

SEARCHABLE PACIFIC NORTHWEST HISTORY
BOOK TWO
DISCOVERY 1700-1799



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Native American Inspired Art by Watercolor artist
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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](#) and Save it onto your computer.
 - b. OPEN the TEMPLATE.
- 2) [Download the MS Word version of this book](#). 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 turns 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 HORSES¹

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

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,

¹ Jack and Claire Nisbet, “European horses arrive on the Columbia plateau,” Essay 9433, HistoryLink.org, May 19, 2010.

² Locations in parenthesis (present-day New Mexico) were not known by that name at the time.

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

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 Percés 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

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 NORTHWEST⁵

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

³ Robert Ruby and John A. Brown, *The Cayuse Indians*, P. 7.

⁴ Francis Haines, "How the Indian Got the Horse," *American Heritage*, Vol. 15, P. 80.

⁵ Greg Lange, "Earthquake shakes Puget Sound." Essay 5104, Historylink.org, January 23, 2003.

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

- 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)

⁶ William Denison Lyman, *Columbia River*, P. 34-38.

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 Quinalts, 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 “Tlechonipts”
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 BRITAIN

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 SWEEP 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 [January 1727])

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*
was launched 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 67°18' was reached – July 16
Gabriel was in the Bering Strait – August 13
and reached 67° 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 – February 1733
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 Yakutsk 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 INTERFERE 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 was manned with a crew of seventy-seven men
most were criminals conscripted for the trip
St. Paul, *St. Peter's* sister ship, was manned 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 46° 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
Chirikov 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

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 1741
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 sighted 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

⁷ Gordon Speck, *Northwest Explorations*, P. 68.

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

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,

⁸ F.A. Golder, *Bering's Voyages* Vol. 2, P. 15.

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 unmatched 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
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,

⁹ Cecil Dryden, *History of Washington*, 1968, 33.

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 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

¹⁰ Locations in parenthesis (present-day Pittsburgh, Pennsylvania) were not known by that name at the time.

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 bois wintered 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 of 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 at 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 Oregon, or the river of the West, that falls into the Pacific Ocean at the Strait of Anian.”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 as 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

¹¹ George Fuller, *A History of the Pacific Northwest*, P. 49.

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 -- 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

¹² David Lavender, *Land of Giants*, P. 15.

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

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)

¹³ Cecil Dryden, *History of Washington*, P. 33.

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 outlying 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 THEIR 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 60° 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 60° 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 55° 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 54° 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 49° 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 Sound¹⁴)

NOOTKA INDIANS MAKE CONTACT WITH JUAN JOSEF PEREZ

Perez dropped anchor near "Esteban Point"
(at the mouth of today's Nootka Sound) -- August 8, 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

¹⁴ Captain John T. Walbran, *British Columbia Place Names*, P. 360-361.

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 Manrique¹⁵ 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 sea¹⁶

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 vegetables¹⁷

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 65° 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 EARLY¹⁸

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

¹⁵ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

¹⁶ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

¹⁷ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

¹⁸ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

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, 1775¹⁹
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 land²⁰
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

¹⁹ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

²⁰ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

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 NORTHWEST²¹

²¹ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

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

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

²² Warren L. Cook, *Flood Tide of Empire: Spain and the Pacific Northwest; 1543-1819*, P. 72.

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 he drew maps of the region for the Spanish ships that would soon follow

Heceta sailed as far north at 58° 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 58° 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 Puerto 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

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**

²³ William Denison Lyman, *The Columbia River*, P. 53

currents, however, convinced me that a great quantity of water rushed from this bay on the ebb of the tide.”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**

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

(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

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)

²⁴ William Denison Lyman, *The Columbia River*, P. 53.-54.

²⁵ George W. Fuller, *A History of the Pacific Northwest*. P.42.

²⁶ From the 1858 United States Senate’s “Report of the Superintendent of the Coast Survey showing the Progress of the Survey during the Year 1858”

²⁷ William Denison Lyman, *The Columbia River*, P. 54.

“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

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 at 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 59° 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 53° N to 47° N he could see the coast
from 44° 30' north to 42° 49' north he searched
but discovered only California's Bodega Bay
Senora was almost swamped by high seas -- September 16, 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

²⁸ William Denison Lyman, *The Columbia River*, P. 54.

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's 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 attend 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 DECLARATION 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 45° 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 65° 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

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)

²⁹ Oscar Osburn Winther, *The Great Northwest*, P. 27.

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

GENERAL 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 44° 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 44° North latitude he ran to 47° 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 -- 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

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)

³⁰ Cecil Dryden, *History of Washington*, 1968, P. 34.

³¹ Hubert Howe Bancroft, *History of the Northwest Coast*, P. 170.

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-buffed 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

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

³² David Lavender, *Land of Giants*, P. 17-18.

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

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 hollooming 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

COOK REPAIRS HIS SHIPS

³³ David Lavender, *Land of Giants*, P. 19.

³⁴ W. Storrs Lee, *Washington State*, P. 9-10.

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, loose 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 (Quadrant's San Jacinto Mountain) was sighted
Mount Fairweather was placed on the map
Vitus Bering's Mount St. Elias was mapped at 60° 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-BEARING 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" -- 65° 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 70° 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 walrus 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 71° 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 Oregon [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

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 Oregon [sic], or the river of the West, that falls into the Pacific Ocean at the Strait of Anian.”**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 Oregon)
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

³⁵ Jonathan Carver, *Three Years Travels Through the Interior Parts of North America*, P. 48.

³⁶ George Fuller, *A History of the Pacific Northwest*, P. 49

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” Peter Pond 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 Kealahou 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 NORTH³⁷

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

³⁷ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

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 Kealahou 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 Karakoa 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 France³⁸**

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 EXPEDITION TRAVELS NORTH³⁹

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

³⁸ Gordon Speck, *Northwest Explorations*, Portland, Oregon, 1954, P. 99.

³⁹ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

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 he 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 EXPEDITION CONTINUES THEIR EXPLORATION⁴⁰

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 to Alaskan 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

⁴⁰ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

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 VOYAGE⁴¹

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

⁴¹ Antonio Sanchez, Essay 5682, HistoryLink.org, April 14, 2004.

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 China
Lieutenant Gore commanded HMS (His Majesty’s Ship) *Resolution*

⁴² Locations in parenthesis (i.e., today’s Guangzhou) were not known by that name at the time.

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

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

⁴³ W. Storrs Lee, *Washington State*, P. 14-15.

(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-Golikof Company
they explored the north Pacific as far east as Prince William Sound (Alaska)
where Shelikof established several small settlements
to barter with the natives -- August 1783
Shelikof-Golikof Company traders were very aggressive toward the Aleut people
whom they enslaved -- 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);
45° north latitude separated the two nations from the St. Lawrence River watershed
to the Great Lakes and from Lake Superior to the headwaters of the Mississippi River
(no one at that time knew exactly where 45° north latitude actually was located
and but the boundaries of the United States remained in doubt)
also, President George Washington's new nation was surrounded by enemies

THOMAS JEFFERSON WAS CONCERNED ABOUT BRITISH EXPANSION

Thomas Jefferson, delegate to the Articles of Confederation government congress
wrote to Revolutionary War hero George Rogers Clark -- December 1783

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

⁴⁴ Constance Lindsay Skinner, *Adventurers of Oregon*, P. 27-28.

