Spanish government commissioners had conferred in Europe

to resolve the issues remaining regarding the Third Nootka Convention

where they had agreed on mutual abandonment of Nootka Sound

Spanish Commissioner Commandant Brigadier General Jose Alava

and British representative Lieutenant Thomas Pierce met formally

at the tiny piece of land where John Meares built his schooner *Northwest America*

on the north side of Friendly Cove in Nootka Sound -- March 5, 1795

this time the instructions to resolve the Nootka Sound Controversy were complete

British Commissioner Thomas Pierce hoisted the British flag

over John Meares’ land claim as a token gesture of taking possession

NOOTKA SOUND IS VACATED BY THE SPANISH GOVERNMENT

Two papers written to preserve the honor of the signers of the various Nootka Agreements

were signed by British Royal Marines Commissioner Lieutenant Thomas Pierce

and Spanish Commandant Brigadier General Jose Alava **--** March 28, 1795

Nootka Sound Claims Convention [1794] required the Spanish military post be destroyed

Spanish Brigadier General Jose Manuel Alava, Commandant of Santa Cruz de Nuca

gave the orders and Spanish sailors dismantled the little post of Fort San Miguel

all the guns were placed aboard the Spanish ships *Activa* and the *San Carlos*

they also took all of the moveable property from the second Spanish colony

at Santa Cruz de Nuca (Neah Bay)

When the British and Spanish commissioners’ ships departed,

Nootka Sound was left to the native people who had lived there for thousands of years

of course, all European visitors had completely disregarded native territorial claims

Chief Maquinna of the Mowachat band of the Nu-Cha-Nulth people

was far from being an ignorant savage, he was a shrewd and astute leader

he witnessed the talks between the Spanish and English representatives

(although Maquinna appeared to favor the Spanish in the dispute,

his statue is today included with other early leaders

who grace Victoria’s Legislative Buildings)

CAPATAIN GEORGE VANCOUVER CONTINUES HIS HOMEWARD VOYAGE

Only Spanish ports existed in the Pacific Ocean

lack of places to provision his ships led to the men beginning to suffer from scurvy

also, necessity required some refitting of *Discovery* and *Chatham* be undertaken

Vancouver put in at Valparaiso in the Viceroyalty of Peru (today’s Chile) -- March 35, 1795

there for five weeks repairs were undertaken with the help of the Spanish

*Discovery* and *Chatham* sailed from Valparaiso -- May 5, 1795

Vancouver had intended to survey of the coast of Peru but this became impractical

with the onset of the Southern Hemisphere’s winter

and the badly worn condition of the ships passage around Cape Horn would be hazardous

NORTH WEST COMPANY BUILDS FORT AUGUSTUS

Nor’Wester Angus Shaw established Fort Augustus on the bank of the Saskatchewan River

about a mile upstream from the confluence of the North Saskatchewan River

(near present day Edmonton, Alberta) -- 1795

this was an attempt to outdistance its Hudson’s Bay Company competition

and tap a new source for pelts

NORTH WEST COMPANY POSTS WERE USUALLY SIMILARILY CONSTRUCTED

Buildings at these posts were crude

squared timber walls were chinked with mud

whitewashed on the exterior with white mud

and, perhaps, plastered with mud on the interior

coniferous bark was the usual roofing material

occasionally substituted by mud and earth, or turf

fireplaces had stone fire-boxes

and wattle-and-daub (woven sticks and mud) chimneys

windows were covered with parchment paper -- not glass

NORTH WEST COMPANY CLUB PROVIDES LEADERSHIP TO THE COMPANY

Beaver Club, located on Beaver Hall Hill in Montreal, was begun -- spring 1795

no North West Company partner was eligible for membership

unless he had spent at least one winter in the wilderness

men who had lived hardily through the rough life as a company “wintering partner”

could be relied upon to keep the Beaver Club from stagnating

members met each night to eat and drink and to toast the British King and each other

and all the lads of the North collectively and individually

Spring was a time of great joy in Montreal

for in spring the brigades came in with their furs

as April turned into May, hilarity broke out of the confining walls of the Beaver Club

and resounded through the streets and taverns of Montreal

and along the banks of the St. Lawrence River

boisterous scenes were enacted in the candle-lit banquet room of the Beaver Club

where brave and manly Scots sat wearing gold-braided uniforms,

eating from silver serving plates and drinking from silver goblets,

all engraved with the Club’s crest -- a beaver

and the motto: *Fortitude in Distress*

revelers danced the Highland sword-dance

At length the concluding ceremony was held

as a tribute to the voyageurs lordly Nor’Westers and their guests knelt on the floor

