THE CLIMAX
OF A
WORLD QUEST

The Story of Puget Sound
The Modern Mediterranean of the Pacific

BY

GEORGE F. COTTERILL

[President, Seattle Port Commission—Former Mayor of Seattle.]

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Edmond Stephen Meany

From the Painting by Morgan Padelford
in Meany Hall, University of Washington
TO MY FRIEND
OF MORE THAN FORTY YEARS
EDMOND STEPHEN MEANY
THIRTY YEARS PROFESSOR OF HISTORY
IN THE
UNIVERSITY OF WASHINGTON
AND THE RECOGNIZED
DEAN OF HISTORIANS
OF THE
PACIFIC NORTHWEST

THIS VOLUME
SUPPLEMENTING HIS 1907 PUBLICATION ENTITLED
“VANCOUVER’S DISCOVERY OF PUGET SOUND”

IS FRATERNALLY DEDICATED

IN “AULD LANG SYNE” REMEMBRANCE OF HIS 1885 GRADUATION
AND MANY HAPPY DAYS “WHEN WE WERE TWENTY-ONE”
AND DEDICATED OURSELVES TO LIFE WORTH WHILE
IN THE OLD TIME “SEATTLE, W. T.”
THE “QUEEN CITY OF PUGET SOUND”
<table>
<thead>
<tr>
<th>TABLE OF CONTENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>* * *</td>
</tr>
<tr>
<td>Edmond S. Meany ........................................................................ 2</td>
</tr>
<tr>
<td>Dedication to Professor Meany .................................................. 3</td>
</tr>
<tr>
<td>Foreword ...................................................................................... 5</td>
</tr>
<tr>
<td>Map of the World (drawn by the Author) ....................................... 8</td>
</tr>
<tr>
<td>CHAPTER I. The Quest of the Centuries ........................................ 9</td>
</tr>
<tr>
<td>II. Juan de Fuca—Myth or Mystery ............................................. 15</td>
</tr>
<tr>
<td>III. Quest of the Northwest Continues ....................................... 21</td>
</tr>
<tr>
<td>IV. Hudson to Cook—150 Years Advance ...................................... 27</td>
</tr>
<tr>
<td>V. Spain and England Aroused by Russia ..................................... 32</td>
</tr>
<tr>
<td>VI. 1781-1790: The Decisive Decade ......................................... 36</td>
</tr>
<tr>
<td>VII. Vancouver and His Mission ................................................ 44</td>
</tr>
<tr>
<td>VIII. &quot;All Fool's Day&quot;—Off for N. W. Passage ........................... 54</td>
</tr>
<tr>
<td>IX. Disappointment Leads to Destiny .......................................... 64</td>
</tr>
<tr>
<td>X. Up the Straits with Vancouver .............................................. 74</td>
</tr>
<tr>
<td>XI. New Dungeness and Port Discovery ....................................... 81</td>
</tr>
<tr>
<td>XII. Port Discovery Vicinity and Natives ................................... 88</td>
</tr>
<tr>
<td>XIII. Port Townsend and Mount Rainier ..................................... 97</td>
</tr>
<tr>
<td>XIV. Port Townsend to Hood Canal ............................................ 103</td>
</tr>
<tr>
<td>XV. Another Day of Destiny .................................................... 109</td>
</tr>
<tr>
<td>XVI. Up Hood Canal with Vancouver .......................................... 116</td>
</tr>
<tr>
<td>XVII. The Inland Sea Revealed ................................................ 125</td>
</tr>
<tr>
<td>XVIII. Vancouver Views Seattle Vicinity ..................................... 131</td>
</tr>
<tr>
<td>XIX. Seattle and Port Orchard ................................................ 135</td>
</tr>
<tr>
<td>XX. High Tide at Tacoma ....................................................... 143</td>
</tr>
<tr>
<td>XXI. Steilacoom to Olympia ..................................................... 148</td>
</tr>
<tr>
<td>XXII. Lieutenant Puget’s Report ............................................... 156</td>
</tr>
<tr>
<td>XXIII. The Upper Sound Region ................................................. 160</td>
</tr>
<tr>
<td>XXIV. The Quest Turns to the North ......................................... 165</td>
</tr>
<tr>
<td>XXV. Whidbey's Island Exploration ........................................... 170</td>
</tr>
<tr>
<td>XXVI. The King's Birthday—June 4, 1792 ................................... 175</td>
</tr>
<tr>
<td>XXVII. North Through the Island Openings ................................ 180</td>
</tr>
<tr>
<td>XXVIII. Up the Gulf of Georgia ............................................... 185</td>
</tr>
<tr>
<td>XXIX. Vancouver Discovers Vancouver ..................................... 190</td>
</tr>
<tr>
<td>XXX. Pursuing the Quest—Back to Pacific ................................ 196</td>
</tr>
<tr>
<td>XXXI. Grays Harbor—Columbia River—California ........................ 202</td>
</tr>
<tr>
<td>XXXII. Vancouver's Second Season—1793 .................................. 207</td>
</tr>
<tr>
<td>XXXIII. The Third Year—1794 .................................................. 210</td>
</tr>
<tr>
<td>XXXIV. The Homeward Voyage .................................................. 214</td>
</tr>
<tr>
<td>Puget Sound and Environment (Map by Author) .......................... 227</td>
</tr>
</tbody>
</table>
AROUND the Pacific Northwest of America clusters a wealth of adventure and achievement, of romance and remembrance, which marks it as the climax of world history.

Not in idle dream nor vain-glory boasting, but in spirit of grateful reverence, we may call this favored region "God's Country"—for in truth it is the "land of promise," towards which Destiny has been drawing Humanity and driving the westward march of civilization through more than a score of centuries.

Do we fully realize that around this North American Pacific Coast is the last and the best of the world's great West?

"Out where the world is still in the making, That's where the West begins!"

And the Pacific Northwest is where it ends!!

Old friends of the East sometimes remind us that we have come to the "jumping-off place." That is literally and historically true! We are at the world's outpost of outlook and opportunity, the place of vision and achievement!

In that upward urge and forward movement of Humanity, which we call Civilization and Progress, men were impelled from oldest Asia toward a "promised land"—and they set out in the Great Adventure, "not knowing whither they went."

Ever westward, they swept over the newer Europe with twenty centuries of development; then, groping over unknown seas, revealed a New World which they dedicated to the great social enterprise. Through four centuries America has been in the making, and Humanity re-created in the expanding process. At first an Atlantic fringe of colonial development; then over the Appalachians to the great valleys and vast prairies of the interior; at last a rippling of the more ambitious and venture-some over the continental barriers of mountain and desert to the Pacific slope—the end of the long trail of the centuries!

Unless Pacific America—and in a special sense the Pacific Northwest—is found wanting in those natural and social resources which provide sustenance and opportunity for human
industry and happiness, the westward current of the ages will not reverse or divert until it fills this favored region to its utmost capacity for progress and prosperity.

Where else can the "westward course of empire take its way?"

This is the heritage of history, the goal of destiny! It is the future which fascinates, the vision which inspires, the opportunity which invites, the responsibility which confronts the three millions whose lives are already invested on the final frontier of western civilization—the Pacific Northwest.

* * *

The pages that follow are a review story of the world's westward quest that finally led the way to this North Pacific "Land of Promise".

The basis of the vision of greatness that inspires the Pacific Northwest, is its Inland Sea of Puget Sound and the Gulf of Georgia, backed by the Occident of America and Europe, facing the Orient and the Southern hemisphere across the world's greatest ocean with all the lands of earth served by the tributary seven seas.

The background of this vision is the age-long search for the "North-West Passage", that glowing illusion of a world highway of commerce from Occident to Orient, which persisted through three centuries, and for which men and nations strove and sacrificed.

The beginnings of realization came with the expedition of Captain George Vancouver in 1791-5. In a memorable five years voyage of discovery, Vancouver examined and charted more thousands of miles of unknown coast, and added to the world's geography more than any other, with his definite delineation of hitherto unknown or doubtful places of earth. With patient, tedious, scientific effort, Vancouver demonstrated after detail examination of the Pacific Coast from the Gulf of California to Bering Sea, that there was no "North-West Passage"—but in dispelling that old illusion, he revealed the new reality of an Inland Sea of the North Pacific, which has become the portal of a new "North-West Passage" beyond the dreams of the past.

This Inland Sea is in truth a Modern Mediterranean of the Pacific, bordered by a Charmed Land of scenic beauty, climatic comfort and amplest resources of all that makes life worth while. Within the sheltered expanse of this Inland Sea are a score of world harbors, ample ports beckoning to the commerce of the seven seas, serving and being served by a six-fold system of railways spanning and radiating throughout the tributary continent.
Puget Sound is the meeting place of Occident and Orient, of Northern and Southern hemispheres; the focal point of land and sea on the World's Highway of Commerce and Civilization.

* * *

It has been a labor of love to make the research and compile this review story of "The Climax of a World Quest"—the revealing of Puget Sound and its environment. I trust that it will be of special interest to those whose lives are cast in this land of destiny, to catch the picture of their home vicinity as portrayed by the discoverer half a century before the pioneer settlers came upon the scene.

Seattle and Tacoma, Everett and Bellingham, Anacortes and Port Townsend, Olympia and the "Upper Sound", Port Orchard and Hood Canal, Port Angeles and New Dungeness, Port Discovery and Birch Bay—these and other American ports, on the south side of the "imaginary line," with the Port of Vancouver, Howe Sound, Jervis Canal and the Georgian labyrinth to the northward—all have their place in this relation.

The story also includes the historic meeting of the captains—Vancouver and Gray—on "Discovery Day", April 29, 1792, outside the Straits of Fuca, together with the great events which followed—the discovery by Gray of Grays Harbor and the Columbia River, while Vancouver revealed Puget Sound.

The reader will find the official narrative of Captain Vancouver quoted almost in full, with parenthetical notation of later names, etc., interpreting the original journal. The descriptions of the native population as Vancouver observed their appearance and customs should be found of great interest.

* * *

These chapters, except the three concluding, were prepared as a newspaper story, commemorating the 135th anniversary of Vancouver's Discovery of Puget Sound and the Gulf of Georgia. Requests for their preservation in permanent form have led to this publication. The writer responds with this volume, as the grateful tribute of one who heard the "call of the west" more than forty years ago, and has enjoyed the privilege and opportunity to participate in the development of the Puget Sound Region—the land of beauty and destiny—of vision and opportunity:

"Out where the skies are a trifle bluer—
That's where the West begins!"

Seattle, Washington
December 1927.

[Signature]
CHAPTER I.

THE QUEST OF THE CENTURIES

It is no mere boast nor even an extravagance of provincial loyalty, but the simple sequence of world events, that the great inland sea of Pacific Northwest America—known under two flags as Puget Sound and the Gulf of Georgia—with the mighty arm of the greatest ocean outstretched through seventy miles of Straits of Fuca to greet and serve the commerce of Occident and Orient—all these are but the dream of three centuries interpreted and revealed to the world by the skill and sacrifice of undaunted navigation research, culminating in the Vancouver contribution to geographic science at the close of the eighteenth century.

* * *

THREE centuries of voyagers and discoverers, from Columbus in 1492 to Vancouver in 1792, ever seeking the westward route for the commerce of the Occident of Western Europe to the old Orient of the Indies, Cathay and the dimly known Cipango, found it blocked by a New World of two continents linked by an isthmus barrier.

Portugal led first and farthest toward the Orient, crowning half a century of effort with the demonstration by Diaz in 1488 and the full achievement by Vasco de Gama in 1497, of the "South-East Passage" from the Mediterranean and Western Europe; south along the west coast of Africa, around the "Cape of Storms"—rechristened "Cape of Good Hope"—across the Indian Ocean to the Malabar Coast of India and later to the East Indies.

Spain, within ten years from Columbus' final disappointment at finding no open ocean road to India and Cathay, surmounted the isthmus barrier at Panama, where Balboa first beheld the "South Sea" in 1513, and within a half century from Columbus, Spanish adventure and conquest had covered the Pacific slope of the two Americas from Lower California to Peru. Meanwhile the Portuguese Magellan, greatest navigator of the period, dismissed by Portugal after ten years of service and discoveries in the "South-East" route, presented to Spain the proposition to
reach the East Indies by a "South-West Passage" from Europe, declaring that "he hoped to discover a great strait to the South of America". Thus in 1519-21, came the "Straits of Magellan", the southern entry into and naming of the "Pacific Ocean", the discovery of the Ladrone and Philippine island groups and finally — with one of the three vessels remaining after the death of Magellan in the Philippines — completing the first circumnavigation of the globe by the return around the Cape of Good Hope in 1522.

While the south-east, south-west and the western routes were thus being opened by Portugal and Spain, English and French enterprise was directed toward the west and northwest. John and Sebastian Cabot led in 1497 the procession of British navigators which continued through three and a half centuries, covering the Atlantic and Pacific coasts of North America from the tropics to the farthestmost Arctic icefields. It was the greatest quest the world has ever known.

"THE NORTH-WEST PASSAGE"

King Henry VII of England equipped Sebastian Cabot for a second voyage in 1498 and others that followed up to 1509, always "in search of short passage to China towards the Northwest." In this elusive search the Cabots covered the coast from Cape Hatteras to the north of Labrador, making the discoveries which founded the claims of British colonies a century later and the United States of America after another two centuries.

France followed with Verrazzani in 1524, and probably in later voyages, altogether covering most of the North Atlantic coast in assiduous search for the "shorter passage to India" which had been sought by Columbus and the Cabots. In 1534 and again in 1535, Jacques Cartier made voyages entering the Straits of Belle Isle north of Newfoundland and into the great gulf of St. Lawrence. His high hopes of finding the "short route to India" were overthrown by observing, as he ascended the broad channel to the westward, that its width narrowed and its waters became fresh. Cartier continued up the great river to the sites of Quebec and Montreal and laid the foundation of a New France which continued in Canada for more than two centuries. The French domain was extended westward by Champlain and others that followed; up the St. Lawrence, through the chain of Great Lakes, across the portages of Wisconsin to the Mississippi and down the Great Father of Waters to the Gulf and the Spanish possessions.
Meanwhile on the Pacific Coast of North America Spain was establishing her western empire and extending her discoveries northward from Mexico. In 1510—before Balboa crossed Panama and discovered the "South Sea"—an imaginative writer in old Madrid had published a romance in which he coined "California", placing it "to the right of the Indies, very near the terrestrial paradise". Before 1540 the name had been definitely applied to the unknown coast northwest of Mexico. In 1542, Cabrillo explored the coast of Lower and Southern California and in 1543 the Spanish pilot Ferrelo continued as far north as Oregon. During this period Spain also established her merchant marine on the Pacific with port cities on both sides of the Isthmus of Panama. The treasure ships coasted from Peru and Mexico, and crossed the Pacific from the Philippines and East Indies, concentrating at Panama, whence the prizes of commerce were carried by mule-packs over to the Caribbean port and trans-shipped across the Atlantic to Spain. Through three centuries of Spanish supremacy on the Pacific side of the New World the trade and commerce with the Orient, as well as the whole western coast of the two Americas, from California to Chile—fell to Spain.

FROBISHER AND DRAKE

On the Atlantic side discoveries lagged during the middle third of the sixteenth century, while the European nations turned to exploration and extension of their domains westward across the continent that barred the way to the Orient. But with the Elizabethan era England had great awakening to new enterprise. War with Spain was carried to all the seven seas, over which Spain held sway as the mistress of world commerce. The plan of seeking "a North-West Passage to China and India" was made the subject of great public agitation and organized effort led by Martin Frobisher in 1576-78.

"Being persuaded of a new and nearer passage to Cataya" towards the North-West, Frobisher "determined and resolved with himself to go make full proof thereof * * * or else never to return again, knowing this to be the only thing of the world that was left undone, whereby a notable mind might be made famous and fortunate."

In this spirit, and with two tiny barks of 20 and 25 tons, proudly heralded "Gabriel" and "Michael", Frobisher made a summer voyage to a point on the Labrador coast farther north than Cabot in 1498, discovered Frobisher's Bay and a passage toward the north. Returning to London by October, 1576, he
organized the “Company of Cathay”, and set out in May, 1577, with a larger expedition in search of “the coveted Northwest route”. Back again in September, he was off with a fleet of 15 vessels in May, 1578, on the same mission, finally entering Hudson Straits for about sixty miles.

While Frobisher was making this ambitious effort on the Atlantic side, the greatest of all British navigators of the Elizabethan period, Sir Francis Drake, wrote his chapter of Pacific history—the first that pointed toward Puget Sound, but narrowly missed its realization. Bent on a mission of war destruction of Spanish commerce on the Pacific, Drake sailed from England, December, 1577; down the east South American coast; through the Straits of Magellan, September, 1578; plundered Spanish possessions in Chile and Peru; seized treasure ships and demoralized Spanish commerce all the way up the coast to Mexico and California, particularly intercepting those from the Philippines and East Indies en route to Panama and the Atlantic. Laden with rich prizes of war—after landing and refitting, probably at Drake’s Bay, near San Francisco—Sir Francis sought a shorter route to England by the supposed “North-West Passage”. In this hope he proceeded north up the California and Oregon, and perhaps the Washington coast, seeking an opening or trend of the coast to the eastward. Whether he stopped at 43° or 48° (degrees), just south of the great gateway straits opening into Puget Sound, authorities differ. It was late summer of 1579 and “the sufferings of his men from cold obliged him to turn southwards again”. Fearing that even if he continued north and found the eastward passage, “it would only lure him in to the frozen regions of the North Atlantic”, Drake turned westward across the Pacific, continuing by the Indian Ocean and around the Cape of Good Hope to England in 1580. While Sir Francis failed of the “north-west passage” and missed the Straits of Fuca and Puget Sound, he doubtless made the first trans-Pacific voyage by the northern route and certainly holds, next to Magellan, the honor of the second circumnavigation of the globe.

While the Elizabethan period was rising to new heights of fame and progress, there came into prominence as a geographic authority, Richard Hakluyt, clergyman, lecturer and writer. A queen’s scholar at Westminster, he was attracted in youth to “certain bookes of cosmographie, an universal mappe, and the Bible”, and resolved to prosecute that knowledge and kind of literature as a life work. Entering Christ Church college at
Oxford in 1570, Hakluyt spent the seven years following, in a course of study and research covering the world's knowledge of voyages and discoveries. In 1577, after his M. A. degree at Oxford, he gave a series of public lectures "that showed both the old imperfectly composed and the new lately reformed maps, globes, spheres and other instruments of this art". In 1582 he published "Divers Voyages touching the Discovery of America", and later "A particular discourse concerning Western discoveries, written in the year 1584 by Richard Hakluyt of Oxford, at the request and direction of the right worshipful Mr. Walter Raleigh". In the thirty years that followed, until his death in 1616. Hakluyt was the recognized English authority in geographical research of that great period of English history, the friend and associate of Raleigh and Sidney, of Drake and Frobisher, and others who made the Elizabethan era memorable. Hakluyt traveled and made geographical research in continental capitals, and particularly had acquaintance and correspondence with men like Mercator, the Flemish geographer, who for fifty years, at Louvain and at Duisberg, was the recognized world authority in cosmography.

**HAKLUYT'S SIXTEENTH CENTURY SUMMARY**

From this vantage point of authority, a summary of the world's information and hopes of the "North-West Passage" at the close of the sixteenth century, is worthy of quotation. In the letter of dedication of his volume of 1584 Hakluyt writes to Sir Philip Sidney:

"We might not only take possession of that good land (Virginia), but also in short space, by God's grace, find out that short and easy passage by the Northwest, which we have hitherto so long desired, and whereof we have many good and probable conjectures, a few whereof I think it not amiss here to set down * * *

"First, therefore, it is not to be forgotten that Sebastian Cabot wrote * * * that he verily believed that all the north part of America is divided into islands.

"Secondly, that Master John Verrazzano, which has been thricc on that coast, in an old excellent map which he gave to King Henry the Eighth, and is yet in the custody of Master Locke, doth so lay it out in the map annexed * * * made according to Verrazzano's plat.

"Thirdly, the story of Gil Gonzales, seconded by Francisco Lopez de Gomara, which is said to have sought a passage to the
North-West, seemeth to argue and prove the same.

"Fourthly, in the second relation of Jacques Cartier, the people of Saguenay do testify that upon their coasts westward, there is a sea the end whereof is unknown to them.

"Fifthly, in the end of this discourse is added this as a special remembrance, to-wit: that they of Canada say that it is a month's space to sail to a land where cinnamon and cloves are growing.

"Sixthly, the people of Florida signified to John Ribault that they might sail from the river of May into Cenola and the South Sea, through their country within 20 days.

"Seventhly, the experience of Captain Frobisher on the hither side, and Sir Francis Drake on the back side of America; and

"Lastly, the judgment of the excellent geographer, Gerardus Mercator, which his son Rumold Mercator, my friend, showed me in his letters, and drew out for me in writing, is not of wise men to be lightly recorded. His (Mercator's) words are these: (translation from Latin).

"You write (saith he to his son) great matters though very briefly, of the new discoveries of Frobisher which I wonder was never these many years heretofore attempted.

"For there is no doubt but that there is a straight and short way open into the West, even unto Cathay (China). Into which if they take their course aright, they shall gather the most noble merchandise of all the world, and shall make the name of Christ to be known unto many idolatrous and heathen people."

"And here to conclude the matter, I (Hakluyt) have heard myself of merchants of credit that have lived long in Spain, that King Philip hath made a law of late that none of his subjects shall discover to the northward of five and forty degrees of America (Pacific Coast); which may be thought to proceed chiefly of two causes, the one, lest passing farther to the north, they should discover the open passage from the South Sea (Pacific) to our North Sea (Atlantic); the other, because that they have not people enough to possess and keep that passage, but thereby should open a gap for other nations to pass that way."

This summing up by Hakluyt, with its quotation from the aged Mercator, from their wealth of research and authority, brings us fittingly to the close of the first century of search for the "North-West Passage"—that vision of an ocean highway from Occident to Orient, which was pointing to Puget Sound with an unknown but unerring hand of destiny, but with two centuries of mists and darkness yet to be dispelled.
CHAPTER II.

Juan de Fuca—Myth or Mystery

The first terrestrial globe was made by Molyneux in England, after 1589. It was announced by Hakluyt in his publication of that year: "The Principal Navigations, etc., of the English Nation." This globe and all the maps and charts of that closing period of the sixteenth century showed an indefinite projection of North America into irregular islands from the Atlantic side and a great eastward opening far to the north on the Pacific side, sometimes called "Strait of Anian," extending into an undefined inland sea, with conjectural connections toward the Atlantic. This represented the sum total of the information—and imagination—of the geographers of that period, such as Mercator and Hakluyt. It was this conjectured "Strait of Anian" which Drake sought and failed to reach in 1579. There is interesting speculation in the suggestion of Hakluyt's concluding paragraph in the letter to Sir Philip Sidney in 1584, quoted in the preceding chapter:

"I have heard myself of merchants of credit that have lived long in Spain, that King Philip hath made a law of late that none of his subjects shall discover to the northward of five and forty degrees of latitude * * * lest passing farther to the north they should discover the open passage from the South Sea (Pacific) to our North Sea (Atlantic) * * * because that they have not people enough to possess and keep that passage, but thereby should open a gap for other nations to pass that way".

Drake had voyaged northward from California at least to 43°—on the Oregon Coast—and probably to 48°, or almost to the great strait of later realization. Spain knew, to her loss and sorrow, of the destructive propensities and undoubtedly of the movements of the British privateer. From her seat of Pacific empire in western Mexico, Spain held the key to the Pacific mystery for more than two centuries, and it would not be surprising if King Philip did seek to suppress discoveries north of 45°—about forty miles south of the Columbia River outlet. We have the
dim record of two Spanish Philippine ships, in 1584 and 1595, blown out of their course, to indefinite points on the North Pacific Coast. As the sixteenth century closed, the stories of a "North-West Passage" were so persistent that they compelled the Spanish rulers in Mexico to plan further explorations so as to forestall other nations in discoveries and retain their monopoly of the South Sea. Thus it is certain that in 1602-3, Sebastian Vizcaino, under orders of the Viceroy of Mexico, led expeditions which located the sites of San Diego and Monterey in California, and pressed on to 42° on the Oregon Coast, while Martin Aguilar with another vessel of the fleet reached a point near 43°, which he named Cape Blanco, and claimed to have discovered a large river near there (Rogue or Umpqua (?). Perhaps these Vizcaino—Aguilar expeditions of 1602-3, following those of Cabrillo and Ferrelo in 1542-3, and the last of record for more than a century and a half that followed, represented the whole of Spanish discovery and enterprise on the North Pacific during more than two hundred years—and then again, perhaps, these recorded discoveries, all south of 45 degrees and therefore within the pale of King Philip's suppressive ban, may have been the only records permitted to reach the world of other nations.

Out from the Spanish darkness, by a means of information that required thirty years to reach the light, there came to the world a remarkable story of 1592—indicating the discovery under Spanish auspices of a great eastward Strait from the North Pacific, an intricate inland sea whose description would fit Puget Sound, and an outlet into the North Atlantic.

THE JUAN DE FUCA STORY

This story came to the English world through the medium of Samuel Purchas, a compiler of works on travel and discovery who made large contribution to geographic literature during the first quarter of the seventeenth century. Cambridge graduate and clergyman, he continued in some degree the work of Richard Hakluyt, with whose later years Purchas was perhaps associated. In 1604 he was made vicar of Eastwood, Essex—close to London—and in 1614 rector of St. Martin's, Ludgate, in the heart of London. During these years and previously, he spent much of his time in London in geographical research. In 1613 he published "Purchas—His Pilgrimage; or Relations of the World and the Religions observed in all Ages"; in 1619, "Purchas, his
Pilgrim; Microcosmus, or the histories of Man”; and in 1625, "Hakluyt’s Posthumus, or Purchas, his Pilgrims, containing a History of the World in Sea Voyages and Land Travels by Englishmen and others.” This extensive work of four volumes included the continuation of Hakluyt’s “Principal Navigations, Voyages, Traffics and Discoveries of the English Nation”, a three-volume publication which has been called the “prose epic of the modern English Nation”. Hakluyt died in 1616, leaving a number of manuscripts sufficient to form a fourth volume, which fell into the hands of Samuel Purchas, who inserted them in an abridged form in his publication of 1625—hence “Hakluyt’s Posthumus” in its title. Whether the fantastic tale of Juan de Fuca is drawn from the Hakluyt manuscripts or from Purchas’ own sources of information—or imagination—remains an open question. We only know that the Purchas publication of 1625 put in the mouth of one of “His Pilgrimes” the story which placed the Straits of Juan de Fuca on the world’s maps as the interrogation point of a myth or mystery which was not answered for two centuries—from the De Fuca doubt of 1592 to the Vancouver demonstration of 1792.

MICHAEL LOK’S NOTE

The story is stated to be based on “a note made by me, Michael Lok, the elder”.

This is doubtless the same “Master Locke” who is referred to in the “secondly” of Hakluyt’s letter to Sir Philip Sidney in 1584, (quoted in the chapter preceding). Michael Locke was a remarkable English merchant and traveler of the Elizabethan period; consul at Aleppo for many years, and said to have been familiar with every portion of the known world with which England had commercial relations. His name was one calculated to give authority to the story which follows—but he had passed away long before its appearance in 1625.

“A note made by me, Michael Lok, the elder, touching the strait or sea, commonly called Fretum Anian, in the South Sea, through the North-West Passage of Meta Incognita.

“When I was at Venice in April, 1596, haply arrived there an old man, about sixty years of age, called commonly Juan de Fuca, but properly named Apostolus Valerianos, of nation a Greek, born in Cephalonia; of profession a mariner, and an ancient pilot of ships. This man being come recently out of Spain,
arrived first at Leghorn, and went thence to Florence, where he found one John Douglas, an Englishman, a famous mariner, ready coming from Venice, to be a pilot of a Venetian ship for England, in whose company they both came together to Venice. And John Douglas being acquainted with me before, he gave me knowledge of this Greek pilot, and brought him to my speech; and in long talks and conferences with us, in presence of John Douglas, this Greek pilot declareth, in the Italian and Spanish languages this much in effect as followeth:

TALE OF THE GREEK NAVIGATOR

"First, he said that he had been in the West Indies of Spain forty years, and had sailed to and from many places thereof in the service of the Spaniards. He said he was in the Spanish ship which in returning from the Islands Philippines toward Nova Spania (i.e. Mexico) was robbed and taken at the Cape California, by Captain Candish, Englishman, whereby he lost sixty thousand ducats of his own goods". (N. B. Reference to Captain Thomas Cavendish, who emulated Drake's great voyage of 1577-80 with a third circumnavigation of the globe, in the path of Magellan and Drake. The Cavendish circumnavigation was accomplished in two years and fifty days, from July 21, 1586 to September 10, 1588. Like Drake—there being war with Spain—Cavendish ravaged the Spanish Pacific Coast from Chile to Mexico, and captured nineteen vessels of worth, including the treasure-galleon "Great St. Anne" from the Philippines, off Cape St. Lucas, the southern extremity of California on November 14, 1587. This is the vessel "robbed and taken at the Cape California", in the De Fuca-Lok relation).

"He also said that he was a pilot of three small ships which the Viceroy of Mexico sent from Mexico, armed with one hundred men, under a captain, Spaniards, to discover the Strait of Anian, along the coast of the South Sea (i.e. Pacific Ocean), and to fortify in that strait, to resist the passage and proceedings of the English nation which were feared to pass through those straits into the South Sea; and that by reason of a mutiny which happened among the soldiers, for the misconduct of their captain, that voyage was overthrown, and the ships returned from California to Nova Spania, without anything done in their voyage; and that, after their return, the Captain was at Mexico punished by justice."
"Also he said that, shortly after this voyage was so ill-ended, the Viceroy sent him out again in 1592, with a small caravel and a pinnace, armed with mariners only, (N. B. War between England and Spain had culminated with the defeat of the Spanish Armada in 1588, and peace was established between the nations before 1592), "to follow the said voyage for the discovery of the Strait of Anian, and the passage thereof into the sea, which they called the North Sea, which is our Northwest Sea"; (ie. the North Atlantic Ocean).

"And that he followed his course in that voyage, west and northwest in the South Sea all along the coast in Nova Spania (Mexico), and California, and the Indies, now called North America until he came to the latitude of 47 degrees;

"And that, there finding that the land trended north and northeast, with a broad inlet of sea between 47 and 48 degrees of latitude he entered thereinto, sailing therein more than twenty days, and found that the land trended still sometimes northwest, and northeast, and north, and also east, and southeastward, and very much broader sea than was at said entrance; and that he passed by divers islands in that sailing; and that, at the entrance of this said strait, there is on the northwest coast thereof, a great headland or island, with an exceeding high pinnacle or spired rock, like a pillar, thereupon.

"Also, he said that he went on land at divers places, and that he saw some people on land clad in beasts' skins; and that the land is very fruitful, and rich of gold, silver, pearls and other things, like Nova Spania.

"And also, that he being entered thus far into the said strait, and being come into the North Sea already, and finding the sea wide enough everywhere, and to be about 30 or 40 leagues wide in the mouth of the strait where he entered, he thought he had now well discharged his office; and that, not being armed to resist the force of the savage people that might happen, he therefore set sail, and returned homewards again towards Nova Spania, where he arrived at Acapulco anno 1592, hoping to be rewarded by the Viceroy for his service done in the said voyage.

"Also, he said that after coming to Mexico he was greatly welcomed by the Viceroy, and had promises of great reward; but that having sued two years, and obtained nothing to his content, the Viceroy told him that he should be rewarded in Spain, of the king himself, very greatly, and willed him therefore to go unto Spain, which he did perform."
And after another year of disappointment in Spain, still unrewarded for his great discovery, the old Greek pilot Apostolus Valerianos, Juan de Fuca by Spanish adoption, sits beside the quay of the Grand Piazza, or perchance on the Rialto at Venice and tells his tale of wonder and of woe to the English merchant Locke and the Scottish mariner Douglas.

Much has been written in analysis and discussion of this strange story. It has been hailed as a great discovery and branded as a monumental fake. The discussion will not here be reviewed or revived. Overlooking a few fanciful matters of detail, and the excusable discrepancy of one degree of latitude, De Fuca’s description would fairly fit a twenty days cruise up the Straits, around Puget Sound, through the islands into the Gulf of Georgia, and out by the way he entered—or as some, with less of probability have suggested, passing out to the northwest by the narrow straits into Queen Charlotte’s Sound and the open sea. The error—or fiction—lies, of course in the statement that he had “come into the North Sea already”—a palpable fabrication by some one, for any pilot able to locate his latitude within one degree, could not so mistake his longitude as to be deceived into thinking he had reached the North Atlantic, many degrees to the eastward on any conceivable information known to De Fuca. That was doubtless the prize part of the story—told for the “reward”, but failed to stand the tests of the Spanish authority all the way from Mexico to Madrid—hence the tale of woe at Venice.

But whether De Fuca was a myth imagined by Samuel Purchas, or a sixteenth century Dr. Cook in his own right, his name has stood for three centuries on the gateway to the Mediterranean of the Pacific: “Straits of Juan De Fuca”.
CHAPTER III.

THE QUEST OF THE NORTH-WEST CONTINUES

ALTHOUGH Spain drew down the North Pacific curtain after the first century from Columbus and Magellan, England and France continued into the first half of the seventeenth century the systematic search for the North-West Passage which had received such an impetus during the Elizabethan period of the last third of the sixteenth century.

Moreover an old-new nation of Europe—the Netherlands—emerging from the Spanish domination in that period, sought its place in the world-field of commerce, and Dutch enterprise became in evidence upon all the seven seas. They entered the lists with Portugal and developed colonies in South Africa and possessions in the Dutch East Indies—Java and Sumatra. The first discoveries in Australasia were made by Dutch navigators, who used both the "south-east" Cape of Good Hope route, and the "South-west" Magellan route to serve their commerce, with possessions in Farther India, the Malay Peninsula and Archipelago—and Southern China.

Not content with carrying Dutch enterprise to the South Orient by these southern routes half round the world, Holland first entered the lists in search of a "north-east passage", up the Scandinavian coast and along the northern coast of Europe and Asia in the hope of a northern route around the double continent and southerly to the Far East of Cipango and Cathay. For a century and more Dutch and Danish determination persisted in this direction, with navigators like Barents leading in voyages and explorations which added Spitzbergen, the Northern Russian ports, Nova Zembla and other islands to the world's geography—but the "north-east passage" to the Orient was found forever blocked by the eternal ice-fields along the thousands of miles of Siberian coast.

And in the early sixteenth century Holland vied with France and England for colonial possessions in the New World of America, and particularly in the race for the world's prize of the North-West Passage in the North Atlantic.
Preceding Frobisher's unsuccessful efforts of 1576-8—there had been the 1574 voyage of the Portuguese Corte-Real who "reached a great entrance" to the westward north of Labrador, into which he passed "twenty leagues", finding "no ice", but his "victuals failed"—and perhaps his courage, for the record is that he returned "with joy".

Frobisher's last voyage, 1578, came into this "great entrance" of Corte Real—later named Hudson's Strait—and found "open sea without any land or ice toward the West". Frobisher was "certain he could sail through to the Mare del Sur" (i.e. South Sea or Pacific Ocean), and to "Kathaya" (China)—but he postponed the trip and turned back for the lure of "gold mines" supposed to be in the vicinity of Frobisher's bay to the northward.

Sir Humphrey Gilbert, English soldier and navigator, stepbrother of Sir Walter Raleigh, had much to do with Frobisher's enterprise, and in 1576 published a "Discourse of a Discovery for a New Passage to Cataia". Following Frobisher's last trip with its glittering hope of success, Gilbert chartered a company for North-West discovery and colonization, and fitted out an expedition which made the North Atlantic trip in 1578-9, with no accomplishment. In 1583 he set out with a fleet of five vessels and the blessing of Queen Elizabeth, and established the first English colony in the New World in the vicinity of St. Johns, Newfoundland. His fleet scattered on the return to England, Gilbert met disaster and death in a tempest off the Azores.

Sir Richard Grenville, British naval commander and cousin of Sir Walter Raleigh, commanded the fleet of seven vessels by which the ill-fated Roanoke Island colonists were sent out by Raleigh, to found the first English settlement within the limits of the United States, 1585.

John Davis, one of the chief English navigators of the Elizabethan period, friend of Raleigh and Gilbert, persisted in zeal for the "North-West Passage" when their energies turned to American colonization. Theorizing an open route further north than Frobisher's efforts, in 1585, Davis made a north-west expedition. Striking first the ice-bound east shore of Greenland, coasting south and rounding Cape Farewell, he turned north along the west Greenland coast for some distance, and finding the sea free from ice, shaped his "course for China" by the northwest. In 66° latitude he encountered the later named "Baffin Land". Davis pushed some way up "Cumberland Sound", pro-
fessing to recognize this as the “hoped strait” to the west, but was compelled to turn back disappointed. In 1586 and 1587 he made other voyages to the same vicinity, in the last pushing through the strait which bears his name, coasting west Greenland to 73° and thence making a last effort to find a passage westward along the north of America. John Davis ranks with Baffin and Hudson who followed in his path, as the greatest of early Arctic explorers—and all his efforts had as their goal the North-west short route to the Pacific and to China. Persisting in this purpose, Davis in 1591 accompanied Captain Thomas Cavendish on his last voyage by the Magellan route, with the special purpose “of searching that northwest discovery upon the back parts of America”. Foul weather defeated them at the Straits of Magellan, and with the Falkland Islands as a consolation prize of discovery, Davis experienced a disastrous homeward voyage. In 1595 he published “The World’s Hydrographical Description * * * whereby appears that there is a short and speedy passage into the South Seas, to China, Molucca, Philippine, and India, by Northerly Navigation.” He was able to write his hope of the North-West Passage, even though he could not find it. Davis Strait is his monument.