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 pieces were 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
Voyageurs dressed 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 voyageurs held 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-Golikof Company sent out twelve hundred men to hunt for pelts

others were engaged in other activities for the company

Indians received a string of beads four feet long for a good sea otter skin

When Shelikof encountered several native women collecting berries

he hit on a scheme to ensure large profits in the fur trade

he carried them off to the building he had constructed and held them hostage

he rewarded the cooperation of the native men

by returning their wives in exchange for their daughters

and the young children of chiefs

Russian overhunting nearly destroyed populations of 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 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 EXPEDITIONS 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

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

⁴⁵ Joseph Schafer, *A History of the Pacific Northwest*, P. 16.

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 BECOME A VERY BUSY PORT

This inlet located on the West side (outside) of Vancouver Island was first named "San Lorenzo" by Spanish Captain Juan Josef Perez [1774] 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

British Lieutenant Governor J. Graves Simcoe sponsored Mackenzie’s plans

before the British Privy Council for Trade and Plantations in London

FRENCH EXPEDITION REACHES THE NORTH PACIFIC COAST

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

accompanied by the ship *Astrolabe* under Fleuriot de Langle

sailed the Pacific Ocean to 60° North where they arrived -- June 23, 1786

La Perouse and de Langle spent six weeks in the area looking for the North West Passage

they also made a scientific survey of the fur trade

they landed in the vicinity of Mount St. Elias -- late June

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

300-ton *Captain Cook* commanded by Captain Henry Lawrie

and 100-ton *Experiment* under Captain John Guise

arrived at Nootka Sound from Bombay, India -- June 25, 1786

this was the second expedition to arrive at Nootka Sound (after Captain James Hanna)

In a month of trading in Nootka Sound, Supercargo James Strange collected 600 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

⁴⁶ Oscar Osburn Winther, *The Great Northwest*, P. 36.

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

ADVENTURER JOHN LEDYARD DEVELOPS A PLAN TO EXPLORE NORTH AMERICA

Having failed to find any financial backer for a trading trip to the Pacific coast
Ledyard turned his attention to the prospects of exploring North America
He developed a plan of exploration -- to go to the Northwest coast
and cross North America alone
two possible routes presented themselves Ledyard:
•get passage to the West coast and strike out overland toward the Mississippi River
in the opposite direction from what he believed that trade goods
had crossed the continent;
•return to the United States and set out from Kentucky's Mississippi River west bank
and "**penetrate Westwardly to the South Sea**"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
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

⁴⁷ Stephen D. Watrous, *John Ledyard's Journey Through Russia and Siberia 1787-1799*, P. 110.

⁴⁸ Stephen D. Watrous, *John Ledyard's Journey Through Russia and Siberia 1787-1799*, P. 28.

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 60° North
in a southerly direction to California waters looking for the Spanish activity

DAVID THOMPSON CONTINUES HIS APPRENTICESHIP IN THE INTERIOR OF CANADA

After serving as an apprentice clerk at York Factory on the shore of Hudson Bay
David Thompson took his trunk, handkerchief, shoes, shirts, gun, powder and a tin cup
he set out with a forty-six-member fur brigade 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

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 Trevor 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

⁴⁹ Oscar Osburn Winther, *The Great Northwest*, P. 24.

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 Supercargo James Strange's expedition from Bombay 1785]-1786
composed of Henry Lawrie on *Captain Cook* and Captain John Guize on *Experiment*
to conduct trade with the blessing of the East India Company
next Etches had dispatch Captain Nathaniel Portlock on the *King George*
and Lieutenant George Dixon under Portlock on the *Queen Charlotte* 1786-[1787]
both ships were licensed by the East India Company
Etches sent Charles Barkley on *Imperial Eagle*
which was licensed by the fictitious Austrian East India Company 1786-[1787]
finally Richard Cadman Etches' King George's Sound Company secured licenses from
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 Lawrie and *Experiment* under John Guise sailed to Macau, China with a disappointingly small cargo of furs -- December 1786
Supercargo James Strange did not collect enough furs to pay 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 Hanna arrived at Macau, China -- May 8, 1787
furs he had procured for the Bengal Fur Company consisted of 100 sea otter skins
these were sold in Macau for \$50 each
and 300 different sized slips and pieces of sea otter that were sold at \$10 each
Hanna's total profit amounted to \$8,000
not enough to make the voyage a success, but enough to invite a third effort
(however, James Hanna died before a third trip could be undertaken)

PORTLOCK AND DIXON SAIL FROM COOK INLET TO PRINCE WILLIAM SOUND

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

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

⁵⁰ Beth Hill, *The Remarkable World of Frances Barkley: 1769-1845*, P. 133.

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 DEVELOPED A YANKEE TRIANGULAR TRADE ROUTE PLAN

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

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

Ledyard's triangular trade scheme required no forts, no settlements and no storehouses
ships fitted out in Boston or New York with trinkets, axes, hatchets and tobacco
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 what was later became known as (Dixon Entrance)

(later named in his honor)

Dixon reached the "Queen Charlotte Islands" (today's Haida Gwaii)

which he named after his ship

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

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

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

"In less than half an hour we purchased near 300 beaver skins, of an excellent quality;...[So that you may] form some idea of the cloaks we purchased here, I shall just observe, that they generally contain three good sea otter skins, one of which is cut in two

pieces, afterwards they are neatly sewed together, so as to form a square, and are loosely tied about the shoulders with small leathers strings fastened on each side.”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

⁵¹ Charles Lillard, *Just East of Sundown: The Queen Charlotte Islands*, P. 67.

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

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**

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

⁵² Pierre Berton, *The Quest for the Northwest Passage and the North Pole, 1818-190*, P. 350

⁵³ Charles Lillard, *Just East of Sundown: The Queen Charlotte Islands*, P. 69.

SECOND MASSACRE ON THE WASHINGTON COAST

Continuing his trading expedition Captain Charles Barkley sighted 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

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 than 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 Ethers’ 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

⁵⁴ Charles Lillard, *Just East of Sundown: The Queen Charlotte Islands*, P. 70

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 DUNCAN 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 sailed the *Prince of Wales*
to the Sandwich Islands -- October 11, 1787
where he was to meet his trading partner Charles Duncan and the *Princess Royal*
(While anchored in Waimea, Kauai Captain James Colnett and Captain Charles Duncan
became involved in several violent conflicts
during which five Hawaiians were killed in one incident and fourteen in another)

JOHN MEARES SAILED *NOOTKA* TO MACAU, CHINA

Captain Meares brought the *Nootka* and its remaining crew members
into port 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 crewmen was under the command of Captain John Meares
accompanied by Supercargo Robert Duffin
newly renamed *Iphigenia Nubiana* (usually known as *Iphigenia*) with its forty crewmen
was officered by merchant ship captain Scotsman William Douglas
who served as supercargo (business agent) on the ship
Portuguese Captain Francisco Jose Viana was the supposed commander
since the ship was sailing under a Portuguese flag
Iphigenia was manned with a Bengalese crew from India (today's Bangladesh)
Suspicious Chinese officials ordered *Iphigenia Nubiana* out of Canton's harbor
along with expedition commander John Meares on the *Felice Adventurer*

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

Meares' two-ship expedition sailed to the Northwest

under Portuguese flags -- January 22, 1788

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

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

two Hawaiians who were returning to the homeland

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

as 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

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

⁵⁵ John Meares, *Voyages Made in the Years 1788 and 1789*, P. 27.

AMERICANS JOHN LEDYARD AND JOSEPH BILLINGS WAIT FOR SPRING THAW

Ledyard and Billings remained in Irkutsk, Siberia waiting for 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 STRENGTHEN 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 was accompanied 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)

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)

⁵⁶ David Lavender, *Land of Giants*, P. 24.