with tongs, pokers, canes, or whatever would serve the purpose,

as they imitated the canoeman’s swift, rhythmic strokes,

while they sang in rousing chorus one of the favorite paddle-songs

NORTH WEST COMPANY BRIGADES ARRIVE AT FORT WILLIAM

When canoe brigades arrived at Fort William on Lake Superior

even wilder scenes than those of the Beaver Club were enacted

Nor’Westers did not own Montreal -- but Fort William was theirs

Fort William possessed a huge banquet hall where two hundred men could feast at their ease

portraits of King George III and British hero Admiral Lord Horatio Nelson

adorned the walls

French chefs paid lordly salaries were convinced to risk their life and culinary reputation

to prepare venison steaks and buffalo tongues to a king’s taste

fine wines had been carried over the route from England to provide a glow of welcome

as casks were emptied allowing Nor’Westers who were able to sit astride them

to shout and sing this would be the only civilization “wintering partners” may ever enjoy

and one of the few opportunities to speak with other white men

NOR’WESTERS PREPARED FOR THEIR RETURN TRIP WEST

Voyageurs, trappers and hunters weapons were overhauled by the company gun smith

Voyageurs wore little bells and jingling bits of metal to adorn their attire

Trappers garments were cut and fashioned -- probably by the trapper’s Indian wife

he must have his moccasins colorfully beaded or worked with brightly dyed quills

leggings and jacket must be fringed

trappers wore wonderful gloves for handling traps and avoiding the human scent

Voyageurs and trappers could have a bright sash, a beaded cap,

as well as a fur cap for cold weather

fur pouches for powder and shot

and perhaps a beaded bear’s or swan’s foot pouch for his tobacco

Nor’Westers hunted huge buffalo for pemmican and dried meat to use in returning west

they also needed skins for clothing and for bedding, for making tents, saddles

and bull-boats

bone was used to supplement the trapper’s steel weapons

sinew sometimes served as thread or cord

Sadly, hunters were forced to give up the little bells and jingling bits of metal

enjoyed by the voyageurs as the sound would warn their prey of being stalked

CAPTAIN VANCOUVER AND LIEUTENANT PUGET REACH ST. HELENA ISLAND

*Discovery* and *Chatham* put in at the island of St. Helena

in the South Atlantic Ocean -- July 2, 1795

members of the crew learned that Great Britain was at war with Jamaica

(Second Maroon War would be an eight-month conflict)

Vancouver’s battered ships were nearly the weakest vessels in the Atlantic Ocean

even so he managed to capture a Dutch East India merchant ship by surprise

this event required Vancouver to recruit additional crewmen

from among the non-sailors on his ship

during a storm he ordered Dr. Archibald Menzies’ servant aloft to serve as a lookout

this left Menzies’ plants untended

many plant specimens had suffered damage and some died

an angry Dr. Menzies was placed under arrest by Vancouver

for “insolence and contempt”

VANCOUVER CONTINUES HIS HOMEWARD VOYAGE

Near the Cape Verde Islands located off the North Africa coast in the Atlantic Ocean

*Discovery* caught up with a British convoy escorted by HMS *Sceptre*

*Discovery* arrived in relative safety at Shannon, Ireland as part of this British fleet

At Shannon Vancouver departed from his ship to report to the British Admiralty in London

AMERICAN GOVERNMENT SIGNS IT FIRST TREATY WITH THE INIANS

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

Indian people and Indian country loomed as a large threat that challenged national growth

following the natives’ loss at the Battle of Fallen Timbers (August 20, 1794) President Washington’s Administration negotiated its first Indian treaty

with seven northern tribes: Shawnee, Miami, Ottawa, Chippewa, Iroquois,

and Sauk and Fox Indians -- August 3, 1795

Washington’s government dealt with Indians as foreign nations like Great Britain and France

rather than as domestic subjects in the Treaty of Greenville

goal of Washington’s Indian policy was to acquire Indian lands -- in that he succeeded

his second goal, of far less importance to Washington and his government,

was to establish just policies for dealings with Indian people

Because Washington’s treaties recognized Indians as living in independent nations

each recognized Indian tribe has a government-to-government relationship

with the United States

this tribal sovereignty assures certain federal benefits, services and protections

are maintained

recognized tribes have the right to form their own government,

exclude people from tribal land, make and enforce their own civil and criminal laws,

determine tribal membership, tax, zone their land and license

and regulate activities within their jurisdiction

furthermore, federally recognized tribes possess both the right and the authority

to regulate activities on their lands independently from state government control

they can enact and enforce stricter or more lenient laws and regulations

that differ from the laws of the state that surrounds their reservation

states have no authority over tribal governments

except when that control is expressly authorized by Congress

BRITISH CAPTAIN GEORGE VANCOUVER RETURNS TO LONDON, ENGLAND

Captain George Vancouver arrived in London -- September 1795

he had proven there was no Northwest Passage, Vancouver wrote: **“I trust the precision with which the survey of the coast of North West America has been carried into effect will removed every doubt, and set aside every opinion of a north-west passage, or any water communication navigable for shipping, existing between the North Pacific, and the interior of the American continent, within the limits of our researches.”[[221]](#footnote-221)**

in addition Captain Vancouver had achieved several other notable goals:

•he had helped remove Spain as a power in the Pacific Northwest;

•he had assisted in the unification of the Kingdom of Hawaii under Kamehameha

and further established British domination of Australia and New Zealand;

•he left the world hundreds, perhaps thousands, of place names

as Dr. Archibald Menzies added hundreds of plant species names;

but Vancouver was disappointed he was not allowed to resolve the Nootka Sound Crisis

that had taken so much of his time

HMS *DISCOVERY* ARRIVES IN LONDON

Lieutenant Joseph Baker, an America, brought *Discovery* safely home

to Long Reach on the Thames in London, England-- September 12, 1795

*Discovery* had been at sea four and a half years

(armed tender *Chatham* under the command of Peter Puget arrived a few weeks later)

Vancouver, Puget and members of his expedition had minutely explored

the Strait of Juan de Fuca, Puget Sound, the Salish Sea and Alaskan waters

during their three-year visit beginning [April 26, 1792]

but British citizens and their government were more interested

in the ongoing war with Jamaica than they were in Pacific explorations

CAPTAIN GEORGE VANCOUVER DID NOT RECEIVE A HERO’S WELCOME

Captain George Vancouver faced difficulties when he returned to London

he seemed to have generated a certain amount of respect from his officers

and many of his crewmen -- even if he had few friends among them

even so, George Vancouver was accused of strict, even harsh, treatment of his crew

(Vancouver’s shipmate on James Cook’s third expedition, Lieutenant William Bligh

had lost his ship during the “Mutiny on the *Bounty*” [1789]

Captain Vancouver was constantly leery of an insurrection on his own ship)

Captain Vancouver was attacked by politically well-connected enemies such as:

•naturalist Dr. Archibald Menzies who was usually on good terms with Vancouver

became upset when his plant specimens and been damage and some died

because his servant had been pressed into service as a lookout during a storm

Menzies who had been arrested by Vancouver for insolence and contempt

also Vancouver demanded Menzies’ journals but the doctor refused to give them up

leading to the involvement of the British Admiralty and Sir Joseph Banks

British Royal Society of London for Improving Natural Knowledge president;

•Master Joseph Whidbey placed a claim for additional pay as expedition astronomer

this claim was not supported by Vancouver

•Thomas Pitt, Baron Camelford and cousin of Prime Minister William Pitt the Younger,

was returned to England by Vancouver in disgrace aboard the supply ship, *Daedelus* Thomas Pitt challenged Vancouver to a duel but the captain refused

to be held personally responsible for any professional decision

Pitt chose to stalk Vancouver and ultimately assaulted him on a London street corner

Vancouver’s brother Charles attacked Pitt on a London street and had to be restrained

newspapers attacked Vancouver -- his career was effectively over

In the end one of Britain’s greatest navigators was no match

for the political powers that had been thrust against him -- and he was dying

Vancouver’s massive cartographical work was only a few hundred pages short of completion

when he died in obscurity at Petersham, Richmond, England

at age forty-one [May 10, 1798]

less than three years after completing his voyage

his modest grave lies in St. Peters churchyard, Petersham, England

his cartographical work was completed by Peter Puget

SPANISH HERO CAPTAIN ALESSANDRO MALASPINA’S REPORT IS NOT PUBLISHED

Government of France published a report of its [1785-1787] scientific expedition

led by Comte Jean Francoise de La Perouse [Count Galaup] [in 1797]

Great Britain’s government published Captain George Vancouver’s

[1792-1795] survey of the North Pacific Coast [in 1798]

Spain’s popular romantic hero and leader of her greatest scientific expedition,

Alejandro Malaspina prepared a very large report for the Spanish government

seven volumes with seventy maps and seventy other illustrations

after examining the political situation in Spain’s Pacific colonies Malaspina concluded

that instead of economically plundering her colonies Spain must develop

a confederation of states whose members would conduct international trade

managed by the Spanish from Acapulco

Malaspina returned to Spain and became involved in political intrigues

to overthrow Spanish Prime Minister Manuel de Godoy

Captain Alejandro Malaspina was imprisoned by the prime minister

for plotting against the state – 1795

Spain had planned to publish a grand report and atlas about his expedition

but after his political downfall this became impossible

Malaspina’s report and supporters were scattered

Spanish authorities, unwilling to publish Malaspina’s report,

which would have surpassed any other, settled on publishing

only the account of Dionisio Alcala Galiano’s portion of the expedition

Malaspina’s name and information was completely ignored

Galiano replaced Malaspina as Spain’s great explorer of the late 18th Century

Alejandro Malaspina was released from prison after seven years

when France’s Napoleon Bonaparte intervened on his behalf

Malaspina retired to Pontremoli, Spain where he died at age fifty-five [April 9, 1810]