THE EAST INDIA COMPANIES

December 31, 1600, the English East India Company was founded by royal charter of Queen Elizabeth, for the development of commerce with India and the Far East. Upon this company was conferred the sole right of trading with the East Indies, i.e., with all countries lying beyond the Cape of Good Hope, by the “southeast route”, or by the Straits of Magellan, the “southwest route”. Almost the first effort by this company, was a fruitless expedition in 1601, led by Waymouth, in search of the hoped-for short route to the Orient via the “north-west passage.”

The English company was organized chiefly in order to compete with Dutch merchants who had obtained a practical monopoly in the East Indies trade. These met the situation promptly by organization of the Dutch East India Company, founded by charter from the Netherlands states-general, March 20th, 1602. This company continued the Dutch effort to establish a “northeast passage” to the Far East by the north of Europe and Asia, which would be free from the interference of Spanish and Portuguese. Only when these efforts toward the north-east failed, had the Dutch merchants in 1595 intruded upon the Cape of Good Hope route.
Later there were East India companies organized by France, Denmark, Scotland, Spain, Austria and Sweden, but the giant English and Dutch companies dominated the Eastern trade for more than two centuries. Their influence on the course of discovery and the opening of trade routes to the old countries of the Orient was controlling. Thus, in early voyages of the English East India Company between 1601 and 1612, Japan was reached; also friendly relations were established at the court of the Great Mogul of India. While the Dutch company confined its energies more largely to the East Indian Archipelago and the English company to the main-land countries of Southern and Eastern Asia, there were frequent frictions, and these companies were largely responsible for the war history as well as commercial progress of two centuries.

HUDSON'S MONUMENTAL WORK

We now reach the greatest name in the second century of Atlantic-American discoveries, the man who went farthest and sacrificed most in the great quest for the North-West Passage—the great navigator of England who also served Holland, Henry Hudson.

His fame rests upon four great voyages: The first for the Muscovy Company, with ten men and a boy in 1607, in search of a short route to China by way of the North Pole, coasting the east side of Greenland to the ice barrier, east along the ice to Spitzbergen and its northern coast to beyond 80° latitude. The next year for the same company he was sent "to open a passage to China" by the northeast route and followed in the path of his Dutch predecessor William Barents to beyond Nova Zembla, raking the Barents sea in vain for an eastern opening. On July 6, 1608, Hudson records that—"void of hope of a north-east passage", he resolved to sail to the north-west, and if time and means permitted to run a hundred leagues up Frobisher's Strait or Davis' "over-fall", where these explorers had turned back from their search for the "north-west passage". Contrary winds prevented his purpose that season and he returned to end his service for the Muscovy Company. That winter there was a rivalry for his services for the ensuing season of 1609. Hudson responded to a call from Amsterdam and undertook for the Dutch East India Company his third voyage,

"to find a passage to China, either by the north-east or the north-west route".
With eighteen or twenty men in the "Half-Moon" he sailed from Holland April 6th, 1609, and by May 5th was again in the Barents Sea and soon battling the ice barrier near Nova Zembla, where he had found the north-east route blocked a year before. With a disheartened and mutinous crew, he lost hope of progress in that direction and submitted to his men the choice of going to the North Atlantic and testing out the north-west hope of Frobisher and Davis, or "to make for North Virginia and seek the passage in about 40° latitude according to the letter and map sent him by his friend Captain John Smith". Amid the ice of Nova Zembla the men chose the North Virginia alternative.

This reference to Captain Smith's letter and map is most significant. There had been no thorough testing out of the extent of the great bend in the Atlantic coast line between the New England peninsula and the Virginia coast. It was still the Sea of Verrazzano as noted in 1524. The Jamestown settlement, with Captain John Smith, of Pocahontas fame, as one of its leaders, had been made in 1605, four years before this third Hudson voyage. Captain Smith had made some explorations up the coast from Virginia, and his letter to Hudson gave hopeful indications of a theory which had been advanced by Hakluyt, based on a 1582 map of Michael Lok—the same who was the depository of the De Fuca story of 1592—that near 40° latitude there was a narrow isthmus, formed by the sea of Verrazzano, like that of Tehauntepec or Panama". This was the alluring bight of unknown coast with a possible "North-West Passage" connecting through to an inland sea, which attracted Hudson from the north-north-east ice barrier in 1609. From the Nova Zembla vicinity on May 5th, Hudson was off Newfoundland by June 15th, where the "Half Moon" lost her fore-mast. The Kennebec River proved a safe refuge for refitting, and on August 28th he began his coast observation where Smith had left off, on the Maryland coast north of Chesapeake Bay. Thence he coasted northwards and on September 3rd entered the harbor of New York, and continued up the river which bears his name, 150 miles to the city of Albany; trying out the stream above tide water, until he became satisfied that it did not lead to any connection westward "to the South Sea or China".

Thus was New York placed on the world's map, a monument to the vain search for the Atlantic gateway of the North-West Passage, exactly as Puget Sound was the consolation prize for disappointment at the Pacific portal two centuries later.
It is noteworthy that Champlain, the French explorer, coming south from the St. Lawrence into Lake Champlain and Lake George, reached by an opposite route the same summer to within a few miles of Hudson's northerly exploration. Each had the same hope—a water route connecting to the interior of the continent and perhaps to the Pacific and the Orient. They met disappointment but each left his name on a memorable water-course—Lake Champlain and the Hudson River.

Hudson's confidence in the existence of a North-West Passage was not lost by his three failures, two in the north-east route and the Hudson River discovery and disappointment. On his return, the Half Moon called at Dartmouth, England, where she was seized and Hudson and other Englishmen commanded not to leave England save to serve their own country. A new English company was formed to support a fourth attempt in the North-West, this time to carry out Hudson's old plan of searching for a westward passage up Davis' "overfall."

And thus on April 17th, 1610, Hudson sailed from London on his fourth and last voyage in the little ship "Discovery" of 55 tons. By the middle of June he had entered the great strait to the west which bears his name. Sailing westward, on August 3rd, he reached the great expanse of the inland ocean—Hudson Bay—and passing southward spent the next three months examining its eastern shore. November 1st, the "Discovery" went into winter quarters in the southwest corner of James Bay. The long winter months passed with only a scanty supply of game to eke out the ship's provisions. Discontent and mutiny set in as the ship broke out of the ice in the spring of 1611, with Hudson determined to continue his search to the westward and the discontented majority to hurry homewards. Hudson and eight companions, including the sick, were put out of the ship upon the ice-field June 22nd, 1611. The great navigator was left with his great discovery, in the heart of the North American continent, while the ship sailed homeward, with struggles and starvation for most of the mutineers and prison for the remnant that reached England in September. No tidings were ever heard of the deserted Hudson and his companions. He failed of the North-West Passage only because there was none, and made the supreme sacrifice for his conviction and his courage.

The name of Henry Hudson stands as memorial upon three of America's greatest geographical features—Hudson Strait, leading from the Atlantic to Hudson Bay, the largest inland sea within any continent upon the globe; and Hudson River.
CHAPTER IV.

Hudson to Cook—One Hundred Fifty Years Advance

Six score years from Columbus leave the north-west barrier on the short route from Occident to Orient, marked by a Hudson memorial on the East and a De Fuca mystery on the West; with two thousand miles of the unknown—land or sea—between them.

The opening of the seventeenth century finds the old commercial nations of Europe settling down to commerce with the Far East, mainly by the Cape of Good Hope route to the south-east and somewhat by the Straits of Magellan to the south-west; while Spain sits supreme and silent on her isthmus throne, in control of Pacific commerce from California to Chile and the direct western route to the Philippines and East Indies.

England, France and Holland bend their energies to planting colonies on the Atlantic seaboard and expanding their explorations and settlements westward in the New World.

Hudson failed to demonstrate the North-West Passage in his day, but his name went marching on to the Pacific through two centuries of the Hudson Bay Company; while Puget Sound as the Pacific portal, bound with transportation bands of steel spanning the continent from the Atlantic portal which bears the name of Hudson, has realized beyond the vision of Henry Hudson the reality of a twentieth century North-West Passage.

In 1612, the year after the desertion and sacrifice of Hudson by his mutinous crew, the London merchants send out Hudson's "Discovery" and the "Resolution" under Sir Thomas Button, searching the whole west shore of Hudson's Bay, wintering at Nelson River and continuing the summer of 1613 to 65° latitude, then circling the north shore and eastward through Hudson's Strait to the Atlantic. No trace was found of Hudson, but the exploration carried the known limit of the inland sea five hundred miles farther westward, altogether more than half way from the Atlantic toward the Pacific.
28  THE CLIMAX OF A WORLD QUEST

BAFFIN FINDS FARNEST NORTH

In 1615, William Baffin with the same little "Discovery" and Captain Robert Bylet as pilot—the master elected by Hudson's mutinous crew, who brought the ship back to England, and later cleared himself of complicity in the mutiny and desertion—entered the service of Hudson's old Muscovy Company of London, "for the discovery of the "North-West Passage" by way of Hudson Strait, but without success. A year later, Baffin again sailed as pilot of the "Discovery", and passing up Davis Strait discovered the great bay which bears his name, and the series of straits which radiate from its head to the west and north, naming them Lancaster, Jones and Smith Sounds for his patrons. Baffin on this voyage sailed 300 miles farther north than Davis, and his record of farthest north—77° 45'—remained unsurpassed in that sea for 236 years. After these voyages Baffin gave up hope of a North-West Passage, and took service with the East India Company on the Cape of Good Hope, south-east route.

In 1619, a Danish expedition under Jens Munk sailed to the west coast of Hudson's Bay, continuing the search for the North-West Passage, reached the Port Churchill vicinity farthest west in the great inland ocean. During the winter all died save one man, a boy and Captain Munk—who managed to sail home-ward in the smallest ship.

In 1631-2, two expeditions of London and Bristol merchants covered Hudson and James Bay with their explorations.

With these twenty years of voyaging in the north and north-west, in search of Hudson and long-sought passage to the Pacific, England rings down the curtain of navigation and discovery for nearly a century.

FRANCE ADVANCES TO THE MISSISSIPPI

Following Cartier and Champlain in the sixteenth century, the French in Canada, with the zeal of the Jesuit fathers leading the way, these French missionaries covered the Great Lakes and the region northward from Quebec to the farthest post on Lake Superior by the middle of the seventeenth century. Father Marquette and Joliet reached the Mississippi across the portage between Lake Michigan, the Fox and Wisconsin rivers. They descended the Father of Waters, past the mouth of the turbid Missouri and the clearer Ohio and other rivers. They continued until satisfied that the river did not flow into the Pacific as they had hoped.
LaSalle in 1668-9, heard from Seneca Indians in the Lake Ontario country, of a great river "flowing southward * * * to the sea". In this waterway La Salle saw the waterway searched for from the time of Cartier, and which he believed "must have its outlet in the Gulf of California".

"If such were the fact it would give to France a water highway to the South Sea, and a route to China, as convenient as that which the Spaniards follow from Acapulco".

With this vision La Salle in 1669 sold all his landed property on the St. Lawrence and voyaged westward to the head of Lake Ontario and the Niagara River. From Indians he heard "of a broad prairie land to the south, which stretched many miles without trees, and of a people who lived in a warm and productive country, near a river whose flow was such that it must empty into the Mexican Gulf or the Vermilion Sea. The river thus referred to was the undiscovered Ohio. In 1670 LaSalle made the discovery and followed it to the Mississippi. Later he went by Lake Michigan to the Chicago portage and down the Illinois to the Great River.

France found no North-West Passage to the Pacific, but opened a route via Lakes and River around the British colonies to the Gulf of Mexico and the Spanish possessions.

THE HUDSON'S BAY COMPANY

From its charter in 1670, the Hudson's Bay Company wrote British history in the American Northwest for more than a century and a half.

"The Governor and Company of Adventurers of England trading into Hudson's Bay"—such is the title of the grant by King Charles the Second to his royal cousin Prince Rupert and associates. They were granted "the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they shall be, that lie within the entrance of Hudson's Straits, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, etc., aforesaid, that are not already actually possessed by or granted to any subjects, or possessed by the subjects of any other Christian prince or state."

The general interpretation of this was that the grant included all the country drained into Hudson’s Bay. When the company's explorations extended northwest into the region draining into the
Arctic, and later crossed the Rockies to the streams draining to the Pacific, these "Indian Territories"—later Athabasca, New Caledonia and British Columbia—were not included in the chartered grant, but held by license terminable each twenty-one years. The Hudson's Bay area was called "Rupert's Land."

During more than a century and a half, this great company explored, discovered and dominated the north-west quarter of America, to the exclusion of practically all other business or government. Its explorations demonstrated that there was no water connection from Hudson's Bay to the Pacific. The high points of its discoveries prior to Vancouver's expedition of 1792, were:

1769-72, Samuel Hearne went down the Coppermine River to the Arctic Ocean; and 1789, Alexander Mackenzie, went down the river which bears his name, to its Arctic outlet.

It was not until after Vancouver's expedition and discoveries that Alexander Mackenzie first reached the Pacific, at Queen Charlotte's Sound, in 1793.

**THE RUSSIAN BEAR AWAKENS**

As the seventeenth century was drawing to its close, while France and England were expanding their explorations westward across America, Russia was spurred to life and effort by the stimulus of Peter the Great, and entered the lists of exploration and discovery toward the Far East. Barred from the Baltic by western control, with the White Sea of the North its only outlet to the west, Russia struggled with the ice fields north of Siberia for a northern route to the East, and fought the Turks for the control of the Caspian Sea and its ancient caravan routes to China and to India.

While Hudson and Baffin were advancing westward across the ice-fields from the North Atlantic to Hudson's Bay and the Arctic, Russian adventure—a half-century before Peter the Great—had pushed eastward over three thousand miles of Siberian wastes, by great rivers and mighty lakes and the great open spaces between, to the Lena River in 1628 and the Sea of Okhotsk in 1639. Upon that great inland sea of Siberia, just to the north of the Japanese island group, the Russian bear had hibernated for nearly a century until 1725, when Peter the Great engaged the service of Vitus Bering, great Danish navigator, for exploration of the North Pacific.
BERING MAKES A MONUMENTAL DISCOVERY

In July, 1728, after three years of explorations along the Siberian coast, with two ships built under his direction at Okhotsk, Bering entered the northern sea and passed through the great straits which bear his name, giving to the world the monumental discovery and demonstration that Asia and North America were separate continents, with a great passage from Pacific to Arctic between them. It was the greatest contribution to geographic science after Columbus and Diaz and Magellan.

Again employed in 1740, Bering sailed from Okhotsk in the "St. Paul" to develop the North American coast and perhaps probe the mystery of the North-West—the Strait of Anian or De Fuca, which might lead to the Atlantic. Thus he crossed the North Pacific and reached the American coast near Dixon entrance—in the latitude of "fifty-four forty", and coasted northwesterly along the later Alaska coast. He sighted and named Mt. St. Elias on a memorable saint-day in the Greek church calendar. Continuing westerly Bering explored the South Alaska mainland and the Aleutian island chain stretching far to the westward. His ship wrecked on an Aleutian reef (Chirikof) Vitus Bering died there December 8, 1741.

The Bering contribution founded Russia on the North American continent, added Alaska to the Russian Empire, later for its true American destiny. Following Bering came many Russian voyages by private vessels manned by fur traders and trappers. Kodiak was discovered in 1763 and settlement effected in 1784. And before the century ended Russian settlements and trading posts covered the Alaska coast from "fifty-four forty" to Bering Sea.

And the Russian bear was now to be reckoned with in all matters relating to the development and control of Pacific commerce.

* * * * * * *

With the awakening of Russia, Spain was stirred from two centuries of silence while England took up the great quest where Hudson had laid it down, with the famous expedition of Captain James Cook paving the way for Vancouver and his definite discovery of Puget Sound.
CHAPTER V.

SPAIN AND ENGLAND AROUSED BY RUSSIA

THE 1740-1 voyage of Bering across the North Pacific and along the entire later Alaska coast, with the Russian trade and occupancy that followed, found its first Old World reaction in Great Britain.

By Act of Parliament in 1745, England offered twenty thousand pounds for the discovery by a British ship, of the North-West Passage. In 1776 the reward was renewed for either the northwest or northeast passage to the Pacific.

After almost two hundred years of inactivity in the field of north-west discovery and exploration, Spain saw the menace of the Russian occupancy of the Alaskan coast, and feared it might continue southward. The work of Cabrillo and Ferrelo in 1542-3 and that of Vizcaino and Aguilar in 1602-3 had made record of discoveries only as far north as Cape Blanco, on the Oregon Coast. Spain disowned and denied any Strait of Juan De Fuca in latitude 47 to 48 degrees. The Russians had come down to "fifty-four forty" with indications of advancing southward. England, which had made no movement in the North Pacific since Drake in 1579 and Cavendish in 1587, was offering a rich reward for the discovery of the Pacific gateway of the North-West Passage, while her Hudson's Bay explorers were pressing westward from the inland ocean. It was Spain's move, or the prize of the Northwest, safely held in silent storage for two centuries, was in danger of loss.

In 1774, from the Spanish seat of authority on the Pacific—San Blas in Mexico—an expedition under command of Juan Perez proceeded at once to 54 degrees, and coasted southward, touching at Queen Charlotte's Island and possessing a port on the west coast of the later "Vancouver's Island", but considered as mainland by Perez. The harbor was then named Port Lorenzo, afterwards "Nootka Sound". Perez followed the shore line southward, but failed to observe either the De Fuca Strait or the Columbia River outlet.
In 1775, the Spanish Viceroy of Mexico sent a second expedition of two vessels commanded by Heceta and Quadra. They sailed northward passing both the great river outlet and the straits gateway, without observing either. Sailing farther north a storm separated the two vessels, and Heceta turned south and made vain search for the fabled "De Fuca Strait" between 47 and 48 degrees, where the Lok memorandum located it. Farther south he found an indentation which he named "Assumption Inlet", noting indications of a large river, with outflow and current too strong to face and breakers ahead warning of a barrier. Thus Heceta missed the great discovery, either of the strait to Puget Sound, or the Columbia River. He only noted the probability of such a river, naming it San Roque. Another voyage was made in 1779, and from their explorations Quadra prepared a chart, covering the entire North Pacific Coast from California to Alaska.

The Quadra chart, made after these voyages, presumably embodied the sum total of Spanish information in 1779, acquired through nearly three centuries of undisputed opportunity for exploration and discovery. It is significant that it gives no indication of any Strait of Fuca nor any island to the north, and only the "San Roque" suggestion of a great river. Nootka Sound, where the Spanish outpost settlement was established, is shown as on the mainland. During the same period, San Diego was occupied in 1769, Monterey in 1770, San Francisco in 1776, also other missions and establishments to the northward, with Nootka Sound as the northernmost Spanish outpost, near the Russian Alaska possessions.

Spain had expanded and protected her discovery rights in the North Pacific, without discovering or revealing any knowledge of an inland sea of the Northwest.

CAPTAIN COOK SEEKS NORTHWEST PASSAGE

Captain James Cook, the acknowledged master of his period in navigation science, was at the height of his great career when, in 1776, he undertook the great commission to follow Drake, after two centuries, to explore the coast and renew the rights to that of which Drake had taken possession under the name New Albion, also by further discoveries confirm its English title against any Russian advance southward from Alaska or Spanish progress north from California.
In 1768-70, Cook had conducted a memorable circumnavigation of the globe, in the service of the British Admiralty, and in the cause of science, and discovery. New Zealand and various South Sea Islands were surveyed and charted; the entire east coast of Australia was likewise developed. On return to England Cook was made a naval commander, and sent out to solve the southern mystery—the supposed existence of a great southern continent in the broad space between New Zealand and South America. From 1772 to 1775 he prosecuted this great commission, covering the entire southern hemisphere to beyond the Antarctic circle with his investigations and making discoveries of scores of island groups. His sailings on this second voyage covered more than 20,000 leagues, equal to three times the equatorial circumference of the globe. A noteworthy proof of the skill and care of this great master of seamanship, was the fact that in more than one thousand days of voyaging, Cook lost only one man out of 118 of his ship's crew on the "Resolution".

With new honors as post-captain, the master-navigator volunteered his service to the British Government for his third—which proved to be his last and greatest—voyage to the North Pacific. To settle the question of the North-West Passage, practically abandoned since the sacrifice of Hudson a century and a half before, was now a question of national as well as scientific interest.

Cook's instructions were to sail first into the Pacific through the chain of islands he had recently discovered, to the coast of "New Albion" (i.e. north of Spanish California), and then to proceed northward as far as 65 degrees, and endeavor to find a passage to the Atlantic. (About the same time several ships were being fitted out to attempt the passage on the other side from the Atlantic).

With the "Resolution" and "Discovery", Cook sailed from Plymouth July 12, 1776; touched at the Cape of Good Hope November 30; made Tasmania and on to New Zealand and the island groups to the north, making many new island discoveries. From Tahiti, moving north toward his North Pacific goal, he discovered the Hawaiian group, naming them "Sandwich Islands". It was perhaps a re-discovery of islands seen by the Spanish navigator Gaetano in 1555, but their existence had been kept secret by Spain and they had long been forgotten. Cook found them
in early February, 1778, and sailed on to the American coast reaching it just south of 45 degrees latitude, on March 7th, 1778. From this point—on the Oregon coast about seventy-five miles south of the Columbia Cook proceeded northward, observing the coast but failing to recognize any great river outlet or bay opening. He was intent on reaching 47 to 48 degrees where the De Fuca story had located the great eastward strait.

On March 22nd, 1778, Captain Cook discovered and named "Cape Flattery", making this entry in his journal: "It is in this very latitude where we now were, that geographies have placed the pretended strait of Juan de Fuca. But we saw nothing like it, nor is there the least probability that any such thing existed."

Driven out from Cape Flattery by a gale, Cook could not approach land for a week, and then only far to the north, at Nootka Sound, near the Spanish settlement where he remained about a month until early summer when he continued northward and made almost continuous observation and survey of the coast line north and west from Nootka to and along Bering Sea, through Bering Straits and beyond, as far as latitude 70 degrees 40 minutes. Here he met the ice barrier, twelve feet above water, and named "Icy Cape" in this vicinity. On the way north, Cook discovered and named "King George's" and "Prince William" Sounds, also "Cape Prince of Wales", the westerly extremity of North America, never before seen by English but well known to the Russian explorers; also went into the bay afterwards known as Cook's Inlet (or River), which at first seemed to promise passage to the Arctic seas; crossed to the Asiatic shores of Bering Straits, then back to the American side, exploring "Norton Sound"; touched at Unalaska, meeting the Russian-American settlers there—and sailed thence south to the Sandwich Islands, January 17, 1779.

Captain Cook intended to spend the winter at the Sandwich Islands, and return to the north the next year for continued explorations. Visiting the islands of Maui and Hawaii, he met death in an altercation with natives, February 14, 1779. Distinguished honors were paid to his memory, as "first among British maritime discoverers"; giving his country title to Australasia, and strengthening whatever of discovery rights remained to Drake's "New Albion", between the claims of Spain and Russia.
CHAPTER VI.

1781-1790: THE DECISIVE DECADE

The news of Captain Cook’s fruitless search in the North Pacific for the North-West Passage to China, and of the death of the renowned navigator in the group of Hawaiian, or “Sandwich Islands” which he had discovered on this 1776-79 voyage, reached England in 1780. It must have been a disappointing climax apparently when the dream of three centuries was dashed in the North Pacific, leaving no hope of an opening toward the Hudson Bay expansion of the North Atlantic. The “North-West Passage” seemed demonstrated to have no Pacific gateway between California and the Arctic ice-barrier beyond Bering Straits, while the Strait of Juan de Fuca was branded as a monumental myth. And the loss of James Cook, Britain’s most distinguished master of navigation science, just as the vain search drew to its close, must have seemed a sad counterpart of the tragic sacrifice of Henry Hudson ere the same world quest had half run its course of three centuries.

THE TRAINING OF GEORGE VANCOUVER

But most significant for future results was the fact that in the school of the master-navigator on the second Cook voyage was George Vancouver, who had entered the naval service at fourteen; serving as a midshipman through the three years of Cook’s great voyage traversing all the seas of the southern hemisphere. On the third and last voyage, as a young officer under the great master of navigation science, Vancouver had accompanied on the voyage in the North Pacific. Also after the death of Cook, he went with the “Discovery” in 1779 back to the north, through Bering Straits to the Arctic ice barrier and made further studies of the Asiatic and American coasts before the return to England.

And thirteen years later, with this preparation, George Vancouver was destined to command the expedition which should complete the unfinished work of his great master, succeeding where Cook and Drake had failed, and solving the North-West mystery of the centuries by revealing a Mediterranean of the Pacific—Puget Sound.
THE HUDSON-COOK SACRIFICE BRINGS NEW VISION

Yet the darkest hour is ever just before the dawn. The curtain was lowered for Captain Cook and the old idea of a North-West Passage, only to change the scenery for a new vision to be revealed after a decade of momentous import in the affairs of men and nations.

The American Revolution was brought to its conclusion at Yorktown, October, 1781, but it was 1783 before the treaty of peace was signed at Versailles. France, which had lost her American domain of Canada to Great Britain after the battle of Quebec in 1759 and the treaty of 1763, also ceded to Spain her possessions west of the Mississippi River, including New Orleans and the original Louisiana Territory. Thus after two and a half centuries of discovery and development France apparently passed out of the New World picture. But fifteen years later, with the American colonies in revolution against Great Britain, France came to their aid in 1778 and made war on England in her own as well as America's cause. In 1779-80 a Franco-Dutch-Spanish alliance was formed and England faced war all over the world as well as with the American colonies. The Treaty of Versailles in 1783 not only established the United States of America as an independent nation, with boundaries as at present, east of the Mississippi (excepting Florida), but also granted Florida and confirmed Louisiana to Spain.

FRANCE TAKES A FINAL FLING

With world peace established among the nations in 1783, and the freedom of the seven seas recognized, France made her first and final effort to get back into the American picture on the Pacific side. While the war with England was still on, in 1782, a French naval expedition under La Perouse had gone in Hudson's Bay and captured Forts Prince of Wales and York, believing that great inland sea to be as Hudson had dreamed, the road to the Pacific. After the Treaty of Versailles, these captured forts were returned to Great Britain, but France fitted out a government expedition under La Perouse "for the discovery of the North-West vainly essayed by Cook on his last voyage from the Pacific side." La Perouse was charged with the further exploration of the N. W. coast of America and N. E. coast of Asia, the China and Japan seas, also to collect information on the whale
fisheries and the fur trade. Sailing from Brest in 1785, with “La Boussole”, under La Perouse and “L’Astrolabe”, under deLange, the expedition rounded South America to Chile, thence north by the Coast of California and on to Mt. St. Elias on the Russian Alaskan coast by June 23, 1786, doubtless studying the coast all the way up, but making no discovery either of the Columbia River or Straits of Fuca or other great Pacific outlet. After various small discoveries on the Alaska coast, he was “driven from these regions by bad weather” to the Hawaiian Islands, from which he crossed the Pacific to the port of Macao in South China by January, 1787. From there he went to the Philippines and up the coast of the Orient to Japan, Korea and the Russian coast near Vladivostok by July, 1787. Continuing his explorations to the northward he covered the Gulf of Tartary, Sakhalin, the Kurile Islands and the Kamchatkan coast, thence circling the entire North Pacific and on by the South Seas to Samoa, the Friendly Islands and Botany Bay in Australia, the harbor of Sydney, and sailing thence southward January 26, 1788. A letter of February 7th was the last heard of this ill-fated expedition which perished in the South Seas. Forty years later the wrecks were found on an island reef. Thus was the last effort of France for the North-West Passage ended in disappointment and sacrifice.

THE FUR TRADE OF THE NORTH PACIFIC

After the world peace of 1783, came also a new era of development for the Pacific North-West as well as Atlantic America and Europe. The title to the North Pacific Coast was not clearly established or defined by any treaties. Spain was conceded up to the North California boundary at 42° and Russia her Alaskan occupancies and discoveries perhaps down to “fifty-four forty”, while between were the conflicting claims of England and Spain. To England this territory was “New Albion” based on Drake’s 1578 discovery to 43 or 48 degrees and Cook’s 1778 continuance northward. Spain claimed it by the Aguilar observation up to 43 degrees in 1602, and the continuance northward by Perez and Heceta and Quadra in 1774-5 and 1779, and particularly by the establishment in 1774 of a military outpost and settlement at Nootka Sound (about 50°). And the possession and occupancy at Nootka, was in 1784 the nine points of international law—a lone outpost midway of two thousand miles of coast between the recent settlements at Spanish San Francisco and Russian Kodiak.
Russia had inaugurated the North Pacific fur trade before 1784 along her Alaskan coast, with the ports of southern China and the Indies as the way to world markets. Into this trade the merchant-men of England and other nations were soon attracted, after the world peace and freedom of the seas, established in 1783, became known around the world.

FIRST COMMERCE OF PACIFIC NORTHWEST

Commerce between the Pacific Northwest and the Orient began in 1785, when James Hanna, coming from China in a 60-ton brig, arrived at Nootka, August, 1785, and gathered 560 sea otter skins which he marketed in China for $20,500. Hanna made a second voyage in 1786, also James Strange with two ships. Nathaniel Portlock and James Dixon made voyages in 1786 and 1787, wintering at the Sandwich Islands and gathering 2,552 skins along the North Pacific coast, which were marketed in China for $54,857. All these were English captains and merchantmen operating from Canton as their market and Nootka as their base for fur-trading up and down the coast.

CAPTAIN BARKLEY SOLVES JUAN DE FUCA MYSTERY

In July, 1787, there arrived at Nootka from England, September, 1786, Captain Duncan sailing the “Princess Royal” and Captain Colnett the “Prince of Wales”, both outfitted by the “King George’s Sound Company”. (N. B. “King George’s Sound” was the name given by Cook in 1778 to the “Nootka Sound” upon which the Spanish settlement had been made by Perez in 1774). These traded for furs along Queen Charlotte’s Island, wintered on the coast and returned to Nootka in 1788. Into the fur trade thus established, came also Captain Barkley with the “Imperial Eagle”, for the Austrian East India Company, out from Ostend, Belgium, November, 1786, arriving at Nootka, June, 1787. Securing 800 skins, in July he started southward, discovering “Barclay Sound” and noted the Strait of Juan de Fuca. Thus in truth and in fact—if we dismiss Juan de Fuca as a myth—the discoverer of the great strait was Captain Barkley in July, 1787. And this same Captain is responsible for giving to the world the first information of the fact—or rumor—gained from one McKay, left by Captain Strange at Nootka in 1786, and spending a year with the natives, that Nootka was on a large island, around which a boat could be sailed.
Captain Meares enters the North-West Picture

After discovering the Strait of Juan de Fuca on his southward voyage, Captain Barkley proceeded to China in 1787, there marketing his furs. While thus occupied he met John Meares, retired lieutenant of the British Navy, already engaged in the fur trade, having made a voyage in 1786 along the Russian coast of Southwestern Alaska, with poor success.

Captain Barkley told Meares of his “re-discovery” of Juan de Fuca’s Strait and of his information from McKay that Nootka was on an island.

In behalf of a company of English merchants in India, Meares was then outfitting two ships for the North Pacific fur trade: the “Felice Adventurer”, 230 tons, Captain Meares; and the “Iphigenia Nubiana”, 200 tons, Captain Wm. Douglas. These arrived at Nootka May 13th, 1788. Meares bought a tract on “Friendly Cove” nearby, from Chief Maquinna of the natives, by the usual methods of barter. With artisans brought from China for the purpose. Meares constructed a schooner, later launched as the “Northwest America”; also buildings for his Friendly Cove settlement, intended to be the base of Meares’ operations independent of the Spanish settlement at Nootka.

Here we have the initiation of Chinese labor and the shipbuilding industry—first in the Pacific Northwest. After getting this work under way, Meares sailed south June 11, 1788, discovered and spent two weeks at Clayoquot Sound—naming it Port Cox—continued south June 28th, and on the next day—June 29th, 1788—in latitude 48 degrees 39 minutes, Meares “found a great entrance”, and named it “after the original discoverer, Juan de Fuca”. Evidently, Captain Meares was a full believer in the 1592 story of Juan de Fuca—otherwise he would have named the great strait after Barkley, who “re-discovered” the strait in 1787, or himself as a 1788 discoverer. But he bestowed the honors of two hundred years on “the original discoverer, John (Juan) de Fuca”.

Sailing across to the south headland, Meares met Chief “Ta-tootch”, and explored and named the small island after the Indian chief. He remained in that vicinity four or five days, doubtless entering the great strait several miles, and returning, continued south July 4, 1788; saw and named Mt. Olympus (previously named Santa Rosalia by the Heceta-Quadra expedition of
1775); on July 5, discovered and named Shoalwater Bay; on July 6, rounded a promontory at latitude 48° 10', hoping to find the river indicated on the Quadra chart, as a probability in that vicinity, observed on the Heceta-Quadra, 1775 expedition. Encountering rough weather and breakers, Meares called the bay "Deception", the Cape "Disappointment", and sailed back to the north, noting in his journal:

MEARES MISSES COLUMBIA RIVER

"We can now with safety assert that no such river as that of Saint Roc (i.e. Columbia) exists as laid down by the Spanish chart".

Returning to Barclay Sound, July 11; to Nootka, July 26; out for furs, August 2-24; joined at Nootka, August 27, by his companion Captain Douglas, with the "Iphigenia" and her fur harvest from the north coast, Captain Meares was now ready for the return to China, only awaiting the completion of the new schooner, when on September 17, 1788, British and Spanish alike, are surprised to see a new flag at Nootka.

A NEW FLAG ON THE PACIFIC

It is the Flag of the New American Republic, borne by the "Lady Washington", Captain Robert Gray, nearly a year out from Boston, entering the North Pacific fur trade. Two days later, September 19, 1788, came the launching of the new schooner "Northwest America," the British and American captains and crews, together with the Chinese workmen, joining in the auspicious event. Meares then sailed for China with all his furs. A few days later, the second American ship arrives—the "Columbia", Captain John Kendrick—joining Captain Gray at Nootka, where both American ships wintered 1788-9. They were engaged in the service of a company of Boston merchants, sent out to investigate the possibility of establishing fur-trading posts. (Hence "Boston men" and "King George men" in the Chinook jargon for trade conversation with the natives—distinguishing American and English traders).

Captains Douglas and Funter, with the "Iphigenia" and the new "Northwest America", of the Meares company, sailed to the Sandwich Islands for the winter, returning to Nootka in April, 1789. That year, Captain Meares sent out two more ships from China, the "Princess Royal", Captain Hudson, and the "Argonaut", Captain Colnett, arriving at Nootka June 14 and July 3, 1789.
SPANISH SEIZURE OF BRITISH VESSELS AND PROPERTY

With the four English and two American vessels, the fur trade for the opening of the 1789 season was in full swing from the Nootka Sound base of operations when—without warning—the Spanish authority at Nootka celebrated the Fourth of July by the seizure of the “Argonaut” the day after her arrival from China; likewise on July 14, the Princess Royal on her return from a cruise for furs. These vessels were taken to New Spain (Mexico) as prizes, arriving at San Blas, August 15 and 27. The buildings and other property of the Meares Company at Friendly Cove (near Nootka) were also seized.

The American ships were not interfered with and they continued their fur trade. Captains Kendrick and Gray changed ships, Gray sailing with the Columbia for Boston by way of China. Kendrick remained in the Nootka vicinity with the sloop “Washington”. During the two years that followed he erected a fort in the Nootka Sound vicinity, and made cruises along the coast at least between 47 and 51 degrees latitude, acquiring various tracts from the Indians as bases for fur-trading operations. It seems probable that before the winter of 1789-90, Captain Kendrick had made a cruise completely encircling and demonstrating that Nootka was on an island. (Vancouver Island). In 1791, with his fur trade of two seasons, Kendrick sailed on his homeward voyage. Captain Gray, reaching Boston in 1790, made his second voyage with the Columbia and reached the new Clayoquot base established by Kendrick, in the fall of 1791. Probably Kendrick and the “Washington” had already departed for China, though this is one of the moot points of history.

REDRESS DEMANDED FOR SPANISH SEIZURES

Meanwhile, receiving information in China of the Spanish seizures of the ships and property of his British company, Captain Meares rushed to London with the news, and placed the entire matter, with his claim for reparation, in a memorial to the British Parliament, dated April 30, 1790. The menace of war was suddenly threatened, but diplomacy served a better cause, and soon there was a new Anglo-Spanish treaty. Spain agreed to pay the Meares Company $210,000 damages, also to release the seized ships and make full restitution of the property taken at Nootka Sound. These political phases of the situation need
not here be recounted or reviewed. For this narrative the mo-
mentous bearing of the Meares episode was in the journal and
map accompanying the Meares memorial to Parliament, bringing
to the world of geographic science in 1790 new information in
direct contradiction of the supposed Cook demonstration of
1778.

HOPE OF NORTH-WEST PASSAGE REVIVED

Despite the emphatic entry in Captain Cook's journal written
off Cape Flattery March 22, 1778—"where geographies have
placed the pretended strait of Juan de Fuca; but we saw nothing
like it, nor is there the least probability that any such thing ever
existed"—now in 1790 the world of geography and commerce
was confronted with the statement that Captain Barkley had re-
discovered the great strait in 1787 and Meares had entered it in
1788.

All the doubts and hopes of a "North-West Passage" by which
the world's trade might pass by water route through America
from Europe to Asia, were revived and renewed by the Meares
Map accompanying his memorial. The title of the map tells its
tale:

"A chart of the interior part of North America; demonstrat-
ing the very great probability of an Inland Navigation from
Hudson's Bay to the West Coast."