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

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

⁵⁷ J. Richard Nokes, Columbia Anthology: "Patriot or Scalawag?" *Columbia Magazine*, Fall 1990: Vol. 4, No. 3.

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 tones, with such melancholy turns in their variations, that we could not reconcile to ourselves the manner in which they acquired or contrived this more than untaught melody of nature.... Everyone beat time with undeviating regularity, against the gunwale of the boat, with their paddles; and at the end of every verse or stanza, they pointed with extended arms to the North and the South, gradually sinking their voices in such a solemn manner as to produce an effect not often attained by the orchestras in our quarter of the globe.”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

⁵⁸-Constance Lindsay Skinner, *Adventurers of Oregon*, P. 14-15.

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

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

Meares built a storehouse at Friendly Cove (present-day Yuquot, B.C.)

⁵⁹ J. Richard Nokes, Columbia Anthology: "Patriot or Scalawag?" *Columbia Magazine*, Fall 1990: Vol. 4,
No. 3.

⁶⁰ J. Richard Nokes, Columbia Anthology: "Patriot or Scalawag?" *Columbia Magazine*, Fall 1990: Vol. 4,
No. 3.

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

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 -- June 19, 1788 However, on one occasion the Indians attacked *Princess Royal* -- Duncan nearly lost his crew but he managed to escape to the security of Safety Cove on Calvert Island 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]

⁶¹ Oscar Osburn Winther, *The Great Northwest*, P. 24.

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 was convinced he had crossed the track of the old Spanish sailor Juan de Fuca
(who allegedly had visited the area [1592])
(Meares later claimed in a book about his voyages to have discovered

the Strait of Juan de Fuca and to have taken possession for Great Britain
however both Charles Barkley and Charles Duncan were there before him)
Near (Tatoosh Island) Meares saw **“a very remarkable rock that wore the form of an obelisk”**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 “Oregon,”
that flowed into the eastern end of the strait
Just south of Cape Flattery British Captain John Meares saw villages on high banks
close to the sea
however, the coastline promised no place for shelter
Meares continued to sail *Felice Adventurer* south carried by a gentle breeze

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

⁶² Lucile McDonald, *Search For the Northwest Passage*, P. 38.

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

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

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

⁶³ William Allen, *An American Biographical and Historic Dictionary*, P. 521.

⁶⁴ William Allen, *An American Biographical and Historic Dictionary*, P. 521.

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 46° 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

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

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

⁶⁵ George W. Fuller, *A History of the Pacific Northwest*, P. 42.

⁶⁶ Captain John T. Walbran, *British Columbia Coast Names*, P. 386.

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 EFFINGHAM (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 sympathetic to the attempt -- July 28, 1788
Meares put down the uprising -- all but eight of the crew
accepted the loss of some of their pay as punishment
remaining eight mutiny leaders were put ashore to live "among the savages"
Maquinna wanted to kill the lot, but Meares dissuaded him
instead the natives made them virtual slaves

SPANISH WAR SHIPS ARRIVE AT UNALASKA ISLAND

Spanish Chief Pilot of San Blas Esteban Jose Martinez on the *Princesa*
and Pilot Gonzalo Lope de Haro on the packet boat *San Carlos*
stopped at Unalaska Island where a large Russian post
which was also called Unalaska was located -- July 29, 1788
Spanish officers talked with Russian Governor Potap Zaikof
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
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*

⁶⁷ J. Richard Nokes, Columbia Anthology: "Patriot or Scalawag?" *Columbia Magazine*, Fall 1990: Vol. 4, No. 3.

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 shrubs for 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 their knives and spears with savage fury in the body of the unfortunate youth. He...staggered toward us but having a flight of arrows thrown into his back, [Lopez collapsed].”**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)

⁶⁸ David Lavender, *Land of Giants*, P. 25.

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 crew found native Chief Wickaninnish,
"dressed in a genteel sute (sic) of Cloths"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

⁶⁹ David Lavender, *Land of Giants*, P. 26.

(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

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 coast 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)

⁷⁰ David Lavender, *Land of Giants*, P. 26

AMERICAN CAPTAIN ROBERT GRAY ARRIVES AT NOOTKA SOUND

Lady Washington sailed north along the outside of Vancouver Island -- September 17, 1788

Captain Gray kept a sharp lookout for signs of Nootka Sound

Suddenly a longboat under sail was seen by the Americans pulling out of an inlet
when longboat's crew boarded the American ship

it was learned they were part of Captain John Meares' *Felice Adventurer* crew

Lady Washington was towed into Nootka Sound by the British crew

this invaluable service provided by Captain Meares' longboat crew
was not forgotten by Captain Gray

Americans told the Vancouver Island natives that they had sailed from Boston

from that time forward the local Indians referred to the Americans as "Bostons"

ROBERT GRAY REPOSITIONES HIS SHIP

Captain Gray moved the *Lady Washington* to Friendly Cove

located the southwestern tip of Nootka Sound -- September 18, 1788

there he found pair of two-masted, square-rigged brigs flying

what *Lady Washington* Second Mate Robert Haswell called "Portogees Coulers"

these were British Captain John Meares with the *Felice Adventurer*

and his trading partner Supercargo William Douglas with the *Iphigenia Nubiana*

Meares was surprised to learn the *Lady Washington* was from Boston

Lady Washington under American Captain Robert Gray was the first United States ship
to visit the Pacific Northwest coast

friendship blossomed as the British helped the Americans make repairs to their sloop,
which had been damaged on the bar at Murderers' Harbor (Tillamook Bay)

AMERICAN CAPTAIN ROBERT GRAY IS IN A QUANDARY

His trading partner American Captain John Kendrick should have overtaken him
unless the *Columbia Rediviva* had foundered

Meanwhile John Meares and William Douglas were warning Gray

not to stay too long in Nootka Sound

in an effort to entice Gray to continue trading elsewhere they swore

there was no trade (actually 750 skins were stored in the *Felice's* hold at the time),

natives were hostile (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 MEARES PREPARES 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 Fernandez
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-America (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 Gray that he had decided
his expedition would spend the (winter) in Nootka Sound at (today's Marinas 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 Maquinna 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 expedition to establish a colony at San Lorenzo (Nootka Sound)
and to examine all of the coastline from San Francisco Bay to San Lorenzo
Martinez was the only man available with a high enough rank to lead the expedition
he was not the best choice because he was boastful and conceited
he also had an unpredictable temper when he drank too much -- which was often
Chief Pilot Esteban Jose Martinez once again took command of the frigate *Princesa*
this was a ship of war bristling with guns
he was accompanied once again by Pilot Lopez Gonzalo de Haro on the *San Carlos*
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 partner at Fort Chipewyan
Mackenzie was put in charge of the man-killing Canadian Athabasca region --1789
Mackenzie was ordered to complete Fort Chipewyan
begun by Pond on southwest Lake Athabasca
Fort Chipewyan was seventy days journey from where Mackenzie was on Lake Superior
Alexander Mackenzie was accompanied by his cousin Roderick McKenzie
Alexander Mackenzie was a hard taskmaster
he drove himself to achieve the impossible -- and his employees to desertion
(he would prove to be a most singularly determined explorer
never dramatic, his journal was always rigidly matter-of-fact
efficient, he detested inefficiency in others -- yet he could be patient)