Captain Alejandro Malaspina’s report was never published

ERA OF SPANISH CONTROL OF THE PACIFIC NORTHWEST COMES TO AN END

British Captain Charles Bishop’s *Ruby* was the sister ship of Captain James Baker’s *Jenny*

(*Jenny* was the ship found at anchor in the Columbia River

by Lieutenant William Broughton [1792])

Captain Bishop made a note in his ship’s log -- October 1795

that after trading for furs in the north, he stopped **“at a deserted Spanish village”**[[222]](#footnote-222) to gather boards to protect his ship and men from the weather

this could have been either Santa Cruz de Nuca at Friendly Cove on Nootka Sound

or Nunez Gaona (Neah Bay)

EDMONTON HOUSE IS BUILT BY HUDSON’S BAY COMPANY

Edmonton House also known as Fort Edmonton

and as Fort-des-Prairies by French-Canadians was constructed by Hudson’s Bay Company’s William Tomison

on the Saskatchewan River -- fall 1795

within a musket shot of the North West Company’s Fort Augustus

Histories of Fort Augustus and Edmonton House were very closely linked

as the two rival companies carried the British flag and British commerce

along the great rivers of Canada from the shores of the Atlantic Ocean

and Hudson Bay to the Pacific and Arctic Oceans

both of these forts served as the end point of the Carlton Trail, the main overland route

used by Metis freighters between the Red River Colony and the west

RUSSIAN TRADING ACTIVITIES EXPAND AS FAR SOUTH AS CALIFORNIA

Independent Russian trappers under the rule of leader Alexander Baranov

held the claim of settlement in Russian-America (Alaska)

north of 54º-40’ latitude -- 1796

In response to Captain George Vancouver’s activities in Russian waters [1792-1795]

and the British captain’s failure to meet with him

Alexander Baranov convinced Russian fur traders to migrate south

Indian hunters working for Russian traders expanded their operations

to include the coast of California

forts and trading posts were constructed into the Spanish claim below 42º north

(today’s Oregon-California border) as far south as the Russian River

(today’s Sacramento) in California

Russian Czar Paul ascended the throne on Empress Catherine’s death -- November 1796

Spain still claimed all of the territory of North America

in a dispatch to Czar Paul Spain protested the violation of Spanish claims

by aggressive independent Russian fur trappers

Russian incursions into Spanish territory aroused Spanish activity once again

presidios (fortresses) and missions were built in Upper (Northern) California

Monterey became the capitol of California

Spanish expeditions were sent to block Russian advances

making landings and claiming land as far north as 60º north (today’s Gulf of Alaska)

DAVID THOMPSON CHANGES COMPANIES

Hudson’s Bay Company resident Chief at York Factory Joseph Colen

ordered company surveyor David Thompson to stop surveying

he was to confine his activities to trading

Thompson’s soul must have fared poorly behind a desk or cramped behind a counter

trading furs for pots and pans and blankets

Thompson became frustrated with Joseph Colen’s interpretation of the company’s policies

at age twenty-seven he quit Hudson’s Bay Company

he walked eighty miles in the snow with most of his instruments and books

from Bedford House on Reindeer Lake, Saskatchewan

to the North West Company’s post on the Reindeer River -- May 8, 1797

DAVID THOMPSON LEAVES HUDSON’S BAY COMPANY

Frustrated with the strong emphasis on trade that characterized Hudson’s Bay Company David Thompson decided to join the rival North West Company

which encouraged exploration and mapping

Thompson wrote in his journal -- May 23, 1797

**“This day I left the service of the Hudson’s Bay Company and entered that of the Company of the Merchants** (North West Company) **from Canada. May God Almighty prosper me.**[[223]](#footnote-223)