And the map showed "John de Fuca's Straits" entering from
the ocean eastward to an undefined opening; a dotted line around
to the northward and back into the Pacific Ocean north of Noot-
ka, marked "Sketch of the Track of the American Sloop Wash-
ington in the autumn of 1789"; an indication of "The Sea" to
the eastward, with a short section of a great stream called the
"Oregon River" in the interior, with dotted lines sketching its
probable outflow into the inland sea and its straits to the ocean;
also an intricate system of lakes and rivers covering the continent
to north and east, and suggesting an inter-connection through to
Hudson's Bay.

Such was the latest of three centuries of Northwest informa-
tion, in 1790 at London, which led to Captain George Van-
couver and his call to the world stage to add the climax to the
quest of the centuries.
CHAPTER VII.
VANCOUVER AND HIS MISSION

The historians of the Pacific Northwest, in reviewing the course of discovery, exploration and pioneer settlement, have naturally emphasized those phases which bear upon the establishment of national domains and the ultimate fixing of international boundaries.

The North Pacific region of America was for at least two centuries a land of mystery with undefined claims of Spain and England. Then came Russia with definite claims from the Arctic southeasterly into the “No Man’s Land” of Spain and England. In 1785, when the fur trade of the Pacific Northwest was inaugurated by English merchant-men, followed by the French expedition of La Perouse in 1786, the Austrian East India Company in 1787 and finally the American (Boston Company) entry into the field in 1788—the Coast from California to Alaska was clouded by the hazy claims of Spain, England and Russia. The only Spanish outpost north of San Francisco was established at Nootka Sound after the Perez expedition of 1774. Captain Cook visited this Spanish establishment in 1778, remained a month in the vicinity and re-named it “King George’s Sound”. The English, Austrian and American fur-trading expeditions coming to Nootka, 1785-8, first conducted their operations up and down the coast from the Spanish Nootka as a base; later from other points where they acquired tracts from the Indian chiefs, and established their own trading-posts. All this, without interference or obstruction by the Spanish authority until July, 1789—and then came seizure only of the Meares’ company ships and establishment at Friendly Cove, on Nootka Sound.

It appears that the Spanish Viceroy in Mexico, alarmed at the advance of Russian establishments southeast from Alaska, dispatched Don Estevan Jose Martinez on a trip to examine into the Russian situation. Professing information indicating the intention of Russia to send four frigates from Siberia to Nootka, Martinez was directed to proceed there and take formal possession in the name of the Spanish King, also to build a fortress.
Martinez, with the Spanish war-ship “Princess” arrived at Nootka, May 5, 1789, took possession and proceeded to fortify the place. The “Iphigenia”, a brig in the Meares service, having Portuguese colors and captain, was the only vessel in the Nootka vicinity when Martinez arrived; the American ship “Columbia” being six miles up the Sound at Maquinna, while the American sloop “Washington” and the Meares’ schooner “Northwest America” were out on their cruises for furs. The Portuguese captain of the “Iphigenia” claimed to be awaiting the return of Captain Meares from China. On May 10th, Martinez’ second war-ship “Carlos” arrived, and he immediately seized the “Iphigenia”, assigning a reason based on her Portuguese papers. On June 8, the “Northwest America” returned from her cruise and was also seized. June 14, the “Princess Royal”, Captain Hudson, arrived in the Meares’ service, was treated with courtesy, and went out on her fur cruise July 2. On July 3, another Meares’ vessel, the “Argonaut”, Captain Colnett, arrived from China. Accounts differ, but it would seem that Captain Colnett was first received with courtesy on the Spanish flag-ship by Don Martinez; that later an altercation arose when Captain Colnett indicated his intention to build a house in the port, while Commodore Martinez insisted he should only be permitted “to erect a tent, to wood and to water, after which he would be at liberty to depart when he pleased.” On July 4, the “Argonaut” was seized by the two Spanish war-ships and like treatment was given the “Princess Royal” on July 14 on her return from a fur cruise. These two British ships were sent as prizes, with their captains and crews prisoners, to San Blas, the Spanish naval base in Mexico. The “Iphigenia” and her cargo were liberated, the seizure declared a mistake through inability to understand her Portuguese papers. It seems also that the captain, officers and crew of the “Northwest America”, together with a hundred sea-otter skins of her cargo, valued at $4,875, were carried by the American ship “Columbia”, Captain Gray, when she sailed for Boston, via China, later in July, and delivery made to Captain Meares at Macao. From China, with the news of the seizures at Nootka thus brought to him, Captain Meares went to London for redress and presented his memorial April 30th, 1790.

On October 28th, 1790, by the convention and treaty entered into between Spain and England, reparation and restitution was agreed to be made, as will be indicated from the letter addressed May 12, 1791, by Count Florida Blanca, Spanish premier, “To the Governor or Commander of the Port at Saint Lawrence.”
"In conformity to the first article of the convention of 28th October, 1790, between our court and that of London (printed copies of which you will have already received and of which another copy is here inclosed, in case the first has not come to hand), you will give directions that His Britannic Majesty's officer, who will deliver this letter, shall immediately be put into possession of the buildings and districts, or parcels of land, which were occupied by the subjects of that sovereign in April, 1789, as well in the port of Nootka, or of Saint Lawrence, as in the other, said to be called port Cox (i.e. Clayoquot Sound) and to be situated about sixteen leagues distant from the former to the southward; and that such parcels or districts of land, of which the English subjects were dispossessed, be restored to the said officer, in case the Spaniards should not have given them up.

"You will also give orders, that if any individual in the service of British subjects, whether a Chinese, or of any other nation, should have been carried away and detained in those parts, such person shall be immediately delivered up to the above mentioned officer.

"I also communicate all this to the viceroy of New Spain by His Majesty's command, and by the same royal command I charge you with the most punctual and precise execution of this order."  "May God preserve you many years.

(Signed) "The Count Florida Blanca."

Captain George Vancouver was "His Britannic Majesty's officer," charged with the duty of carrying this royal command and message more than half-way round the world, to the Spanish Governor or Commander, at the North Pacific out-post. The message was delivered at Nootka, August 29, 1792—to Senor Don Juan Francisco de la Bodega y Quadra, commandant of the marine establishment of San Blas and California.

It is not the purpose of this narrative to follow further the execution of the diplomatic mission entrusted to Vancouver, other than to note that it was ably and creditably achieved, both on the part of Captain Vancouver and the Spanish commandant, Senor Quadra.

**DISCOVERY FIRST—DIPLOMACY SECOND**

The dominant mission, the declared purpose of the Vancouver expedition, was not the diplomatic adjustment of an Anglo-Spanish difficulty, important as was that duty—but the scientific solution of the geographical problem and mystery of three centuries, the North-West Passage from Occident to Orient. To demonstrate the fact or dissolve the doubt, to end that greatest
of all world quests—such was the larger mission of George Vancouver, master of navigation science, far exceeding that of Captain Vancouver, British naval officer.

Historians have largely overlooked or obscured this dominant inspiration and directed goal of the Vancouver expedition of 1791-5. The object of this narrative, in this 135th anniversary year of the great accomplishment, is to revive the record and demonstrate that the Puget Sound region of the Pacific Northwest reads its title clear on the pages of history to the richest heritage and largest opportunity known to world trade and social progress. It is no mere chance of circumstance, but the unerring hand of destiny, groping through the darkness and doubts of three centuries, but at last unveiling and revealing to the modern world a new Mediterranean of the Pacific—our own Puget Sound. And more than all others, Captain George Vancouver was the scientific instrument of the great revelation.

In compiling this historical narrative, the writer has before him three volumes of 1798, officially published at London with all the quaint typography of that period. In this and succeeding chapters there will be constant reference to and copious quotations from this great journal of discovery and exploration. The title almost tells the story of the volumes:

A VOYAGE OF DISCOVERY to the NORTH PACIFIC OCEAN and ROUND THE WORLD In Which the Coast of North-West America Has Been Carefully Examined and Accurately Surveyed Undertaken by HIS MAJESTY'S Command, Principally with a View to Ascertain the Existence of Any Navigable Communication between the NORTH PACIFIC and NORTH ATLANTIC OCEANS; And Performed in the Years 1790, 1791, 1792, 1793, 1794 and 1795, In the DISCOVERY SLOOP OF WAR, and ARMED TENDER CHATHAM Under the Command of CAPTAIN GEORGE VANCOUVER.
Captain George Vancouver, after the completion of his great Voyage of Discovery, and the preparation of almost the entire journal and report of the expedition, passed away May 10, 1798, at forty years of age. He had entered the British naval service in 1771, a lad of thirteen, appointed as cadet by Captain Cook on the "Resolution," for the voyage round the world. On return, he assisted in the outfit and equipment of the "Discovery" and served on that ship which accompanied Captain Cook's "Resolution" on his third and last voyage round the world, 1776-80, including his survey of the North Pacific from the Hawaiian Islands to Bering Strait. On naval service, mostly in the West Indies 1780-90 he was advanced from lieutenant to master and commander, and in that capacity fulfilled his great mission in the North Pacific, 1791-95, with promotion to post-captain without solicitation, while in the course of duty. His health was undermined by the rigorous experiences of his great work of exploration, but he persisted with the detail preparation of his journal up to the time of his death. His brother, John Vancouver, assisted by Captain Peter Puget—who as Lieutenant of the "Discovery" had accompanied Captain Vancouver throughout the great voyage—finished and revised the journal for publication a few months after the death of George Vancouver.

The dedication reveals the climax of the story:

"To the King:

"Your Majesty having been graciously pleased to permit my late brother Captain George Vancouver to present *** the narrative of his labours *** in the Pacific *** cannot but indulge the hope *** that Captain Vancouver was not undeserving the honour of the trust reposed in him; and that he has fulfilled the object of his commission from Your Majesty with diligence and fidelity.

"Under the auspices of Your Majesty, the late indefatigable Captain Cook had already shown that a southern continent did not exist, and had ascertained the near approximation of the northern shores of Asia to those of America.

"To those great discoveries the exertions of Captain Vancouver will, I trust, be found to have added the complete certainty, that, within the limits of his researches on the continental shore of North-West America, no internal sea or other navigable communication whatever exists, uniting the Pacific and Atlantic oceans."

(Signed) John Vancouver.
THE EQUIPMENT FOR THE VOYAGE

The ship "Discovery"—not the same as that on which Vancouver sailed with Cook's last voyage—but a new vessel of "340 tons burthen," launched on the Thames in 1789, was purchased and specially equipped for the voyage of discovery. In December, 1790, the "Discovery" was commissioned for service with officers following: Captain—George Vancouver; Lieutenants—Zachariah Mudge, Peter Puget and Joseph Baker; Master—Joseph Whidbey; and with other officers, crew and marines to a total of 100 men.

The armed tender "Chatham," of 135 tons burthen; Commander—Lieut. W. R. Broughton; Lieutenant—James Hanson; Master—James Johnstone; and other officers, crew, and marines to a total of 45 men.

All of these named officers, and many others of the unnamed in the total of 145, are recorded on the map of the Pacific North-West from the Columbia River to Cook's Inlet, Alaska.

Peter Puget and Joseph Baker had served with Vancouver on the West Indies station and were his own selection for their posts.

The adequacy of the equipment and the fitness of the personnel of the expedition, as well as his recognition of its dominant scientific mission, is evident from this opening entry in the journal report:

"It was with infinite satisfaction that I saw among the officers and young gentlemen of the quarter-deck, some who with little instruction, would soon be able to construct charts, take plans of bays and harbours, draw landscapes, and make faithful portraits of the several headlands, coasts and countries which we might discover; thus by the united efforts of our little community, the whole of our proceedings, and the information we might obtain in the course of our voyage, would be rendered profitable to the thousands who might succeed us in traversing the remote parts of the globe that we were destined to explore, without the assistance of professional persons as astronomers or draftsmen."

Botanical research was particularly provided for by the assignment of Dr. Archibald Menzies, a surgeon of the Royal Navy, with special qualifications as a botanist who had before visited the North Pacific in one of the fur-trading vessels.
VOYAGE PLANNED—CANCELED—RE-ORGANIZED

Evidencing the fact that the Vancouver expedition was primarily inspired by zeal for geographic science, it is noteworthy that the voyage was first authorized in 1789 and the “Discovery” equipped and commissioned for service by the first day of the year 1790. This was four months before Meares arrived in London with news of the Spanish seizures at Nootka and presented to Parliament his memorial for redress.

Without knowledge of the Spanish imbroglio, the British Board of Admiralty, doubtless having some information of Captain Barkley’s “re-discovery” of the Straits of Fuca in 1787, and the subsequent charting of the great entrance by Captain Duncan of the “Princess Royal”—fur trading for a London company in that vicinity in 1788—planned and authorized a voyage of scientific discovery and exploration, directed mainly toward the South Pacific regions. Captain Henry Roberts, who had served with Cook on his last two voyages, was assigned to command, and George Vancouver as his second, on this voyage which was intended to complete the unfinished work of Captain Cook. The ships were about to start on this purely scientific mission in April, 1790, when the news of the Spanish depredations at Nootka reached London. The expedition was at once cancelled and Captain Roberts and Lieutenant Vancouver went back to their naval duties while Britain prepared for war with Spain. By December, the treaty for reparation and peace had been concluded, but the new geographic information brought by Captain Meares from the North Pacific had revived old hopes and raised new doubts of the existence of a North-West Passage—and the British Board of Admiralty determined to realize the hopes or resolve the doubts, finally and for all time.

VANCOUVER’S OFFICIAL INSTRUCTIONS

William Pitt, the younger, was Prime Minister of England, in the eighth year of a premiership that continued for eighteen memorable years of British and World history.

His elder, but lesser brother, Lord Chatham—who had inherited the title while the younger son carried on the great name and fame of William Pitt, Earl of Chatham, friend of America and one of Britain’s greatest statesmen of any age—was First Lord of the Admiralty in his brother’s ministry, with Richard Hopkins, Lord Hood and the Marquis of Townshend as his associates on the Board of Admiralty—the naval and merchant-marine authority of Great Britain.
On March 8th, 1791, this Board addressed instructions “To George Vancouver, Esq., Commander of His Majesty’s sloop the Discovery, at Falmouth”—England’s most southwesterly port whence the expedition was to sail upon its mission.

“By the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, etc.

“The King having adjudged it expedient, that an expedition should be immediately undertaken for acquiring a more complete knowledge than has yet been obtained, of the north-west coast of America; and the sloop you command, together with the Chatham, armed tender, * * * having been equipped for that service, you are in pursuance of His Majesty’s pleasure, signified to us by Lord Grenville, one of His principal Secretaries of State, hereby required and directed, to proceed without loss of time, with the said sloop and tender, to the Sandwich Islands in the North Pacific ocean, where you are to remain during the next winter employing yourself very diligently in the examination and survey of the said islands; and, as soon as the weather shall be favorable, (which may be expected to be in February, or at latest in March, 1792) you are to repair to the north-west coast of America, for the purpose of acquiring a more complete knowledge of it, as above mentioned.”

(Follows a paragraph detailing his instructions with reference to the Anglo-Spanish settlement at Nootka, and Vancouver’s duties in receiving restitution of the seized properties.)

He is then directed “to proceed, in such course as you may judge most expedient for the examination of the coast above mentioned, comprized between latitude 60 degrees north and 30 degrees north; in which examination the principal objects which you are to keep in view, are:

“1st. The 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 purposes of commerce, between the north-west coast, and the country upon the opposite side of the continent, which are inhabited or occupied by His Majesty’s subjects.” (Note that this instruction to search out the “North-West Passage” through America was written in 1791, eight years after the American colonies had established the United States of America as an independent Republic—hence the last part of the paragraph which prescribed that the Atlantic connection of the water communication must be sought through Canada, north of the new Republic.)
"2dly, The ascertaining, with as much precision as possible, the number, extent, and situation of any settlements which have been made within the limits above mentioned, by any European nation, and the time when such settlement was first made.

"With respect to the first object, it would be of great importance if it should be found that, by means of any considerable inlets of the sea, or even of large rivers, communicating with the lakes in the interior of the continent, such an intercourse, as hath been already mentioned, could be established; it will therefore be necessary for the purpose of ascertaining this point, that the survey should be so conducted, as not only to ascertain the general line of the sea coast, but also the direction and extent of all such considerable inlets, whether made by arms of the sea, or by the mouths of large rivers, as may be likely to lead to, or facilitate, such communication as is above described.

"This being the principal object of the examination, so far as relates to that part of the subject, it necessarily follows, that a considerable degree of discretion must be left, and is therefore let to you, as to the means of executing the service which His Majesty has in view; but, as far as any general instructions can here be given on the subject, it seems desirable that, in order to avoid any unnecessary loss of time, you should not, and are therefore hereby required and directed 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; but, as the navigation of such inlets or rivers, to the extent here stated, may possibly require that you should proceed up them further than it might be safe for the sloop you command to go, you are, in such case, to take the command of the armed tender in person, at all such times, and in such situations as you shall judge it necessary and expedient.

"The particular course of the survey must depend on the different circumstances which may arise in the execution of a service of this nature; it is, however, proper that you should, and you are therefore hereby required and directed

"to pay a particular attention to the examination of the supposed straits of Juan de Fuca, said to be situated between 48 and 49 degrees north latitude, and to lead to an opening through which the sloop Washington is reported to have passed in 1789, and to have come out again to the northward of Nootka. 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.
“If you should fail of discovering any such inlet, as is above mentioned, to the southward of Cook’s river, (i.e. Cook’s Inlet, Alaska) there is the greatest probability that it will be found that the said river rises in some of the lakes already known to the Canadian traders, and to the servants of the Hudson’s bay company; which point it would, in that case, be material to ascertain; and you are, therefore, to endeavour to ascertain accordingly, with as much precision as the circumstances existing at the time may allow; but the discovery of any similar communication more to the southward (should any such exist) would be much more advantageous for the purposes of commerce, and should, therefore, be preferably attended to, and you are, therefore, to give it a preferable attention accordingly.”

With a closing injunction to show friendliness and courtesy to any other nations, ships or people with whom he may meet, Vancouver was thus commissioned and directed to solve the mystery which had baffled the world for three centuries.

* * *

The stage was now set for the world drama of seeking from the great Sphinx of Nature the answer to the problem of the ages, the trade route between the two great divisions of civilization. For centuries the caravan routes from Occident to Orient had served their day. There came the time when Western civilization had to turn its course westward over uncharted seas and unknown continents to meet the Far East. Under the limitations of the sailing craft of that period, even with a seamanship and navigation science unsurpassed by later progress, the routes from Europe and from the expanding American colonies, to Eastern Asia and the Indies, with their more than two-thirds of the peoples of the earth, requiring an almost doubled circumnavigation of the globe north and south around the southern hemisphere to get from east to west in the northern hemisphere—what wonder that commerce languished, that nations became hermits and civilization lagged for lack of the life-giving circulation which can come only by unobstructed trade channels. The proof of a "Northwest Passage" in 1792 held far larger promise to the world of commerce of that day than came to the modern world of steamships and railways and telegraphs with the accomplishment of the Panama Canal.
CHAPTER VIII.

"ALL FOOLS’ DAY"—OFF FOR THE "NORTHWEST PASSAGE"

AT DAY dawn on Friday, the 1st of April, 1791, with a gentle breeze from the northeast, the "Discovery" and "Chatham" sailed out of Carrack road, down Falmouth Bay, past "the Lizard," out of the English Channel and into the open Atlantic.

"At midnight we took a long farewell of our native shores," writes Vancouver, while "the Lizard lights bore by compass N.N.W./½ W., about eight leagues distant."

More than three years later, on August 16th, 1794, two small boat subdivisions of the expedition under Lieutenants Whidbey and Johnstone,—after a difficult two weeks of detail surveys of the intricate inland labyrinth of Alaskan channels within the last degree of latitude to be covered between California and the Aleutians,—met in "Frederick Sound," about half-way between Juneau and the south opening of Chatham Sound into the Pacific. It was a happy re-union, for they knew that their labors of three seasons were completed, and they would soon be on their way around South America and back to the home-land. The journal records that "the little squadron (the Discovery’s yawl and large cutter, and the Chatham’s yawl with the Discovery’s small cutter) proceeded to a cove about a league to the westward (on Admiralty Island) where they took up their abode for the night."

"In the course of the evening no small portion of facetious 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," by following up the discoveries of De Fuca, De Fonte, and a numerous train of hypothetical navigators."

On that April day of 1791, as they sail from Falmouth, Vancouver is reminded that the circumstances are "similar to those under which, in August, 1776, I had sailed from England in the (old) ‘Discovery,’ commanded by Captain Clerke (accompanying Captain Cook and the ‘Resolution’), on a voyage which in its object nearly resembled the expedition we were now about to undertake."
TO THE NORTH-WEST BY THE SOUTH-EAST

And so they sail on, around the southern Atlantic hemisphere to reach the northern Pacific region of their labors.

April 28, the peak of Teneriffe is sighted, and a call made at Santa Cruz in the Canary Islands for the week following. Cape Verde is sighted and passed May 14, and on the 27th "we crossed the equator." Proceeding southward, Vancouver records that—"the Chatham, to our great mortification, continued to sail equally slow in light as in fresh gales, which materially affected the progress of our voyage."

Deeming the object of his voyage "of such a nature that it would allow of no opportunity being passed by, that could be embraced for the advancement of geography and navigation," Vancouver "resolved in our way to the Pacific Ocean to visit the south-west part of New Holland (Australia), and endeavor to acquire some information of that unknown, though interesting country."

"Having much business to perform at the Cape of Good Hope in the carpenter's department," he makes the best of his way with the "Discovery," providing Lieut. Broughton with instructions in case the slower "Chatham" fails to keep up. By July 1, the "Chatham" was lost from sight, "not within the limits of our horizon." On the 9th, the Cape of Good Hope was sighted and that evening the "Discovery" came to anchorage in False Bay, and later moves nearer Cape Town.

VANCOUVER A MASTER OF NAVIGATION SCIENCE

Throughout Vancouver's journal there is a continuous notation of facts and discussion of the details of navigation science, and the instruments and methods employed in making and checking accurate observations. Thus in his approach to the Cape of Good Hope, he relies upon the method of lunar observations, and in a discussion of its advantages Vancouver declares that, "I yet hope to see the period arrive when every seafaring person capable of using a quadrant, will on due instruction be enabled by lunar observations to determine his longitude at sea. It has already been observed that such information may be acquired with ease. * * * This was further warranted by our example on board the 'Discovery,' where on our departure from England, Mr. Whidbey and myself could be considered as the only proficients in this science; but now, amongst the officers and gentle-
men of the quarter deck, there were several capable of ascertaining their situation in the ocean, with every degree of accuracy necessary for all the important purposes of navigation."

The commander of the expedition is evidently the master of a school of navigation science as the voyage proceeds.

The "Chatham" had not fallen behind, and reached the Cape also on July 9. There they remain for a full month, attending to repairs, taking on supplies, etc., and it is August 17, 1791, before they get away from the Cape vicinity, sailing to the southward, then easterly across the South Indian Ocean to New Holland (Australia). Storms are encountered and heavy sailing. Vancouver directs his course with a view to passing near St. Paul and Amsterdam islands. On the evening of September 8, he "took some lunar distances with the star Antares," checked his position thereby, "and the next evening, agreeable to our reckoning, we were passing between the islands of St. Paul and Amsterdam." * * * "From hence towards the coast of New Holland * * * assisted by a fine gale * * * we made great progress."

THE SOUTHWEST AUSTRALIAN COAST CHARTED

On September 26, 1791, "discovered land from the masthead," and the next day named "Cape Chatham," the conspicuous promontory at the southwest corner of Australia. Continuing eastward along the south coast, Cape Howe is passed and named, and they find "a port, the first we had discovered," where the expedition entered and took possession of the country in the name of Great Britain. (This port is the location of Albany.) Vancouver continues his examination of the southwest coast of Australia, eastward more than three hundred miles, until October 17, 1791, when he feels it necessary to hurry on towards the Pacific in due season to carry out his instructions in the North-West. It is interesting to note that the same names which were later to be bestowed on the Pacific Northwest, were sprinkled along the coast of S. W. Australia a few months earlier: Thus we find Cape Chatham, Cape Howe, Mount Gardner, Point Possession and Point Hood on the map of Australia. And the journal of Vancouver contains a wealth of research information concerning the appearance and resources of this hitherto unknown region.

TASMANIA AND NEW ZEALAND

Sailing eastward, Van Diemen's Land (Tasmania) is sighted and passed October 26, and the course shaped for Dusky Bay
at the south-west corner of New Zealand, reached November 2, 1791. Vancouver has been here before—in 1773, a lad of fifteen, in the navigation school of Captain Cook. In this vicinity the expedition remains three weeks, continuing examinations supplementing the information gained by Captain Cook. On November 22, the voyage easterly is resumed, with the island of Otaheite (Tahiti) as the next appointed rendezvous, in case of separation of the ships. On the 24th, land was discovered, where none was expected, and a group of seven islands, missed by Cook, were placed on the map as “The Snares.” The course is now easterly and northerly. December 22-23, many South Sea natives are encountered and their island “Oparo” discovered and named. Other known islands are passed and Tahiti reached December 30, with the “Chatham” awaiting the “Discovery.” Lieutenant Broughton had discovered and named “Chatham” and other islands on his northward voyage, arriving at Tahiti on the 26th, four days preceding the “Discovery.”

TAHITI TO HAWAII

The expedition remained at Tahiti for nearly a month, and the two chapters in Vancouver’s journal relating to the people and customs, are replete with interesting information. But this narrative must hurry northward with the sailing on January 24th, 1792, for Vancouver is behind the schedule of his instructions “to proceed *** to the Sandwich Islands *** where you are to remain during the next winter”; whence he is instructed to sail for the North-West coast of America “in February, or at latest in March, 1792.” Quick sailing from Tahiti brings them in sight of “Owhyhee” (Hawaii) March 1st. Vancouver remains in the Hawaiian Islands (named Sandwich Islands by Cook, 1778) until March 17th, when the start for North-West America is made. He learns and records in his journal much of interesting information regarding the islands and their people supplementing his knowledge gained on the two visits there with Captain Cook in 1778-79. He also hears from the native Chief Tarehooa and the English refugee Rowbottom some interesting facts concerning the calls of the fur-trading vessels on their route to and from China, and especially of the movements and Hawaiian visits of the American “Columbia” and “Lady Washington” since July, 1789, when they were at Nootka Sound at the time of the seizure of the British ships and property.
周日早晨，3月18日，1792年，温哥华远征队在其指示的计划上，航行“为了西北海岸的美洲”。四周后，又在周日早晨，4月15日，他进行观测并发现他接近“新不列颠海岸”——被德雷克在两个多世纪以前访问并命名的。他继续东北行，很快观测到海洋的指示接近陆地，于4月17日的下午四点，陆地被发现* * * * * * 在大约两英里的距离，浪在暴力地破碎。我们放下帆，大约一个小时，发现海岸从北到东南，最近的海岸大约两英里远。雨和雾覆盖了大气，阻止我们看到这新不列颠海岸的大部分。海岸看起来是直和未被破坏的，有山在后面，覆盖着森林，除了在一些地方，有被人力清除的迹象，展示了一个绿色，宜人的外观。

这就是温哥华对北加州海岸的第一印象，纬度是39° 20'，靠近卡布里拉Point Cabrilla和大约在门多西诺Cape Mendocino南边75英里。在前一次与库克船长航行中，他们在45度纬度的附近第一次看到海岸，所以温哥华有超过300英里的新海岸线要继续向北探索，研究其轮廓，特别是向东的开口或入口。

温哥华对伟大使命的欣赏

在我们跟随温哥华进行他的太平洋北西探索的使命，我们将有益于了解他作为导航者的心理装备和视野。我们可以从他的日记和报告的引言中看出他对于这个伟大使命的欣赏，可能是在从英国到他劳作的现场的长期航行中写的。

温哥华写道，他特别考虑到带往英国的皮毛贸易者Meares船长和其他人的新信息：
"The charts accompanying the accounts of their voyages, representing the Northwest coast of America to be so much broken by the waters of the Pacific, gave encouragement once more to hypothesis; and the favorite opinion that had slept since the publication of Captain Cook's last voyage, of a north-eastern communication between the waters of the Pacific and the Atlantic oceans, was again aroused from its state of slumber and brought forward with renovated vigour. Once more the archipelago of St. Lazarus was called forth into being and its existence, at most assumed upon the authority of a Spanish Admiral named DeFonte, and of a Mr. Nicholas Shapely from Boston in America, who was stated to have penetrated through this archipelago, by sailing through a Mediterranean sea on the coast of Northwest America, within a few leagues of the ocean's shores, of that archipelago where he is said to have met the Admiral.

TRIBUTE TO CAPTAIN COOK

"The straits said to have been navigated by Juan de Fuca were also brought forward in support of this opinion; and although the existence and extent of these discoveries remained still to be proved by an authenticated survey of the countries which had been thus stated to have been seen and passed through, yet the enthusiasm of modern closet philosophy, eager to revenge itself for the refutation of its former fallacious speculations, ventured to accuse Captain Cook of 'hastily exploding its systems,' and ranking him among the pursuers of peltry, dared even to drag him forward, himself in support of its visionary conjectures."

Note the fine scorn of the scientific navigator as he resents the slurs by the "pursuers of peltry," (i.e. the fur-trade captains, doubtless referring to Meares in particular) upon the work and memory of Captain Cook. After a tribute to his old master, Vancouver concludes:

"Although the ardour of the present age, to discover and delineate the true geography of the earth, had been rewarded with uncommon and unexpected success, particularly by the persevering exertions of this great man, yet all was not completed; and though, subsequent to his last visit to the Coast of North-West America no expedition had been projected by Government, for the purpose of acquiring a more exact knowledge of that extensive and interesting country, yet a voyage was planned by His Majesty for exploring some of the southern regions, and in the autumn of the year 1789, directions were given for carrying it into effect."
Thus Vancouver makes the record reminding the "pursuers of peltry" that this expedition was originally authorized and equipped two years earlier, or in 1789, solely as a geographic exploration in completion of the unfinished work of Captain Cook, and before Meares came to London in 1790 with his news of Spanish seizures and his map and journals of latest geographic information of the North Pacific—which only delayed the expedition until the treaty ended the complication which for a time threatened to bring on war.

VANCOUVER SURVEYS THE CALIFORNIA-OREGON COAST

Reaching the "New Albion"—or California coast—just south of Point Cabrillo, the evening of April 17, 1792, Vancouver skirts the coast line to the northward. "During the night we plied under an easy sail, in order to be near the land in the morning; when in consequence of a thick haze, it remained obscured until a light breeze from the eastward about ten o'clock gave us a view of the shore to the northeastward, for which we immediately steered." Observations are taken, checked and a true basis of longitude records established.

April 18, 1792: "The gentle breeze of wind that now prevailed appearing to be settled in the southern quarter, favored my wish to pursue a northern course; for which purpose, we bore away along the coast at the distance of three or four leagues. The weather was delightfully pleasant; ** The inland country, which rises in a pleasing diversity of hills and dales, was completely clothed with forest trees of considerable magnitude." Thus he continues northerly, carefully scanning the coast line for any indentations which might lead to rivers or inlets. "At sunset, *** the northernmost land in sight, which I considered to be Cape Mendocino, *** about ten leagues distant."

April 19, 1792: After a night "spent in making short trips," the morning "brought *** so thick a haze over the land that the shores were scarcely perceptible. Immense numbers of whales were playing about us ***. In the afternoon we passed Cape Mendocino." Detail description of this remarkable promontory and its vicinity follows. "As the day advanced, the weather becoming unpleasant and adverse to our pursuit, about five o'clock we hauled off the shore. *** The gale had so much increased by midnight from the S E as to render closereefing the top-sails necessary; under which we again stood in
for the land in the hope of the wind abating on the return of day."

April 21, 1792: "Saturday morning, our top-gallant sails again set, but the weather was very unpleasant, being thick with heavy rain; which, towards noon, terminated in a calm and fog. * * * The south promontory of Cape Mendocino bore S E, 11 miles distant."

April 22, 1792: "The fog with calms, or light variable winds, continued until about ten the next forenoon, when the weather suddenly altered, and brought with it a fine pleasant gale from the south. All sail was now made for the land, * * * at noon the south promontory of Cape Mendocino (southeasterly) distant 9 leagues." Continuing and observing the coast northerly, "the shores became strait and compact." (Although studying the coast for openings, Vancouver has passed and missed Humboldt Bay, while out at sea the night preceding.)

"The coast we had passed this afternoon seemed to be generally defended by a sandy beach; but the evening brought us to a country of a very different description, whose shores were composed of rocky precipices * * * the most projecting part, which is situated in latitude 41° 8' * * * named 'Rocky Point.'" (25 mies north of Eureka).

April 23, 1792: "The next morning again pursued our course along the coast * * * from Rocky Point * * *. The wind at south was light, the weather was cloudy and some little rain. * * * When abreast of Rocky Point, the colour of the sea suddenly changed from the oceanic hue to a very light river-coloured water, extending as far ahead as could be discerned. * * * A fresh gale from the south permitted our sailing * * * within a league of the shore * * * the land was nearly obscured by the haziness of the weather, excepting immediately along the sea-shore * * * At noon, we were again in oceanic-coloured water" (i.e. having passed the mouth of the Klamath River). "An appearance of a small harbour or opening" to the north-east. "Here I entertained hopes of finding shelter; but the number of breakers along the shore of the low level land * * * and a sky bearing the same dull and gloomy aspect as that which preceded the former gale, induced me to consider it most prudent to decline any attempt, and to embrace the opportunity of the favorable gale at S S W to continue my examination of the coast, in the confidence of soon finding a more convenient shelter"
(Thus Vancouver passes the harbor of Crescent City). Continuing northwesterly, the "land forms a very conspicuous point which I named Point St. George, and the very dangerous cluster of rocks extending from thence, the Dragon Rocks. * * * Not finding a situation here likely to answer our purpose (i.e. a port), we directed our route along the coast until it was dark, when we hauled off shore and spent the night in the offing".

NORTHWARD ALONG THE OREGON COAST

April 24, 1792: "With a favorable breeze at S. E. and less hazy weather, our survey was continued northerly along the shores, which are composed of high steep precipices and deep chasms, falling very abruptly into the sea". Passing the California-Oregon line and continuing northerly, observing the coast closely and noting abundant description of the landscape: "The inland mountains were much elevated, and appeared, by the help of our glasses, to be tolerably well clothed with a variety of trees, the generality of which were of the pine tribe". (First record of the Douglas Fir or Oregon Pine). Before the day passed they sighted "a remarkably high, black cliff resembling the gable end of a house; the northern-most extremity of the main land, which is formed by low land projecting from the high rocky coast, a considerable way into the sea and terminating in a wedge-like low perpendicular cliff." This point Vancouver "distinguished by the name of Cape Orford, in honor of my much respected friend, the noble Earl (George) of that title".

Here was Vancouver's first meeting with the natives, who came in canoes and visited the "Discovery" and "Chatham" at anchor in the little port south of Cape Orford. The journal includes interesting description of dealings with these natives, their appearance and customs; also of the Port Orford vicinity.

April 25, 1792: Remaining at anchorage until midnight, "when a light breeze springing up from the S S E * * * we weighed and stood to and fro until daylight; when we directed our course around the group of rocks lying off Cape Orford" and continued northerly. The journal speculates on the probability of this cape being the Cape Blanco of Martin d’Aguilar, 1602, and concludes otherwise because of "its dark appearance". "The weather having become more clear and pleasant by noon", they clearly observe "the northernmost land in sight, which I considered to be Cape Blanco".
"ALL FOOLS' DAY"—OFF FOR "NORTH-WEST PASSAGE"

VANCOUVER SEeks D'AGUILAR’S "GREAT RIVER"

"Having now a fine gale from the S.S.W., with serene and pleasant weather, we ranged along the coast at the distance of about a league, in hopes of determining the existence or non-existence of the extensive river or straits, asserted to have been discovered by Martin d'Aguilar. About three in the afternoon we passed within a league of the Cape (Arago?) last mentioned". Discussing its description, Vancouver concludes this is the "Cape Gregory" noted and named by Captain Cook in 1778, "with a probability of its being also the Cape Blanco of D'Aguilar, if land hereabouts the latter ever saw".

April 26, 1792: "The night was spent as before (at anchorage) and in the morning we sailed along the coast. *** A considerable increase in the wind from the S.W., with appearances of a threatening nature, made me consider it not prudent to venture nearer than within two or three leagues of the shore. *** We lost sight again of the sandy beaches and low shores, and in lieu of them we were presented with a straight and compact coast, *** with a retired mountainous country much broken. At eight we passed the only projecting point from Cape Gregory ***. This promontory I considered to be that which Captain Cook calls Cape Perpetua ***. We ranged along at the distance of about three leagues from the shore, until towards noon; when having nearly reached the northern extent of the coast seen hereabout by Captain Cook, and the gale still increasing, we close-reefed the top-sails and hauled off shore, until the weather should prove more favorable to the examination of an unknown coast. Cape Foulweather bore at this time N. E., three or four leagues distant ***. The gale having a little abated, veered to the south, and the haze clearing away from the land, we again pursued our route, and in the afternoon passed Cape Foulweather, which is a conspicuous promontory, etc."

Continuing northward, "Sunset brought us in sight of that part of the coast which had been seen by Mr. Meares *** the nearest shore about a league distant". Vancouver is now approaching the great mysteries of the North-West. On the next day he is doomed to miss the discovery of the great outlet of the mighty Columbia river, as will be related in the succeeding chapter.
CHAPTER IX.