ROBERT GRAY AGAIN SAILS THE *LADY WASHINGTON* TO TRADE

Captain Gray sailed out of Friendly Cove (today's Yuquot, B.C.)
on Nootka Sound -- March 31, 1789
he coasted south along the outside of (today's Vancouver Island)
and entered Port San Juan where the Indians appeared to have never before
seen a ship inside the harbor
Gray crossed to the (Washington) shore (probably near today's Clallam Bay)
and sailed west toward the entrance of the Strait of Juan de Fuca
Lady Washington visited Neah Bay where Gray purchased some halibut and a few pelts

before he moved south along the (Washington) coast
Gray bartered for sea otter pelts near La Push (Washington)
paying five crude chisels Kendrick had forged out of iron bars 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 -- April 19, 1789
and in front of the place where John Meares had built his rough house [1788]
no trace of the building now remained
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*
which flew a Portuguese flag and was under Portuguese Captain Francisco Jose Viana

Viana explained to Esteban Jose Martinez that they had come from Macau, China and had taken a beating in a storm
Supercargo William Douglas confirmed Captain Viana's report but did not mention that he (Douglas) was employed to command the ship
Martinez and Douglas appeared mutually friendly
Iphigenia's inadequate supplies were supplemented by Martinez (and later American captains Kendrick and Gray)
Martinez next visited the American Captain John Kendrick who was repairing *Columbia Rediviva* anchored seven miles up the sound near the village of Yuquot at Kendrick's Arm
Both British Supercargo William Douglas and American Captain John Kendrick were invited to dine aboard the *Princesa* with Spanish Chief Pilot Esteban Jose Martinez (each captain returned the favor aboard *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

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

⁷¹ David Lavender, *Land of Giants*. P. 33.

Spanish Chief Pilot Esteban Jose Martinez ordered Douglas arrested
and held aboard the *Princesa*

SPANISH CHIEF PILOT MARTINEZ SEIZES THE *IPHIGENIA NUBIANA*

Martinez believed he had proof in both sailing papers and cargo
of a British attempt to build a colony

he seized the *Iphigenia Nubiana* and hoisted the Spanish colors
over the ship -- May 14, 1789

Iphigenia's crew was taken aboard the two Spanish warships

Iphigenia was emptied of supplies, cannons, trade goods and charts
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

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

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

⁷² Richard J. Nokes, *Almost a Hero: the Voyages of John Meares, R.N., to China, Hawaii, and the Northwest Coast*, P. 46.

⁷³ Richard J. Nokes, *Almost a Hero: the Voyages of John Meares, R.N., to China, Hawaii, and the Northwest Coast*, P. 137.

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 was 11:30 p.m.
after fifteen or sixteen hours of hard labor Mackenzie would sit up alone all night
working his papers, making observations to determine his location,
or planning the next day's activities -- and to keep his guides from running away
he was a disciplinarian who disciplined himself to lead by doing more, walking farther,
taking greater risks and resting less than everyone else

MACKENZIE'S EXPEDITION REACHES THE MOUTH OF THE PEACE RIVER

Alexander Mackenzie's expedition set out -- 4:00 a.m. June 4, 1789
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 banks except in one place where a huge rock rose above the river
he described how the low ground beside the river was covered with white birch,
different pines, poplars and three kinds of willows
Warmer weather weakened the ice of the Chenal des Quatre Fourches
which became the Slave River
but also brought out gnats and large viscous northern mosquitoes
They arrived at the mouth of the Dog River where Mackenzie 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 exhausted⁷⁴-- 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

⁷⁴ Clinton A. Snowden, *History of Washington*, Vol. 1 p. 117.

⁷⁵ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 201-202.

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 cliffs (sic) nearly as
high as our mast heads."**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

⁷⁶ David Lavender, *Land of Giants*, P. 30.

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 his men were prevented from an early start by a strong north wind
and vast amounts of ice floating on the Great Slave Lake
When the wind died down they continued their search through the islands
for an outlet from Great Slave Lake -- 1:00 p.m. June 16, 1789
Camp was made for the night -- 5:00 p.m.

ALEXANDER MACKENZIE IS FORCED TO BACKTRACK TO ESCAPE THE ICE

When Mackenzie and his expedition once again set out -- June 17, 1789
they traveled about a mile before they were again stopped by ice on Great Slave Lake
Mackenzie turned back to the place where fishing had been successful
Indians were sent out to find a passage among the islands and to hunt
they succeeded at neither
Thunder, lightning and rain hit about sunset

LADY WASHINGTON RETURNS TO NOOTKA SOUND

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 MACKENZIE 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
he had not waited even for his guides
Mackenzie's expedition came to a deep bay in Great Slave Lake that was drained by a river
may small islands in the west side of the bay were covered with ice
but the wind had cleared a passage through the islands

⁷⁷ Gordon Speck, *Northwest Explorations*, P. 196.

Under sail Mackenzie traveled twenty-five miles through treacherous water
before landing on the mainland where three Red-Knife Indians were seen -- 2:30 p.m.
(so called because of their knives made of copper)
they informed the Mackenzie that others of their people were nearby
Torrents of rain hit in the afternoon

DOUGLAS CONTINUES TO TRADE IN THE QUEEN CHARLOTTE ISLAND

Supercargo William Douglas unhurriedly sailed the *Iphigenia Nubiana*
to the Haida Indian village of Tartanee -- June 23, 1789
there he described a populated area that displayed “**great wooden images**”
Douglas traded with the 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
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

⁷⁸ David Lavender, *Land of Giants*, P. 34

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 announce the presence of the expedition
to Indians encounter along the way rather than to identify a route
Mackenzie told the Red-Knife people he would be leaving the next day
but some men would stay behind to build a dwelling and conduct trade
he asked the Indians to tell their relatives to bring their pelts here to trade
if trade was good the fort would remain and more goods would be delivered

NOR'WESTER LAURENT LE ROUX IS LEFT BEHIND TO CONDUCT TRADE

Mackenzie and his expedition set out -- 3:00 a.m. June 25, 1789
North West Company Clerk Laurent Le Roux saluted the expedition with small arms fire
as they watched Mackenzie's expedition move across Great Slave Lake
this salute was answered by Mackenzie's men
Mackenzie's canoe was very heavy as some of the goods
carried in Laurent Le Roux's canoe had been transferred to the expedition's canoe
Mackenzie noted the countryside had changed from high hills and islands of solid rock
with some moss, shrubs and a few scattered, stunted trees to patches of berries
cranberries, juniper berries, raspberries, partridge berries, gooseberries
and pathegomenan (something like a raspberry)
larger trees dotted shoreline as the land reaches to a rocky summit above the lake

Deserted Indian lodges could be seen could be seen along the shore of Great Slave Lake

MACKENZIE CONTINUES ACROSS GREAT SLAVE LAKE

Mackenzie broke camp -- 5:00 a.m. June 26, 1789

steering to the southeast several the expedition cross several deep bays
to a place McKenzie named the "Detour"

two reindeer were killed but three hours were lost going after them

Strong winds for the expedition to make camp -- 7:00 p.m.

MACKENZIE CONTINUES TO SEARCH 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 take although he believed it was the entrance to a river
ice and fog forced another landing on an island as darkness deepened

MACKENZIE'S GUIDE REMAINS CONFUSED

Mackenzie again took to the water of the very deep bay -- 3:15 a.m. June 28, 1789

since no current could be detected it was obvious there was no river outlet near

After traveling twenty miles they entered another deep bay

Mackenzie lost sight of English Chief's canoe but was forced to continue on
as there was no landing place to be found

reaching the end of the bay they forced their way through rushes
to reach shore and light a fire

here they were joined by English Chief a couple of hours later

Since no campsite could be found so Mackenzie's expedition continued on until sunset

English Chief was very irritated by the Red-Knife guide and threatened to kill him
for leading them on a course of which he was ignorant

IPHIGENIA NUBIANA SAILS TO THE SANDWICH ISLANDS (HAWAII)

Supercargo William Douglas was completely out of trade goods and everything else

that was desired by the Haida natives including clothes, pots, kettles and metal items

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

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

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

⁷⁹ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 232.