DAVID THOMPSON JOINS THE NORTH WEST COMPANY

Thompson set out from the North West Company post on the Reindeer River, Saskatchewan

he reached North West Company headquarters at Grand Portage

on Lake Superior -- July 22, 1797

Thompson went to work as a fur trader and surveyor

but he had not provided Hudson’s Bay Company one year’s notice

of his intention to resign as was the usual practice

this oversight upset his former employer

Nor’Westers pronounced him the company astronomer, surveyor and geographer

Captain Cook’s map which had just been published may have provided some inspiration

for the North West Company to compile accurate information

in their area of operation

Thompson made a was mutually agreed upon arrangement with the North West Company

he would combine fur trading with surveying

half of the North American continent was blank

and Thompson set out to fill in the map

DAVID THOMPSON SETS OUT FOR THE U.S.-CANADIAN BORDER REGION

Thompson was assigned by the North West Company to identify the locations

of the company’s trading houses and the water routes which were likely to be affected

by the [1794] Jay Treaty establishing the international boundary

between the United States and Great Britain’s Canada

David Thompson set out from North West Company headquarters

at Grand Portage on a remarkable journey of exploration -- August 9, 1797

he traveled with experienced Nor’Wester Hugh McGillis

down the Rainy River to Rainy Lake, then to Lake of the Woods

and on to Lake Winnipeg before arriving at Lake Manitoba

Thompson carried a ten-inch brass sextant and set of charts and tables wherever he went

because he had no ocean, he used a small pan into which he poured mercury

creating an artificial horizon to reflect the sun, moon and stars

in his kit were two thermometers, drawing instruments

and foolscap-sized (13” by 16”) paper

he was more like a British sea captain than a trader

his calculations were remarkably accurate

Thompson’s traveling companions, Hugh McGillis,

often saw him gazing for hours into the skies

Indians called him Koo-Koo-Sint -- “the Man Who Looks at Stars”

Thompson noted: **“I told them it was to determine the distance and direction from the place I observed to other places, neither the Canadians nor the Indians believed me. Their opinions were that I was looking into futurity.”**[[224]](#footnote-224)

DAVID THOMPSON’S SURVEY

David Thompson and Hugh McGillis traveled from Lake Manitoba to Lake Winnipegoisis

there they borrowed horses from a Hudson’s Bay Company post located nearby

to travel on to the Assiniboine River -- September 17, 1797

Nor’Westers David Thompson and Hugh McGillis took separate routes

McGillis proceeded on to Red Deer Lake to revisit Fort Red Deer River

which he had founded [1794]

David Thompson continued his surveying efforts for the next two months

he ascended the Shoal River to Swan River House

then traveled the Swan River Valley to the Assiniboine and Red Deer rivers

THOMPSON CONTINES HIS EFFORT TO SURVEY THE UPPER MISSOURI RIVER

Not content with his exploration up to this point, Thompson set out with nine men

to try to accurately survey the location of all of the Mandan villages

located along the banks of the Missouri River and two of its tributaries,

the Heart and Knife rivers (in today’s North and South Dakota)

(Mandan Indians had first encountered Europeans [1738])

it was estimated 15,000 Mandans resided in the nine villages on the Heart River

their villages featured large, round earth lodges about forty feet in diameter

that surrounded a central plaza

they lived on bison and farmed

as they actively traded goods with other Great Plains tribes

they served as middlemen in the trade in furs, horses, guns, crops

and buffalo products

David Thompson arrived at the Mandan Villages

located along Lake Sakakawea on the upper Missouri River -- November 28, 1797 Thompson had been given the task of developing trade with these Indians

he tried to persuade the Mandans to travel to the nearest North West Company post

to trade but they were fearful of the Sioux Indians who had long been their enemy

although he was unable to convince the Mandans to travel to trade,

he did manage to record 375 words of the Mandan vocabulary

DAVID THOMPSON CONTINUES HIS SURVERY OF THE UPPER MISSOURI RIVER

Thompson remained with the Mandan Indians until -- January 10, 1798

when he moved on to investigate the headwaters of the Mississippi River system

Thompson set out to survey the route linking the Mississippi River and Red River with

North West Company’s headquarters at Grand Portage (Minnesota) on Lake Superior

then he pressed on to survey Lake Superior’s southern shore

DAVID THOMPSON SURVEYS THE RED RIVER (OF THE NORTH)

Thompson set out from Lake Superior

bound for the Red River (of the North) -- January 26, 1798

He mapped the Red River which runs between (today’s Minnesota and North Dakota)

it flows northward through the Red River Valley before emptying into Lake Winnipeg

and joins the Nelson River and ultimately enters Hudson Bay

David Thompson ascended the Red River and Red Lake Rivers to Red Lake (Minnesota)

where he waited for spring -- March 24, 1798

ALEXANDER MACKENZIE PROVED THERE WAS NO NORTHWEST PASSAGE

Alexander Mackenzie provided conclusive proof there was no Northwest Passage

North of 50º north with his explorations to the Arctic Ocean

and across the Rocky Mountains to the Pacific Ocean

he discovered and described for others to follow a Northern route across the continent