DISAPPOINTMENT LEADS TO DESTINY

APRIL 27, 1792, Friday: At sunset of the 26th the Vancouver expedition, in its northward survey of the Oregon coast, had reached a point to the south of Cape Lookout, about sixty miles below the Columbia River outlet. Vancouver writes of it as "that part of the coast which had been seen by Mr. Meares", referring to Meares' southward cruise from Nootka in 1788, in which he had entered and named the Strait of Juan de Fuca, discovered and named Shoalwater Bay, failed to find the Columbia River, naming its supposed outlet Deception Bay and its north headland Cape Disappointment. From his night station sixty miles to the southward, Vancouver records his northerly progress:

"The night, which was tolerably fair, was spent as usual in preserving our station until daylight, when we pursued our examination along the coast with a favorable breeze, attended with some passing showers. Cape Lookout then *** East, about two leagues distant. This cape forms only a small projecting point, yet it is remarkable for the four rocks which lie off from it; one of which is perforated, as described by Mr. Meares". Continuing northerly, the shore is carefully observed and described—"some sandy shallow bays", then "a compact shore, now and then interrupted by perpendicular rocky cliffs, on which the surf violently breaks. This mountainous inland country extends about 10 leagues to the north from Cape Look-out, where it descends to a moderate height; and had it been destitute of its timber, which seemed of considerable magnitude, and to compose an entire forest, it might be deemed low land".

"Noon brought us up with a very conspicuous point of land composed of a cluster of hummocks, moderately high, and projecting into the sea from the low land before mentioned. *** On the south side of this promontory was the appearance of an inlet or small river, the land behind not indicating it to be of any great extent; nor did it seem accessible for vessels of our
burthen, as the breakers extended from the above point two or three miles into the ocean, until they joined those on the beach nearly four leagues further south. On reference to Mr. Meares' description of the coast south of this promontory, I was at first induced to believe it to be Cape Shoalwater, but on ascertaining its latitude, I presume it to be that which he calls Cape Disappointment; and the opening to the south of it, Deception Bay”.

**THE DAY OF DISAPPOINTMENT**

Vancouver was correct in his presumption, as the difference in his recorded latitudes of Cape Look-out and the “conspicuous point of land” to the northward, demonstrates it to be indeed Meares’ Cape Disappointment—the north headland of the Columbia River outlet.

The “appearance of an inlet or small river”—“on the south side of this promontory”—was Meares’ “Deception Bay”—disguising the mighty Columbia which poured itself out through the “breakers extended * * * two or three miles into the ocean, until they joined those on the beach nearly four leagues further south.”

No wonder that Vancouver records of this Deception Bay: “The sea had 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”.

The tragedy—and destiny—was next written: “Not considering the opening worthy of more attention, I continued our pursuit to the North-West, being desirous to embrace the advantages of the now prevailing breeze and pleasant weather, so favorable to our examination of the coast which now took a direction N. 12 W”.

Thus Vancouver missed the Columbia River discovery, following in the path of Drake and Cook and the Spanish navigators, likewise Meares and others of the fur-trade captains of that period. Destiny was reserving the Great River of the North-West for discovery in the name of the New Republic—Columbia!

**VANCOUVER VIEWS THE LONG BEACH**

But it is still April 27, 1792, and a pleasant afternoon as Vancouver sails on northerly, away from the lost opportunity. Here is the first word picture of the coast line of South-West Washington:
"The country now before us presented a most luxuriant landscape, and was probably not a little heightened in beauty by the weather that prevailed. The more interior parts were somewhat elevated, and agreeably diversified with hills, from which it gradually descended to the shore, and terminated in a sandy beach. The whole had the appearance of a continued forest as far north as the eye could reach, which made me very solicitous to find a port in a country presenting so delightful a prospect of fertility; our attention was therefore earnestly directed to this object, but the sandy beach bounded by breakers extending three or four miles into the sea, seemed to be completely inaccessible until about four in the afternoon, when the appearance of a tolerably good bay presented itself. For this we steered, in the hope of finding a division in the reef, through which, should admission be gained, there was great reason to expect a well sheltered anchorage; but on approaching within two or three miles of the breakers, we found them produced by a compact reef, extending from a low projecting point of land along the shores to the southward until they joined the beach to the north of Cape Disappointment. This projecting point is somewhat more elevated than the rest of the coast"—the latitude observation indicating its location to be twenty-four miles north from Cape Disappointment; (i.e. the north tip of the Long Beach extending from Ilwaco to the entrance to Willapa Harbor and Shoalwater Bay behind the "compact reef").

Vancouver identified the situation with Meares' "Low Point; and the bay we endeavored to enter to the south of it, Shoalwater Bay; as in it there appeared two openings, the one taking a northerly, and the other an eastwardly direction. "At sunset we again shortened sail, and as usual, hauled our wind to preserve our station until the morning **. It was calm for a few hours during the evening and night, with a heavy fall of rain."

GRAY'S HARBOR PASSED IN THE NIGHT

April 28, 1792: "The next morning at four o'clock, with a light breeze at E.S.E. we again steered in for the land and found that we had been materially affected by a northern current. The land we had been abreast of the preceding evening, now bore S.E. 6 or 7 leagues distant; and the coast to the north of it still continuing to appear a straight and compact shore. I did not attempt gaining a nearer view, but passed on to the northward,
keeping at about a league from the land, which now took an almost north direction to a point that, after the Right Honorable Lord Grenville, I named Point Grenville ** *. Lying off Point Grenville are three small rocky islets, one of which, like that at Cape Lookout, is perforated”.

Evidently they were carried past the narrow entrance to Gray’s Harbor in the night, borne by the “northern current”. Point Grenville is the well-known point just north of Moclips Beach, and the rocky islets, one “perforated” are familiar landmarks. The name Grenville stands, a memorial to the British Secretary of Foreign Affairs, by whose authority Captain Vancouver was carrying the message of peace and restitution to the Spanish commandant at Nootka Sound.

“From hence, as we proceeded to the north, the coast began to increase regularly in height, and the inland country, behind the low land bordering on the sea shore, acquired a considerable degree of elevation. (The Olympics, viewed from the Pacific) ** *. Noon brought us in sight of land, which was considered to be that named by Mr. Barclay, (Barkley) Destruction Island ** *. In the afternoon the wind we had been so happily favored with died away, and was succeeded by calms and light variable breezes. These, with a current or tide setting rapidly in shore, obliged us to anchor ** * the coast which now formed a straight and compact shore, bore by compass N. 30° W. to S. 49° E.; the nearest part of the mainland, East about five miles; Destruction Island, (northerly) about a league distant”.

VANCOUVER ON THE EVE OF DESTINY

Thus anchored for the night, Captain Vancouver reviews his progress and the outlook. It is the eve of the climax day of the voyage of discovery, and he seems to sense the destiny of the morrow.

“A canoe or two were seen paddling near the island. It was a fact not less singular than worthy of observation, that, on the whole extensive coast of New Albion, and more particularly in the vicinity of those fertile and delightful shores we had lately passed, we had not, excepting to the southward of Cape Orford and at this place, seen any inhabitants, or met with any circumstances, that in the most distant manner indicated a probability of the country being inhabited”.

“The serenity of the weather, although very pleasant, was rendered excessively irksome by the want of wind; our progress
was slow and our curiosity was much excited

to explore the promised expansive Mediterranean ocean,

which by various accounts, is said to have existence in these
regions. The several large rivers and capacious inlets, that have
been described as discharging their contents into the Pacific, be-
tween the 40th and 48th degrees of latitude, were reduced to
brooks, insufficient for our vessels to navigate, or to bays, in-
applicable as harbours, for refitting; excepting that one of which
Mr. Dalyrymple informs us, that

it is alleged that the Spaniards have recently found an en-
trance in the latitude of 47 degrees 45 minutes north, which in
27 days course brought them to the vicinity of Hudson's Bay;
this latitude exactly corresponds to the relation of John de Fuca,
the Greek pilot, in 1592’.

This inlet could be now only ten miles from us; and another
that had been visited by Mr. Meares and other traders on the
coast, was not more than 20 leagues distant”.

With these reflections, Vancouver awaited the dawn of a day
of destiny, anxious to proceed to unlock the mystery of three
centuries.

April 29, 1792, Sunday morning: “We had been extremely
fortunate in the favourable winds that had attended us along
this coast, and their absence at this juncture made us impatient
for their return. Our anxiety was, however, of no long dura-
tion; as by three o’clock on Sunday morning we were indulged
with a pleasant breeze, with which at daylight we weighed and
stood along the shore to the North-West.

At four o’clock a sail was discovered to the westward stand-
ing in shore. This was a very great novelty, not having seen any
vessel but our consort, during the last eight months. She soon
hoisted American colors, and fired a gun to leeward. At six we
spoke her.

AN HISTORIC MEETING

She proved to be the ship ‘Columbia’, commanded by Mr.
Robert Gray, belonging to Boston, whence she had been absent
nineteen months. Having little doubt of his being the same
person who had formerly commanded the sloop ‘Washington’, I
desired he would bring to, and sent Mr. Puget and Mr. Menzies
on board to acquire such information as might be serviceable in
our future operations”. * * * “On the return of the boat we
found our conjectures had not been ill grounded, that this was
the same gentleman who had commanded the sloop 'Washington'—at the time, we are informed, she had made a very singular voyage behind Nootka. It was not a little remarkable that on our approach to the entrance of this inland sea, we should fall in with the identical person who, it had been stated, had sailed through it. His relation, however, differed very materially from that published in England".

"It is not possible to conceive any one to be more astonished than Mr. Gray, on his being made acquainted, that his authority had been quoted, and the track pointed out that he had been said to have made in the sloop 'Washington'. (i.e. by report and map of Captain Meares in London, 1790.) In contradiction to which, he assured the officers that he had penetrated only 50 miles into the straits in question, in an E.S.E. direction; that he found the passage 5 leagues wide; and that he understood from the natives that the opening extended a considerable distance to the northward; that this was all the information he had acquired respecting this inland sea, and that he returned into the ocean by the same way he had entered at. The inlet he supposed to be the same that De Fuca had discovered, which opinion seemed to be universally received by all the modern visitors.

"He likewise informed them of his having been off the mouth of a river in the latitude of 46° 10', where the outlet, or reflux, was so strong as to prevent his entering for nine days. This was probably the opening passed by us on the forenoon of the 27th, and was, apparently, inaccessible, not from the current, but from the breakers that extended across it. (i.e. the Columbia outlet).

"He had also entered another inlet to the northward, in latitude 54½ degrees; (i.e. Portland Canal in S. E. Alaska), which he had sailed to the latitude of 56 degrees without discovering its termination.

"The south point of De Fuca’s Strait, he stated to be in 48 degrees 24 minutes, and conceived our distance from it to be about 8 leagues.

"The last winter he had spent in Port Cox, or as the natives call it, Clayoquot, from whence he had sailed but a few days. During the winter he had built a small vessel, in which he had dispatched a mate and ten men to barter for furs on Queen Charlotte’s Islands, and was himself now commencing his summer’s trade along the coast to the southward. * * * (Captain Gray also gave account of an Indian plot at Clayoquot, exposed and foiled.)
AFTER THE CONFERENCE OF THE CAPTAINS

"Having obtained this information, our course was again directed along the coast to the northward. It continued to increase in height as we advanced, with numberless detached rocky islets, amongst which were many sunken rocks, extending in some places a league from the shore. As we passed the outermost of these rocks at the distance of a mile, we plainly distinguished the south point of entrance into De Fuca's Straits, being by compass North 8 degrees West; the opposite side of the straits, though indistinctly seen in consequence of the haze, plainly indicated an opening of considerable extent. The thick rainy weather permitted us to see little of the country, yet we were enabled to ascertain that this coast, like that we had hitherto explored from Cape Mendocino, was firm and compact, without any opening into the Mediterranean sea, as stated in latitude 47° 45'; or the least appearance of a safe harbour. * * *

"We now saw several villages scattered along the shore, whose inhabitants came off for the purpose, as we supposed, of trading; as the 'Columbia' brought to for a time, and again made all the sail she could after us; which led us to conjecture that Mr. Gray had not been perfectly satisfied with the account given by our officers, and supposed that our object was of a commercial nature like his own, as he had informed our gentlemen that he was immediately going a considerable distance to the southward. We were at the time within 2 or 3 miles of the shore; the wind blew a fresh gale, attended with thick rainy weather, from the E. S. E. But, as it was favorable for entering this inlet, we were eager to embrace the opportunity it afforded, and shortened sail that the 'Chatham' might take the lead.

"About noon we reached its south entrance, which I understand the natives distinguish by the name of Classet (i.e. Cape Flattery); it is a projecting and conspicuous promontory * * * Tatooche's Island united to the promontory by a ledge of rocks over which the sea violently breaks, bore N. 17° E. to N. 30° E. * * *, and the rock lying off the island, as described by Mr. Duncan in his excellent sketch of the entrance into this inlet. * * * No great violence of tide was experienced; nor did we observe the Pinnacle Rock, as represented by Mr. Meares and Mr. Dalyrymple, in order to identify these as De Fuca's Straits, or any other rock more conspicuous than thousands along the coast. * * *
ENTERS THE GREAT STRAITS

"We followed the 'Chatham' between Tatoochë's Island and the rock, hauling to the eastward along the southern shore of the supposed straits of De Fuca. This rock which rises just above the surface of the water, and over which the surf beats with great violence, I called 'Rock Duncan', in commemoration of that gentleman's discovery.

"From the northwest part of Tatoochë's island which bears from the north point of the promontory of Classet (westerly) distant about two miles, the exterior coast takes a direction nearly south about ten leagues; where as we passed, I anxiously looked out for the point which Captain Cook had distinguished by the name of Cape Flattery. * * * A shallow bay, however, does extend to the southward of Classet, which falls some distance back from the general line of the coast; and the base of the inland mountains which project there, and form deep ravines present at a distance the appearance of a safe and secure port; but on a nearer approach, the whole was found firmly connected by a sandy beach.

"This most probably, is the bay which the 'Resolution' and 'Discovery' stood into (1778); and Classet is the point, with an island lying off it, which Captain Cook called Cape Flattery" and whence "late in the evening, Captain Cook hauled off the coast"—declaring in his journal that the Strait of Juan de Fuca was a sixteenth century myth.

THE CAPE FLATTERY RECEPTION COMMITTEE

"As we proceeded (easterly) along the shore, we passed the village of Classet, which is situated about two miles within the Cape, and has the appearance of being extensive and populous. As the fresh southwardly wind became much moderated by the intervention of the high land we were now under, some of the inhabitants found no difficulty in visiting us; this they did in a very civil, orderly and friendly manner, requesting permission before they attempted to enter the ship; and on receiving some presents, with assurances of our friendship, they very politely and earnestly solicited us to stop at their village. The situation of the anchorage, however, being much exposed, and wishing for some snug port where, with ease and convenience, the various necessary services we now required might be performed, I declined their very cordial invitation, and directed our course up the inlet, entertaining no doubt that we should soon be enabled to accommodate ourselves with a more advantageous station."
"The few natives who came off resembled, in most respects, the people of Nootka. Their persons, garments and behavior are very similar; some difference was observed in their ornaments, particularly in those worn at the nose; for instead of the crescent, generally adopted by the inhabitants of Nootka, these wore straight pieces of bone. Their canoes, arms and implements were exactly the same. They spoke the same language, but did not approach us with the formality observed by those people on visiting the 'Resolution' and 'Discovery'; which may probably be owing to their having become more familiar with strangers. (It is fourteen years since Vancouver, on Captain Cook’s last voyage, had spent a month in the Nootka vicinity).

"The wind veering to the S. E. obliged us to turn up along shore on the southern side of the straits, which from Cape Classet (Flattery) takes a direction S. 70 E. About two miles within the village we passed a small open bay (i.e. Neah Bay), with a little island lying off its eastern side, apparently too insignificant to answer our purpose of refitting. The weather becoming more unpleasant as the day advanced, at seven in the evening we came to anchor * * * about a mile from the shore.

"The evening of the 29th brought us to anchor in very thick rainy weather, about eight miles within the entrance on the southern shore of the supposed straits of De Fuca". With this record Vancouver closes the journal of the day of destiny, April 29, 1792. He has sailed three-quarters round the globe and circled the southern hemisphere to reach the North Pacific. He has determined the reality of the fabled strait, opening eastward towards Hudson’s Bay and the North Atlantic and has sailed into the great entrance to its first harbor of refuge—yet the navigator-historian records that evening his entry of the "supposed straits of De Fuca".

April 29th, 1792, goes into history as "Discovery Day"—not because there was any particular discovery on that day, but to commemorate the historic meeting of the navigator-captains of England and America, with their visions of commerce and civilization. Over that conference of the captains, on the North Pacific that historic day, loomed "the most remarkable mountain we had seen. * * * Its summit covered with eternal snow, was divided into a very elegant double fork, and rose conspicuously from a base of lofty mountains clothed in the same manner." Vancouver recognized it and Gray knew it "to be the Mount Olympus of Mr. Meares".
THE DAY OF DESTINY—APRIL 29TH, 1792

Destiny was dominating that day from the heights of Olympus, guiding that historic meeting, from which the currents of discovery flowed with momentous import during the days that followed.

From that conference Captain Gray sailed south to discover Gray's Harbor; to overcome the breakers of Cape Disappointment, dispel the doubts of Deception Bay and find the ocean pathway into the mighty Columbia, to be named for his ship and Nation.

It remained for Captain Vancouver on that historic day to sail north and eastward into the great ocean gateway of the North-West; to determine for the world of science, once and for all time, the dreams and hopes, the doubts and myths of three centuries; and to reveal during the days that followed a new vision of an Inland Sea; a Mediterranean of the Pacific, with ample promise of world ports, ready to serve the commerce of Occident and Orient.

But even Vancouver could not include in his 1792 vision, that which destiny unfolded within another century—the linking by bands of steel from the Atlantic to this Modern Mediterranean of the Pacific; bringing a twentieth century realization of the medieval dream of a North-West Passage and serving the commerce between the Old and New Worlds of the Occident and the hidden resources and riches of the old Orient awakened to new life.

* * * * *

"The Muse, disgusted at an age and clime
Barren of every glorious theme,
In distant lands now waits a better time
Producing subjects worthy fame;

"In happy climes where from the genial sun
And virgin earth such scenes ensue,
The force of art by nature seems out done;
And fancied beauties by the true;

"Westward the course of empire takes its way;
The four first Acts already past,
A fifth shall close the Drama with the day;
Time's noblest off-spring is the last."

—BISHOP BERKELEY.

That is our "Climax of the Great Quest!"
CHAPTER X.

UP THE STRAITS WITH VANCOUVER

APRIL 30, 1792: “The following morning, a gentle breeze sprang up from the N. W. attended with clear and pleasant weather, which presented to our view this renowned inlet. Its southern shores were seen to extend, by compass, from N. 83° W. to E.; the former being the small island we had passed the preceding afternoon (in Neah Bay) which lying about half a mile from the mainland, was about 4 miles distant from us; its northern shore ** the nearest point of it distant about 3 leagues.

We weighed anchor with a favorable wind, and steered to the east along the southern shore, at the distance of about two miles having an uninterrupted horizon between East and N. 73° E. The shores on each side the straits are of a moderate height; and the delightful serenity of the weather permitted our seeing this inlet to great advantage. The shores on the south side are composed of low sandy cliffs, falling perpendicularly on beaches of sand and stones. From the top of these clifffy eminences, the land appeared to take a further gentle moderate ascent, and was entirely covered with trees chiefly of the pine tribe, until the forest reached a range of high craggy mountains, which seemed to rise from the woodland country in a very abrupt manner, with a few scattered trees on their sterile sides, and their summits covered with snow. (Such the first word picture of the Olympics).

The northern shore did not appear quite so high; it rose more gradually from the sea-side to the tops of the mountains, which had the appearance of a compact range, infinitely more uniform, and much less covered with snow than those on the southern side.

The noon observations indicated the morning’s progress as about 30 miles, or 40 miles from Cape Flattery.

THE EASTERN HORIZON SCANNED

As the day advanced, the wind, which as well as the weather, was delightfully pleasant, accelerated our progress along the
(south) shore. This seemed to indicate a speedy termination to the inlet; as high land now began to appear just rising from that horizon, which a few hours before, we had considered to be unlimited. 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 clifftsy shores into the sea, behind which was seen the appearance of a well-sheltered bay, and a little to the S. E. of it an opening in the land promising a safe and extensive port. (This was not Port Angeles, which had been passed without notice. As will later appear it was New Dungeness).

MT. BAKER AND THE CASCADE RANGE

"About this time a very high conspicuous craggy mountain, bearing by compass N. 50° E. presented itself, towering above the clouds; as low down as they allowed it to be visible it was covered with snow; and south of it, was a long ridge of very rugged snowy mountains, much less elevated, which seemed to stretch to a considerable distance.

"As my intention was to anchor for the night under the low point, the necessary signals were made to the Chatham; and at seven we hauled round it at the distance of about a mile. This was, however, too near, as we soon found ourselves in 3 fathoms water; but on steering about half a mile to the north, the depth increased to 10 fathoms, and we rounded the shallow spit, which, though not very conspicuous, is shown by the tide causing a considerable rippling over it. Having turned up a little into the bay, we anchored * * * in 14 fathoms water. The low sandy point of land, which from its great resemblance to Dungeness in the British channel, I called 'New Dungeness', bore by compass N. 41° W. about 3 miles distant, from whence the low projecting land extends until it reaches a bluff cliff of a moderate height, bearing from us S. 60° W. about a league distant.

"From this station the shores bore the same appearance as those we had passed in the morning, composing one entire forest. The snowy mountains of the inland country (i.e. Olympics) were, however, neither so high nor so rugged and were further removed from the sea-shore. The nearest parts bore by compass from us, South about half a league off; the apparent port S. 50° E. about 2 leagues (i.e. Port Williams); and the south point of
an inlet, seemingly very capacious, S. 85° E.; with land appearing like an island, moderately elevated, lying before its entrance (i.e. Port Discovery and Protection Island); and the S. E. extremity of that which now appeared to be the southern shore (i.e. Point Wilson) N. 71° E.

"From this direction, round by the North and N. W. the high distant land formed, as already observed, like detached islands, amongst which the lofty mountain, discovered in the afternoon by the third lieutenant, and in compliment to him called by me 'Mount Baker,' rose a very conspicuous object, bearing by compass N. 43° E., apparently at a very remote distance.

"A small Indian village was near us on the south side of the bay, but we had not yet been visited by any of the inhabitants."

VANCOUVER REVIEWS PROGRESS AND OUTLOOK

Such were Vancouver's observations as he sailed eastward up the Straits of Fuca, from Neah Bay to New Dungeness, on that 30th of April, 1792, the day after the historic meeting with Captain Gray outside and south of Cape Flattery. Vancouver had now penetrated the "supposed straits of Fuca" about seventy miles, and from his evening anchorage under the protecting point of New Dungeness, he sees the eastern horizon blocked, and the apparent end of the great straits, about fifteen miles ahead. Before closing the journal for that day Vancouver records his review of the situation, his progress and outlook.

"We had now advanced further up this inlet than Mr. Gray, or (to our knowledge) any other person from the civilized world; although it should hereafter be proved to be the same which is said to have been entered by De Fuca, in support of which, oral testimony is the only authority produced; a tradition rendered still more doubtful by its entrance differing at least 40 minutes in latitude.

"Considering ourselves now on the point of commencing an examination of an entirely new region, I cannot take leave of the coast already known, without obtruding a short remark on that part of the continent, comprehending a space of nearly 215 leagues, on which our inquiries had been lately employed under the most fortunate and favorable circumstances of wind and weather. So minutely had this extensive coast been inspected that the surf had been constantly seen to break on its shores from the mast-head; and it was but in a few small intervals only, where our distance precluded its being visible from the deck. Whenever the weather prevented our making free with the shore, or on our hauling off for the night, the return of fine
weather and of day-light uniformly brought us, if not to the identical spot we had departed from, at least within a few miles of it, and never beyond the northern limits of the coast which we had previously seen. An examination so directed, and circumstances happily concurring to permit its being so executed, afforded the most complete opportunity of determining its various turnings and windings; as also the position of all its conspicuous points, ascertained by meridional altitudes for the latitude, and observations for the chronometer, which we had the good fortune to make constantly once, and in general twice every day, the preceding one only excepted.

"It must be considered as a very singular circumstance that, in so great an extent of sea coast, we should not until now have seen the appearance of any opening in its shores, which presented any certain prospect of affording shelter; the whole coast forming one compact, solid, and nearly strait barrier against the sea.

"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; and, as I then observed, if any inlet or river should be found, it must be a very intricate one, and inaccessible to vessels of our burthen, owing to the reefs and broken water which then appeared in its neighborhood. Mr. Gray stated, that he had been several days attempting to enter it, which at length he was unable to effect in consequence of a very strong outset. This is a phenomenon difficult to account for, as, in most cases where there are outsets of such strength on a sea coast, there are corresponding tides setting in. Be that however as it may, 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; (i.e. Flattery); 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 sole purpose of giving unlimited credit to the traditionary exploits of ancient foreigners, and to undervalue the laborious and enterprising exertions of our own countrymen, in the noble science of discovery.
"Since the vision of the southern continent (from which the Incas of Peru are said to have originated), has vanished; the pretended discoveries of De Fuca and De Fonte have been revived, in order to prove the existence of a North-West Passage. These have been supported by the recent concurring opinions of modern traders, one of which is said to conceive, that an opening still further to the north is that which De Fuca entered. Under this assertion, should any opening further to the northward be discovered leading to a North-West Passage, the merit of such discovery will necessarily be ascribed to De Fuca, De Fonte, or some other favorite voyager of these closet philosophers."

VANCOUVER'S FAITHFUL RECORD

Before we proceed with Vancouver's further progress it will be profitable to record some facts of discovery which Vancouver did not know and therefore could not include in his review of the situation as the "Discovery" rested at anchorage off New Dungeness, April 30, 1792.

He was entitled to record that "we had now advanced further up this inlet than Mr. Gray"—for Vancouver had come seventy miles up the straits, while Captain Gray's statement the day before was that "he had penetrated only 50 miles into the straits in question * * * and that he returned into the ocean by the same way he had entered at."

But Vancouver's cautious and modest expression—"or (to our knowledge) any other person from the civilized world"—was one which he was careful to correct when other facts came to his knowledge—even though that correction cost him the honors of discovery. Anticipating the narrative, it should be here noted that on June 22nd, 1792—after nearly two months of detail surveys covering all of the ramifications of Puget Sound and part of the Gulf of Georgia, Captain Vancouver was in the vicinity of Point Grey—(south of the harbor of Vancouver, B. C.), when another historic meeting is recorded thus:

"As we were rowing, on Friday morning, for Point Grey, purposing there to land and breakfast, we discovered two vessels at anchor under the land. The idea which first occurred was, that, in consequence of our protracted absence, though I had left no orders to this effect, the (our) vessels had so far advanced in order to meet us; but on a nearer approach, it was discovered, that they were a brig and a schooner, wearing the colours of Spanish vessels of war, which I conceived were most probably employed in pursuits similar to our own; and this on
my arrival on board, was confirmed. These vessels proved to be a detachment from the commission of Senor Melaspina, who was himself employed in the Philippine Islands; that Senor Melaspina had, the preceding year, visited the coast; and that these vessels, his Catholic Majesty's brig the Sutil, under the command of Senor Don D. Galiano, with the schooner Mexicana, commanded by Senor Don C. Valdes, both captains of frigates in the Spanish Navy, had sailed from Acapulco on the 8th of March, in order to prosecute discoveries on this coast. Senor Galiana, who spoke a little English, informed me, that they had arrived at Nootka on the 11th of April, from whence they had sailed on the 5th of this month, in order to complete the examination of this inlet, which had, in the preceding year, been partly surveyed by some Spanish officers whose chart they produced.

"I cannot avoid acknowledging that, on this occasion, I experienced no small degree of mortification in finding the external shores of the gulph had been visited, and already examined a few miles beyond where my researches during the excursion (northerly in the Gulf of Georgia), had extended; making the land I had been in doubt about, an island; continuing nearly in the same direction, about 4 leagues further than had been seen by us; and by the Spaniards, named Favida. The channel, between it and the main, they had called Canal del Neustra Signora del Rosario, whose western point had terminated their examination; which seemed to have been entirely confined to the exterior shores, as the extensive arms, and inlets, which had occupied so much of our time, had not claimed the least of their attention.

"The Spanish vessels, that had been thus employed last year, had refitted in the identical part of Port Discovery, which (later) afforded us similar accommodation. From these gentlemen, I likewise understood, that Senor Quadra, the commander-in-chief of the Spanish marine at St. Blas and at California, was, with three frigates and a brig, waiting my arrival at Nootka, in order to negotiate the restoration of those territories to the crown of Great Britain. Their conduct was replete with that politeness and friendship which characterizes the Spanish nation; every kind of useful information they cheerfully communicated, and obligingly expressed much desire, that circumstances might so concur as to admit our respective labours being carried on together."
SPANIARDS PRECEDING VANCOUVER

Following this meeting of June 22, 1792, Captain Vancouver accepted the invitation of the Spanish navigators to collaborate in further explorations in the Gulf of Georgia—the results of which will appear in later chapters of this narrative. At this point it is sufficient to outline the explorations and discoveries in the Straits and Inland Sea made under Spanish auspices from July, 1789—date of the latest information from the North-West as brought by Captain Meares to London, April, 1790—to April, 1792, when Vancouver arrived on the scene.

From the Vancouver record of the meeting of June 22, 1792, and other historical research, it would appear that subsequent to the seizures of the Meares' ships and property at Nootka, July, 1789, Don Martinez was succeeded in the Spanish authority by Don Francisco Eliza; that Eliza, in command at Nootka in 1790 sent Manuel Quimper to explore the Straits of Fuca and tributary waters. It also appears that in 1791, Commander Eliza, with Lieutenant Fidalgo and Ensign Quimper, again entered the straits and continued explorations at their east end and north into the Gulf of Georgia. As a result of these two seasons of discoveries Spanish names were placed on most of the bays and channels, points and islands in that vicinity. Charts of these 1790-91 Spanish explorations showed the name "Boca de Camaano" applied to the opening into the main inlet leading south from the end of the Straits of Fuca; likewise "Boca de Fidalgo" and "Boca de Flon" to the eastward openings between the San Juan group of islands, which received their present Spanish names; also the Canal de Haro, Guemes Canal, etc. At this time Deception Pass, Port Townsend, Port Discovery and other features in the vicinity of the straits were similarly discovered and named. Port Angeles was one of these that remains unchanged, also Quimper Peninsula (Port Townsend vicinity) honoring its Spanish discoverer.

Vancouver—and apparently Captain Gray—was without knowledge of these Spanish predecessors of 1790 and 1791, and applied new names to his supposed discoveries. After meeting Galiano and Valdez—who were continuing the Spanish explorations in 1792—Vancouver accepted all the names they had given and collaborated with them for the remainder of his work.

Thus we have the mixture of English and Spanish names along the Straits, and among the islands and channels to the east and north, leading to the Gulf of Georgia.
CHAPTER XI.

NEW DUNGENESS TO PORT DISCOVERY

MAY 1, 1792: The Natives at New Dungeness. (From Vancouver's Journal.)

"The preceding evening brought us to anchor under New Dungeness. Our May-Day was ushered in by a morning of the most delightful weather, affording us, from the broken appearance of the coast before us, the prospect of soon reaching a safe and commodious harbour. Indeed, our present situation was far from ineligible, as it promised to admit us as near the shore as we might think proper to take our station. Mr. Whidbey was therefore dispatched in the cutter to sound and search for fresh water.

"The appearance of the huts we now saw, indicated the residence of the natives in them to be of a temporary nature only; as we could perceive with our glasses, that they differed very materially from the habitations of any of the American Indians we had before seen, being composed of nothing more than a few mats thrown over cross-sticks; whereas those we had passed the preceding day, in two or three small villages to the eastward of Classet, were built after the fashion of the houses erected at Nootka. The inhabitants seemed to view us with the utmost indifference and unconcern; they continued to fish before their huts as regardless of our being present, as if such vessels had been familiar to them and unworthy of their attention.

"On the low land of New Dungeness were erected perpendicularly, and seemingly with much regularity, a number of very small, straight poles, like flag-staves or beacons, supported from the ground by spurs. Their first appearance induced an opinion of their being intended as the uprights for stages on which they might dry their fish, but this, on a nearer view, seemed improbable, as their height and distance from each other would have required spars of a greater size to reach from one to the other, than the substance of the poles was capable of sustaining. They were undoubtedly intended to answer some particular purpose; but whether of a religious, civil or military nature, must be left to some future investigation."
"Mr. Whidbey found from 10 to 3 fathoms water close to the shore. He landed at the upper part of the bay, but could not find any water; nor did he see the appearance of any along the shore near the habitations of the Indians, who remained as before described, or fishing on the water, without paying any more attention to the cutter than if she had been one of their own canoes. (Note: This indifference on part of natives, is doubtless accounted for by their acquaintance with Spanish exploring expeditions for two seasons preceding—of which Vancouver had no knowledge at this time.)

A MAY-DAY EXCURSION

"On receiving this report, 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 to examine the two apparent openings nearest to us.

"We found the surface of the sea almost covered with aquatic birds of various kinds, but so extremely shy that our sportsmen were unable to reach them with their guns, although they made many attempts.

"The first opening to the south-east appeared to be formed by two high bluffs; the elevated land within them seemingly at a considerable distance. It proved however to be a close and compact shore, the apparent vacant space being occupied by a very low sandy beach, off which extended a flat of very shallow soundings (i.e. Sequim Bay).

"From hence we made the best of our way for land, appearing like an island (Protection) off the other supposed opening; from whose summit, which seemed easy of access, there was little doubt of our ascertaining whether the coast afforded any port within the day’s excursion. On landing on the west end of the supposed 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.

PROTECTION ISLAND AND PORT DISCOVERY

"From the height we were now upon, our conjectures of this land being an island situated before the entrance to an opening in the main land were confirmed. The summit of this island presented nearly a horizontal surface, interspersed with some inequalities of ground, which produced a beautiful variety on an extensive lawn covered with luxuriant grass, and diversified with an abundance of flowers. To the northwestward was
a coppice of pine trees and shrubs of various sorts that seemed as if it had been planted for the sole purpose of protecting from the northwest winds this delightful meadow, over which were promiscuously scattered a few clumps of trees, that would have puzzled the most ingenious designer of pleasure grounds to have arranged more agreeably.

"Whilst we stopped to contemplate these several beauties of nature, in a prospect no less pleasing than unexpected, we gathered some gooseberries and roses in a state of considerable forwardness.

"Casting our eyes along the shore we had the satisfaction of seeing it much broken and forming to all appearance many navigable inlets. The inlet now before us (i.e. Port Discovery) did not seem so extensive as we had reason to believe it to be from the ships; yet there was little doubt of its proving sufficiently secure and convenient for all our purposes.

"We therefore proceeded to its examination, and found its entrance to be about a league wide, having regular good soundings from 10 fathoms close to the shores, to 30, 35 and 38 fathoms in the middle, without any apparent danger from rocks or shoals. Fresh water however seemed hitherto a scarce commodity, and yet, from the general face of the country, a deficiency in this respect was not to be apprehended.

"The shores of the harbour were of a moderate height; its western side, bounded at no very great distance by a ridge of high craggy mountains covered with snow, were as I conceived, connected with the mountain we took for Mount Olympus. In quest of the only great object necessary for constituting this one of the finest harbours in the world, we prosecuted our researches, until almost despairing of success, I suddenly fell in with an excellent stream of very fine water.

"The design of our excursion was thus happily accomplished; and after taking some little refreshment we returned towards the ships, and arrived on board about midnight, perfectly satisfied with the success of our expedition, and amply rewarded for our labour.

"During my absence some of the natives had been trading with the vessels in a very civil and friendly manner. They did not appear to understand the Nootka language; as those of our people who had some knowledge of it, were by no means able to make themselves understood."
Thus ended the first tourist excursion on the Olympic peninsula, Vancouver's May-Day cruise amid vistas of beauty, worthy a page in the journal of discovery. The writer has traversed this vicinity on many occasions by land and sea, yet this first word picture of 1792 arouses anew the mind's-eye fascination of the landscape that was spread before and around Vancouver and his party, as they stood that May-Day on the height of Protection Island and viewed the glories of the "charmed land."

VANCOUVER'S FIRST PORT

May 2, 1792: (From Vancouver's Journal)

"A light pleasant breeze springing up, we weighed on Wednesday morning, and steered for the port we had discovered the preceding day, whose entrance about 4 leagues distant bore S. E. by E. 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 country had even been discovered exhibiting so rich a picture. The land which interrupted the horizon between the N. W. and the northern quarters, seemed, as already mentioned, 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 a 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 like that we had lately passed, in low perpendicular cliffs, or on beaches of stone, rose here in a very gentle ascent, and was well covered with a variety of stately forest trees. These, however, did not conceal the whole face of the country in one uninterrupted wilderness, but pleasingly clothed in eminences, and chequered the vallies; presenting, in many directions, extensive spaces that wore the appearance of having been cleared by art, like the beautiful island we had visited the day before. As we passed along the shore near one of these charming spots, the tracks of deer, or of some such animal, were very numerous, and flattered us with the hope of not wanting refreshments of that nature, whilst we remained in this quarter."
"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 water from the western shore near 5 miles within the entrance of the harbour; which I distinguished by the name of PORT DISCOVERY, after the ship. There we moored, in 34 fathoms, muddy bottom, about a quarter of a mile from the shore.

The entrance of this harbour is formed by low projecting points, extending, on each side, from the high woodland cliffs which in general bound the coast; bearing by compass N. 48° W. to N. 54° W., in a line with two corresponding points from the island already described, lying off this harbour. Had this insular production of nature been designed by the most able engineer, it could not have been placed more happily for the protection of the port, not only from the N. W. winds to the violence of which it would otherwise be greatly exposed, but against all attempts of an enemy, when properly fortified; and hence I called it PROTECTION ISLAND.