⁸⁰ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 232

before he was “almost suffocated by clouds of mosquitoes”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

⁸¹ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 241.

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

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

⁸² Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 242.

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. July 10, 1789
their guide became despondent and wanted to quit
he said he had never been to *Benahullo Toe* (White Man's Lake -- Pacific Ocean)
his tales were so discouraging that Mackenzie's Indians became dismayed
Mackenzie faced a mutiny
he told his Indians he would travel only seven days more

if they had not reached the ocean by then he would turn back
in fact, Mackenzie, himself, was growing increasingly uneasy
he feared it was so late in the season that he could not complete the trip in one effort
his provisions were growing scant, his hunters discouraged
and his men were more than anxious to return home
To complicate Mackenzie's situation he had concluded the river that he followed
emptied not into the Pacific Ocean but most probably flowed into the Arctic Ocean
he had followed the wrong river
he began to contemplate spending the (winter) at the Arctic Ocean
Forty-one more miles were covered before camp was made
near three abandoned Eskimo campsites -- 8:30 p.m.
Mackenzie sat up all night observing the sun which did not set in the Arctic region

ALEXANDER MACKENZIE CONTINUES HIS RAPID PACE TO THE ARCTIC OCEAN

Mackenzie had the members of his expedition up and moving -- 3:45 a.m. July 11, 1789
weather was cloudy, cold and unpleasant
Mackenzie's canoes landed about noon where thirty native campfires had burned lately
some his men went inland and saw many more fire pits
many poles had been driven into the river bed so that nets could be attached
fish were so plentiful here that one leaped into the canoe
pieces of whalebone and thick burned leather were scattered about
Once again they entered the unnamed river and continued on until -- 4:00 p.m.
Alexander Mackenzie's expedition came upon an abandoned Indian camp
three huts were located 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

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

⁸³ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 263-364.

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

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

⁸⁴ Gordon Speck, *Northwest Explorations*, P. 220.

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 than 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

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 -- July 23, 1789

MACKENZIE APPEASES HOSTILE NATIVES

Mackenzie's expedition set out up the River of Disappointment -- 5:00 a.m. July 24, 1789

⁸⁵ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 282.

⁸⁶ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 286.

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 STORM

Mackenzie and his expedition set out -- 3:15 a.m. July 25, 1789
it became possible to progress by paddling rather than using the towline
many Indian camps were passed that had not been seen on their journey down the river
Arrival of a thunder and lightning storm caused Mackenzie to make camp -- 7:00 p.m.
but before the tents could be put up the storm hit with such violence
that members of the expedition expected everything to be swept away
ridge pole of Mackenzie's tent was broken in the center
although it was 9½ inches in circumference
expedition members had to throw themselves flat on the ground
to escape flying rocks hurling through the air

ALEXANDER MACKENZIE CONTINUES UP THE RIVER OF DISAPPOINTMENT

Rain fell through the night and into the morning
Mackenzie broke camp -- 4:00 a.m. July 26, 1789
Three Indian lodges were reached at 8:00 a.m.
when the sleeping occupants were awakened, they expressed alarm and agitation
although most of these people had seen the expedition go by as it traveled downriver
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

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 Unalaska (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**

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

⁸⁷ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 292.

⁸⁸ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 295.

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 -- 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 were Robert 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)

⁸⁹ Sir Alexander Mackenzie, *Voyages from Montreal Through the Continent of North America*, P. 303.

AMERICAN CAPTAIN JOHN KENDRICK TAKES THE *LADY WASHINGTON* TRADING

When Captain Robert Gray took command of the *Columbia Rediviva*

 Captain John Kendrick took command of Gray's former ship, *Lady Washington*

Kendrick was to remain on the coast and conduct trade

 as soon as Gray was out of sight -- July 30, 1789

 Kendrick sailed out of (Clayoquot Sound) with a crew of twenty

 up the coast of (Vancouver Island) to what he named "Barrell Sound"

 (now Houston Stewart Channel)

SPAIN'S ORGANIZES THE MOST IMPRESSIVE SCIENTIFIC EXPEDITION TO DATE

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 59° N and 60° N latitude

 this prompted the Spanish to undertake an expedition of discovery

 Alexandro Malaspina conceived an around-the-world tour

 collecting scientific and geographic data that would surpass Captain Cook's

Spanish Naval Chief Pilot Alexandro Malaspina was a celebrated hero at age thirty-five

 and a most romantic figure among the navigators of the north

 he had previously circumnavigated the globe [1784]

 Malaspina was given command of a scientific and exploring expedition

 designed to go around the world

Malaspina's expedition consisted of two fast, lightly armed corvettes:

 • *Descubierta* (*Discovery*) commanded by Chief Pilot Malaspina

 • *Atrevida* ("Audacious," "Daring" "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 poplar trees
when Mackenzie finally caught a glimpse of the mountains, they appeared no closer
although they had been walking for three hours
Mackenzie's Indian companion requested to return to the canoe
his shoes and leggings 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 being carried over "Portage de Chetique"
however, it was repaired by their guide
as the men carried the baggage to the end of the portage
at "Portage de la Montagne" the canoe was gummed to make it watertight
Camp that evening was made at the Dog River

ALEXANDER MACKENZIE'S EXPEDITION REACHES FORT CHIPEWYAN

Awakening to cloudy, very cold weather the expedition set out using a sail in the strong wind
Mackenzie arrived at Fort Chipewyan -- 3:00 p.m. September 12, 1789

Nor'Wester Archibald Macleod and five men were busy building a new house
Mackenzie traveled more than 3,000 miles to the Arctic Ocean
and back day in an amazing 102 days
an average of seventy-five miles per day

Alexander Mackenzie had had seen a chain of mountains in the west

he was convinced there was no Northwest Passage across the continent above 55° north

He had discovered and explored the second largest river 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

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 reach the Pacific Ocean he lacked proper instruments
and knowledge of how to use them
he could not draw scientifically acceptable maps of where he had been
For two years Alexander Mackenzie labored to put his Athabasca District in proper shape
so he could leave and advance his education in preparation for his second expedition

TWO MORE AMERICAN 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

⁹⁰ Gordon Speck, *Northwest Explorations*, P. 222.

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 hong) on Jackass Point

Gray found the Oriental market was a disappointment

as the market was flooded in pelts from English and Russian rivals

Then the dickering began

Robert Gray was a greenhorn in the devious ways of the China fur trade

though he sold his skins and pieces of skins for \$21,404.71,

he had to pay out nearly half the sum for fees, bribes and repairs to his ship
with the remaining \$11,241.51 he invested in 21,462 pounds of Chinese Bohea tea
(unfortunately, 12,000 pounds of this would be damaged on the way home)

SCHOONER *FAIR AMERICAN* ARRIVES IN SAN BLAS, NEW SPAIN (MEXICO)

American Captain Thomas Humphrey Metcalfe's schooner *Fair American*

which had been seized by Chief Pilot Esteban Jose Martinez

reached San Blas -- December 6, 1789

adding to the international crisis faced by

New Spain Viceroy Juan Vincente de Guemes, 2nd Count of Revillagigedo

CAPTAIN JOHN MEARES TRAVELS FROM CANTON, CHINA TO LONDON

(John Meares had spent all of 1789 in Canton, China managing the affairs

of his trading business, Associated Merchants, and writing a large portion of the book

(he would publish the following year)

Meares left Canton for London, England -- December 15, 1789

to personally complain to the British government about the seizures by the Spanish

of his company's ships and land at Nootka Sound

ESTEBAN JOSE MARTINEZ ARRIVES IN SAN BLAS, NEW SPAIN (MEXICO)

Chief Pilot Esteban Jose Martinez sailed the *Princesa* into San Blas -- 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

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 Alferes 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

⁹¹ Locations noted in parenthesis (for example Mexico) were not known by that name at the time.