although the Columbia River was inaccurately mapped

he was interested in creating a line of posts from the mouth of Columbia River

to connect with head of Saskatchewan River and on to Lake Winnipeg

and Nelson River to Hudson Bay

as he reported: **“By these waters that discharge themselves into Hudson’s Bay at Port Nelson, it is proposed to carry on the trade to their source at the head of the Saskatchewan River, which rises in the Rocky Mountains, not eight degrees of longitude from the Pacific Ocean. The Tacouche Tesse, or Columbia** [in this Mackenzie was in error as what he knew as the Tacouche Tesse is today’s Fraser River] **flows also from the same mountains and discharges itself likewise into the Pacific in latitude forty-six degrees twenty minutes. Both of them are capable of receiving ships at their mouths, and are navigable throughout for boats.”**[[225]](#footnote-225)

ALEXANDER MACKENZIE RETIRES FROM THE NORTH WEST COMPANY

Mackenzie announced his retirement from the fur trade went to London -- 1798

*Alexander Mackenzie’s Voyages From Montreal to the Frozen and Pacific Ocean in 1793*

was his journal of his second expedition published in [1801]

Mackenzie explained the lengthytime between the event and the publication: **“The delay actually arose from the very active and busy mode of life in which I was engaged since the voyages have been completed.”**[[226]](#footnote-226)

[his book was read by President Thomas Jefferson and was carried by Lewis and Clark]

Alexander Mackenzie was knighted by England’s King George III

for his efforts in exploring the northern and western portions of North America

Sir Alexander Mackenzie returned to Canada

he was elected to the legislature of Lower Canada [today’s Quebec in [1804-1808]

as a member of the Canadian Parliament he proposed the North West Company

and Hudson’s Bay Company unite and partner with the East India Company

this proved to be beyond the reach of even Alexander Mackenzie

unable to sell his grand scheme and not particularly interested in politics

Mackenzie returned to England at age forty-five

three years later married fourteen-year-old heiress Geddes Mackenzie of Avoch

two-thirds of the village of Avoch, Scotland was part of the Mackenzie estate

Alexander Mackenzie maintained two houses

one on the Avoch estate and another in London until his death [March 12, 1820])

THOMPSON CONTINUES HIS MAPPING OF THE NORTH WEST COMPANY ROUTE

Thompson journeyed eastward from Red Lake (Minnesota) -- March 24, 1798

he traveled toward Turtle Lake (Wisconsin) which he mistakenly declared

to be the headwaters of the Mississippi River

(he missed the river’s source located at Lake Itasca about forty-five miles to the west)

DAVID THOMPSON COMPLETES HIS SURVEY OF THE UPPER MISSISSIPPI RIVER

Thompson continued on from the headwaters of the Mississippi River

to Lake Superior where he arrived -- May 1798

he surveyed its southern shore to Sault Ste. Marie

before surveying the northern shore of Lake Superior to Grand Portage

He completed his survey of 4,190 miles from Grand Portage, through Lake Winnipeg,

to the headwaters of the Assiniboine and Mississippi rivers,

as well as two sides of Lake Superior

Thompson located many North West Company trading houses

some of these were south of the new international border which meant

they would have to be given up to the Americans

As a result of Thompson’s efforts North West Company relocated its headquarters

from Grand Portage to Fort Kaministiquia (later renamed Fort William)

on the north shore of Lake Superior at Thunder Bay, Ontario

to comply with demands of the [1794] Jay Treaty

DAVID THOMPSON CONDUCTS TRADE WITH THE INDIANS

David Thompson was given the task of developing trade with the Indians

he would have no liquor in his brigades nor would he use it in the trade for furs

once he was ordered by company partners

Donald McTavish and John McDonald of Garth

to take some kegs of whiskey for trade with the tribes in the mountains

Thompson selected a vicious, unbroken horse to pack the kegs

and then let it go through the rough country at its own speed

only splinters of the kegs remained when the brigade reached the trading post

Thompson reported he felt sure the same costly accident would occur

if another unwise attempt were made to transport liquor across the mountains

Nor’Wester David Thompson was goaded by his partners for his piety

devoutly religious, Thompson preached the moral life

to the voyageurs and “coureurs des bois” who traveled with him

seldom did an evening pass in camp that Thompson did not read aloud from his Bible

to his illiterate men as they smoked their clay pipes by the campfire

three chapters from the Old Testament

and three chapters from the New Testament,

and then he expounded their meaning

in **“most extraordinarily pronounced French”**[[227]](#footnote-227)

he grew to value the spiritual life of native Americans

Thompson was off again, this time through Rainy Lake to Lake Winnipeg -- July 14, 1798