The stream of water, near which we had taken a very convenient station, appeared to have its source at some distance from its outfall, through one of those low spits of sand already mentioned, which constitute most of the projecting points we had seen ever since our having entered this inlet. These usually acquire a form somewhat circular, though irregular; and, in general, are nearly steep to, extending from the cliffto woodland country, from one to six hundred yards towards the water's edge, and are composed of a loose sandy soil. The surface of some was almost entirely occupied by a lagoon of salt water, or brackish swamp; others were perfectly dry; no one of them produced any trees; but were mostly covered with a coarse spiry grass, interspersed with strawberries, two or three species of clover, samphire, and a great variety of other small plants; some of which bore very beautiful flowers. On a few of the points were some shrubs that seemed to thrive excessively; such as roses, a species of sweet briar, gooseberries, raspberries, currants, and several other smaller bushes, which, in their respective seasons, produce most probably the several fruits common to this and the opposite side of America. These all appeared to grow very luxuriantly; and, from the quantity of blossoms with which they were loaded, there was great reason to believe them very productive.
"We had little trouble in clearing a sufficient space for our encampment, which was very commodiously situated close to the north side of the stream or brook. The tents, observatory, chronometers and instruments, guarded by a party of marines, were sent on shore after dinner; and, whilst they were properly arranging, I made a short excursion up the harbour. It extended nearly in a south direction, about four miles from the ship, and then terminated in a muddy flat across its head, about a quarter of a mile from shore. The water, which was 7 fathoms deep close to the flat, gradually deepened to 10, 20 and 30 fathoms, good holding ground.

AN OYSTER DISCOVERY

"On this bank were found some small indifferent oysters. The shores beyond it are low and thickly wooded, and through them there appeared to run a very considerable stream of water, with several smaller ones, emptying themselves into the harbour. The back country had the appearance of a swampy fen for a considerable distance. We landed not far from the largest rivulet, where we found a deserted village capable of containing an hundred inhabitants. The houses were built after the Nootka fashion, but did not seem to have been lately the residence of the Indians.

"The habitations had now fallen into decay; their inside, as well as a small surrounding space that appeared to have been formerly occupied, were over-run with weeds, amongst which were found several human sculls, and other bones, promiscuously scattered about."

WORK-DAYS AND HOLIDAYS

"On Thursday morning we sat seriously to work on board, and on shore where the sail-makers were repairing and altering the sails; cooper's inspecting the calks, gunners airing the powder; and parties cutting wood, brewing spruce beer, and filling water; whilst those on board were as busily employed, in necessary repairs about the rigging, getting the provisions to hand; clearing the main and after holds for the reception of shingle ballast, of which we had for some time stood in much need; some of our carpenters were stopping leaks about the bows, and the rest assisted in caulking the Chatham's sides. The serenity of the climate and season was extremely favorable to the execution of their several duties, as also to our astronomical inquiries. The part of the coast that we had now reached being nearly destitute of inhabitants, few circumstances
occurred to divert our attention, or interfere with the pursuits in which we were all engaged.

"So little leisure or rest had been afforded in the several ports we had hitherto visited since we left the Cape of Good Hope, that it was not until this morning that our people could be indulged with a holiday, for the purpose of taking some recreation and exercise on shore.

"A few of the natives in two or three canoes favored us with their company, and brought with them some fish and venison for sale. The latter was extremely good, and very acceptable, as we had not obtained any; though on our first arrival we had entertained hopes of procuring a supply, from the numerous tracks of deer which appeared fresh, and in all directions.

"These people, in their persons, canoes, arms, implements, etc., seemed to resemble chiefly the inhabitants of Nootka; though less bedaubed with paint, and less filthy in their external appearance. They were ornaments in their ears, but none were observed in their noses; some of them understood a few words of the Nootka language; they were clothed in the skins of deer, bear, and some other animals, but principally in a woolen garment, of their own manufacture, extremely well wrought. They did not appear to possess any furs. Their bows and implements freely bartered for knives, trinkets, copper, etc.; and, what was very extraordinary, they offered for sale two children, each about six or seven years of age, and, being shown some copper, were very anxious that the bargain should be closed. This, however, I peremptorily prohibited, expressing, as well as I was able, our great abhorrence of such traffic."

Thus the ships remained in Port Discovery May 2 to 17, undergoing this necessary overhauling, repairs and refitting. Between May 7 and 17, Captain Vancouver, with his officers and assistants, using the "Discovery's" yawl and launch, and the "Chatham's" cutter, made detail examinations and surveys of the right, or continental shore, proceeding east, south-east and south-west from Port Discovery, and developing the outlines of the bay and inlets of Port Townsend, Oak Cove and the great inlet to the south-west—Hood Canal. These discoveries will be followed and described in detail as they occurred. Meanwhile, it is desirable that we should review Captain Vancouver's observations and impressions of Port Discovery and its vicinity in the new Pacific Northwest, recorded after two weeks exploration in that vicinity.
CHAPTER XII.
PORT DISCOVERY VICINITY AND NATIVES

THE VANCOUVER expedition spent more than two weeks in Port Discovery—the first harbor found after entering the Straits of Juan de Fuca, April 29, 1792, and proceeding about eighty-five miles eastward into the inland waters. As we follow the course of Vancouver's further voyaging and explorations, the main objective and his instructions from the Board of Admiralty must not be forgotten.

Captain Vancouver was under orders to acquire "accurate information with respect to the nature and extent of any water-communication * * * between the north-west coast and the country upon the opposite side of the continent"—to find the long sought "North-West Passage" or demonstrate its non-existence. He was under specific instructions: "that the survey should be so conducted, as not only to ascertain the general line of the sea-coast, but also the direction and extent of all such considerable inlets, whether made by arms of the sea or by the mouths of large rivers, as may be likely to lead to, or facilitate, such communication as is above described."

Hence, on entering the great straits and proceeding inland, Vancouver kept always the right, or continental shore under closest observation, testing out each indentation and following up every bay or inlet until its terminal was demonstrated. In this pursuit he reached and entered the inlet which he named "Port Discovery," on May 2, 1792, as described in the chapter preceding. The port was well adapted to serve Vancouver's needs of overhauling and refitting his two vessels—"Discovery" and "Chatham"—after their thirteen months sail from old England, and more than eight months from the Cape of Good Hope where they had received some attention.

VANCOUVER VIEWS AND REVIEWS

"I shall now proceed to relate such matters respecting the country of New Albion as appeared intitled to notice, and which are not inserted in the preceding narrative."
Port Discovery, already mentioned as a perfectly safe and convenient harbour, has its outer points 13/4 miles asunder, * * * whence the port first takes a direction of S. 30° E. about 8 miles, and then terminates S. W. by W. about a league further. If it lies under any disadvantage, it is in its great depth of water; in which respect, however, we found no inconvenience, as the bottom was exceedingly good holding-ground, and free from rocks. Towards the upper part of the harbour it is of less depth; but I saw no situation more eligible than that in which the vessels rode, off the first low sandy point on the western shore, about 4 1/2 miles within the entrance. Here our wooding, watering, brewing, and all other operations were carried on with the utmost facility and convenience. The shores of Protection Island form on its south side, which is about two miles long, a most excellent roadstead, and a channel into Port Discovery, near 2 miles wide on either side, without any interruption, which with other nautical particulars are exhibited in the chart.

"The country in the neighbourhood of this port may generally be considered of a moderate height, although bounded on the west side by mountains covered with snow (Olympic Mountains), to which the land from the water's edge rises in a pleasing diversity by hills of gradual ascent. The snow on these hills probably dissolves as the summer advances, for pine trees were produced on their very summits. On the sea shore the land generally terminated in low sandy cliffs; though in some spaces of considerable extent it ran nearly level from high water mark. The soil for the most part is a light sandy loam, in several places of very considerable depth, and abundantly mixed with decayed vegetables. The vigour and luxuriance of its productions proved it to be a rich fertile mould, which possibly might be considerably improved by the addition of the calcareous matter contained in the marrow stone that presented itself in many places. In respect to its mineral productions no great variety was observed. Iron ore, in its various forms, was generally found; and from the weight and magnetic qualities of some specimens, appeared tolerably rich, particularly a kind that much resembled the blood stone. These, with quartz, agate, the common flint, and a great intermixture of other silicious matter, (most of the stones we met with being of that class) with some variety of calcareous, magnesiac, and argillaceous earths, were the mineral productions generally found."
"The parts of the vegetable kingdom applicable to useful purposes appeared to grow very luxuriantly, and consisted of the Canadian and Norwegian hemlock, silver pine, the Turamahac and Canadian poplar, arbor-vitae, common yew, black and common dwarf oak, American ash, common hazel, sycamore, sugar, mountain and Pennsylvania maple, Oriental arbutus, American alder, and common willow; these, with the Canadian elder, small fruited crab, and Pennsylvania cherry trees, constituted the forests, which may be considered rather as encumbered, than adorned, with underwood; although there were several places where, in its present state, the traveler would pass without being in the least incommoded, excepting by the undecayed trunks of trees which had fallen. Of esculent vegetables we found but few; the white or dead nettle, and samphire, were most common; the wild orache, vulgarly called fat-hen, with the vetch. Two or three sorts of wild peas, and the common hedge mustard, were frequently though not always met with, and were considered by us as excellent of their kinds, and served to relish our salt provisions, on which, with a very scanty supply of fish, all hands subsisted. Amongst the more minute produc- tions, Mr. Menzies found constant amusement; and, I believe, was enabled to make some additions to the catalogue of plants.

ANIMAL AND BIRD LIFE

"The knowledge we acquired of the animal kingdom was very imperfect. The skins of the animals already noticed were such as are commonly found amongst the inhabitants on the sea coasts under the same parallel, and towards Nootka; these were mostly of the coarser and more common sorts. Garments of sea otter skins were not worn, nor did many such skins appear amongst the inhabitants. The only living quadrupeds we saw, were a black bear, two or three wild dogs, about as many rabbits, several small brown squirrels, rats, mice, and the skunk, whose effluvia was the most intolerable and offensive I ever experienced.

"Few of the feathered tribe were procured, although, on our first arrival, the aquatic birds were so numerous that we expected a profuse supply of wild fowl; but these were all so extremely shy and watchful, that our guns seldom reached them; and, on being fired at, they disappeared. About the shores and on the rocks, we found some species of the tern, the common gull, sea pigeon of Newfoundland, curlews, sandlarks, shags, and the black sea pye, like those in New Holland and New Zealand; these were however not so abundant as the others.
Nor did the woods appear to be much resorted to by the feathered race; two or three spruce partridges had been seen; with few in point of number, and little variety, of small birds; amongst which the humming birds bore a great proportion. At the outskirts of the woods, and about the water side, the white headed and brown eagle; ravens, carrion crows, American king’s fisher, and a very handsome woodpecker, were seen in numbers; and in addition to these on the low projecting points, and open places in the woods, we frequently saw a bird with which we were wholly unacquainted, though we considered it to be a species of the crane or heron; some of their eggs were found of a bluish cast, considerably larger than that of a turkey, and well tasted. These birds have remarkably long legs and necks, and their bodies seemed to equal in size the largest turkey. Their plumage is uniformly of a light brown, and when erect their height on a moderate computation could not be less than four feet. They seemed to prefer open situations, and used no endeavours to hide or screen themselves from our sight, but were too vigilant to allow our sportsmen taking them by surprize. Some blue, and some nearly white herons of the common size were also seen.

"The sea was not much more bountiful to us of its animal productions than was its shores. The scanty supply of fish we were enabled to procure, consisted in general of the common sorts of small flat-fish, elephant fish, sea bream, sea perch, a large sort of sculpin, some weighing six or eight pounds, with a greenish colour about their throat, belly, and gills; these were very coarse, but no ill effects were consequent on eating them. The above, with a few trout, a small sort of eel extremely well tasted, of a yellowish-green colour, were the fishes we most generally caught. A small common black snake, a few lizards and frogs, together with a variety of common insects, none of which could be considered as very troublesome, were the only creatures of the reptile tribe we observed.

AGRICULTURAL POSSIBILITIES

"This country, regarded in an agricultural point of view, I should conceive is capable of high improvement, notwithstanding the soil in general may be considered to be light and sandy. Its spontaneous productions in the vicinity of the woods are nearly the same, and grow in equal luxuriance with those under a similar parallel in Europe; favoring the hope, that if nutritious exotics were introduced and carefully attended to, they would succeed in the highest degree. The mildness of the climate,
and the forwardness of every species of plants, afforded strong grounds in support of this opinion.

"The interruptions we experienced in the general serenity of the weather, were probably no more than were absolutely requisite in the spring of the year to bring forward the annual productions. These were attended with no violence of wind, and the rain which fell, although disagreeable to travellers, was not so heavy as to beat down and destroy the first efforts of vegetation. Under all these favorable circumstances, the country yet labours under one material disadvantage in the scarcity of fresh water. The streams however that we met with appeared sufficient to answer all purposes, in the domestic economy of life, to a very numerous body of inhabitants; and, were the country cleared and searched, there can be little doubt that a variety of eligible situations might be found for establishments, where, with proper exertions, wholesome water might be procured.

"What the low country before us toward the range of snowy mountains, (i. e. the Cascades) may produce, remains for future investigation; but judging from what we had seen, it seemed more than probable, that those natural canals of the sea wind in various directions; and that they are capable of affording great advantages to commercial pursuits, by opening communications with parts of the interior country commodiously and delightfully situated. The great depth of water may be offered as an insuperable objection; yet, on a more minute examination, it is likely that many eligible and convenient stopping places might be found for the security of such vessels as would necessarily be employed in those occupations.

A STUDY OF THE NATIVES

"Having considered with impartiality the excellencies and defects of this country, as far as came under our observation, it now remains to add a few words on the character of its inhabitants.

"None being resident in Port Discovery, and our intercourse with them having been very confined, the knowledge we may have acquired of them, their manners, and customs, must necessarily be very limited, and our conclusions drawn chiefly from comparison. From New Dungeness we traversed nearly one hundred and fifty miles of their shores (including Port Discovery, Port Townsend and Hood Canal) without seeing that number of inhabitants. Those who came within our notice so
nearly resembled the people of Nootka, that the best delineation I can offer is a reference to the description of those people, which has before been so ably and with so much justice given to the public. (See Captain Cook's Last Voyage.) The only difference observed was, that in their stature they did not generally appear quite so stout; and in their habits were less filthy; for though these people adorn their persons with the same sort of paint, yet it is not laid on in that abundance, nor do they load their hair with that immense quantity of oil and colouring matter, which is so customary amongst the people of Nootka; their hair, as before mentioned, being in general neatly combed and tied behind.

"In their weapons, implements, canoes, and dress, they vary little. Their native woolen garment was most in fashion, next to it the skins of deer, bear, etc.; a few wore dresses manufactured from bark, which, like their woolen ones, were very neatly wrought.

"Their spears, arrows, fishgiggs, and other weapons, were shaped exactly like those of Nootka; but none were pointed with copper, or with muscle shell. The three former were generally barbed, and those pointed with common flint, agate, and bone, seemed of their original workmanship. Yet more of their arrows were observed to be pointed with thin flat iron, than with bone or flint, and it was very singular that they should prefer exchanging those pointed with iron, to any of the others. Their bows were of a superior construction; these in general were from two and a half to three feet in length; the broadest part of the middle was about an inch and a half, and about three-quarters of an inch thick, neatly made, gradually tapering to each end, which terminated in a shoulder and a hook for the security of the bow string. They were all made of yew, and chosen with a naturally inverted curve suited to the method of using them. From end to end of the concave side, which when strung became the convex part, a very strong strip of an elastic hide is attached to some, and the skins of serpents to others, exactly the shape and length of the bow, neatly and firmly affixed to the wood by means of a cement, the adhesive property of which I never saw, or heard of being, equalled. It is not to be affected by either dry or damp weather, and forms so strong a connection with the wood, as to prevent a separation without destroying the component parts of both. The bow string is made of the sinew of some marine animal laid loose, in order to be twisted at pleasure, as the temperature of the
atmosphere may require to preserve it at a proper length. Thus is this very neat little weapon rendered portable, elastic, and effective in the highest degree, if we may be allowed to judge by the dexterity with which it was used by one of the natives at Port Discovery.

"We had little opportunity of acquiring any satisfactory information with regard to the public regulations, or private economy of these people. The situation and appearance of the places we found them generally inhabiting, indicated their being much accustomed to a change of residence; the deserted villages tended to strengthen the conjecture of their being wanderers. Territorial property appeared to be of little importance; there was plenty of room for their fixed habitations, and those of a temporary nature, which we now found them mostly to occupy, being principally composed of cross sticks, covered with a few mats, as easily found a spot for their erection, as they were removed from one station to another, either as inclination might lead, or necessity compel; and having a very extensive range of domain, they were not liable to interruption or opposition from their few surrounding neighbours.

LARGE PAST POPULATION

"From these circumstances alone, it may be somewhat premature to conclude that this delightful country has always been thus thinly inhabited; on the contrary, there are reasons to believe it has been infinitely more populous. Each of the deserted villages was nearly, if not quite, equal to contain all the scattered inhabitants we saw, according to the custom of the Nootka people; to whom these have great affinity in their persons, fashions, wants, comforts, construction of these their fixed habitations, and in their general character. It is also possible, that most of the clear spaces may have been indebted, for the removal of their timber and underwood, to manual labour. Their general appearance furnished this opinion, and their situation on the most pleasant and commanding eminences, protected by the forest on every side, except that which would have precluded a view of the sea, seemed to encourage the idea. Not many years since, each of these vacant places might have been allotted to the habitations of different societies, and the variation observed in their extent might have been comformable to the size of each village; on the site of which, since their abdication, or extermination, nothing but the smaller shrubs and plants had yet been able to rear their heads.
“In our different excursions, particularly those in the neighbourhood of Port Discovery, the scull, limbs, ribs, and back bones, or some other vestiges of the human body, were found in many places promiscuously scattered about the beach, in great numbers. Similar relics were also frequently met with during our survey in the boats; and I was informed by the officers, that in their several perambulations, the like appearances had presented themselves so repeatedly, and in such abundance, as to produce an idea that the environs of Port Discovery were a general cemetery for the whole of the surrounding country. Notwithstanding these circumstances do not amount to a direct proof of the extensive population they indicate, yet, when combined with other appearances, they warranted an opinion, that at no very remote period this country had been far more populous than at present. Some of the human bodies were found disposed of in a very singular manner. Canoes were suspended between two or more trees about twelve feet from the ground, in which were the skeletons of two or three persons; others of a larger size were hauled up into the outskirts of the woods, which contained from four to seven skeletons covered over with a broad plank. In some of these broken bows and arrows were found, which at first gave rise to a conjecture, that these might have been warriors, who after being mortally wounded, had, whilst their strength remained, hauled up their canoes for the purpose of expiring quietly in them. But on a further examination this became improbable, as it would hardly have been possible to have preserved the regularity of position in the agonies of death, or to have defended their sepulchres with the broad plank with which each was covered.

“The few skeletons we saw so carefully deposited in the canoes, were probably the chiefs, priests, or leaders of particular tribes, whose followers most likely continue to possess the highest respect for their memory and remains; and the general knowledge I had obtained from experience of the regard which all savage nations pay to their funeral solemnities, made me particularly solicitous to prevent any indignity which might be wantonly offered to their departed friends. Baskets were also found suspended on high trees, each containing the skeleton of a young child; in some of which were also small square boxes filled with a kind of white paste, resembling such as I had seen the natives eat, supposed to be made of the saranne root; some of these boxes were quite full, others were nearly empty, eaten
probably by the mice, squirrels, or birds. On the next low
point south of our encampment, where the gunners were airing
the powder, they met with several holes in which human bodies
were interred slightly covered over, and in different states of
decay, some appearing to have been very recently deposited.
About half a mile to the northward of our tents, where the
land is nearly level with high water mark, a few paces within
the skirting of the wood, a canoe was found suspended between
two trees, in which were three human skeletons; and a few paces
to the right was a cleared place of nearly forty yards round;
where from the fresh appearance of the burnt stumps most of its
vegetable productions had very lately been consumed by fire.
Amongst the ashes we found the sculls, and other bones, of
near twenty persons in different stages of calcination; the fire,
however, had not reached the suspended canoe, nor did it appear
to have been intended that it should. The skeletons found thus
disposed, in canoes, or in baskets, bore a very small proportion
to the number of sculls and other human bones indiscriminately
scattered about the shores. Such are the effects; but of the
cause or causes that have operated to produce them we remained
totally unacquainted; whether occasioned by epidemic disease,
or recent wars. The character and general deportment of the
few inhabitants we occasionally saw, by no means countenanced
the latter opinion; they were uniformly civil and friendly, with-
out manifesting the least sign of fear or suspicion at our
approach; nor did their appearance indicate their having been
much inured to hostilities. **

"It is not however very easy to draw any just conclusions on
the true cause from which this havoc of the human race pro-
ceeded, which must remain for the investigation of others who
may have more leisure, and a better opportunity, to direct such
an inquiry; yet it may not be unreasonable to conjecture, that
the present apparent depopulation may have arisen in some
measure from the inhabitants of this interior part having been
induced to quit their former abode, and to have moved nearer
the exterior coast for the convenience of obtaining in the imme-
diate mart, with more ease and at a cheaper rate, those valuable
articles of commerce, that within these late years have been
brought to the sea coasts of this continent by Europeans and
the citizens of America, and which are in great estimation
amongst these people, being possessed by all in a greater or less
degree."
CHAPTER XIII.

PORT TOWNSEND AND MOUNT RAINIER

ESTABLISHED in snug harbor at Port Discovery, with the work of overhauling and refitting of vessels and equipment in full swing, Captain Vancouver directs the detail examination and survey of the continental shore to the eastward, searching out each indentation and inlet as it appeared. Let the discoverer tell the story:

May 7, 1792: (From Vancouver's Narrative)

"As our several employments, on board and on shore, would still require some time before they could be fully completed; and as I was desirous of obtaining some further knowledge of this inlet, in order that, when the vessels should be ready, we might extend our researches without fear of interruption; I directed the 'Discovery's' yawl and launch, with the 'Chatham's' cutter, properly armed, and supplied with stores for five days, to be in readiness early the next morning. I committed to Mr. Broughton the charge of the ships, and to Mr. Whidbey that of the observatory and encampment, with directions to make a survey of the port, and such further necessary observations as circumstances would admit during my absence.

"Mr. Menzies, with two of the young gentlemen, accompanied me in the yawl, Mr. Puget commanded the launch, and Mr. Johnstone the 'Chatham's' cutter. With this arrangement, about five o'clock on Monday morning (May 7), we took our departure for the purpose of becoming more intimately acquainted with the region in which we had so very unexpectedly arrived. The day did not promise to be very auspicious to the commencement of our examination. That uninterrupted serenity of weather that we had experienced the last seven days, seemed now to be materially changed; the wind which, in the daytime, had constantly blown from the N. W. with light southwardly airs, or calms, from sunset until eight or ten o'clock in the forenoon, had now blown, since the preceding evening, a moderate gale from the S. E., and, before we had proceeded a mile from the ship, brought with it a very thick fog, through
which we steered keeping the starboard, or continental shore, on board, trusting that towards noon the fog would disperse itself and clear away.

"On our arrival in Port Discovery, we passed to the S. W. of Protection Island; another channel, equally as safe and convenient, we now found to the S. E. of it. Having rowed against a strong tide along the shore about 2 or 3 leagues to the N. E. from the entrance of Port Discovery, we rounded a low projecting point (later named Point Wilson), and though the fog prevented our seeing about us, yet there was no doubt of our having entered some other harbour or arm in the inlet that took a southwardly direction. Here I proposed to wait until the weather should be more favorable, and in the meantime to haul the seine; which was done, along the beach to the southward, with little success.

**THE SPACIOUS INLET OF PORT TOWNSEND**

"Prosecuting our labours as fishermen along the beach, we were led near a point similar to that we had passed, and distant from it about two miles; here the fog intirely dispersing afforded an opportunity of ascertaining its latitude to be 48° 7' 30", its longitude 237° 31½'. A very spacious inlet now presented itself, whose N. E. point, in a line with its S. W., being the point from which we had last departed, bore by compass N. 25 W., and seemed about a league asunder; Mount Baker bore N. 26° E.; a steep bluff point opposite to us, appearing to form the west point of another arm of this inlet, S. 87° E. about 4 miles distant; the nearest eastern shore S. 50° E. about 2 miles; and

"A very remarkable high round mountain, covered with snow, apparently at the southern extremity of the distant range of snowy (Cascade) mountains, before noticed, bore S. 45° E. (This is the first record of the discovery of Mount Rainier.)

"The shores of this inlet, like those in Port Discovery, shoot out into several low, sandy, projecting points, the southermost of which bore S. 9° E. distant about 2 leagues, where this branch of the inlet seemed to terminate, or take some other direction. Here we dined, and having taken the necessary angles, I directed Mr. Puget to sound the mid-channel, and Mr. Johnstone to examine the larboard or eastern shore, whilst I continued my researches on the continental shore, appointing the southermost low point for our next rendezvous. As we advanced, the country seemed gradually to improve in beauty,
The cleared spots were more numerous and of larger extent; and the remote lofty mountains covered with snow, reflected greater luster on the fertile productions of the less elevated country. On arriving near our place of rendezvous an opening was seen, which gave to the whole of the eastern shore under the examination of Mr. Johnstone, the appearance of being an island. For this we steered, but found it closed by a low sandy neck of land, about two hundred yards in width, whose opposite shore was washed by an extensive salt lake, or more probably by an arm of the sea stretching to the S. E. and directing its main branch towards the high round snowy mountain we had discovered at noon; but where its entrance was situated we could not determine, though conjecture led to suppose it would be found round the bluff point of land we had observed from our dinner station.

"In the western corner of this isthmus was situated a deserted Indian village, much in the same state of decay as that which we had examined at the head of Port Discovery. No signs of any inhabitants were discernible; nor did we visit it, it being expedient we should hasten to our appointed station as night was fast approaching, during which Mr. Johnstone did not join us; this led us to suppose he had found some entrance into the above lake or inlet that had escaped my notice; and which afterwards proved to have been the cause of his absence."

May 9, 1792: "Having determined the extent of this inlet, whose south extremity is situated in latitude 47° 59', longitude 237° 31'; at day-break, the next morning, we embarked in pursuit of the entrance into the lake or inlet that we had discovered the preceding evening. About this time, we heard and answered the report of a swivel gun. A very strong run of water was now observed, but being brackish we were under the necessity of carrying our kegs near a mile into the country to replenish them, not having found any fresh water since we left the ships. Whilst we were thus engaged, Mr. Johnstone came up. He had found a narrow channel into the inlet which had flattered him with returning by the isthmus that had opposed our progress; but to his great mortification he found it closed, and was obliged to keep rowing the greater part of the night, in order that he might join us by the same passage he had entered, which he had now just effected. Its southern entrance was found to be navigable for small boats only, from half flood to half ebb, and was dry at low water; but as its northern part
formed a snug little port, and, with its tide, seemed likely to be made useful in careening; Mr. Johnstone was induced to prosecute its examination. The survey of this inlet, which had occupied our time since the preceding day at noon, having been finally accomplished by the joining of the boats, it proved to be a very safe and more capacious harbour than Port Discovery; and rendered more pleasant by the high land being at a greater distance from the water-side. Its soundings also give it a further advantage, being very regular from side to side, from 10 to 20 fathoms depth of water, good holding ground; but, with respect to fresh water, so far as we could determine by our transitory visit, it was very deficient, as has been already observed. To this port I gave the name of Port Townshend, in honor of the noble Marquis of that name."

It will be recalled that "the noble Marquis—Townshend"—was one of the Commissioners of the British Board of Admiralty under whose authority and instructions Captain Vancouver was prosecuting his search for the Pacific portal of the hoped-for North-West Passage through America from the Atlantic.

The spacious inlet and harbor which Vancouver and Puget and Johnstone explored and charted May 7 and 8, 1792, was duly christened as "Port Townshend"—but in the course of the decades, following colloquial English usage, the "h" was informally dropped and finally officially eliminated. Hence the Port Townsend of today.

A GRUESOME OBSERVATION

Vancouver continues the narrative of May 7 and 8, as follows: "Mr. Johnstone, who had a much better opportunity than I had of seeing the above lake or inlet, represented it as appearing very extensive and divided into two or three branches; but he had not been able to determine its communication either with the ocean or the main inlet, although he had great reason to believe it did communicate by the way of the bluff point already mentioned; which about noon was confirmed. In our way thither, we found on one of the low points projecting from the eastern shore, two upright poles set in the ground, about fifteen feet high, and rudely carved. On the top of each was stuck a human head, recently placed there. The hair and flesh were nearly perfect; and the heads appeared to carry the evidence of fury or revenge, as, in driving the stakes through the throat to the cranium, the sagittal, with part of the scalp, was borne on their points some inches above the rest of the skull. Between
the stakes a fire had been made, and near it some calcined bones were observed, but none of these appearances enabled us to satisfy ourselves, concerning the manner in which the bodies had been disposed of.

"The situation of this point is a little to the southward of the narrow passage Mr. Johnstone had gone through; the north extremity of which is formed by a very long sandy spit, where seventeen of the long supported poles were seen like those before described on New Dungeness. These poles had frequently presented themselves, though in less numbers than on the present occasion; but though these afforded us an opportunity of examining them, they did not contribute the least instruction concerning the purpose for which they were intended. They were uniformly placed in the center of the low sandy spit, at the distance of about eighty yards from each other; and it should seem, that they were required to be of certain definite heights, although not all equally high. They were in general, about six inches in diameter at the bottom, and perfectly straight; and, when too short, a piece was added, which was very neatly scarfed on; the top of each terminating in two points like a crescent, or rather like the straight spreading horns of an ox. The tallest of these poles I should suppose to be about one hundred feet, the shortest not so high by ten or fifteen feet. Between several of them large holes were dug in the ground, in which many stones had been burnt, which gave these holes the resemblance of the cooking places in the South-Sea Islands. There was, however, no appearance of any recent operations of that kind.

MARROW-STONE POINT

"In most of my excursions I met with an indurated clay, much resembling fuller's-earth. The high steep cliff, forming the point of land we were now upon, seemed to be principally composed of this matter; which, on a more close examination, appeared to be a rich species of the marrow stone, from whence it obtained the name of Marrow-Stone Point. East of this cliff, the shore is extended about a quarter of a mile by one of those sandy projecting points we had so frequently met with. Here we dined, and had an excellent view of this inlet, which appeared to be of no inconsiderable extent. The eastern shore stretched by compass from N. 41° W. to S. 51° E.; the south extremity of the western shore, bore S. 25° E.; and, between these latter bearings, the horizon was occupied by islands, or land appearing much broken.
THE NAMING OF MOUNT RAINIER

"The weather was serene and pleasant, and the country continued to exhibit, between us and the eastern snowy range, the same luxuriant appearance. At its northern extremity, Mount Baker bore by compass N. 22° E.; the round snowy mountain, now forming its southern extremity, and which, after my friend Rear Admiral Rainier, I distinguished by the name of MOUNT RAINIER, bore S. 42° E."

TWO NOTABLE DAYS

These two days—May 7 and 8, 1792—are worthy of recognition, as the days when the historic port of entry of the Puget Sound Mediterranean—Port Townsend—and the crowning peak of the Cascade Mountains dominating the eastern horizon—Mount Rainier—were first introduced to the world of geographic science.

On these two notable days, while Vancouver was engaged in the explorations which revealed Port Townsend and Mount Rainier, Captain Robert Gray and the "Columbia," sailing and trading to the southward after the historic meeting of April 29th, discovered and entered the harbor whose entrance and existence Vancouver had overlooked on his northward voyage. Captain Gray named his discovery "Bulfinch's Harbor," honoring the name of one of the Boston merchants in whose service he was engaged. Later, by the insistence of officers and crew of the "Columbia," the harbor was designated in honor of its discoverer—Gray's Harbor. Five months later, in October, 1792, having received information of the Gray discoveries of this harbor and of the Columbia River, Vancouver directed detail explorations of both of these important North Pacific inlets and harbors as will appear in subsequent chapters of this narrative.
IT IS afternoon of Tuesday, May 8, 1792. The Vancouver coast survey parties have assembled for dinner and directions for further progress, upon the "sandy, projecting point" which extends the shore about a quarter of a mile east of the "high, steep cliff" which forms the point of land just designated as "Marrow-Stone Point."

The "Discovery" and "Chatham" lie at ease in Port Discovery, with Lieutenant Broughton, next to Vancouver in command, in charge of the various operations of overhauling and refitting the ships and their equipment. The master of the "Discovery," Joseph Whidbey—perhaps the most expert officer of the expedition in the science and practice of navigation—has been left to establish an observatory and conduct astronomical observations necessary to verify the accuracy of the instruments and processes of navigation science in the new world, after carrying them two-thirds way round the globe from old Greenwich. An unknown Mediterranean Sea, with perhaps a labyrinth of navigable inland waters, are to be examined and charted—and Joseph Whidbey is charged with the duty of establishing a new Greenwich in miniature at the Port Discovery encampment, to fix a true basis for the defining of locations by latitude and longitude as the permanent record of geographic science.

Since early Monday morning, May 7, the expedition has been divided into three survey parties—Captain George Vancouver, with the yawl and Lieutenant Peter Puget with the launch of the "Discovery," while Master James Johnstone directs the "Chatham's" cutter. They have advanced along the continental shore from Port Discovery to Port Townsend, and completed the examination, soundings and survey of the outlines of that capacious inlet and harbor, with its two coves extending to the southward. Now—Tuesday noon—they are at the outer easterly corner of the Port Townsend indentation; on the turning point in full view of the main ocean inlet, which
stretches before them to the southeast, into the unknown—perhaps to lead far into the continent, around the great snow-peak towards which its vista opens; perchance to prove the Pacific outlet of Carver's fabled "Oregon"—great river of the interior—and mayhap the Pacific exit of the long-sought "North-West Passage" from Hudson's Bay or the Great Lakes—and the Atlantic beyond!

THE EASTWARD MOUNTAIN BARRIER

During the nine days that have passed since Vancouver reached and entered the great Pacific gateway of the Straits of Juan de Fuca, the expedition has advanced almost a hundred miles eastward into the continent. Vancouver has constantly scanned the eastern horizon and observed the "snowy mountain range" rise with his eastward approach until it stood revealed as a mighty mountain barrier, apparently ending the eastward penetration of the ocean inlet he is tracing to its source. The "conspicuous, craggy" Mount Baker had been first observed, towering in the north-east, at the "north extremity" of the "snowy mountain range." And yesterday, as the horizon expanded to the south-east, another "very remarkable," "high round snowy mountain" rose in scenic grandeur, at the "southern extremity" of the mountain barrier.

Vancouver was not interested in this Cascade Mountain range and its mighty snow-peak sentinels merely as a landscape to thrill with its glories, and distinguish with the names of his lieutenant—Baker—and his old friend and Admiral—Rainier. To the eye of the scientific explorer and discoverer, the mountain silhouette as it rose upon the eastern horizon from day to day, and extended from north to south—marked the line of the barrier through which the inlet he was following from its Pacific gateway could not penetrate the continent beyond. Vancouver's constant thought and study as he viewed the eastward mountain range and its great peaks, was with the hope of finding a gap through the range, or a way around its extremities.

At this noon station, May 8, on the Marrow-Stone turning-point in the main ocean inlet, there is tremendous significance in Vancouver's record that the "eastern snowy range" formed a continuous mountain barrier, from Mount Baker (which "bore by compass N. 22° E."), "at its northern extremity," to Mount Rainier, "now forming its southern extremity" (and which bore S. 42° E."). By these mountain barrier observations and records Vancouver had practically demonstrated that any con-
siderable progress of the ocean passage into the continent, must be either toward the north-east, north of Mount Baker, or toward the south-east, south of Mount Rainier.

Captain Vancouver's scientific search called for demonstration of the southerly possibility first—always keeping the continental coast on the right and testing out every indentation and inlet. We shall understand the Vancouver narrative better if this unfailing method of survey and its objective be kept in mind. The journal for May 8, 1792, continues:

**SOUTHERLY UP THE MAIN INLET**

"Having finished all our business at this station (Marrow-Stone Point) the boats received the same directions as before" (i. e. "Mr. Puget to sound the mid-channel, and Mr. Johnstone to examine the larboard or eastern shore, whilst I continued my researches on the continental shore"); "and having appointed the western part of some land appearing like a long island, and bearing S. E. by S. 4 leagues distant, for our evening's rendezvous, we left Marrow-Stone Point with a pleasant gale, and every prospect of accomplishing our several tasks.

"The favorable breeze availed us but little; for we had not advanced a league before we found the influence of so strong an ebb tide that, with all the exertions of our oars in addition to our sails, we could scarcely make any progress along the coast. Towards sunset, both the wind and water materially changed; the former became light and variable, from the southern quarter, and brought with it incessant torrents of rain. We persevered however, in our endeavors to gain our destined point, but without success, until about eleven at night; when, having collected the boats by signal, we bore up for the western, which was nearest the shore, and landed about one in the morning, completely drenched. With some difficulty we got a fire, and found a tolerable place for our tents. This, though uncomfortable, protected us in some degree from the inclemency of the weather, which detained us all the next day.

May 9, 1792: "On Wednesday morning, we found ourselves near the south extremity of the narrow shoal passage through which Mr. Johnstone had passed from Port Townsend, in a very fine cover, affording good anchorage from 10 to 25 fathoms, excellent holding ground, and sufficiently capacious to accommodate many vessels. We traversed its northern shores, but could not find any water, except such as dripped in small quantities from the rocks. Whilst detained by this unfavorable
weather, some of the young gentlemen in their excursions found several oak trees, of which they produced specimens; but stated that they had not seen any exceeding three or four feet in circumference. In consequence of this valuable discovery, the place obtained the name of Oak Cove.

May 10, 1792: “The weather, in some measure clearing up soon after day-break on Thursday, we again embarked, and continued on the same western, or continental shore, making a very slow progress, owing to a strong ebb tide, and a fresh S. E. wind, against us.