(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

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

⁹² Rev. I.D. Drover, D.D., Oregon Pioneer Association, Transactions of the Fifteenth Annual Reunion, 1887, P. 72.

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

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

- 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

⁹³ *The General Evening Post* and *The Whitehall Evening Post*, May 1, 1790

⁹⁴ Murray C. Morgan, *The John Meares Expedition*, P. 22.

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 Meares 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 ADVANTAGE 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 Pitt 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 Alferes 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 Alferes 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 Alferes 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 Quimper

as 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

⁹⁵ David Lavender, *Land of Giants*, P. 36.

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 Bullfinch'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
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**

⁹⁶ Oscar Osburn Winther, *The Old Oregon Country: A History of Frontier Trade Transportation and Travel*, P. 19.

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 State⁹⁷

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

⁹⁷ Gordon Speck. *Northwest Explorations*, P. 153-154.

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 60° 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 Alferes 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 -- 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 remained 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*

⁹⁸ Locations noted in parenthesis (for example Mexico) were not known by that name at the time.

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 30° north latitude
and Cook's River (60° 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

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

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

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

⁹⁹ Derek Hayes, *Historical Atlas of British Columbia and the Pacific Northwest*, P. 85.

¹⁰⁰ Joseph Schafer, *A History of the Pacific Northwest*, P. 20.

¹⁰¹ Derek Hayes, *Historical Atlas of British Columbia and the Pacific Northwest*, P. 85.

¹⁰² Derek Hayes, *Historical Atlas of British Columbia and the Pacific Northwest.*, P. 85.

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 PRIVILEGES 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

Their route took them by 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

¹⁰³ Gordon Speck, *Northwest Explorations*, P. 132-133.

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 60° 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
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

¹⁰⁴ David Lavender, *Land of Giants*, P. 41.

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 thick 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 Narvaez sailed 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 LIEUTENANT QUIMPER SAILS THE *PRINCESS REAL* TO THE PHILIPPINES

Alfred 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

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

¹⁰⁵ David Lavender, *Land of Giants*, P. 39.

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 Alferes 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 uncharted 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 60° 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

they saw no sign of Lorenzo Ferrer de Maldonado's supposed [1588] strait

Captain Malaspina named his location "Bahia del Desengano" (Disappointment Bay)

because no passage could be found

Malaspina ceased his search knowing 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 INVESTIGATE 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 49°50', 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

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

¹⁰⁶ Captain John T. Walbran, *British Columbia Coast Names*. P. 280.

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

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)

¹⁰⁷ David J. Weber, *Spaniards and Their Savages in the Age of Enlightenment*, P. 43.

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's 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

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

¹⁰⁸ Hubert Howe Bancroft, *History of the Northwest Coast*, P. 723.

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

¹⁰⁹ Johansen and Gates. *Empire of the Columbia*. P. 68-69.

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 in 1792 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 Alcala Galiano 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 Alcala Galiano'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 Alcala Galiano, 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 through 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, 1792¹¹⁰
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]

¹¹⁰ Note: Captain Vancouver's journal is one day off due to not having taken into account his crossing of
today's International Date Line which did not exist until 1884 and even then its specific course
through the Pacific Ocean was not identified.

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

Robert Haswell described the sea otter: **“...this animal when young is of a dirty white with long coarse 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 tipped (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

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

¹¹¹ Oscar Winther, *The Great Northwest*, P. 29.

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" -- April 22, 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

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

CAPTAIN VANCOUVER NAMES POINT GRENVILLE

Vancouver passed **“Point Grenville”**¹¹⁴ -- morning April 27, 1792

¹¹² Johansen and Gates, *Empire of the Columbia*, P. 52.

¹¹³ Gordon Speck, *Northwest Exploration*, P. 135.

¹¹⁴ Locations that are in quotation marks and highlighted i.e., **“Point Grenville”** were named at approximately that time.

(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
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 46° 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

¹¹⁵ Lyman William Denison, *The Columbia River*, P. 63.

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 46° 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

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

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

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

“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

¹¹⁶ W. Storrs Lee, *Washington State*, P 34.

¹¹⁷ W. Storrs Lee, *Washington State*, P 34.

¹¹⁸ Captain Walbran, *British Columbia Coast Names*, P. 27.

¹¹⁹ W. Storrs Lee, *Washington State*, P 34.

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

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

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

¹²⁰ Johansen and Gates, *Empire of the Columbia*, P. 53-54.

¹²¹ W. Storrs Lee, *Washington State*, P. 34.

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

CAPTAIN VANCOUVER ENJOYED THE COUNTRYSIDE HE WAS INVESTIGATING

"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

¹²² W. Storrs Lee, *Washington State*, P. 34-35.

¹²³ W. Storrs Lee, *Washington State*. P. 35-36.

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

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

¹²⁴ Captain John T. Walbran, *British Columbia Coast Names*, P. 143.

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 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

¹²⁵ Locations that are in quotation marks and highlighted i.e., "**Port Hudson**" were named at approximately that time.

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 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 46° 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

¹²⁶ Names in parentheses but not highlighted, i.e., (Kilisut Harbor) were applied at some later time.

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

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

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 Alcalá Galiano and Cayetano Valdés 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

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

¹²⁷ Constance Lindsay Skinner, *Adventurers of Oregon.*, P. 24.

¹²⁸ Lucile McDonald, *Search for the Northwest Passage*, P. 86.

¹²⁹ Captain George Vancouver, *A Voyage of Discovery to the North Pacific Ocean, and Round the World*, Vol. 1, P. 234.

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's 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

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

¹³⁰ Richard W. Blumenthal editor, *With Vancouver in Inland Washington Waters*, P. 26.

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

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
Menzius 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

¹³¹ Lucile McDonald *Search for the Northwest Passage*, P. 87.

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 $\frac{3}{4}$ 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

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

¹³² Richard W. Blumenthal editor, *With Vancouver in Inland Washington Waters*, P. 21.

(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

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 -- 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 to 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 Senora Bay 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 sighted the entrance to the great river he believed was near

¹³³ James A. Crutchfield, *It Happened in Washington*, P. 9.

¹³⁴ "REMNANT OF the Official Log of the 'Columbia,'" in *Voyages of the "Columbia" to the Northwest Coast: 1787-1790 and 1790-1793*, ed. Frederic W. Howay, (Boston: Massachusetts Historical Society, 1941), P. 435.

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

Captain Gray ordered the pinnace (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

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 alongside. 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

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 sailed 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

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)

¹³⁵ James A Crutchfield, *It Happened in Washington*, P. 9.

¹³⁶ Samuel Eliot Morison, *The Maritime History of Massachusetts 1783-1860*, P. 50-51.

¹³⁷ REMNANT OF the Official Log of the 'Columbia,'” in *Voyages of the "Columbia" to the Northwest Coast: 1787-1790 and 1790-1793*, ed. Frederic W. Howay (Boston: Massachusetts Historical Society, 1941), P. 435.

¹³⁸ James A. Crutchfield, *It Happened in Washington*, P. 9.

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

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). The 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 of 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.