he went up the Saskatchewan River to Hudson’s Bay Company’s Cumberland House

then under the control of his friend Peter Fidler from the Grey Coat School days

DAVID THOMPSON AGAIN SURVEYS FOR NORTH WEST COMPANY

Half of the continent was blank and Thompson set out to fill in the map

arrangements with the North West Company to combine business with surveying

was mutually agreed upon

North West Company sent Thompson up to Lac La Biche (Alberta, Canada)

he traveled by way of the Churchill River, through Lac La Ronge (Saskatchewan)

and on to Lac Ile-a-la-Crosse (Saskatchewan) then up the Beaver River

he arrived back at Lac la Biche -- September

DAVID THOMPSON EXPLORES NORTHERN ALBERTA

He set out from Lac la Biche (Alberta, Canada) -- March 1799

traveling first to Fort Augustus (near present day Edmonton)

before returning to Lac la Biche

He surveyed the Pembina River and Athabasca River to Lesser Slave Lake (all in Alberta)

he continued down the Athabasca River to the Clearwater River

(at today’s Fort McMurray)

then traveled up the Clearwater River (called the Methy Portage River) to Methy Lake,

before moving on to Lac Ile-a-la-Crosse [where he arrived May 20])

DAVID THOMPSON TAKES A WIFE

David Thompson married at Ile-a-la-Crosse -- June 10, 1799

Charlotte Small was nearly fourteen years old and the daughter of a Cree Indian

and North West Company partner Patrick Small who had worked with Peter Pond

inter-racial marriages among whites and natives were accepted and even encouraged

by both sides to encourage kinship ties

Theirs was to be a lasting union, and perhaps a partnership as well

years later Thompson wrote **“My lovely wife is of the blood of these [Cree] people, speaking their language, and well educated in the English language, which gives me a great advantage”**[[228]](#footnote-228)

(Charlotte’s first child, Fanny, was born two years later [1801]

seven sons and five more daughters followed

she accompanied him on many of his travels,

and return with him to Montreal at the end of his career of exploration)

After his wedding, David Thompson traveled to Grand Portage

returning there with John McDonald of Garth (who married one of Charlotte's sisters)

as far as Fort George (near St. Paul, Alberta), Thompson spent the winter there

DAVID THOMPSON’S MAPS ARE ACCURATE

Latitude can be relatively easily fixed by observing the angle of the noonday sun

Longitude requires other methods

some of which involve knowing local time (observable from the sun)

and comparing it to the time at some other point

Thompson used Greenwich Observatory Time in England

Chronometers to keep Greenwich time were too fragile

to be carried across a roadless country

because of this surveying the wilderness lands presented far greater problems than at sea

Two methods of plotting longitude were used by Thompson

both of which took a lot of time

one was to observe Greenwich time, derivable from tables,

from the moment of an eclipse of one of Jupiter’s moons,

observed through a telescope,

but considerable time had to be spent peering through the telescope

so as not to miss the exact moment of the eclipse

other method (called the method of lunar distances) involved observations

of the angle between the moon and two fixed stars

and then reference to a set of astronomical tables,

this was a reliable method but one which took about three hours to perform

Thompson spent endless hours making thousands of observations

for latitude and longitude by these methods

but through this work he was able to accurately fix the position

of thousands of points on his travels

ACTION HOUSE IS CONSTRUCTED BY HUDSON’S BAY COMPANY

James Bird had charge of Hudson’s Bay Company’s Edmonton House

he led a party of men up the Saskatchewan River

to supervise the construction of Action House

near the North West Company’s Rocky Mountain House -- 1799

Hudson’s Bay Company hoped to attract the trade of the Kootenai Indians

who resided west of the Rockies

James Bird soon returned to Edmonton House

but probably resided at Acton House the following winter season 1799-[1800]

RUSSIAN-AMERICA COMPANY IS FOUNDED IN (TODAY’S ALASKA)

Czar Paul I consolidated the independent Russian traders into the Russian-America Company

he granted a trade monopoly to run for twenty years for all coastal commerce

above 55º north to the Russian-America Company

headquartered in St. Petersburg, Russian-America (Alaska)

First company board meeting was held -- September 16, 1799

General Manager Alexander Andreyevich Baranov

was named head of Russian-American Company

he was the sole governor of Russian-America

and maintained his headquarters Kodiak (Alaska)

(company headquarters was moved to St. Petersburg [Alaska] in [1801])

Baranov provided leadership and stability to Russian trading operations in the New World

his devotion to the company and his fur traders

resulted in vast prosperity for the organization

Baranov controlled settlements and trade as far north as Bristol Bay (Alaska)

and as far south as Ross, California

Russian-America was divided into several districts

each district had several storehouses or factories

each district was supervised by a sub-governor who reported to Baranov

ROCKY MOUNTAIN HOUSE IS ESTABLISHED BY THE NORTH WEST COMPANY

Nor’Wester Duncan McGillivry was instructed to set up Rocky Mountain House

on the Eastern side of the Rockies within close view of the great mountains

John McDonald of Garth led a North West Company party from Fort Augustus -- 1799

to construct Rocky Mountain House on the Saskatchewan River (near Calgary, Alberta)