“We had not been long out of Oak Cove, when we descried some Indians paddling slowly under the lee of a rocky point, with an apparent intention of waiting our approach. In this they were soon gratified, and on our arrival, they did not seem to express the least doubt of our friendly disposition towards them. They courteously offered such things as they possessed, and cordially accepted some medals, beads, knives, and other trinkets, which I presented to them, and with which they appeared to be highly pleased. We were now employed in taking such necessary angles as the weather permitted us to obtain, and in acquiring some further information of this inlet. It appeared to be divided into two branches, the most extensive one took its direction to the southeastward of land appearing like a long, low island; the other, apparently much less, stretched to the southwestward of the same land; the shores of which terminating in a high perpendicular bluff point, was, in consequence of the change we experienced in its neighbourhood, called Foulweather Bluff.

UP THE WESTERN ARM—HOOD’S CANAL

“As my intentions were not to depart from the continental boundary, the western arm was the first object of our examination; and we directed our course towards a high lump of land that had the appearance of an island, entertaining little doubt of finding a way into the south-eastern, or main arm, south of the supposed long low island. Off this point lie some rocks above water, with others visible only at low tide, extending at the distance of three-fourths of a mile, and nearly a mile along the shore. The country thereabouts presented a very different aspect from that which we had been accustomed to see. Instead of the sandy cliffs that form the shores within the straits, these were composed of solid rocks. On them the herbage and shrubs seemed to flourish with less luxuriance, though the trees appeared to form a much greater variety.
"Having landed about nine o'clock to breakfast, and to take the advantage of the sun and wind to dry some of our clothes, our friends the Indians, seventeen in number, landed also from six canoes about half a mile ahead of us, and then walked towards our party, attended by a single canoe along the shore; they having hauled up all the others. They now approached us with the utmost confidence, without being armed, and behaved in the most respectful and orderly manner. On a line being drawn with a stick on the sand between the two parties, they immediately sat down, and no one attempted to pass it, without previously making signs, requesting permission for so doing."

"In their persons, dress, canoes, etc., they much resembled the Indians of Port Discovery; they had not the most distant knowledge of the Nootka language, and it was with some difficulty that any of their numerals were acquired. They had not anything to dispose of excepting their bows, arrows, and some few of their woolen and skin garments; amongst the latter appeared to be the skin of a young lioness. These they exchanged for trinkets, and other things of little value, and in the traffic conducted themselves in a very fair and honest manner.

PORT LUDLOW AND PORT GAMBLE

"After we had embarked they examined the place where we had been sitting, and then paddled towards their village, which was situated in a very pleasant cove a little to the S. W. and built with wood, after the fashion of the deserted ones we had before seen. The wind blowing strong from the southward so much retarded our progress that at noon we had only reached the N. W. point of the arm we had been steering for, and which was not more than five miles from our station in Oak Cove, in a direction S. 14° E; its observed latitude was 47° 53', longitude 237° 36', Foulweather bluff forming the opposite point of entrance into the arm, bore east about half a league distant. The strength of the ebb tide obliged us to stop near two hours, and from its rapidity we were induced to believe, as we had before suspected, that either the eastern shore was an island, or that the tide had extensive inland communication.

"On the flood returning we resumed our route, and found our supposed high round island connected with the main by a low sandy neck of land, nearly occupied by a salt-water swamp. Into the bay, formed between this point and that we had departed from, descended a few small streams of fresh water; with which,
so far as we were enabled to judge, the country did not abound. This opinion was sanctioned by the Indians who visited us this morning, bringing with them small square boxes filled with fresh water, which we could not tempt them to dispose of. Hence this branch of the inlet takes a direction about S. W. ½ S. near 13 miles, and is in general about half a league wide. Its shores exhibited by no means the luxuriant appearance we had left behind, being nearly destitute of the open verdant spots, and alternately composed of sandy or rocky cliffs falling abruptly into the sea, or terminating on a beach; whilst in some places the even land extended from the water side, with little or no elevation. The low projecting points cause the coast to be somewhat indented with small bays, where, near the shore, we had soundings from 5 to 12 fathoms; but in the middle of the canal, though not more than 2 miles in width, no bottom could be reached with 110 fathoms of line.

DABOB BAY—QUILCENE

May 11, 1792: "We had not advanced more than 2 or 3 miles before we lost the advantage of the flood tide, and met a stream that ran constantly down. This, with a very fresh S. W. wind so retarded our progress, that it was not until Friday noon that we reached the extent above mentioned, which we found to be situated due south of our observatory in Port Discovery, in the latitude of 47° 39'. From this station, which I called HAZEL POINT in consequence of its producing many of those trees, the canal divides into two branches, one taking a direction nearly due north, the other S. W. We still continued on the right hand, or continental shore, and found the northern arm terminate at the distance of about seven miles in a spacious basin, where bottom could not be found with 70 fathoms of line. As we returned to take up our abode for the night at the S. W. point of this arm, we observed some smoke on shore, and saw a canoe hauled up into a small creek; but none of the inhabitants could be discovered, nor did we hear or see anything of them during the night.

* * * * * *

Meanwhile, on that fateful Friday, May 11, 1792, while Captain Vancouver and his associates were methodically making coast survey of the northern bays of Hood Canal, Captain Robert Gray and the "Columbia" were enacting the Pacific climax of American history on the other side of the Olympics, at the outlet of the Great River of the Northwest.
CHAPTER XV.

ANOTHER DAY OF DESTINY

MAY 11, 1792: Hail, the Columbia! Captain Vancouver and associates, with their little coast survey squadron, are tracing Hood Canal southwesterly from its junction with the main inlet, which they have followed east and south-east, more than a hundred miles inland from the straits gateway of the North Pacific.

On the other side of the Olympics, during the dozen of days that have elapsed since that historic meeting—and parting—off Cape Flattery on April 29th, Captain Robert Gray and the Columbia, have been writing a chapter of American history which reaches its page of glory on another day of destiny—May 11, 1792.

COLUMBIA CONQUERS COLUMBIA

It is part of the tale of three centuries reviewed in this story of the revealing of the mysteries of the Pacific North-West to the waiting world of commerce and civilization.

Almost from Pacific beginnings, while the "Straits of Anian" were developed from early sixteenth century imagination into the myth or mystery of a Juan de Fuca discovery in 1592, the traditions also began to gather about a "Great River of the North-West."

Drake—second circumnavigator of the globe—coasted the North Pacific in 1578, seeking an eastward opening and passage through the American continent, but this most daring captain in an age of adventure failed to reach or find either the great river or the fabled straits of the North-West.

Juan de Fuca, imaginative, if not imaginary Greek navigator in Spanish service—if he made the two North Pacific voyages set forth in his Venice tale to Michael Lok, and found in 1592 the great strait which thence-forward took his name—even this dim figure in the romance or reality of discovery, gave to the world neither fact nor fancy relating to any great river outlet.

In 1603, Martin D'Aguilar—an undoubted Spanish voyager and discoverer of the same period and employed under the same
authority imputed to Juan de Fuca—reached farthest north for Spain, discovered and named Cape Blanco, and claimed to have found indications of a great river to the northward.

After nearly two centuries of lapse Spain resumed the northwest search with Perez in 1774, but although he coasted northward to 54 degrees latitude and then explored southward—locating the harbor of Nootka Sound on the west coast of Vancouver Island—yet Perez observed neither Straits of Fuca nor Columbia River opening. It remained for Heceta and Quadra, with a second expedition in 1775, to give to the world the first real information concerning the supposed great river. As reviewed in Hanford's "Seattle and Environs", Heceta, "discovered an indentation in the coast which he named Assumption Inlet, and he gave Spanish names to the headlands on both sides of it. He noted indications of a river flowing into it, but lacking perseverance, he failed to discover that it was a mighty river. * * * The volume and power of its outflow made a current too strong for his ship to stem, and breakers warned of a barrier dangerous to approach. * * * The opportunity was his but he decided that the river was not navigable, and sailed away."

And so the doubtful river went on the Quadra chart after 1775 as the Rio San Roque or "St. Roc", flowing into "Assumption Inlet."

In 1778, the master navigator of the age, Captain James Cook, although examining the Coast northward from more than a hundred miles to the south of the Spanish interrogation point, was driven out to sea and passed the mouth of the great river without observing or noting any indications whatsoever.

JONATHAN CARVER'S CONTRIBUTION

The same year—1778—an American traveller, Jonathan Carver, published in London his "Travels throughout the Interior Parts of North America, in the years 1766, 1767 and 1768."

Carver asserted that there was a great river on the western coast; perhaps gathering his information from stories told by the Indians with whom he mingled during these years in the region of the upper Mississippi and around the head of the Great Lakes. Carver went to England in 1769 and had ample time and opportunity to supplement his Indian information with stories of Spanish sailors, and particularly the Heceta discoveries of 1775, before his publication in 1778. The authenticity of Carver's work was questioned from the outset. Oliver Wolcott of Connecticut—first Comptroller of the Treasury, later the
successor of Alexander Hamilton as Secretary of the Treasury, and the organizer of the U. S. Revenue Service—in 1792, writing to the geographer Morse, declared that Carver was too unlettered to have written his voluminous story of travel. And in 1906, Professor E. G. Bourne, in the American Historical Review, “proved beyond dispute that the bulk of Carver’s alleged narrative was merely a close paraphrase of Charlevoix’s Journal, La Hontau’s New Voyages to North America, and James Adair’s History of the American Indians.”

However, Carver’s distinct contribution to the Pacific North-west was the name “Oregon,” first appearing in his book of 1778 as the title of the then undiscovered great river of the North-West, and later applied to the whole territory that it drained. And the next known appearance of the name was in 1817, when William Cullen Bryant wrote into immortal Thanatopsis:

“Or lose thyself in the continuous woods
Where rolls the Oregon, and hears no sound,
Save his own dashings—yet—the dead are there.”

Jonathan Carver, like the author of the Juan de Fuca story of two centuries before, may have been romancer, plagiarist, even faker in the field of discovery, but they wrote upon the geographic tablets of the Pacific North-West, two names that live forever: Juan de Fuca—and Oregon!

MEARES’ DISAPPOINTMENT

After Captain Cook and his Spanish predecessors, came the decade of the fur-traders and among them Captain John Meares. Coasting southward from Nootka in 1788, with the “Felice Adventurer”, he had entered the great strait and “honored its original discoverer by naming it Juan de Fuca”; continuing southward, naming Tattooosh Island and Mount Olympus, he discovered, entered and named Shoalwater Bay. With the Quadra chart of Heceta’s discoveries before him, he looked in latitude 46° 10’ where the supposed great river was located, but saw only the headlands and the line of breakers across the entire opening. Renaming “Assumption Inlet” as “Deception Bay” and its north headland “Cape Disappointment”, Captain Meares sailed away from the Columbia entrance with the record in his journal.

“We can now with safety assert that no such river as that of Saint Roc exists as laid down in the Spanish chart.”
Vancouver's Honest Record

Next—and last before Gray came the scientific expedition commanded by Captain Vancouver. With the recent records and charts of Meares and Cook, Heceta and Quadra, added to three centuries of information and imagination, Vancouver sailed across the opening at a respectful distance. It was a fine Friday morning of April 27th, 1792, and by noon he is off the “very conspicuous point”, which he rightly presumes to be Meares’ “Cape Disappointment—and the opening to the south of it, Deception Bay.”

Then follows the record detailed in preceding chapters of mistaken judgment, which the honest navigator entered in his log, left unchanged and wrote into his published journal five years later, with full knowledge of his error:

“Not considering the opening worthy of more attention, I continued our pursuit to the North-West.”

“So ends” Vancouver’s own story of missing the Columbia River. No alibi of being “blown out to sea”; no excuse of “bad weather”, mist or fog, obscuring vision—on the contrary he takes pains to record that he sailed on to the North-West: “being desirous to embrace the advantages of the now prevailing breeze and pleasant weather, so favorable to our examination of the coast.”

Gray Takes Tide That Leads to Fortune

Two weeks later—and another Friday, fraught with fate to men and nations—dawns on the North Pacific. Captain Robert Gray and the good ship “Columbia” are first to breast the breakers and cross the bar to reveal the reality of the Great River of the North-West.

Since the historic meeting and conference between the “Boston Man” and the “King George Men”, off Cape Flattery April 29, 1792, we have followed Captain Vancouver, eastward up the great strait—now we shall accompany Captain Gray to the south in his search for the great river.

This is not Captain Gray’s first experience along the North Pacific Coast. It was in 1787 that the syndicate of Boston merchants, headed by Charles Bulfinch, sent out Captain John Kendrick with the ship “Columbia”, and Captain Robert Gray with the brig “Lady Washington”, directed to engage in the new and promising North Pacific fur trade. They sailed around Cape Horn and up the coast to Nootka Sound by September, 1788. In that vicinity they wintered, going out in the fur-trade with the spring of 1789. Exchanging commands in July, Captain
Gray, with the first American ship and cargo in Pacific commerce, sailed the “Columbia” back to Boston via China, arriving August, 1790—the first globe circumnavigation under the American flag. Although, it is said, the venture had not proved profitable, the Boston merchants directed a second voyage and sailing September 28, 1790, from Boston, Captain Gray and the “Columbia” returned to the North Pacific, arriving at Clayoquot Sound, June 5, 1791. Meanwhile, during the two years, (1789-91), Captain Kendrick with the “Lady Washington”, has also made a round trip to China with his 1789 furs; back in 1790 ready for the season of 1791, and off again for China, stopping at the Hawaiian Islands en route, October, 1791. Captain Kendrick during these two years has coasted both N. and S. from the Nootka vicinity, acquiring various tracts from the Indians between 47° and 51° latitude, and establishing trading posts—particularly one at Clayoquot Sound, south of Nootka.

Captain Gray, arriving at Clayoquot on his second voyage, June, 1791, doubtless had opportunity to meet Captain Kendrick before the latter’s departure for China. He traded for furs to the northward until August, then started south for winter quarters, but put back to Clayoquot and wintered there, building a house and the schooner “Adventurer”, launched February 23, 1792—the first American ship-building on the Pacific—promoting his mate, Robert Haswell, to Captain of the “Adventurer.” With the opening of spring in March, 1792, the schooner is sent fur-trading to the northward, while Captain Gray heads toward the south in the same business. Either then, or more probable, in the fall preceding, he had entered the Straits of Fuca, “only 50 miles” and “returned into the ocean the same way he had entered.” Gray knew of the supposed “great river” from the Spanish charts, and probably of Meares’ 1788 Deception Bay and Cape Disappointment. He had himself seen signs of a great river outlet on his southward trip in the fall of 1791, but with weather conditions forbidding attempt to enter. Now with the spring of 1792, he is determined for a second attempt.

CAPTAIN GRAY’S SECOND EFFORT

Without knowledge of the Vancouver expedition heading for the same vicinity Captain Gray in early April, sails southward almost to Cape Mendocino and examines the coast northward. On April 17th—the same day that Vancouver intercepted the California coast three hundred and fifty miles to the southward
we find the following reference, in an unofficial “log” from a diary kept by a young sailor on Gray’s ship:

“17. N. Latt. 44° 54’; ** * Sent the boat, under charge of 2nd officer, to examine an inlet abreast the ship, to see if there was safe anchorage, but was unsuccessful. A large canoe came alongside full of the natives. By their behavior the Columbia was the first ship they ever saw.”

This latitude was about seventy-five miles south of the actual Columbia River location. Captain Gray continued the search northward, and five days later, we have the following entry:

“22. N. Latt. 46° 39’. ** * Still beating about in pursuit of anchorage. Sent the boat inshore often, but could find no safe harbour. ** * Experienced strong currents setting to the southward. We have frequently seen many appearances of good harbours, but the currents and squally weather hindered us from a strict examination. However, Captain Gray is determined to persevere in the pursuit.”

By this time they have passed and are twenty-five miles north of the Columbia outlet. Captain Gray’s luck is no better than Meares’ four years before, nor that of Captain Vancouver less than a week later.

Then on April 29th came the meeting of the ships off Cape Flattery—the comparison of notes, and the paths of destiny that radiated east and south. Even with Captain Vancouver’s latest information that he too had examined the Columbia vicinity on the 27th, and found no signs of a great river, Captain Gray decides to resume the search. And southward he goes, trading on his way.

THREE TIMES AND IN

May 7th he discovers and enters Gray’s Harbor, naming it “Bulfinch’s Harbor.” He remains in that vicinity from the 8th to 10th. “Boit’s log” details a threatening episode with the Indians in Gray’s Harbor on May 8th. On the evening of the 10th, according to Captain Gray’s own log:

“At half-past seven, we were clear out of the bars, and directed our course to the southward along shore. At 8 P. M. the entrance of Bulfinch’s harbor bore north, distance four miles. ** * Sent up the main topgallant yard and set all sail.”

With the four o’clock morning watch comes the great entry:

(May 11, 1792): “At 4 A. M. saw the entry of our desired port bearing E. S. E., distance six leagues; in steering sails, and hauled our wind in shore.
“At 8 A. M., being a little to windward of the entrance of the harbor, bore away and run in E. N. E., between the breakers, having from five to seven fathoms of water.

“When we were over the bar, we found this to be a large river of fresh water, up which we steered.”

Truly—“There is a tide in the affairs of men, which taken at the flood leads on to fortune”—and Captain Robert Gray took that tide!

The rest of the record is interesting, but seems commonplace after the great accomplishment. As the Columbia proceeded inward:

“Many canoes came alongside. At 1 P. M. came to with the small bower, in ten fathoms, black and white sand; the entrance between the bars bore W. S. W., distance ten miles. The north side of the river, a half-mile distant from the ship; the south side of the same; two and a half miles distance; a village on the north side of the river W. by N., distant three-quarters of a mile. Vast numbers of natives came alongside; 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.”

The place where the “Columbia” found her location, was directly opposite Astoria, and the Indian village on the north, or Washington shore, near Chinook. Hanford’s history, from Boit’s log, relates that: “During the next few days a lively trade was carried on with the Indians, and the ship sailed up the river a distance of twelve to fifteen miles to where the channel was too narrow for the ship to bear against the current. The very superior size and quality of the salmon attracted special attention. Boit’s log mentions that the Indians brought some ‘fine salmon’ which they sold, “two for a board nail.” Also that “They appeared to view the ship with the greatest astonishment, and no doubt we was the first civilized people that they ever saw.”

Captain Gray named the great river “Columbia’s River”—after his ship and Nation.

Gray’s first discovery—by him named “Bulfinch’s Harbor”—was evidently changed by his officers to “Gray’s Harbor”, for Boit’s log notes: “Named the harbour we had left, after our Captain.”

And on these two discoveries rested National Destiny a half century later.
CHAPTER XVI.

UP HOOD CANAL WITH VANCOUVER

On the evening of May 11th, 1792, we left Captain Vancouver and his Lieutenants, Puget and Johnstone, with their miniature survey squadron in "abode for the night at the S. W. point" of the "spacious basin" at the head of the northern arm of Hood Canal. (Probably Pillar Point, about six miles south of Quilcene). They have examined and surveyed the "canal" and particularly its right, or continental coast, from the Port Ludlow vicinity to Hazel Point; there turning to the north into Dabob Bay, rounding it out and southward on the west shore to the place of evening encampment. All this on the great day of Captain Gray and the Columbia—the other side of the Olympics.

Notwithstanding the fact that Vancouver is out the five days for which he is provisioned, and more than fifty miles away from his ships and base of supplies at Port Discovery, he sees the ocean arm he is tracing to its head, stretching away indefinitely to the south-west—and with the spirit of the true explorer, presses on into the unknown. Again let us take imaginative passage on the Discovery's yawl with Captain Vancouver in command, accompanied by the surgeon-botanist, Dr. Archibald Menzies, and "with two of the young gentlemen," all in scientific observation, as they sail along up the west shore of Hood Canal, and the panorama of the unknown is progressively revealed.

Saturday, May 12, 1792: (Vancouver's Journal). "The next morning at four o'clock we again embarked. Having been supplied for five days only, our provisions were greatly exhausted, and the commencement of this, which was the sixth, threatened us with short allowance. Our sportmen had been unable to assist our stock; and the prospect of obtaining any supplies from the natives was equally uncertain. The region we had lately passed seemed nearly destitute of human beings. The brute creation also had deserted the shores; the tracks of deer were no
longer to be seen; nor was there an aquatic bird on the whole extent of the canal; animated nature seemed nearly exhausted; and her awful silence was only now and then interrupted by the croaking of a raven, the breathing of a seal, or the scream of an eagle. Even these solitary sounds were so seldom heard, that the rustling of the breeze along the shore, assisted by the solemn stillness that prevailed, gave rise to ridiculous suspicions in our seamen of hearing rattlesnakes, and other hideous monsters, in the wilderness, which was composed of the productions already mentioned, but which appeared to grow with infinitely less vigour than we had been accustomed to witness.

"To the westward and N. W. lay that range of snowy moun-
tains, (i.e. the Olympics), noticed the morning we spoke with the Columbia. These gradually descended in a southern direc-
tion, whilst the summit of the eastern range now and then ap-
pearing, seemed to give bounds to this low country on that side. Between the S. E. and S. W. country of a very moderate height seemed to extend as far as the eye could reach; (i.e. the Kitsap Peninsula); and, from its eminences and vallies, there was reason to believe that this inlet continued to meander a very consider-
able distance, which made me much regret that we were not pro-
vided for a longer excursion. Yet, having proceeded thus far, I resolved to continue our researches, though at the expense of a little hunger, until the inlet should either terminate, or so ex-
tensively open, as to render it expedient that the vessels should be brought up; which would be a very tedious and disagreeable operation, in consequence of the narrowness of the channel, and the great depth of the water. Soundings in some places only could be gained close to the shore; and in the middle no bottom had anywhere been found with 100 fathoms of line, although the shores were in general low, and not half a league asunder.

(Note—Lieutenant Puget, with the ship's launch, is proceed-
ing up mid-channel, taking soundings; Lieutenant Johnstone, with the Chatham's cutter is coasting and examining the lar-
board, or eastern shore; while Captain Vancouver with the yawl devotes himself to the starboard or continental shore. The journal is the net result of this triple observation of the "canal" and its shores).
"Having very pleasant weather, and a gentle favorable breeze, we proceeded, and passed several runs of fresh water. (i.e. Dosewallips, Duckabush, Hamma Hamma, etc.) Near one of the largest we observed our latitude at noon to be 47° 27'; (i.e. Lillewaup); and once again had the pleasure of approaching an inhabited country. A canoe, in which there were three men, went alongside the launch, and bartered a few trifles for beads, iron, and copper, but declined every invitation to come on shore. From Mr. Puget I learned, that they appeared to be very honest in their dealings, and had used their utmost endeavours to prevail on the party in the launch to attend them home, which he understood to be at the distance of about a league, and for which they seemed to make the best of their way, probably to acquaint their friends with the approach of strangers. Soon after we had dined a smoke was observed, near the supposed place of their residence; made, as we concluded, for the purpose of directing us to their habitations, for which we immediately set off, agreeably to their very civil invitation.

SKOKOMISH INDIAN SETTLEMENT

"An idea during this excursion had occurred to us, that part of the brute creation have an aversion to the absence of the human race; this opinion seemed now in some measure confirmed, by the appearance for the first time during the last three days, of several species of ducks, and other aquatic birds. I do not however mean, absolutely to infer, that it is the affection of the lower orders of the creation to man, that draws them to the same spots which human beings prefer, since it is highly probably that such places as afford the most eligible residence in point of sustenance to the human race, in an uncivilized state, may be by the brute creation resorted to for the same purpose.

"The habitations of our new friends appeared to be situated nearly at the extremity of this inlet, or where it appeared to take a very sharp turn to the S. E. still favoring our hopes of returning by the great eastern arm. These however vanished on landing, as we found its S. W. direction terminate in land, apparently low and swampy, with a shoal extending some distance from its shores, forming a narrow passage to the south-eastward into a cove or bason, which seemed its termination also in that direction.
"Here we found the finest stream of fresh water we had yet seen (i.e. Skokomish River); from the size, clearness, and rapidity of which, little doubt could be entertained of its having its source in perpetual springs. Near it were two miserable huts with mats thrown carelessly over them, protecting their tenants neither from the heat nor severity of the weather; these huts seemed calculated to contain only the five or six men then present, though previously to our quitting the boats we supposed a greater number of persons had been seen; those were probably their women, who on our approach had retired to the woods.

WELCOME BY ORIGINAL CLAM-DIGGERS

"These good people conducted themselves in the most friendly manner. They had little to dispose of, yet they bartered away their bows and arrows without the least hesitation, together with some small fish, cockles, and clams; of the latter we purchased a large quantity, a supply of which was very acceptable in the low condition of our stock. They made us clearly to understand, that in the cove to the S. E. we should find a number of their countrymen, who had the like commodities to dispose of; and being anxious to leave no doubt concerning a further inland navigation by this arm of the sea, and wishing to establish, as far as possible, a friendly intercourse with the inhabitants of the country, which from the docile and inoffensive manners of those we had seen appeared a task of no great difficulty, we proceeded to a low point of land that forms the north entrance into the cove. There we beheld a number of the natives, who did not betray the smallest apprehension at our approach; the whole assembly remained quietly seated on the grass, excepting two or three whose particular office seemed to be that of making us welcome to their country. These presented us with some fish; and received in return trinkets of various kinds, which delighted them excessively. They attended us to their companions, who amounted in number to about sixty, including the women and children. We were received by them with equal cordiality, and treated with marks of great friendship and hospitality. A short time was here employed in exchanges of mutual civilities. The females on this occasion took a very active part. They presented us with fish, arrows, and other trifles, in a way that convinced us they had much pleasure in so doing. They did not appear to differ in any respect from the inhabitants we had before seen; and some of our
gentlemen were of opinion that they recognized the persons of one or two who had visited us on the preceding Thursday morning; particularly one man, who had suffered very much from the smallpox. This deplorable disease is not only common, but it is greatly to be apprehended is very fatal amongst them, as its indelible marks were seen on many; and several had lost the sight of one eye, which was remarked to be generally the left, owing most likely to the virulent effects of this baneful disorder. The residence of these people here was doubtless of a temporary nature; few had taken the trouble of erecting their usual miserable huts, being content to lodge on the ground, with loose mats only for their covering.

JOHNSTONE REPORTS HEAD OF CANAL

"From this point, (i. e. Union City) which is situated nearly at the south extremity of the canal in latitude 47° 21', longitude 237° 6 1/2', little doubt existed of the cove terminating its navigation. To ascertain this, whilst I remained with these civil people Mr. Johnstone was directed to row round the projection that had obstructed our view of the whole circumference of the cove, which is about two miles; and, if it were not closed, to pursue its examination. Our former conjectures being confirmed, on his return we prepared to depart; and, as we were putting off from the shore, a cloak of inferior sea otter skins was brought down, which I purchased for a small piece of copper. Upon this they made signs, that if we would remain, more, and of a superior quality, should be produced; but as this was not our object, and as we had finished our proposed task sooner than was expected this morning, to the no small satisfaction of our whole party we directed our course back towards Port Discovery, from which we were now about 70 miles distant.

"A fresh northwardly wind, and the approach of night, obliged us to take up our abode about two miles from the Indians, some of whom had followed us along the beach until we landed, when they posted themselves at the distance of about half a mile, to observe our different employments; at dark they all retired, and we neither heard nor saw any thing more of them. The rise and fall of the tide, although the current constantly ran down without any great degree of rapidity, appeared to have been nearly ten feet, and it was high water 3 h. 50' after the moon passed the meridian."
BACK TO THE SHIPS AT PORT DISCOVERY

It was "a long, long way" to Port Discovery, back from the turning-point where Lieutenant Johnstone had reported to Vancouver the termination of the easterly bend of the canal-inlet they had followed southwesterly from the division of the main inlet by Foulweather Bluff. The little coast survey squadron of yawl, launch and cutter, directed by Captain Vancouver and his Lieutenants Puget and Johnstone, were already out six days from their base of supplies, with only provisions for a five days expedition. The narrative of the return trip is free of the descriptive enthusiasm which marked the outward journey into the unknown. Doubtless the three days required to reach and replenish their commissary from the ships at Port Discovery, had a depressing influence, along with the March weather of May 13-15, 1792, which Vancouver reports:

THE NAMING OF HOOD'S CANAL

May 13-15, 1792 (From Vancouver's narrative)

"Early on Sunday morning we again embarked; directing our route down the inlet, which, after the Right Honorable Lord Hood, I called HOOD'S CANAL; but our progress homeward was so very slow, that it was Monday afternoon (May 14) before we reached Foulweather Bluff. This promontory is not ill named, for we had scarcely landed when a heavy rain commenced, which continuing the rest of the day, obliged us to remain stationary. This detention I endeavoured to reconcile with the hope, that the next morning would permit some examination, or at least afford us a view of the great eastern arm, (i. e. Admiralty Inlet), before we returned to the ships; but in this I was disappointed. After waiting until ten o'clock in the forenoon of Tuesday (May 15) without the least prospect of an alteration for the better, we again set out with a fresh breeze at S. S. E., attended with heavy squalls and torrents of rain; and about four in the afternoon arrived on board (i. e. the ships in Port Discovery), much to the satisfaction I believe of all parties, as great anxiety had been entertained for our safety, in consequence of our unexpected absence.

"The swivels fired from our boat and that of the Chatham the morning after our departure (May 8), were heard on board, and were the cause of much alarm after the expiration of the time appointed for our return. Such attention had been paid to the several common occupations going forward when I left the ships, that I had the satisfaction to find every thing accomplished. But
THE CLIMAX OF A WORLD QUEST

from Mr. Whidbey I understood, that the weather had been so unfavorable to our astronomical pursuits, that he had not been able to obtain any lunar distances, though he had succeeded in ascertaining the rate of the chronometers. Having, however, acquired sufficient authority of this nature for correcting our survey, and carrying it further into execution, I determined to depart as soon as the weather should break up."

"WHO DUG HOOD'S CANAL?"

The preceding paragraphs give the official answer to this outstanding inquiry of the joke-smiths of Puget Sound, from time immemorial.

The writer ventures a reminiscence out of more than forty-two years memory of his first days in this region of the Puget Sound labyrinth of inland waters. Following the historic advice of Horace Greeley, he had gone West to the "jumping-off place" and found a life location at Seattle—"Queen City of Puget Sound." In the home of friends from the "old home-town in the East" the tenderfoot in his teens was given a welcome never to be forgotten. There he met an old Scotch marine engineer, ending his retiring years in the care and hospitality of a friend and shipmate of the pioneer years—Robert Moran. During those January days of 1885, I often sat beside old John Malcolm and listened eagerly to his yarns of travel and marine experience covering the coast from San Francisco to Alaska, with Puget Sound and its ramifications of inland waters in particular. In my thirst for information concerning the new North-West, I have no doubt that the old engineer was pestered with my questions, wise and otherwise.

The name "Hood's Canal" recurred frequently in the old man's relations of experiences—for he had been engineer on tugboats engaged in logging operations in that vicinity. I was a New Jersey lad, brought up on the banks of the Morris Canal, in a section where the Erie Canal, the Delaware and Hudson Canal, the Lehigh and Raritan Canals were household words and transportation land-marks. To me a "canal" was a waterway of human construction, and in my zeal for detail information, I asked in full faith the great question:

"Who was it that dug Hood's Canal?"

And the pioneer marine veteran, long transplanted from the land of the Caledonian Canal to the labyrinth channels of the Mediterranean of the Pacific, satisfied my curiosity forever with the all-sufficient answer:

"Why, my boy, it was the same Man that built Mount Hood!"
When Vancouver bestowed the name of "the Right Honorable Lord Hood" upon the largest inlet branching from the main ocean arm he was following inland, he intended to give the highest honor to the foremost figure of the British Admiralty he served. Five months later, when Lieutenant Broughton, by Vancouver's direction explored the Columbia River almost to the Cascades, and first beheld the great mountain sentinel that seemed to guard the gorge sixty miles eastward—the great snow-peak of old Oregon was also given the name of Britain's sea Lord. Thus Mount Hood stands with Hood Canal, a monumental memorial of the veteran Admiral of 1792, with already fifty years service in three naval wars; who was yet to add in the next decade his crowning achievement as commander-in-chief of the Mediterranean fleet against the traditional French foe.

Samuel Hood, later baronet and Viscount Hood, heads the line of a great name in British naval history through five generations in three centuries. Born 1724,—entered the Royal Navy 1741, Lieutenant in 1746, Commander in 1753, Post-Captain in 1756, he went through the naval conflicts of the Seven Years War with France (1757-63) with active commands under Admiral Rodney. In 1778 he was Commander of the great Portsmouth Dock-Yard and Governor of the British Naval Academy. Created a baronet and promoted to Rear-Admiral in 1780, Hood was second to Rodney in the unsuccessful campaign against the French fleet of DeGrasse in the North Atlantic before the British surrender at Yorktown in 1781; but in 1782 in the West Indies Rodney and Hood led the British fleet to triumph over DeGrasse. With the world peace of 1783, and Rodney in retirement, Hood was made Viscount, became Vice-Admiral in 1787 and in 1788 was named to the Board of Admiralty by William Pitt, the younger son of the great Earl of Chatham, now premier in his own right—Admiral Hood was not the "First Lord of the Admiralty". That political position was given by the brilliant young premier to his elder, but lesser brother, the second Earl of Chatham, with Hood as the real sea lord on this controlling Board of Admiralty. And in that capacity the name of Hood—after Chatham—leads the list in the authority and instructions which sent Captain Vancouver around the world to the North Pacific to solve the Northwest Passage problem of geographic science.

And Vancouver appropriately honored his veteran sea lord and chief, in the New World of his explorations and discoveries.
The historic name of Hood also "carried on" in the Old World. Beside Samuel Hood, there was his younger but hardly lesser brother Alexander Hood, whose career of fifty-nine years in the British Navy covered the same years and ranks and naval conflicts, becoming Viscount Bridport while his brother was made Viscount Hood. There were also two brothers, cousins of a younger generation, likewise named Samuel and Alexander Hood, who reached high commands under the Hood admiralties.

It was this younger Alexander Hood, with George Vancouver — both naval cadets of fourteen — who accompanied Captain James Cook on his great second voyage in thorough exploration of all the seas of the Southern hemisphere. And at forty, while Vancouver in broken health was completing the journal of his own great voyage of discovery and exploration in the North Pacific, and passing away before its publication, his cadet ship-mate with Cook—as Sir Alexander Hood—was Captain of the "Mars" on that great day of April 21, 1798, when the famous duel with the French "Hercule" was fought to the death. Captain Hood was mortally wounded early in the combat, but the defeated French Captain surrendered his sword to the dying Hood as he passed to the reward of valor.

Six score years and four generations later it was a Hood—fifth in lineal descent from Viscount Hood—who gave up his life in the cause of France, off the coast of Jutland in the greatest sea battle of the ages. As Rear Admiral of the 3rd Battle Squadron, Horace Alexander Hood with his lightly-armoured flag-ship, the battle cruiser "Invincible", proudly led the ten mile line of capital ships against the mighty foe. The "Invincible" drew the first fire of the powerful enemy, was torn asunder and sank with a thousand officers and men—but the German line was broken and the way made for victory.

"With her went Hood who had so finely upheld the tradition of his historic name."

And as the British memorial to this great name, from Viscount Hood of Vancouver's day, to Admiral Horace Hood of the "Invincible" sacrifice, with the lesson of Jutland in 1916, there was launched in 1918 the latest and largest type of British battle cruiser; 860 feet long, 104 feet beam, 41,200 tons displacement, heavily armored, and with 144,000 horse power driving 32 miles an hour—and fitly named "HOOD!"

Hood Canal and Mount Hood honor a historic lineage of fame and valor, in which the Pacific North-West has right to share.
CHAPTER XVII
THE INLAND SEA REVEALED

MAY 17, 1792: Returned from the nine days expedition which revealed Port Townsend and Hood's Canal, with their intricate coast line of bays and inlets, Captain Vancouver finds the "Discovery" and "Chatham" thoroughly overhauled and refitted. Under direction of Lieutenant Broughton, in the snug harbor of Port Discovery, "such attention has been paid to the several common occupations going forward when I left the ships, that I had the satisfaction to find everything accomplished." His ship-master, Joseph Whidbey, had not been so successful in checking of the instruments and processes of navigation and geographic science, due to the unfavorable weather for astronomical observations. Enough had been accomplished, however, to warrant Vancouver in concluding his chapter at Port Discovery with two pages of notations of hundreds of observations and chronometer comparisons, all leading to the scientific record that

"The longitude of the (Port Discovery) observatory, deduced from the mean result of the above observed distances of the moon and sun and stars, was 237° 22' 19"'—whereas the Discovery's chronometer, "by the Portsmouth rate showed 237° 51' "east of Greenwich"; also that

"The latitude of the observatory, by the mean result of nine meridian altitudes, was 48°, 2', 30""; while

"The variation by all our compasses, in eleven sets of azimuths, differing from 20° to 26°, gave their mean result—21° 30"."

Thus Vancouver fixed the geographic foundations of the Pacific Northwest, and upon them based his survey and charting of the unknown inland waters he was penetrating, "as well as that of the exterior coast of New Albion southward to Cape Mendocino." With the modesty of the true scientist, Vancouver summarizes:

"A part of this coast, prior to our visit, had been seen by different navigators, and the position of certain head lands, capes, etc. given the world. Several of these I have found myself under
the necessity of placing in different latitudes and longitudes, as well those seen by Captain Cook, as others laid down by the different visitors who have followed him. This, however, I have not presumed to do, from a consciousness of superior abilities as an astronomer, or integrity as an historian; but from the conviction that no one of my predecessors had the good fortune to meet so favorable an opportunity for the examination; under the happy circumstances of which I have been induced to assign to the several conspicuous head-lands, points, etc., the positions ascertained by the result of our several observations."

An interesting side-light on the scientific personnel of the expedition is thrown from the dry record of observations;

"Mr. Puget, nine sets taken between the 28th of March and the 9th of April;
"Mr. Whidbey, fifty-eight ditto, the 26th of March and 12th of June;
"Mr. Orchard, fifty-three ditto, ditto;
"Mr. J. Stewart, twenty-four ditto, the 27th of March and the 29th of April;
"Mr. Ballard, thirty-eight ditto, ditto;
"Myself, thirty-eight ditto, the 28th of March and the 5th of May."