¹³⁹ “REMNANT OF the Official Log of the ‘Columbia,’” in *Voyages of the “Columbia” to the Northwest Coast: 1787-1790 and 1790-1793*, ed. Frederic W. Howay (Boston: Massachusetts Historical Society, 1941), P. 435.

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 diffused (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

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 Alcalá Galiano 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 twelve to fifteen miles upriver -- about noon

¹⁴⁰ Archibald Menzies, *Journal of Dr. Archibald Menzies*, P. 19.

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

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

¹⁴¹ James A. Crutchfield, *It Happened in Washington*, P. 10.

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
Natives 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

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.

¹⁴² David Lavender, *Land of Giants*, P. 45.

As noted in the ships log Robert Gray and John Boit took the jollyboat ashore
“to view the Country and take possession”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 nessesary (sic) for the sustenance of inhabitants,....”**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

¹⁴³ James R. Fichter, *So Great a Proffit*, P. 311.

¹⁴⁴ James A. Crutchfield, *It Happened in Washington*, P. 10.

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 the northwest 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 Rainier 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

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

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

¹⁴⁵ Captain George Vancouver, *Voyage of Discovery to the North Pacific Ocean and Round the World*, P. 260-261.

¹⁴⁶ Gordon Speck, *Northwest Explorations*, P. 144.

(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 (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

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)

¹⁴⁷ Al Gibbs, “The News Tribune,” May 17, 1992.

¹⁴⁸ Al Gibbs, “The News Tribune,” May 17, 1992.

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

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

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

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

¹⁴⁹ Al Gibbs, "The News Tribune," May 17, 1992.

¹⁵⁰ Al Gibbs, "The News Tribune," May 17, 1992.

¹⁵¹ Al Gibbs, "The News Tribune," May 17, 1992.

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

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,**

¹⁵² W. Storrs Lee, *Washington State*, P. 29-30.

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

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 had followed 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

Puget drew a line on the beach to separate the two groups

¹⁵³ Gordon Speck, *Northwest Explorations*, P. 160.

¹⁵⁴ Al Gibbs, “The News Tribune,” May 17, 1992.

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 Island¹⁵⁵
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 QUICOMACSLA

Sutil under Lieutenant Dionisio Alcalá Galiano, commander of the expedition
and *Mexicana* under Lieutenant Cayetano Valdés reach (Vancouver Island)
While visiting Chief Quicomacsia in his village of Maluinás

¹⁵⁵ Juan Francisco de Eliza named this Isla de Pacheco (1791)

(today's Malvinas on Vancouver Island)
Lieutenant Dionisio Alcalá Galiano 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

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)

¹⁵⁶ Al Gibbs, "The News Tribune," May 17, 1992.

(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, Lightning & a heavy Gust which continued without Intermission all the Afternoon. The Rain fell in perfect torrents.”¹⁵⁷

WEATHER IMPROVES FOR THE CREWMEN ON VANCOUVER’S *DISCOVERY*

Anchored at Village Point morning began with a great deal of rain, thunder and lightning 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

¹⁵⁷ Al Gibbs, “The News Tribune,” May 17, 1992.

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

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

¹⁵⁸ Al Gibbs, “The News Tribune,” May 17, 1992.

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 miles in the pinnace camp was made on northeastern tip of Long Island¹⁵⁹ 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

¹⁵⁹ This is today's Ketron Island.

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

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

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

¹⁶⁰ Al Gibbs, "The News Tribune," May 17, 1992.

¹⁶¹ Al Gibbs, "The News Tribune," May 17, 1992.

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 Island¹⁶² -- 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

¹⁶² This is today's Ketron Island

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

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 Hanson took 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* into Bahia 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 CONTINUE HIS INVESTIGATION

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)

¹⁶³ Al Gibbs, “The News Tribune,” May 17, 1992.

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 bower (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

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

¹⁶⁴ Edmond S. Meany, *Vancouver's Discovery of Puget Sound*, P. 162.

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 Alferes 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
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 Head¹⁶⁶ and (Gedney Island off today's Tulalip)
Vancouver named **"Port Gardner"** (today's Saratoga Passage)
in honor of British Admiral Sir Alan Gardner

¹⁶⁵ Lucile McDonald, *Search for the Northwest Passage*, P. 91.

¹⁶⁶ Named by Lieutenant Francisco de Eliza in 1790 for Lieutenant-Commander Jacinto Caamano of the Spanish Navy.

JOSEPH WHIDBEY AND JAMES HANSON COMPLETE THEIR 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
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

¹⁶⁷ Juan Francisco de Eliza named the island Isla de Fidalgo for Lieutenant Salvador Fidalgo of the Spanish Navy.

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

(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

¹⁶⁸ Clarence Bagley, *History of Seattle from the Earliest Settlement to the Present Time...*, Vol. 1 P. 5.

¹⁶⁹ W. Storrs Lee, *Washington State*, P. 37.

GALIANO AND VALDES INVESTIGATE (WASHINGTON STATE'S) INLAND WATERS

Lieutenant Dionisio Alcala Galiano 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 make 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

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

¹⁷⁰ Edmond S. Meany, *Vancouver's Discovery of Puget Sound*, P. 178.

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 Island¹⁷¹ 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. June 10)
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

¹⁷¹ Vendovi received the name of Islas de Aguayo from Dionisio Galiano.

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 Alcala Galiano 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 Alcalá Galiano and Lieutenant Cayetano Valdes were assigned
to further investigate the exact nature of the Canal de Floridablanca
(today's Fraser River)

Lieutenants Dionisio Alcalá Galiano 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 Alcalá Galiano 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's two boats continued north -- June 13, 1792
they investigated Howe Sound (Spain's Boca 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 placed
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

as Vancouver 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*
and Cayetano 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 Gabriola 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

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....”**

¹⁷² Lieutenant Dionisio Galiano of the *Sutil* journal entry

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

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

¹⁷³ Derek Hayes, *Historical Atlas of British Columbia and the Pacific Northwest*, P. 87.

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

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

¹⁷⁴ Captain John T. Walbran, *British Columbia Coast Names*, P. 477-478.

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 Alcalá 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 explorers shared 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 previous 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 Alcalá Galiano 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 Clayoquot 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]

VANCOUVER 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 cutter were 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 Archipelago entered 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 precarious 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, Wedgebourough 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 channel between 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 discoverers 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 Islands were 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

SUTIL AND MEXICANA MEET A BRITISH MERCHANT SHIP

Spanish Lieutenants Dionisio Galiano and Cayetano Valdes met the British brig *Venus*

¹⁷⁵ Edmond S. Meany, *Vancouver's Discovery of Puget Sound*, P. 321-323.

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 Broughton turned 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
carrying much 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

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

¹⁷⁶ Lucile McDonald, *Search for the Northwest Passage*, P. 114.

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*

American Joseph 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

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

SUTIL AND *MEXICANA* ARRIVE AT NOOTKA SOUND

Lieutenant Dionisio Alcalá 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

¹⁷⁷ Oscar Osburn Winther, *The Great Northwest*, P. 29.

¹⁷⁸ Oscar Osburn Winther, *The Great Northwest*, P. 29.

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 Alcalá Galiano 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 had no 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

¹⁷⁹ Edmond S. Meany, *Vancouver's Discovery of Puget Sound*, P. 347-349.

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

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 the ceremonies 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,**

¹⁸⁰ Edmond S. Meany, *Vancouver’s Discovery of Puget Sound*, P. 347-349

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

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

¹⁸¹ Edmond S. Meany, *Vancouver’s Discovery of Puget Sound*, P. 355-357.