(next year he was made a wintering partner in the North West Company)

Aboriginal peoples arrived at the site of Rocky Mountain House to build the fort

before construction could begin the site had to be cleared of a thick forest cover

felling trees, hauling logs, squaring timbers and sawing planks and boards

were the next back-breaking and time-consuming tasks

first structure constructed was the “trading house”

this was a large one-and-a-half or two-story building containing a trading room

storage room and “master’s room”

second building put up was the “Victual House” where meat and other perishables

were preserved with ice cut from the river during the winter

next structure built was the blacksmith’s house and forge

palisades and bastions and, lastly, the men’s cabins were completed

MUCH MAINTANINCE WAS REQUIRED ON OUTPOSTS

Regular maintenance was required at the Rocky Mountain House

when the traders arrived in the autumn

tall grass would have to be cleared from around the fort

each autumn, the buildings were freshly chinked and whitewashed with mud

roofs were often re-insulated before the onset of (winter)

with hay lining the inside and soil on the outside

often, buildings needed to be replaced completely

or needed repairs to their roofs, chimneys, floors or windows

sections of the palisade, rotted or knocked down by wind, also might need replacing snow removal was required in the (winter) months

When the site was vacated for the (summer), a controlled fire might be set around the fort just prior to the traders’ leaving to create a firebreak

and prevent bush fires from destroying the fort

doors and gates were often hidden in the woods

hardware, such as hinges, bolts and nails, usually made by the fort blacksmith,

were buried in a cache to prevent theft

on at least one occasion, the location of the cache, known only to two men

was forgotten and discovered by accident twenty years afterwards

(Spring) routine was reversed in the (autumn)

gates and doors were rehung and the fort put in order for another winter's business

TRADE FOR PELTS BEGAN TO DECLINE

Figures for the four year period [1798-1802] showed 48,500 skins were sold in China

a capital investment of $50,000 could yield $284,000 in gross profits (before expenses)

One captain related he had collected as many as 6,000 fine furs in a single voyage

on one occasion he secured 560 of the best quality pelts in one day

Indians, however, had become independent contractors

they had become expert traders and negotiators -- they raised their prices

phenomenal profits could no longer be obtained [by 1802]

DIVIDING THE CONTINENT AT THE TURN OF THE NINETEENTH CENTURY

Spain controlled vast possessions in North America

in the area east of the Mississippi River Spain maintained weak control

over Florida and New Orleans by right of discovery, exploration and settlement

in the area West of the Mississippi River to the Rocky Mountains

Spain maintained control of the Southwest from (today’s Texas to California)

Spain gave up her claim North of 42º (the California-Oregon border)

in the [1794] Third Nootka Convention

French possession in North America West of the Mississippi River

was known as Louisiana Territory

this included all land to the Rocky Mountains south of Great Britain’s Canada

which had been lost during the French and Indian War [1754–1763]

Great Britain claimed possession of both Canada and the Great Lakes region

she held the claims of discovery, exploration and settlement

Hudson’s Bay Company and North West Company

were conducting a series of company wars along the western frontier

British maritime activities had slowed

only nine British vessels traded on the Northwest coast during the years [1800-1810]

Russia’s possessions north of 55º north latitude were being developed

by the Russian-America Company’s Alexander Andreyevich Baranov

but delivering trade goods from Russia to the company headquarters was difficult

and most furs were sold in China -- not Russia

but a lack of ships made this trade difficult and irregular

Baranov expanded his control south as far as California

United States maintained control of the Eastern seaboard of North America

in the region North of Spanish Florida, South of British Canada

and East of the Mississippi River

thus surrounded, America was trapped in the Appalachian Mountains and to the East

and in the valley of the Ohio River which was contested by Great Britain

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# ABOUT THE AUTHOR

I was born in Western Washington and raised in a small village on the shore of the Salish Sea. My professional life was dedicated to teaching primarily Washington State History and United States History at the junior high school level. Of course, I coached for several years. I was active in my local education association serving as president, treasurer and negotiator representing teachers. I also was active in local and state politics. After retiring from teaching I was elected Washington State Senate Sergeant-at-Arms for two four-year terms.  
  
I began *Searchable Pacific Northwest History* as a lecture series to supplement the Washington State History textbooks available for junior high student use. I discovered that an understanding of the present is predicated on an understanding of our past.

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