Evidently these were the "officers and gentlemen" that were behind the guns of scientific search directed into the unknown of the North-West by George Vancouver.

VANCOUVER PURSUES THE QUEST

With ships refitted and scientific survey authority established, Vancouver determines to continue on his mission of discovery "as soon as the weather should break up"—after three days of "heavy squalls and torrents of rain" encountered at Foulweather Bluff on the way back from Hood's Canal to Port Discovery. "This did not happen until Thursday afternoon (May 17); when the tents and observatory were re-embarked, and everything got in readiness for sailing the next morning."

May 18, 1792: Another Friday start—with the "Discovery" and "Chatham" sailing to the northeast, out of Port Discovery:

"A light air from the S.E. and pleasant weather, favored our departures"—writes Vancouver. It was an early start, for the record continues: "and about breakfast time, the ship arriving at the entrance of the port, I landed on the east end of Protection Island in order, from its eminence, to take a more accurate view of the surrounding shores."
Take map or chart—or a memory bird's eye—and stand in fancy with Vancouver on the eminence at the east end of Protection Island, as he scans the surrounding shores, reviews the outlook and determines his course. The eastern horizon is blocked by the "snowy mountain range" from Mount Baker in the northeast to Mount Rainier in the south-east, with no likelihood of any ocean inlet penetrating the barrier between into the continent beyond. He has traced the continental shore easterly, south-easterly and southwesterly, 70 miles to the closed head of Hood's Canal—there is no hope in that direction. He has caught the vista up the main inlet, beyond Foulweather Bluff, stretching away to the southeast, towards Mount Rainier, apparently "forming the southern extremity" of the mountain barrier. Here is hope for realization of his great objective—the navigable passage into and perhaps through the continent—and Vancouver has already decided to press towards that hope in the southeast.

A NEW VISION IN THE NORTH

Now, as he stands on Protection Island, looking out to the northeast, along the bluff shore of Whidby Island towards Mount Baker—the apparent "northern extremity" of the eastward mountain barrier—then sweeping the northern horizon from northeast to northwest, Vancouver studies the distant shores and discovers that "they seemed much broken, particularly in the northern quarter, being there occupied by an archipelago of islands of various sizes."

Islands—and openings between them, with an unblocked horizon beyond—promising another hope of finding his great objective toward the north and east, if the south-east shall fail of realization. Vancouver cannot remain in suspense as to the reality of this northern opportunity, nor will he delay his progress toward the south-east, hence we find the record of his double determination:

"On my return on board, I directed Mr. Broughton to use his endeavors, in the Chatham, to acquire some information in that line (i.e. to the northward); whilst I continued my examination with the Discovery up the inlet which we had discovered in the boats, to the eastward of Foulweather Bluff; appointing the first inlet to the south-eastward of that point on the star-board or continental shore, as our place of rendezvous. We parted about noon in pleasant weather, and with a fine breeze directed our vessels agreeably to our respective pursuits."
THE CLIMAX OF A WORLD QUEST

UP THE SOUND TO SEATTLE

"As I had already traced the western shore in the boats, we now kept the eastern side on board, (i.e. Whidby Island), which, like the other, abounds with those verdant open places that have been so repeatedly noticed. On one of these beautiful lawns, nearly a league within the entrance of the inlet, about thirty of the natives came from the surrounding woods, and attentively noticed us as we sailed along. We did not discover any habitations near them, nor did we see any canoes on the beach. On the south side of the lawn were many uprights in the ground, which had the appearance of having been the supporters of their large wooden houses. We used our endeavours to invite these good people on board, but without effect. After advancing about 4 leagues up the inlet, the pleasant gale which had attended us from the N. W. died away, and a strong ebb making against us, we were compelled to anchor for the night in 18 fathoms water, about half a mile from the eastern shore."

From recorded compass bearings to various points, it would appear that Vancouver’s anchorage that night of May 18, 1792, was in the vicinity of Bush Point on Whidby Island.

May 19, 1792: "During the night, we had a gentle southerly breeze, attended by a fog which continued until nine o’clock on Saturday morning, when it was dispersed by a return of the N. W. wind, with which we pursued our route up the inlet; our progress was, however, soon retarded by the fore-topsail yard giving way in the slings; on examination it appeared to have been in a defective state some time. The spare fore-topsail yard was also very imperfect; which obliged us to get the spare main-top-sail yard up in its room; and it was a very fortunate circumstance, that these defects were discovered in a country abounding with materials to which we could resort; having only to make our choice from amongst thousands of the finest spars the world produced."

VANCOUVER’S PROPHETIC VISION

"To describe the beauties of this region, will, on some future occasion, be a very grateful task to the pen of a skilful panegyrist. 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 labour of the inhabitants would be amply rewarded, in the bounties which nature seems ready to bestow on cultivation."
“About noon, we passed an inlet on the larboard or eastern shore, which seemed to stretch far to the northward (i. e. Possession Sound); but, as it was out of the line of our intended pursuit of keeping the continental shore on board, I continued our course up the main inlet, which now extended as far as, from the deck, the eye could reach, though, from the mast-head, intervening land appeared, beyond which another high round mountain covered with snow was discovered apparently situated several leagues to the south of Mount Rainier, and bearing by compass S. 22 E. This I considered as a further extension of the eastern snowy range; but the intermediate mountains, connecting it with Mount Rainier, were not sufficiently high to be seen at that distance.”

This new “high, round mountain, covered with snow”, was Mount St. Helens, 110 miles southerly from Vancouver’s point of observation; whence it would be visible only “from the mast-head”, as Vancouver indicates, and within the long vista up nearly forty miles of Sound, from mid-channel opposite the south end of Whidby Island, over West Point, Alki Point and Point Robinson to the bend north of Tacoma. Vancouver notes this mountain peak later from points on the upper Sound between Tacoma and Olympia, but gave it no name at this time. After five months, during his explorations of Gray’s Harbor and the Columbia River, this snow-peak was again observed, located and identified as the un-named mountain first observed from Admiralty Inlet and Puget Sound. It was then given the title of Mount St. Helens, in honor of the British Ambassador at the Court of Madrid, who had just negotiated the treaty of peace with Spain.

Evidently Vancouver was so intent in his mast-head observation of the new mountain peak up the long southerly vista of the great inlet, and so fascinated by the beauties and possibilities displayed in the landscape on either hand, that he failed to note the Suquamish opening and its land-locked channels leading to the west and south. The Discovery went bowling along up mid-channel with the fine north-west wind—and the shores appeared unbroken on both sides. But before the afternoon was spent, a new outlook was revealed. Let the Vancouver narrative complete the story of May 19th to the anchorage opposite the future Port of Seattle, in the very entrance to Port Orchard and the destined Puget Sound Navy Yard. This is the record of the first entry of civilization and commerce into the harbor vicinity of the great port of the North Pacific:
THE CLIMAX OF A WORLD QUEST

THE PORT OF SEATTLE REVEALED

"Having advanced about 8 leagues from our last night's station, we arrived off a projecting point of land (i.e. Restoration or Bean Point), not formed by a low sandy spit, but rising abruptly in a low cliff about ten or twelve feet from the water side. Its surface was a beautiful meadow, covered with luxuriant herbage; on its western extreme, bordering on the woods, was an Indian village, consisting of temporary habitation, from whence several of the natives assembled to view the ship as we passed by; but none of them ventured off, though several of their canoes were seen on the beach. Here the inlet divided into two extensive branches, one taking a south-easterly, the other a south-westerly direction. Near this place was our appointed rendezvous with the Chatham; and, under a small island to the S.W. of us, (i.e. Blake Island), appeared an eligible spot, in which, with security, we might wait her arrival; but, on approaching it, we found the depth of water nowhere less than 60 fathoms, within a cable length of the shore. This obliged us to turn up towards the village point where we found a commodious roadstead; and about seven o'clock in the evening, anchored about a mile from the shore in 38 fathoms water, black sand and muddy bottom. The village point bore by compass N. 4° E., the nearest opposite shore of the main inlet (i.e. Alki Point) N. 52° E. about a league distant; and the direction of its southern extent S. E.; the above island, lying before the branch leading to the south-westward, bore from S. 36° E. to South, about half a league distant; and the appearance of a small inlet, or cove, (i.e. the entrance to Port Orchard), West, about the same distance."

"We had no sooner anchored than a canoe, in which were two men, paddled round the ship. We attempted to induce them, but they were not to be prevailed upon, to enter the vessel; and, having satisfied their curiosity, they hastily returned to the shore."

"Before the evening closed in, I proceeded to acquire some information respecting the small opening to the westward. It was nearly dark before I reached the shore, which seemed to form a small cove about half a mile in width, incircled by compact shores, with a cluster of rocks above water, nearly in its center, and little worthy of a further notice."

It was Saturday night, and Vancouver's failure in the darkness to find the narrow and winding channel into Port Orchard was not surprising. Sunday morning brought a new outlook.
CHAPTER XVIII
VANCOUVER VIEWS SEATTLE VICINITY

SUNDAY Morning—May 20, 1792. (Vancouver Narrative):
“Our situation being somewhat incommodeed by the meeting of different tides, we moved nearer in, and anchored in the same depth, and on the same bottom as before, very conveniently to the shore.

“Our eastern view was now bounded by the range of snowy mountains from Mount Baker, bearing by compass North, to Mount Rainier, bearing S. 54° E. The new mountain (i. e. St. Helens) was hid by the more elevated parts of the low land; and the intermediate snowy mountains in various rugged and grotesque shapes, were seen just to rear their heads above the lofty pine trees, which appearing to compose one uninterrupted forest between us and the snowy range, presented a most pleasing landscape.”

Vancouver’s anchorage and headquarters for the ensuing ten days was in the crescent cove under the protecting point between Port Blakely and the entrance to Port Orchard. He first called it “Village Point” because of the Indian village there found; before leaving on May 30, it was “distinguished by the name of Restoration Point, having celebrated that memorable event whilst at anchor under it.” (“Restoration Day”, commemorating the return of Charles the Second and the restoration of the monarchy after the Cromwell period, May 29, 1660). This is the official name to this date, but “Bean Point” is the common designation.

There is no record in Vancouver’s journal of any detail survey or naming of the bay which forms the harbor of the Port of Seattle. The chart which is part of his report, makes a fair showing of the shore outlines, indicating that the bay was circled and examined from small boats, sufficient to sketch its outline with reasonable accuracy. It was not important, from Vancouver’s standpoint, to pay any further attention to the east side of the Sound, than was necessary to demonstrate the closed end of every indentation. His search was always for an inlet penetrating the continent—and the Elliott Bay harbor of the future Seattle presented no possibilities of such eastward expansion.
The Vancouver narrative of May 20, 1792, continues with a word picture of the Olympics:

"Nor was our western view destitute of similar diversification. The ridge of mountains on which mount Olympus is situated, whose rugged summits were seen no less fancifully towering over the forest than those on the eastern side, bounded to a considerable extent our western horizon; on these however not one conspicuous eminence arose, nor could we now distinguish that which on the sea coast appeared to be centrally situated, and forming an elegant bi-forked mountain. From the southern extremity of these ridges of mountains, there seemed to be an extensive tract of land moderately elevated and beautifully diversified by pleasing inequalities of surface, enriched with every appearance of fertility."

VILLAGE POINT AND THE NATIVES

"In the meadow and about the village, many of the natives were seen moving about, whose curiosity seemed little excited on our account. One canoe only had been near us, from which was thrown on board the skin of some small animal, and then it returned instantly to shore.

"Towards noon I went on shore to the village point, for the purpose of observing the latitude; on which occasion I visited the village, if it may be so dignified, as it appeared the most lowly and meanest of its kind. The best of the huts were poor and miserable, constructed something after the fashion of a soldier's tent, by two cross sticks about five feet high, connected at each end by a ridge-pole from one to the other; over some of which was thrown a coarse kind of mat, over others a few loose branches of trees, shrubs, or grass; none however appeared to be constructed for protecting them, either against the heat of summer, or the inclemency of the winter. In them were hung up to be cured by the smoke of the fire they kept constantly burning, clams, muscles, and a few other kinds of fish, seemingly intended for their winter's subsistence. The clams perhaps were not all reserved for that purpose, as we frequently saw them strung and worn about the neck, which, as inclination directed, were eaten two, three, or half a dozen at a time. This station did not appear to have been preferred for the purpose of fishing, as we saw few of the people so employed; nearly the whole of the inhabitants belonging to the village, which consisted of about eighty or an hundred men, women, and children, were busily engaged like swine, rooting up this beautiful verdant meadow in quest of a species of wild onion, and two other roots, which in appearance
and taste greatly resembled the saranne, particularly the largest; the size of the smallest did not much exceed a large pea; this Mr. Menzies considered to be a new genus. The collecting of these roots was most likely the object which attached them to this spot; they all seemed to gather them with much avidity, and to preserve them with great care, most probably for the purpose of making the paste I have already mentioned."

"These people varied in no essential point from the natives we had seen since our entering the straits. Their persons were equally ill made, and as much besmeared with oil and different coloured paints, particularly with red ochre, and a sort of shining chaffy mica, very ponderous, and in colour much resembling black lead; they likewise possessed more ornaments, especially such as were made of copper, the article most valued and esteemed amongst them. They seemed not wanting in offers of friendship and hospitality; as on our joining their party, we were presented with such things as they had to dispose of; and they immediately prepared a few of the roots, and some shell fish for our refreshment, which were very palatable. In these civil offices, two men appeared the most active, and to be regarded by their countrymen as the most important persons of the party, were particularly assiduous to please. To each of them I made presents, which were received very thankfully, and on my returning towards the boat, they gave me to understand by signs, the only means we had of conversing with each other, that it would not be long ere they returned our visit on board the ship. This they accordingly did in the afternoon, with no small degree of ceremony. Beside the canoes which brought these two superior people, five others attended, seemingly as an appendage to the consequence of these chiefs, who would not repair immediately on board, but agreeably to the custom of Nootka advanced within about two hundred yards of the ship, and there resting on their paddles a conference was held, followed by a song principally sung by one man, who at stated times was joined in chorus by several others, whilst some in each canoe kept time with the handle of their paddles, by striking them against the gunwale or side of the canoe, forming a sort of accompanyment, which though expressed by simple notes only, was by no means destitute of an agreeable effect. This performance took place whilst they were paddling slowly round the ship, and on its being concluded, they came alongside with the greatest confidence, and without fear or suspicion immediately entered into a commercial intercourse with our people. The two chiefs however re-
quired some little intreaty before they could be induced to venture on board. I again presented them with some valuables, amongst which was a garment for each of blue cloth, some copper, iron in various shapes, and such trinkets as I thought would prove most acceptable. In this respect either my judgment failed, or their passion for traffick and exchange is irresistible; for no sooner had they quitted the cabin, than excepting the copper they bartered away on deck nearly every article I had given them, for others of infinitely less utility or real value; consisting of such things as they could best appropriate to the decoration of their persons, and other ornamental purposes, giving uniformly a decided preference to copper."

**PUGET SENT SOUTHWARD**

Captain Vancouver lost no time in prosecuting his main objective—the search for the North-West Passage leading into the continent. Even on the Saturday night of his arrival and anchorage under the "Village Point", and after his twilight cruise of the cove to the westward, we find from the narrative:

"On my return on board (the Discovery), I directed that a party, under the command of Lieutenant Puget and Mr. Whidbey, should in the launch and cutter, proceed, with a supply of provisions for a week, to the examination of that branch of the inlet leading to the south-westward; (i. e. west of the later determined Vashon Island); keeping always the starboard or continental shore on board; which was accordingly carried into execution, at four o'clock the next morning." (Sunday, May 20, 1792.)

With Puget and Whidbey thus dispatched for a week's coast survey to the southward, starting off with launch and cutter at "four o'clock in the morning"—the record shows that those remaining with the Discovery had no Sunday rest or holiday. The first ship repair work in the Puget Sound region was inaugurated, and the Port Blakely vicinity furnished the first timber that went into foreign or domestic commerce.

"Our carpenters were busily engaged in replacing the topsail yards with proper spars, which were conveniently found for that purpose.

"Some beer was brewed from the spruce, which was here very excellent"; (the "home brew" branch of the lumber industry, which had been initiated at Port Discovery).

"And the rest of the crew were employed in a variety of other essential services. The gentle N.W. wind generally prevailed in the day, and calms or light southerly breezes during the night."
CHAPTER XIX

SEATTLE AND PORT ORCHARD

MAY 21-24, 1792: Captain Vancouver and the “Discovery” are at anchorage close to the Indian village on the meadow point opposite the future Port of Seattle, in the sheltered cove which thus far has concealed its westward unfolding into another ample inlet—Port Orchard.

Lieutenant Broughton and the “Chatham” are on their northerly cruise from Port Discovery, testing out the openings through the San Juan Island group which broke the northern horizon of that morning outlook of May 18th from the eminence of Protection Island.

Lieutenant Peter Puget and Master Joseph Whidbey, heading an exploration party with the Discovery’s launch and cutter, are away to the southward, tracing the westerly branch of the main inlet into the unknown; provisioned for a week from their start on May 20th.

Vancouver’s narrative continues his observations and experiences in the Seattle and Port Orchard vicinity:

TRADING WITH THE NATIVES

“In the morning of the 21st, fell a few showers of rain, which were neither so heavy as to retard our business on shore, nor to prevent the friendly Indians paying us a visit on board. Convinced of our amicable disposition towards them, nearly the whole of the inhabitants, men, women and children, gratified their curiosity in the course of the day by paddling around the ship; for neither the ladies nor the children ventured on board. This was the case also with the generality of the men, who contentedly remained in their canoes, rowing from side to side, bartering their bows and arrows; which, with their woolen and skin garments, and a very few indifferent sea-otter skins, composed the whole of their assortment for trading; these they exchanged, in a very fair and honest manner, for copper, hawk’s bells, and buttons, articles that greatly attracted their attention. Their merchandise would have been infinitely more valuable to us, had it been comprised of eatables, such as venison, wild fowl or fish, as our sportsmen and fishermen had little success in either of these pursuits. All the natives we had as yet seen, uniformly
preferred offering such articles as composed their dress, arms, and implements, for sale, rather than any kind of food, which might probably arise, either from the country not affording them a super-abundance of provisions, or from their having early discovered that we were more curious than hungry.”

At this point in the Vancouver narrative we are brought face to face with the aborigines of the actual site and vicinity of Seattle.

“In the evening, some of the canoes were observed passing from the village to the opposite shore, (i.e. Alki Point and Seattle vicinity), for the purpose, as we supposed, of inviting their neighbors to partake of the advantages of our commerce. This was confirmed, the next morning, (May 22) by the return of our friends, accompanied by several large canoes, containing near eighty persons, who after ceremoniously paddling round the ships came alongside, without the least hesitation, and conducted themselves with the utmost propriety. The principal number of these evidently belonged to the other side of the inlet; they were infinitely more cleanly than our neighbours; and their canoes were of a very different form. Those of our friends at the village, exactly corresponded with the canoes of Nootka, whilst those of our new visitors were cut off square at each end; and were, in shape, precisely like the canoes seen to the southward of cape Orford, (on the Southern Oregon coast) though of greater length, and considerably larger. The commodities they brought for sale were trifles of a similar description to those offered by the other society; in all other respects, they corresponded with the generality of the few inhabitants of the country with whom we had become acquainted.”

There is real satisfaction in the record of this first excursion of the aboriginal Seattle Chamber of Commerce—eighty strong, in larger canoes of finer form—crossing the Sound on invitation of their Kitsap neighbors. The ceremonious canoe parade, paddling around the great ship from the outer world, offered a worth-while greeting to Vancouver and the Discovery. It is gratifying to know that these Seattle aboriginals “conducted themselves with the utmost propriety” in the presence of these distinguished first visitors from “civilization”. And then the simple record that “they were infinitely more cleanly” than their neighbors across the Sound!

We thank Captain Vancouver for that sanitary as well as salutary tribute. Seattle’s reputation as the healthiest location in the world rests on aboriginal records as well as modern statistics.
"On Wednesday (May 23rd) we had some lightning, thunder and rain, from the S.E.; this continued a few hours, after which the day was very serene and pleasant."

And still—from pioneers immemorial—"we never have thunder or lightning in this wonderful Puget Sound climate"—that is, hardly ever! The writer rang the changes on that immunity for three days on a westward trans-continental observation car thirty years ago—and the weather-man welcomed us at the city limits with an expose of the finest display of meteorological pyrotechnics. Of course, it was "unusual"; the "exception that proves the rule" of "no thunder and lightning on Puget Sound"—and Vancouver, the truthful chronicler, noted the first "exception" in 1792.

PORT ORCHARD REVEALED

"Some of our gentlemen having extended their walk to the cove I had visited the first evening of our arrival, found it to communicate by a very narrow passage, with an opening apparently of some extent. In consequence of this information, accompanied by Mr. Baker in the yawl, I set out the next morning to examine it, and found the entrance of the opening situated in the western corner of the cove, formed by two interlocking points about a quarter of a mile from each other; these formed a channel about half a mile long, free from rocks or shoals, in which there was not less than 5 fathoms water. From the west end of this narrow channel the inlet is divided into two branches, one extending to the S.W. about 5 or 6 miles, the other to the north about the same distance, constituting a most complete and excellent port, to all appearance perfectly free from danger, with regular soundings from 4 fathoms near the shores, to 9 and 10 fathoms in the middle, good holding ground. It occupied us the whole day to row round it, in doing which we met a few straggling Indians, whose condition seemed excessively wretched and miserable. The country that surrounds this harbour varies in its elevation; in some places the shores are low level land, in others of a moderate height, falling in steep low cliffs on the sandy beach, which in most places binds the shores. It produces some small rivulets of water, is thickly wooded with trees, mostly of the pine tribe, and with some variety of shrubs. This harbour after the gentleman who discovered it, obtained the name of PORT ORCHARD." (H. M. Orchard, one of Vancouver's scientific aides).
The writer has a keen appreciation of what it meant to Captain Vancouver and Lieutenant Baker that 24th of May, 1792, when “it occupied us the whole day to row around” the inlet first discovered by one of the “young gentlemen”—Mr. Orchard. His westward cove led to a winding channel which revealed the capacious land-locked basin of the future Puget Sound Navy Yard location.

Something like forty years ago, “when we were twenty-one”, a budding Seattle banker and a young surveyor set out late one spring-time Saturday afternoon for a week-end cruise around Port Orchard. With one of Budlong’s best, we pulled away from the float attached to the old “Windward” hull beached at the foot of Marion Street. It was exactly eight miles across Elliott Bay and Puget Sound to the vicinity of Vancouver’s 1792 anchorage. We enjoyed a fine “white ash breeze” all the way. An unexpected spring-time “tempest in a teapot” drove us to the beach under Vancouver’s “village point” where we spent the night in the protecting lee of a great log, with a friendly fire drying our drenched garments on Nature’s clothes-line. And “at four o’clock in the morning” we were off with the dawn of a Sunday that gave promise and realization of a day that made life worth while.

With all the zest of youth we too “occupied the whole day” in rowing up the winding channel and around the ever-revealing bays and channels of the Port Orchard side-chamber of the Puget Sound labyrinth. It was ninety-five years after Vancouver’s excursion but the beauty and somber silence of the forest environment were little variant from Vancouver’s observation. Twenty to thirty years before our visit there had been a decade of first-choice logging around the entire basin, but the trees left and the second growth of twenty years had almost restored the original fringe and back-ground of the landlocked bays and channels. Perhaps a dozen little clearings and cabins along the shore indicated the locations of “homesteaders”, but the bulk of the area had been pre-empted as timber lands for more than a quarter-century. On the south shore the first town-site, which I had projected with compass and chain a few months before, was beginning to materialize from a paper plat into a log float and a side-hill “slashing”—to become the town of Sidney, and with the years the city of Port Orchard, taking the Kitsap county-seat from old Port Madison.
PUGET SOUND NAVY YARD

Even in those "middle eighties" there were rumors and hopes of a Government Navy Yard to come sometime in the future—and with the civic rights of "twenty-one", we were land-hunting that Sunday, armed with township blue-prints showing three or four vacant "forties" which had escaped the pioneer loggers' attention—that is, they had overlooked the detail of securing title. We landed at two or three places adjacent to these vacancies, and wandered up the over-grown skid-roads of twenty years to the vicinity of our "prospects"—and there with our little hatchet blazed a few trees, made our constructive "pre-emption locations" and "posted our notices" on the trees—somewhere on the hillside near the later Charleston. And having emulated Vancouver by rowing around the entire inlet of Port Orchard from and returning to his place of anchorage at the Sound entrance, we came "to the end of a perfect day" with a continuance of the "white ash breeze" across the Sound and bay toward the mountain-side of jeweled lights that crowned the miniature Seattle as the "Queen City of Puget Sound", even in that day of pioneer hope.

Early Monday morning we were at the land office door and filed our "pre-emption notices"—but our zeal was satisfied by exploration, for neither of us ever went back to "prove up" on those remnant week-end locations. Ten years later the Puget Sound Navy Yard became a Port Orchard reality.

May 25, 1792: Captain Vancouver's sixth day at the anchorage of the Discovery under Restoration Point, across the Sound from the future Port of Seattle, at the entrance to Port Orchard, entered and explored the day preceding.

VANCOUVER CHARTS PORT ORCHARD ENTRANCE

The discoverer makes record of the somewhat difficult channel from the main Sound into the hidden bay where a hundred years later, the Puget Sound Navy Yard was destined to be established:

"The best passage into it is found by steering from the village point (Restoration) for the south point of the cove (Orchard Point), which is easily distinguished, lying from the former S. 62° W., at the distance of about 2½ miles, then hauling to the
N.W. into the cove, keeping on the larboard or S.W. shore, and passing it and the rocks in the cove; in this channel the depth of water is from 9 to 15 fathoms, gradually decreasing to 5 fathoms in the entrance into the port. There is also another passage round to the north of these rocks, in which there is 7 fathoms water; this is narrow, and by no means so commodious to navigate as the southern channel."

The navigator was thinking in terms of sailing vessels of a few hundred tons burthen—yet the channels Vancouver charted in 1792, serve a navy of steam and steel of which Vancouver could not have dreamed, with tenfold thousands of tonnage in a single craft, where the Discovery had hundreds. And the only aid to navigation that has been necessary to add to Vancouver's record of a century and a third ago, is the buoy and fog-signal on the rocks he charted.

INDIAN ITINERACY

"On my return to the ship (from the Port Orchard exploration on the 24th) I understood that few of our friendly neighbours had visited the vessel. The party was evidently reduced, and those who still remained having satisfied their curiosity, or being compelled by their mode of life, were preparing to depart with all their stock and effects. These it required little labour to remove, consisting chiefly of the mats for covering their habitations, however it may be convenient to pitch them; their skin and woolen garments, their arms, implements, and such articles of food as they had acquired during their residence; which, with their family and dogs, all find accommodation in a single canoe; and thus the party is easily conveyed to any station, which fancy, convenience, or necessity, may direct. The dogs belonging to this tribe of Indians were numerous, and much resembled those of Pomerania, though in general somewhat larger. They were all shorn as close to the skin as sheep are in England; and so compact were their fleeces, that large portions could be lifted up by a corner without causing any separation. They were composed of a mixture of a coarse kind of wool, with very fine long hair, capable of being spun into yarn. This gave me reason to believe that their woollen clothing might in part be composed of this material mixed with a finer kind of wool from some other animal, as their garments were all too fine to be manufactured from the coarse coating of the dog alone. The abundance of
these garments amongst the few people we met with, indicates the animal from whence the raw material is procured, to be very common in this neighborhood; but as they have no one domesticated excepting the dog, their supply of wool for their clothing can only be obtained by hunting the wild creature that produces it; of which we could not obtain the least information."

FINE WEATHER—FINEST SPARS

"The weather continued delightfully serene and pleasant; the carpenters had executed their task, and the topsail yards were replaced."

The Discovery is now rigged with the first spars from the world's finest ship timber resource—we have Vancouver's word for it: "a country abounding with materials to which we could resort; having only to make our choice from amongst thousands of the finest spars the world produces."

DEER FOR COPPER

"In the course of the forenoon on Friday (May 2), some of our Indian friends brought us a whole deer, which was the first intire animal that had been offered to us. This they had killed on the island, and from the number of persons that came from thence, the major part of the remaining inhabitants of the village, with a great number of their dogs, seemed to have been engaged in the chase. This and another deer, parts of which remained in one of their canoes, had cost all these good people nearly a day's labour, as they went over to the island (Blake) for this purpose the preceding evening; yet they were amply rewarded for their exertions by a small piece of copper not a foot square. This they gladly accepted as a full compensation for their venison, on which the whole party could have made two or three good meals; such is the esteem and value with which this metal is regarded."

TIDINGS FROM THE NORTH

Lieutenant Broughton had now been out exploring the unknown north his appointed week since the parting of the ships at Protection Island on the morning of May 18th. He was due at the rendezvous—"the first inlet to the south-eastward of Foulweather Bluff, on the star-board or continental shore".

And the Vancouver narrative records:

"About four in the afternoon, agreeably to our expectations, the Chatham was seen from the mast head over the land, and
about sun-set she arrived and anchored near us. Mr. Broughton informed me, that part of the coast he had been directed to explore, consisted of an archipelago of islands (i.e. the San Juan group) lying before an extensive arm of the sea stretching in a variety of branches between the N.W. north, and N.N.E. Its extent in the first direction was the most capacious, and presented an unbounded horizon.

"On due consideration of all the circumstances that had fallen under my own observation, and the intelligence now imparted by Mr. Broughton, I became thoroughly convinced, that our boats alone could enable us to acquire any correct or satisfactory information respecting this broken country; and although the execution of such a service in open boats would necessarily be extremely laborious, and, expose those so employed to numberless dangers and unpleasant situations, that might occasionally produce great fatigue, and protract their return to the ships; yet that mode was undoubtedly the most accurate, the most ready, and indeed the only one in our power to pursue for ascertaining the continental boundary."

* * * * *

The trackless paths that may lead to the great objective are now narrowing toward their climax of demonstration—either the "Northwest Passage" or the unbroken continental barrier!

Puget and Whidbey have been out in the southerly unknown almost their appointed week. What will be the tidings from the south when they return? A continuance of the inlet, a turn to the eastward and "an unbounded horizon"—such as Broughton reports to the northward? Or shall it be another closed end like Hood's Canal—and a backward track?

And what of that main arm of the inlet, which stretches away before him? "Taking a southeasterly direction" from "nearest opposite shore (Alki Point) about a league distant"—"leading towards Mount Rainier", and perhaps into the mountain gap which appears just south of the great snow-peak—what will it reveal?

These are the questions Vancouver ponders this night of May 24, 1792. The morrow may bring the great answer!
CHAPTER XX.

HIGH TIDE AT TACOMA

May 26, 1792: On this—one of the climax days of Captain Vancouver's four years "Voyage of Discovery"—he demonstrated the non-existence of the "North-West Passage" in its hitherto most promising prospect; unfolding the unknown until it revealed the harbor cul-de-sac at the head of the great ocean inlet he had traced a hundred and fifty miles from its Pacific portal—and in that revelation he gave to the world the port of a City of Destiny which should arise four score years in the future.

May 26th, 1792, was Discovery Day for the Port of Tacoma, as May 19th had been for the Port of Seattle, and Captain George Vancouver deserves full honors of discovery of these two great ports of Puget Sound.

Let the Vancouver narrative—the journal of discovery—tell the story of a great day; the first trip of record in the annals of civilization up Puget Sound from Seattle to Tacoma:

"The main arm of the inlet leading towards Mount Rainier still remained unexplored. It became evident from the length of time Mr. Puget and Mr. Whidbey had been absent, that the inlet they had been sent to examine (i.e. to the south-west), had led them to a considerable distance. We had no time to spare, and as it was equally evident none ought to be lost I directed that Mr. Johnstone in the 'Chatham's' cutter should accompany me in the morning in the 'Discovery's' yawl, for the purpose of examining the main arm; and that Mr. Broughton, on the return of our boats, which were now hourly expected, should take Mr. Whidbey in one of them, and proceed immediately to the investigation of that arm of this inlet, which we had passed on the eastern shore, stretching to the N. N. E. (i.e. towards Everett); and I desired that the 'Chatham' might be anchored within its entrance in some conspicuous place on the starboard side, where the 'Discovery' or the boats would easily find her, in case the result of my inquiries should render it expedient for the vessels to proceed further in that direction."
A SATURDAY SAIL—SEATTLE-TACOMA

"On Saturday morning (May 26) accompanied by Mr. Baker in the yawl, and favored with pleasant weather and a fine northerly gale, we departed and made considerable progress. Leaving to the right the opening which had been the object of Mr. Puget and Mr. Whidbey's expedition, we directed our route along the western shore of the main inlet, which is about a league in width; and as we proceeded the smoke of several fires were seen on its eastern shore. When about 4 leagues on a southerly direction from the ships (i.e. off Point Robinson), we found the course of the inlet take a southwesterly inclination, which we pursued about six miles with some little increase of width."

Picture that eighteen miles of Saturday morning's sailing with Captain Vancouver and Lieutenant Baker directing the "Discovery's" yawl, and Lieutenant Johnstone the "Chatham's" cutter—up the Sound hitherto traversed by naught but Indian canoes, holding close to the Vashon side, studying the east shore from Alki southeasterly; past Three Tree Point; turning Point Robinson and across the "increase of width southwesterly, headed for Brown's Point. And then this significant entry, indicating Vancouver's constant thought of the great objective:

"Towards noon we landed on a point on the eastern shore, whose latitude I observed to be 47° 21', round which we flattered ourselves we should find the inlet take an extensive easterly course. This conjecture was supported by the appearance of a very abrupt division in the snowy range of mountains immediately to the south of Mount Rainier, which was very conspicuous from the ship, and the main arm of the inlet appearing to stretch in that direction from the point we were then upon."

DINNER ON DASH POINT

Thus they land at Dash Point, a mile or two north of the more acute Brown's Point, around whose bluff heights the great mystery of the North-West Passage is to be unveiled. Vancouver has come two-thirds way around the world to search for an answer to the great question that lies obscured just around the point, a half hour ahead. But even the imminent demonstration of the North-West Passage does not interfere with the
regular noon order of the Englishman—for the record continues:

"We here dined, and although our repast was soon concluded, the delay was irksome, as we were excessively anxious to ascertain the truth, of which we were not long held in suspense. For 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, though its elevated summit was yet at a very considerable distance from the shore, with which it was connected by several ridges of hills rising towards it with gradual ascent and much regularity."

MOUNT RAINIER PICTURED

Even with the dashing of the navigator's hopes as the great mountain closed the vista of the ocean inlet, Vancouver did not fail to appreciate the splendor of the scene that confronted him. Barrier to the North-West Passage it was, but a vision of Nature's glory—"the Mountain that was God"—such as Vancouver had never before witnessed:

"The forest trees and the several shades of verdure that covered the hills gradually decreased in point of beauty until they became invisible; when the perpetual clothing of snow commenced, which seemed to form a horizontal line from north to south along this range of rugged mountains, from whose summit Mount Rainier rose conspicuously, and seemed as much elevated above them as they were above the level of the sea; the whole producing a most grand, picturesque effect. The lower mountains as they descended to the right and left, became gradually relieved of their frigid garment; and as they approached the fertile woodland region that binds the shores of this inlet in every direction, produced a pleasing variety."

* * *

In Vancouver's published journal of 1798, there is a full page engraving, entitled "Mount Rainier, from the South part of Admiralty Inlet." It appears that one J. Sykes accompanied the Vancouver expedition and made sketches of scenic features "taken on the spot"—including this of Mount Rainier. The engraving bears the imprint of John Landseer, Sculptor, father of three sons who made the name of Landseer most famous in nineteenth century art history.
TACOMA HARBOR CIRCLED

The "extensive circular compact bay" in which the ocean inlet Vancouver had followed inland for 150 miles, appeared to terminate, was Commencement Bay, so named by Commodore Wilkes in 1841, and upon the southerly shore of which Tacoma was located and named in 1867.

On this Saturday afternoon of May 26th, 1792, Captain Vancouver and Lieutenant Johnstone, with yawl and cutter,—accompanied by a dozen Indians who had appeared at the Dash Point dinner and escorted in their canoes—such was the miniature and motley squadron that encircled the harbor of the future Tacoma, and continued northwesterly along the shore to Point Defiance. (Named by Wilkes in 1841 survey.)

Vancouver's narrative describes the circuit: "We now proceeded to the N. W. in which direction the inlet from hence extended, and afforded us some reason to believe that it communicated with that under the survey of our other party (i. e. Puget and Whidbey). This opinion was further corroborated by a few Indians, who had in a very civil manner accompanied us some time, and who gave us to understand that in the northwestern direction this inlet was very wide and extensive; this they expressed before we quitted our dinner station, by opening their arms, and making other signs that we should be led a long way by pursuing that route; whereas, by bending their arm, or spreading out their hand, and pointing to the space contained in the curve of the arm, or between the fore-finger and thumb, that we should find our progress soon stopped in that direction which led towards Mount Rainier. The little respect which most Indians bear the truth, and their readiness to assert what they think is most agreeable for the moment, or to answer their own particular wishes and inclinations, induced me to place little dependence on this information, although they could have no motive for deceiving us." * * *

INDIAN INFORMATION PROVES TRUE

"The first information of the natives, we found perfectly correct; and it was not long before we had every reason to give credit to the second, by finding the inlet divided into two branches, one taking a northerly direction towards the ships, giving that, which, in the morning, we had considered to be the western shore of the main inlet, the appearance of an island
(Vashon), 8 or 9 leagues in circuit; the other stretched to the southwestward; and into which ran a very strong tide. Although there was little doubt of our having been preceded in the examination of this branch, yet, as the strength of the influx indicated its extremity to be at some distance, I determined, as we were well supplied for the excursion, to embrace the advantage of so favorable an opportunity of keeping the larboard shore on board, and of examining such inlets as might be found leading to the left; that, in the event of Mr. Puget having been unable to accomplish the task assigned him, our survey might be completed without another expedition into this region. With the assistance of the strong tide, we rapidly passed through a fair navigable channel, near half a league wide, with soundings from 24 to 30 fathoms, free from any appearance of shoals, rocks, or other interruptions. The eastern shore was found nearly strait and compact; but on the western, three wide openings were seen, whose terminations were not distinguishable; and the strength with which the tide flowed into the two northernmost, induced us to consider them as very extensive.