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

BRIG *FENUIS* AND *ST. JOSEPH* ENTERS NOOTKA SOUND

Fenis and *St. 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

¹⁸² Edmond S. Meany, *Vancouver's Discovery of Puget Sound*, P. 360-361.

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
Quadra answered that he could not
Vancouver responded: **"Then I shall consider Nootka a Spanish port until our
governments reach some other decision."**¹⁸⁴

¹⁸³ Lucile McDonald, *Search for the Northwest Passages*, P. 118.

¹⁸⁴ Lucile McDonald, *Search for the Northwest Passage*, P. 118.

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 September 18)

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 *ADVENTURE* 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 NOOTKA 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's launch 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 -- October 10, 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 PORTAGE

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 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)

¹⁸⁵ George Fuller, *A History of the Pacific Northwest*, P. 55.

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 Classet; 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

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]

¹⁸⁶ George W. Fuller, *A History of the Pacific Northwest*, P. 52.

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

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

¹⁸⁷ Derek Hayes, *Historical Atlas of British Columbia and the Pacific Northwest*. P. 88.

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*
but while 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

(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**

¹⁸⁸ George W. Fuller, *A History of the Pacific Northwest*, P. 56.

uniformly subscribed to the exemplary conduct of their superiors, by a behavior that was very orderly and obliging.”¹⁸⁹

VANCOUVER AND QUADRA SEND THEIR REPORTS TO 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 foot 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, 1792

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

¹⁸⁹ Charles Chapman, *History of California*, P. 405.

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

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

CONSTRUCTION OF FORT FORK IS 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

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

¹⁹⁰ Alexander Mackenzie, *The Journals of Alexander Mackenzie: Exploring Across Canada in 1789 & 1793*, P. 65.

¹⁹¹ Alexander Mackenzie, *First Man West: Alexander Mackenzie's Journal of His Voyage to the Pacific Coast of Canada in 1793*. P. 63.

¹⁹² Gordon Speck, *Northwest Explorations*, P. 225.

¹⁹³ George Bird Grinnell, *Trails of the Pathfinders*, P. 106-107.

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 42° north (California-Oregon border) as the international boundary line
from the Rocky Mountains to the Pacific Ocean:

- Spain held the land south of 42°

- Spain abandoned all claims 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 42°

 - Britain was to send a British officer was to go 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 42° and 54°-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 Kealahou 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*

and Jose 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 them 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 and Jose 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 known 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 EXPEDITION 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

Michaux set out on his trek across North America
(but never returned -- he was never heard from again)

SPAIN SENDS ANOTHER EXPEDITION 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
of Spanish 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

¹⁹⁴ Joseph Schafer, *A History of the Pacific Northwest*, P. 37.

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 PREPARATIONS 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

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

He left two men at Fort Fork to 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

¹⁹⁵ Johansen and Gates, *Empire of the Columbia*, P. 84.

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

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 -- May 13, 1793

MACKENZIE'S EXPEDITION IS SLOWED BY THE WEATHER

Weather conditions deteriorated as Mackenzie noted -- May 15, 1793

"rain prevented us from continuing our route till past six in the morning"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

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

¹⁹⁶ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 32.

¹⁹⁷ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 40.

¹⁹⁸ Gordon Speck. *Northwest Explorations*, P. 226.

¹⁹⁹ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 43.

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

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

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

²⁰⁰ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 43.

²⁰¹ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 44.

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 herd
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

Soon the current became too swift to paddle and the water became too deep to use poles
there was no option but to 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

²⁰² Sir Alexander Mackenzie, *Voyages from Montreal*, P. 54.

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* yawl accompanied 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 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

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

²⁰³ This river was named by Nor'Wester John Finlay in 1797.

²⁰⁴ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 74.

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,**"

(today'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 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

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

²⁰⁵ Captain George Vancouver, *Voyage of Discovery to the North Pacific Ocean and Round the World*. P. 268.

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 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

VANCOUVER 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 was 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's yawl 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
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

²⁰⁶ Gordon Speck, *Northwest Explorations*, P. 228.

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 the Shuswap 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

Mackenzie's canoe was loaded and the 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) -- June 10

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

²⁰⁷ Derek Hayes, *Historical Atlas of British Columbia and the Pacific Northwest*, P. 95.

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

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

²⁰⁸ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 102.

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

²⁰⁹ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 112.

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 today's (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 through 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 happened
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

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

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

²¹⁰ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 137.

²¹¹ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 139-140.

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
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

²¹² Sir Alexander Mackenzie, *Voyages from Montreal*, P. 193.

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, 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 lowered 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 SEVERAL 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 come 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 -- July 16, 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 of 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 as 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 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, huckleberries 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

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

²¹³ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 251

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 taking 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

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

²¹⁴ Sir Alexander Mackenzie, *Voyages from Montreal*, P. 261-262.

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 huckleberry 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 [June 1])
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

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

²¹⁵ Germaine Warkentin, editor *Canadian Exploration Literature*.

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 52° 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

(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

²¹⁶ Alexander Mackenzie, *Voyage to the Pacific Ocean in 1793*, P. 298-299.

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

VANCOUVER TAKES UP HIS INVESTIGATION

Members of Vancouver's boat expedition set out through thick, 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 skills 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 where 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 than seen before
Vancouver took readings to determine 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 Denee Indians
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 Denee Indians 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 they 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 this location "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 GWAI (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 "**Moir'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 solitudes and sufferings have not been exaggerated in my descriptions. ... I received, however, the reward of my labors, for they were crowned with success."**²¹⁷

Their remarkable return journey from the Pacific Ocean took only thirty-three days

²¹⁷ Alexander Mackenzie, *Voyages from Montreal*, P. 340.

RESULT OF ALEXANDER MACKENZIE'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
Ononfloy 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
they 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 Blaquiére”** 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 Protection and 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 they 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. Alban
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 be 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 INVESTIGATION 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*
and Jose 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 Kealahou 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 summited 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

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

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

²¹⁸ Captain John T. Walbran, *British Columbia Coast Names*, P. 528.

²¹⁹ Gordon Speck, *Northwest Exploration*, P. 143-144.

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 lameneted. (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

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

²²⁰ Captain George Vancouver, *A Voyage of Discovery to the North Pacific Ocean, and Round the World*,
Vol. 3, P. 301.

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 MONTEREY, 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 Karakakooa 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 accidentally 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 48° north latitude
with the "River Oregon" 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 49° north latitude
(his [1798] map extended the Stony Mountains [or Rocky Mountains])

south to about 38° 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. Oregon" 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)

REPRESENTATIVES 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)

CAPTAIN 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 INDIANS

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

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

²²¹ Derek Hayes, *Historical Atlas of British Columbia and the Pacific Northwest*, P. 90.

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 to gather boards to protect his ship and men from the weather

²²² Lucile McDonald, *Search for the Northwest Passage*, P. 28.

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 54°-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 42° 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 60° 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**

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 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

²²³ Constance Lindsay Skinner, *Adventurers of Oregon*, P. 96.

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

DAVID THOMPSON'S SURVEY

David Thompson and Hugh McGillis traveled from Lake Manitoba to Lake Winnipegosis
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 CONTINUES 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

²²⁴ *National Geographic*, May, 1996. Priit J. Vesilind. P. 122.

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 SURVEY 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 50° 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

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 lengthy time 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

[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

²²⁵ Gordon Speck, *Northwest Explorations*, P. 231.

²²⁶ Gordon Speck, *Northwest Explorations*, P. 234.

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
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

²²⁷ Constance Lindsay Skinner, *Adventurers of Oregon*, P. 100.

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

(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

²²⁸ Jack Nisbet, *Source of the River*, P. 49.

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 55° 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 42° (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 55° 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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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.

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