THROUGH THE NARROWS TO "UPPER SOUND"

"Having advanced in a direction S. 32° W. about 3 leagues from the south, or inner point of entrance, into an opening, situated in latitude 47° 19'/2', longitude 237° 42', we halted about eight in the evening for the night, on a small island, lying about a mile from the eastern shore."

On this small island (Ketron), off the site of the future Steilacoom, we leave Vancouver at the day and week's end. The chapters that follow will relate the experiences and discoveries by Puget and Whidbey during the week preceding, and by Vancouver during the three days that followed, altogether discovering and defining the labyrinth of bays and inlets that form the "upper Sound," above the Narrows, southwest of Tacoma.

* * *

Meanwhile—let the record stand at "the end of a perfect day"—May 26, 1792—on which George Vancouver failed of the "Northwest Passage," but gave to the world the harbor of the destined Port of Tacoma—and the first picture of Mount Rainier!
CHAPTER XXI.

STEILACOOM TO OLYMPIA

BEFORE darkness closed down on the Vancouver-Baker-Johnstone party, "halted about eight in the evening, for the night, on a small island, lying about a mile from the eastern shore," the commander reviewed his situation and progress.

Since the dinner on Dash Point, they had encircled Commencement Bay and beheld its Puyallup Valley vista to the base and heights of Mount Rainier; continuing northwesterly along the bluff shore of the future Tacoma to Point Defiance, they had observed the West Passage, opening northerly behind Vashon Island toward the ships anchored in the Seattle-Port Orchard roadstead; they had followed its southerly extension above Point Defiance, through the swift-running Narrows, and on southwesterly, tracing the "straight and compact" eastern shore "about 3 leagues" to the north end of Ketron Island, just off the site of the future town of Steilacoom. In this southwesterly progress Vancouver had noted "on the western, three wide openings * * * whose terminations were not distinguishable; and the strength with which the tide flowed into the two northernmost, induced us to consider them as very extensive."

These "two northernmost" openings were Hale's Passage and Carr's Inlet, with Fox Island between, and the strong tide flowing through them served the spacious reach of Henderson Bay to the northwest. McNeil Island lay between Carr's Inlet and the third westward opening of Balch Passage, south of which was Anderson Island. (All of these names given by later explorers.) From his night camp on Ketron Island Vancouver looked northwesterly across the two miles of main inlet into the opening of Balch Passage between McNeil and Anderson Islands. With this review of his location, pictured in modern terms, we can better appreciate the Vancouver narrative of Saturday evening, May 26, 1792:

"The general character of the situation in which we had now arrived, indicated it to be a continuation of the main branch of
the inlet, we had been thus long navigating. The insulated appearance of its western side, the rapidity of the flood tide, and its increasing width, gave us reason to suppose we should find it still more extensive. Whilst employed in arranging our matters for the night, we discovered, coming out of the southernmost opening, two small vessels, which, at first, were taken for Indian canoes, but on using our glasses, they were considered to be our two boats. The evening was cloudy; and, closing in very soon, prevented a positive decision. The original idea was, however, somewhat confirmed on firing two muskets, which were not answered."

"PASSED IN THE NIGHT"

The "two small vessels," mistaken for Indian canoes, "discovered coming out of the southernmost opening" (i.e. Balch Passage), were in fact the "Discovery's" launch and cutter, with the Puget-Whidbey division of the expedition, returning from their week of exploration in the southwesterly unknown, and hastening northward back to the ship's anchorage opposite the future Seattle.

It is not to be wondered that, at more than two miles distance and in the gathering darkness, Vancouver was uncertain of their identity, and when there was no response to his musket salute, concluded they were Indian canoes. Meanwhile, (as later reported), from their viewpoint coming out of Balch's Passage and turning north close to McNeil Island, Puget and Whidbey "distinctly saw our fire" across the two miles of inlet on the Ketron Island shore; "but as they did not hear the report of the muskets, concluded it a fire of the natives, not having the least idea of any of our boats being in that neighborhood."

Thus, in mutual ignorance of each other's whereabouts, the Puget-Whidbey party sailed—or rowed—on through the night, thirty miles and more, northerly through the Narrows and the West Passage, back to the ships by early Sunday morning; while Vancouver and his assistants spent the night at their Ketron Island camp, preparing for an early start, on into the southwesterly unknown, with the dawn of Sunday.

ON TO NISQUALLY

May 27, 1792: (Vancouver Narrative) "During the night, we had some rain, with a fresh gale from the S. E. which abated by the morning; the rain still continued, but not so
violently as to prevent our proceeding. At four o'clock on Sunday morning, we again embarked, and steered about S. W. by S.; in which direction the inlet seemed to stretch to some distance; and the appearance of the southern land gave rise to an opinion of its terminating in a river (i. e. the Nisqually). The space we had so considered was, by seven o'clock, proved to be a low swampy compact shore, forming the southern extremity of the inlet in this direction, about two leagues from our last resting place. The inlet here terminated in an expansive though shallow bay, across which a flat of sand extended upwards of a mile from its shores; on which was lying an immense quantity of drift wood, consisting chiefly of very large trees (Nisqually Flats). The country behind, for some distance, was low, then rose gradually to a moderate height; and, like the eastern shores of the inlet, was covered with wood, and diversified with pleasant inequalities of hill and dale, though not enriched with those imaginary parks and pleasure grounds we had been accustomed to behold nearer to the sea coast; the whole presenting one uninterrupted wilderness."

The inlet did not terminate at the delta of tree-strewn flats which marked the mouth of the Nisqually River, but described a quarter circle from north-east to north-west in the "expansive though shallow bay" at the river outlet. The narrative continues:

"From hence the direction of the inlet was about N. W. by N., still preserving a considerable width; the western shore appearing to be formed by a group of islands. Our progress was a little retarded by the rain in the forenoon; but, about mid-day the clouds dispersed, though not sufficiently early to procure an observation for the latitude. We had now reached a point on the larboard shore, where the inlet was again divided into two other large branches, one leading to the south-westward (i. e. Dana Passage), the other towards the north (i. e. Case's Inlet). As my plan was to pursue the examination of the larboard shore, the south-west branch became our first object. This we found divided into two narrow channels, leading to the southward (i. e. South Bay and Budd's Inlet), with the appearance of two small coves to the northward (i. e. Peale and Squaxin Passages). Up the westernmost of the former (Budd's Inlet), about six miles, we took up our abode for the night, which was serene and pleasant."
FARDEST SOUTH AT OLYMPIA

That "serene and pleasant" night of May 27th, 1792, was spent by Vancouver and his party in the vicinity of Priest Point Park, or perhaps of the attractive west-side cove opposite. The record simply discloses that they had progressed "about six miles" southward up Budd's Inlet, which was being traced to its termination—following the great quest for a possible North-West Passage penetrating the continent. In this scientific search, the Port of Tacoma was revealed but yesterday at the southerly end of the main ocean inlet; and on this "serene and pleasant" Sunday evening, the Port of Olympia is unfolding as they approach the southernmost reach of the Inland Sea. But whether it was a terminal port or a canal entrance leading on into the great unknown, remained for the morning's demonstration, as "we took up our abode for the night."

"Early in the morning (May 28, 1792) we again started, and soon found the canal to terminate about a league from the place where we had slept the night before."

And so this southernmost and perhaps last hope of penetrating the continent with a navigable river or inlet, came to a closed end, "as the rest had done, in low swampy ground, with a shallow sandy bank extending to some distance into the canal."

* * *

The Port of Olympia and the Capital City of the State of Washington are the southern monuments of the spot where Vancouver's scientific search dissolved the pictured Pacific portal of a visioned waterway to the Atlantic—into a swamp and a sand-bank.

COOL RECEPTION AT THE CAPITAL

It was an unseemly hour—long before breakfast, for Vancouver had the "four o'clock in the morning" habit of starting his day's work. The reception committee of the future state capital had no advance notice of the coming of the distinguished visitors. Probably Puget and Whidbey had made the discovery of Olympia three or four days before, and the natives were not prepared for so speedy an encore. In any event the Vancouver narrative faithfully records his 5:30 a.m. Olympia reception: "Here we met, as had been frequently the case, a few miserable Indians in their temporary habitations; these either had nothing to dispose of, or were not inclined to have intercourse.
with us; the latter seemed most probable, as our visit was not attended with that cordial reception we had generally experienced. This however might have been occasioned by our having disturbed them unusually early from their rest; we made them some presents which they accepted very coolly, and having satisfied ourselves with the extent of the inlet in this direction we returned, and about nine o’clock landed to breakfast about two miles within the main entrance of the south-west branch.”

VANCOUVER TURNS NORTHWARD

That before-breakfast, Monday morning, vision of the future Olympia, was the turning point of the Vancouver expedition. The voyage of discovery had traced the various southwesterly and southerly ramifications of the Mediterranean labyrinth to their southernmost extremity of navigability from the ocean gateway. Captain Vancouver had demonstrated that there was no Pacific entrance to any “North-West Passage” in this direction. The scientific search must now be continued to the northward, tracing every easterly opening and inlet that might be revealed. Two of these he knew to exist—the northeasterly opening (i. e. toward Everett) passed by on May 19th in his progress up the main inlet to the roadstead anchorage opposite the future Port of Seattle; also the “unbounded horizon” of the Inland Sea revealed by Broughton’s cruise of the “Chatham” through the San Juan Archipelago. These two north-easterly openings were the next order of business in Vancouver’s prosecution of the great objective—a water passage through the American continent from the North Pacific to the North Atlantic.

From this truly Olympic turning-point of destiny Vancouver heads northward into an unknown which is to lead him through a thousand miles of inland passages to the head of Lynn Canal in S. E. Alaska, and also another thousand of open ocean and sounds and inlets westward to the Aleutian extension of the Alaska peninsula, with scores of continental bays and inlets, each to be traced and retraced its scores of miles to a closed end demonstration. That long trail over the trackless deeps, stretching away through three seasons and more than two years of exposure and exploration—lies ahead of Vancouver as he turns northward from the Olympia sand-bank where the southeasterly hope of the North-West Passage was forever barred and buried.
STEILACOOM TO OLYMPIA

BACK TO THE SHIPS

Let the Vancouver narrative continue the story of May 28th, 1792:

"Early in the morning we again started, and soon found the canal to terminate *** in low swampy ground, with a shallow, sandy bank extending to some distance into the canal. *** Having satisfied ourselves with the extent of the inlet (i. e. Budd's) in this direction, we returned and about nine o'clock landed to breakfast about two miles within the main entrance of the south-west branch." (This was probably the first tea-party at the second "Boston Harbor"—the name given a century later to the Vancouver’s breakfast vicinity.)

"We left behind us to the westward the appearance of two or three small islands or points, that might form similar inlets to those we had already examined, leading to the south. These could be of little extent, as scarcely any visible tide was found in the narrowest parts." (i. e. Eld Inlet to Mud Bay and Squaxin Passage to Totten and Hammersley Inlets and to Pickering Passage—all named by later explorers.)

"From the length of time also that the other boats had been absent previous to our departure from the ships, together with the appearance and direction of the inlet, I entertained little doubt that the greater part of what we had seen, as also that which we were now leaving unexplored, had undergone the examination of Mr. Puget and Mr. Whidbey. This induced me to return on board (Discovery), considering we were now passing our time to little purpose; and as the branch of the main inlet before us stretching to the northward (i. e. Case’s Inlet), presented every prospect of communicating with some of those we had passed on Saturday evening, we pursued that route."

THE LURE OF THE LABYRINTH

In this vicinity—Johnson’s Point—Vancouver was misled by the intricacies of the upper Sound labyrinth. Assuming that the expansive "branch of the main inlet before us stretching to the northward," will communicate eastward through the (Balch, Carr or Hale) openings into the main inlet, he sails on up Case’s Inlet and its extended North Bay, about fifteen miles to its closed north extremity; finds no eastward opening and is compelled to retrace the fifteen miles. Had he but turned Johnson’s Point and proceeded south-easterly about three miles toward the Nisqually bend, he would have found the Drayton-Balch Passage eastward opening into the main inlet.
Before making this thirty mile, "dead-end" cruise Vancouver makes scientific record of his farthest south turning point:

"The situation we quitted this morning, according to my survey, was in latitude 47° 3', longitude 237° 18', about 17 leagues from the sea coast of New Albion, towards which, from the moderate height of the country, there could be little doubt of an easy intercourse by land."

Something of Vancouver's accuracy in the mathematics of navigation, is indicated by this modest notation that his situation at the head of Budd's Inlet was "about 17 leagues from the sea coast." The actual distance, as determined by the government land surveys of three-quarters of a century later, is 60 land miles or 52 nautical miles from Olympia to the ocean coast line outside Gray's Harbor.

The Vancouver narrative of the northward journey, back to the ships, continues: "About noon we landed on a point of the eastern shore (of Case's Inlet), whose latitude is 47° 15'/2', longitude 237° 17'/2'. From hence we proceeded with a pleasant southerly gale, to ascertain if any communication existed, as we had before conjectured. The further we advanced the more doubtful it became, until at length about 3 leagues north of the above point, it terminated like all the other canals in a shallow flat before a low swampy bog."

This was in the vicinity of Allyn, at the head of North Bay of Case's Inlet. At this point Vancouver was within about three miles of the head of navigation on Hood Canal, whence he had turned back two weeks before. There is about 150 miles of water circuit between these points, separated by less than two miles of land.

"Here we dined, and about four in the afternoon set out on our return by the way we had come, purposing to stop for the night at a cove a little to the south of the point we were upon at noon, where we arrived about nine in the evening. Mr. Johnstone, who had kept along the western shore in order to look into a small opening we had passed in sailing down, had the advantage by being on the weather shore, and had arrived a short time before us. He informed me the opening was very narrow, and could extend but a little way before it joined that which we had quitted this morning." (This was Pickering Passage, and Johnstone's surmise was correct).
VENISON CONSOLATION

“Whilst he was on shore for the purpose of taking the necessary angles, a deer came down to the beach, which Mr. Le Mesurier, the gentleman who had attended him in the boat, fired at, and fortunately killed. It proved to be a very fine buck, and afforded our people a good fresh meal, which was some compensation for the disappointment we experienced in not finding a passage home by the route we had lately pursued.”

May 29, 1792: “About day-break, as usual, on the morning of the 29th, we again resumed our voyage towards the ships, which were now distant about 45 miles. Towards noon we landed on the north point of entrance into the second opening we had passed on Saturday evening; the latitude of which is 47° 15½'.” (This was Point Fosdick on the west mainland at the upper or south end of the Narrows west of Tacoma). “The strength of the ebb tide facilitated our progress, and our conjectures were soon proved to have been well founded in this being the same inlet, which I had directed the other party to examine. We were carried with great rapidity for some time up the branch leading to the northward, and through this channel (West Passage) we arrived in the evening on board (the Discovery), without seeing any other opening leading to the westward.”

VASHON ISLAND NAMED

“The land composing the eastern shore of this channel, and the western shore of that we had pursued on Saturday morning, was now ascertained to be the most extensive island we had yet met with in our several examinations of this coast; which after my friend Captain Vashon of the navy, I have distinguished by the name of VASHON’S ISLAND.

It is an interesting fact that Vancouver’s honored friends at home—Admiral Rainier and Captain Vashon—and his Lieutenant Baker on the Discovery—were all three related by marriage. The two great mountain-peaks of the Cascades and the sightly island of Puget Sound are emblems of that bond of union.

* * * * * *

Back at the anchorage in “the commodious roadstead” opposite Seattle, at the entrance to Port Orchard, Vancouver receives the report of Lieutenant Puget and Master Whidbey—and plans the continued search to the northward. The next chapter recounts the event which led to the recognition of Peter Puget by the naming of Puget’s Sound.
CHAPTER XXII.
LIEUTENANT PUGET'S REPORT

CAPTAIN VANCOUVER, with Lieutenants Baker and Johnstone, returning from their four days "up-Sound" expedition by way of the West Passage, reached the ships' anchorage under Restoration Point, opposite the Port of Seattle, on Tuesday evening, May 29, 1792.

"Late on the preceding Saturday night, or rather on Sunday morning"—according to the Vancouver narrative—"our other party had returned"; i.e. the division of the expedition led by Lieutenant Puget and Master Whidbey, which had been out in the southwest exploration since May 20th. "It was them we had seen (Saturday evening) from the island (Ketron); and they very distinctly saw our (camp) fire; but as they did not hear the report of the muskets, concluded it a fire of the natives, not having the least idea of any of our boats being in that neighborhood.

"Mr. Puget had little more to communicate respecting his late expedition, than what had fallen under my own observations, excepting" certain matters relating to the Indians he had encountered. "They had explored all those parts of the inlet we had passed by, and found the three openings we left unexamined the first afternoon (i.e. Hale's Passage, Carr's Inlet and Balch Passage), leading to the westward, to be channels dividing that shore into three islands; (i.e. Fox, McNeil's and Anderson Islands); and those we had not attended to on Monday morning formed two small branches leading to the S. W. (i.e. Eld and Totten Inlets); the westermost of which extends to the latitude of 47° 6', about two leagues to the westward of our (Budd's Inlet) researches in that direction"; (Evidently Puget traced Totten Inlet to its southermost Kamilchie vicinity); also "that (opening) in which the deer was shot, communicated with the S. W. branch of the inlet by a very narrow channel." (i.e. Pickering Passage—confirming Johnstone's report).

"They had also passed the opening we had pursued leading towards Mount Rainier—(i.e. Commencement Bay as viewed from the West Passage—Point Defiance vicinity); but agreeably
to my directions, had not prosecuted its examination; the termi-
nation of every other opening in the land they had ascertained.
"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 of it I named

"PUGET'S SOUND"

May 30th, 1792, was therefore the birthday of this great geo-
graphic name, which has grown with the years beyond any
thought or dreams of Captain George Vancouver or the Lieu-
tenant whose services he sought to honor—Peter Puget.

Three days later, the name "Admiralty Inlet" was formally
applied to the whole of "this extensive inlet", after "a fortnight
had now been dedicated to (its) examination"—(i.e. May 18 to
31). Prior to May 18, Vancouver had explored and named New
Dungeness, Port Discovery, Port Townsend, Oak Bay and Hood
Canal—also a few points, islands and mountains. On May 18th
he had sailed southerly up the main inlet from the straits, and
in the fortnight following "completely explored every turning
of this extensive inlet". Only Port Orchard received a separate
designation during that fortnight. It was therefore plainly Van-
couver's intention to apply the name "Admiralty Inlet" to the
entire southerly inlet from the Straits of Fuca, with only "the
south extremity of it * * * named Puget's Sound"—"to com-
memorate Mr. Puget's exertions".

Thus the original application of the term "Puget's Sound" em-
braced the upper labyrinth of main and branch inlets, openings,
passages, channels and bays, reached through the southwesterly
opening passing Point Defiance in extension of the West Pas-
sage from behind Vashon Island. It may indeed be fairly im-
plied, in the absence of any other designation by Vancouver,
that the title Puget's Sound also embraced this West Passage. It
is certain that the name "Admiralty Inlet", as applied by Van-
couver in chart and narrative, covered the main inlet from the
east end of the Straits of Juan de Fuca, southerly to and includ-
ing Commencement Bay as its termination.

THE EVOLUTION OF A GREAT NAME

Vancouver's modest commemoration of his chief lieutenant
with the honors of "our joint efforts" in exploring Admiralty
Inlet to its southermost extremity, has made the name of Puget
loom largest in the historical results of the Vancouver expedition.

By his journal and accompanying charts published in 1798,
Vancouver gave to the world of geographic science the revelation
of an inland sea, a modern Mediterranean of the Pacific, with the Straits of Juan de Fuca as the ocean gateway. This inland sea was charted as Admiralty Inlet, Hood’s Canal and Puget’s Sound to the southward, and later as the Gulf of Georgia with its tributaries to the northward. For half a century the Vancouver exploration and its charted record was the sum total of the world’s information concerning this inland sea of the Pacific Northwest.

Within a quarter-century from Vancouver’s work, the Hudson’s Bay Company became thoroughly established down the Fraser and Columbia Rivers to the sea, and in all the region between. By 1824, the headquarters of the company were located at Fort Vancouver on the Columbia River, with a second trading post at Fort Langley, on the Fraser River, established in 1827. Means of communication between these posts, were established, not only by the outside ocean passage, but across the intervening land area. In 1824 an expedition by canoe and portages proceeded from the lower Columbia to Gray’s Harbor by way of Shoalwater Bay and tributary streams; up the Chehalis and Black Rivers, and portage to Mud Bay or Eld Inlet, and thence on Puget’s Sound to the Fraser River. Returning, this expedition divided at the Chehalis River; part going up the Chehalis and Newaukum rivers to a portage over to the Cowlitz River and thence south to the Columbia River and Fort Vancouver. From this beginning, the route from old Vancouver, down the Columbia, up the Cowlitz, across to the Chehalis and the head of Puget’s Sound at Tumwater (Olympia), became thoroughly established by 1827.

In 1833, the Hudson’s Bay Company located a trading post in the Nisqually vicinity for the double purpose of having a port on Puget’s Sound, to which their sea-going vessels might come, and at the same time a half-way station on the main route of travel between their Columbia and Fraser River posts. For the purpose of its operations in that vicinity the Hudson’s Bay Company incorporated the subsidiary “Puget’s Sound Agricultural Company”. Thus for more than twenty years before the treaty of 1846 fixed its national destiny and started the movement of American pioneer settlers, the territory bordering the inland sea became known as the “Puget Sound Region”. Out of the half-century of discovery and exploration, followed by the fur-trading development which preceded the pioneer era of the Pacific Northwest, two names reached the outer world most prominently—the “Columbia River” and “Puget’s Sound”. After
1847 there were two goals of the pioneer settlers—the “Oregon Country”, and the “Puget Sound Region”. The name of “Puget Sound”, expanded to cover the whole basin of inland waters within American territory, became from the outset the distinctive title of the entire west-Cascade environment.

By the common-usage evolution of almost a century, the “south extremity” of Vancouver’s inland sea, expanded and absorbed the entire labyrinth within American borders. There have been no legal enactments changing names. The National Geographic Board removed the apostrophe by official action. Puget’s Sound long since lost the possessive, but became the objective of the entire environment. Admiralty Inlet and other names remain on the navigation charts, but the chart title is “Puget Sound and its Tributaries.”

Even the Straits of Juan de Fuca and the Gulf of Georgia show indications of being absorbed under the all-embracing title of Puget Sound.

* * * * *

The monument erected by George Vancouver on May 30, 1792, to his efficient lieutenant, Peter Puget, remains unchanged and unchallenged after a century and a quarter of progress has brought a million of population to its expanding shores.

Only the romantic Boston traveler and fascinating writer—Theodore Winthrop—ever ventured a Puget substitute. In the same burst of poetic protest which launched “Tacoma” after three-quarters of a century of Mount Rainier, the sonorous title of “Whulge” was declared upon similar imaginative Indian authority to apply to Puget Sound. Fortunately no townsite promoters fancied Winthrop’s “Whulge”, and it remains in the sonorous silence of its Indian background, unhonored and unsung. I trust this reference, dug from the musty past, will not inspire any modern Winthrop to start a movement to “restore the name” of the “mighty Whulge” to replace that of the “petty Puget” of an alliterative imagination.

Meanwhile, the soul of Peter Puget goes marching on, blazoned on the banner of progress in the Northwest unknown by his commander and comrade, George Vancouver. It is worth celebrating each recurring Memorial Day.

“By our joint efforts, we had completely explored every turning of this extensive inlet; and to commemorate Mr. Puget’s exertions” Captain Vancouver gave to the world:

“Puget Sound—the Mediterranean of the Pacific.”
CHAPTER XXIII.

THE UPPER SOUND REGION

REVISING their exploration of the "upper Sound country"—i.e. southerly and southwesterly from the Seattle-Tacoma vicinity—after Vancouver's return on May 29, 1792, and re-union with the Puget-Whidbey party, the official narrative includes much of interest: "The country we had mutually explored, did not appear, to either party, from our transient view of it, materially to differ from that which has already been described, either in its several productions from the soil, or in its general appearance of fertility. It did not, however, possess that beautiful variety of landscape; being an almost impene-trable wilderness of lofty trees, rendered nearly impassable by the underwood, which uniformly incumbers the surface.

"By the termination of the western range of snowy mountains (Olympics) in their southern direction, taking place considerably to the north-westward, (from the "upper Sound) and the more elevated land intercepting the view of such mountains as may extend from the eastern range (Cascades), southward of Mount Rainier, we were presented with more than the whole southern horizon of land moderately high, extending as far as the eye could reach, diversified by eminences and vallies, affording a probability of an easy intercourse by land with the sea coast; where, some places of shelter for small vessels yet may possibly be found, which in the event of an establishment being formed, would prove highly advantageous."

"The scarcity of water has before been mentioned as the only disadvantage that the interior country seemed to labour under; but in Mr. Puget's survey, a greater supply of water was found than in the inlets and bays that underwent my own particular examination."

"The country had also been considered by us as nearly destitute of inhabitants; but this opinion we found to be erroneous, from the other party having, by accident, fallen in with near an hundred and fifty Indians, and having seen several deserted villages."
INTERESTING EXPERIENCES WITH NATIVES

Captain Vancouver had met with only about a dozen natives in the vicinity of Tacoma, and "a few miserable Indians in their temporary habitations" on the Olympia sandbank. Concerning the former he relates an interesting experience:

"About a dozen of these friendly people had attended at our dinner (at Dash Point, north of Commencement Bay, May 26, 1792)—one part of which was a venison pastry. Two of them, expressing a desire to pass the line of separation drawn between us, were permitted to do so. They sat down by us, and ate of the bread and fish that we gave them without the least hesitation; but on being offered some of the venison, though they saw us eat it with great relish, they could not be induced to taste it. They received it from us with great disgust, and presented it round to the rest of the party, by whom it underwent a very strict examination. Their conduct on this occasion left no doubt in our minds that they believed it to be human flesh, an impression which it was highly expedient should be done away. To satisfy them that it was the flesh of the deer, we pointed to the skins of the animal they had about them. In reply to this they pointed to each other, and made signs that could not be misunderstood, that it was the flesh of human beings, and threw it down in the dirt, with gestures of great aversion and displeasure. At length we happily convinced them of their mistake by showing them a haunch we had in the boat, by which means they were undeceived, and some of them ate of the remainder of the pye with a good appetite.

"This behaviour, whilst in some measure tending to substantiate their knowledge or suspicions that such barbarities have existence, led us to conclude, that the character given by the natives of North-West America does not attach to every tribe. These people have been represented not only as accustomed inhumanly to devour the flesh of their conquered enemies; but also to keep certain servants, or rather slaves, of their own nation, for the sole purpose of making the principal part of their banquet, to satisfy the unnatural savage gluttony of the chiefs of this country, on their visits to each other. Were such barbarities practiced once a month, as is stated, it would be natural to suppose these people so inured, would not have shown the least aversion to eating flesh of any description; on the contrary, it is not possible to conceive a greater degree of abhorrence than was manifested by these good people, until their minds were made perfectly easy, that it was not human flesh, we offered them to eat. This instance must
necessarily exonerate at least this particular tribe from so barbarous a practice; and, as their affinity to the inhabitants of Nootka, and of the sea-coast, to the south of that place, in their manners and customs, admits of little difference, it is but charitable to hope those also, on a more minute inquiry, may be found not altogether deserving such a character. They are not, however, free from the general failing attendant on a savage life. One of them having taken a knife and fork to imitate our manner of eating, found means to secrete them under his garment; but, on his being detected, gave up his plunder, with the utmost good humor and unconcern.

"They accompanied us from three or four miserable huts, near the place where we had dined, for about four miles (around Tacoma Harbor), during which time they exchanged the only things they had to dispose of, their bows, arrows, and spears, in the most fair and honest manner, for hawk's belts, buttons, beads, and such useless commodities."

**PUGET MEETS NATIVE HOSTILITY**

In contrast with this friendly attitude displayed to Vancouver's party by the few Indians met in the Tacoma vicinity, the Puget-Whidbey expedition met with a different reception in the upper Sound labyrinth.

Lieutenant Puget reported in detail "the disorderly behaviour of an Indian tribe he had met with at some distance up the first arm leading to the westward within the narrows, (i.e. Hale Passage into Henderson Bay), whose conduct had materially differed from that of the natives in general; and in particular from that of a party consisting of about twenty natives whom they had before seen in that route, and who had behaved with their usual friendship and civility. In this arm they found the shores in general low and well wooded. About eight in the evening, attended by some of the natives in two canoes, they landed for the night. These people could not be invited nearer our party than about an hundred yards, where they remained attentive to all the operations until the tents were pitched, when it became necessary to discharge some loaded muskets, the noise of which they heard without any apparent surprize, and exclaimed 'poo!' after every report. They soon afterwards paddled away to the westward. The next morning Mr. Puget proceeded up the arm, which took a N. E. direction about a mile wide, narrowing as they advanced to one fourth of that width; the soundings were found regular from 8 to 13 fathoms. In this situation they saw a canoe making towards them, on which they rested on their oars to wait
its approach. The canoe suddenly stopped, and no offers of presents, nor signs of friendly inclinations, could induce the Indians to venture near the boat. In order to remove their apprehensions, Mr. Puget fastened some medals, copper, and trinkets, to a piece of wood which he left floating on the water; and when the boat was at a sufficient distance, the Indians picked it up. After repeating this twice or thrice they ventured, though not without some trepidation, alongside the boats. * * * They now attended the boats for a short time, and having received some additional presents, returned to the shore. The whole of their conduct exhibited much suspicion and distrust. When any question was endeavoured to be put to them, they replied by “poo! poo!” pointing at the same time to a small island on which the party had breakfasted, and where some birds had been shot. They seemed well acquainted with the value of iron and copper, but would not dispose of their weapons, or any other article in exchange for either. About noon the Puget party landed to dine; and whilst they were preparing to haul the seine before a fresh water brook, six canoes were seen paddling hastily around the point of the cove they were in, and directing their course towards the boats. The suspicious behaviour of those whom they had parted with in the morning, rendered it highly expedient that they should be upon their guard against any hostile design of these people; on whose approach, a line on the beach was drawn, to separate the two parties from each other; which was readily understood and obeyed. They now divided their numbers into two sets, one remaining on shore with their bows and quivers, the other retiring to their canoes, where they quietly seated themselves.

"Thus, with every appearance of good order being established, the officers went to dinner, on an elevated spot a few yards from the water-side, where the crews were dining in their respective boats, and in readiness to act in case of any alarm. On a seventh canoe joining the Indian party, those on the beach immediately embarked; and the whole number, amounting to twenty-four persons, evidently entered in a consultation, during which they frequently pointed to those in the boats, as well as to the officers on the hill. This conduct tended to increase the suspicions that their inclinations were otherwise than friendly, however imprudent they might deem it, on the present moment, to carry their intentions into execution. But as our party could not be surprised, and as they were ready to act immediately on the defensive, Mr. Puget and the other gentlemen did not consider their
situation alarming, and preferred quietly finishing their repast, to that of indicating any sign of distrust or apprehension, by a precipitate retreat. Towards the conclusion of their conference, three of their canoes were stealing near to the boats; but, on finding they were discovered by the officers, instantly returned. At this time, an eighth canoe joined the party; on which all of them paddled to the beach, jumped on shore, and strung their bows. This was manifestly preparing for an attack, as they had not ever been seen, on any former occasion, with their bows strung. The very man who appeared the principal in the canoe, they had met in the morning, and with whom so much trouble was taken to obtain his good opinion, now seemed the leader of this party; and, with an arrow across his bow in readiness for immediate use, advanced towards the station of the officers, whilst others of the party were moving that way. Such measures however were prudently resorted to, without proceeding to extremities, as obliged them all to retreat to the line of separation, where they again held a close and long consultation, and our gentlemen having now no object to detain them on shore, they re-embarked, leaving the Indians at the line of separation, sharpening their arrows and spears on stones, apparently much inclined, though irresolute, to attempt hostilities.

"In this undecided state of their minds, Mr. Puget thought it might answer a good purpose to fire a swivel, shotted; the effect of which, might teach them to respect, hereafter, our powers of defence, and induce them, on the present occasion, to prefer a pacific deportment, and preserve the lives of many, that must have been lost, had they been so injudicious as to have commenced an attack. Although, on the report of the gun, or the distant effect of the shot, which was fired over the water, not the least visible astonishment or apprehension was expressed, yet, the measure was almost instantly attended with every expected good consequence. Their bows were soon unstrung, and instead of their menacing a combat, their weapons became articles of traffic, in common with other trifles they had to dispose of, for copper, buttons, knives, beads, and other ornaments; in which friendly intercourse, they accompanied the boats until towards the evening, when they peaceably took their leave, and returned to their home.

"From Mr. Puget I likewise understood, that, in the course of his excursion, himself and party had visited, and had received the visits of several other tribes of Indians, whose behaviour had been uniformly civil, courteous, and friendly. ***"
CHAPTER XXIV

THE QUEST TURNS TO THE NORTH

The time had now come for another forward movement into the north-easterly unknown; continuing the search for an inlet which might penetrate the continent and reveal the North-West Passage. On May 19th, sailing southward up the main inlet to the Seattle-Port Orchard roadstead, Vancouver had noted that "About noon, we passed an inlet on the larboard, or eastern shore, which seemed to stretch far to the northward; but as it was out of the line of our intended pursuit of keeping the continental shore on board, I continued our course up the main inlet."

Now, after ten days of intensive exploration, it was demonstrated that the main inlet and all its ramifications to the south and south-west, led to closed ends; with a continuous, though intricate, continental barrier, from Cape Flattery along the Straits, around Port Discovery, Port Townsend, Hood Canal, Port Orchard, Puget Sound and Admiralty Inlet, with all their bays and indentations, and back northward to the north-easterly opening passed by that noon of May 19th. The "larboard or eastern shore"—sailing southward—was now to be the starboard, sailing northerly—and its examination was next in order in our "pursuit of keeping the continental shore on board."

In accordance with directions given by Vancouver before leaving for "up-sound" on May 26th, Commander Broughton with the Chatham, had sailed north from the Restoration Point anchorage on May 28th, accompanied by Joseph Whidbey, Master of the Discovery, directing its launch, just returned from the Puget-Whidbey "up-Sound" expedition. Broughton's instructions were "to proceed immediately to the investigation of that arm of this inlet, which we had passed on the eastern shore, stretching to the N. N. E.; and *** that the Chatham might be anchored within its entrance in some conspicuous place on the starboard side, where the Discovery or the boats would easily find her."
Thus the lines were laid for the continuance of the great quest into the northeasterly unknown. Before leaving the station opposite the future Seattle, which has been the exploration headquarters for nearly two weeks, Vancouver named the Indian “Village Point”, under whose shelter the ships have had anchorage—“Restoration Point”; records its latitude—47° 30’—and longitude 237° 46’, (east of Greenwich meridian.) He notes that the rise and fall of the tides “seldom exceeded 7 or 8 feet; and the (high water) generally took place about 4 hours and 10 minutes after the moon passed the meridian. The variation of the compass, by six sets of azimuths taken on board, differing from 18° to 22°, gave the mean result of 19° 36’ east variation”—all of which are worthwhile records as the basis of later comparisons for Puget Sound and the Port of Seattle. Now let Vancouver’s narrative continue the story of the northerly search:

May 30, 1792: “Nothing occurring to detain us, on Wednesday morning, with a pleasant southerly breeze, we directed our course to the opening under the examination of Mr. Broughton; the entrance of which lies from Restoration point, N. 20° E., 5 leagues distant. The breeze, as was usual, dying away, we advanced very slowly; towards noon, it was succeeded by a N. W. wind, accompanied with the flood-tide, so that, by the time we had worked up the opening, the ebb tide was returning not only with great strength, but attended by a sort of counter tide, or under tow, that so affected the ship, as to render her almost unmanageable, notwithstanding we had a fresh breeze, and were assisted in working in by our boats. Having advanced about 3 miles within the entrance, which we found about half a league across, and, in the evening, seeing no appearance of the Chatham, a gun was fired, which was immediately answered from behind a point of land, on the starboard, or eastern shore, (i. e. Mukilteo), where, soon afterwards, we saw the Chatham bearing a light at her mast-head, for our guidance; and, though within the distance of 2 miles, it was near midnight before we anchored in 32 fathoms of water, about a cable’s length from her; not having been able to gain soundings with 110 fathoms of line, until we reached this station.

MUKILTEO AND EVERETT

May 31, 1792: “The next morning, we found ourselves about a cable length from the shore (off Mukilteo), in a capacious sound; entrance bore by compass from S. 2° W. to S. 30° W., about 6 miles from us, from whence it extended in a true N. N. E. direction. To the north was a high round (Hat) island, bearing from N. 18° W. to N. 33° W.; on each side of which an open-
ing was seen stretching to the northward. These openings were separated by a high narrow slip of land, which also appeared to be insulated. The eastern side of the sound formed a deep bay, apparently bounded by solid compact land of a moderate height. (i.e. site of Everett).

"Mr. Broughton informed me, he had navigated the east side of the round island in the brig, and had examined the eastern shore of the sound, which was, as it appeared to be, a compact shore. Mr. Whidbey, in our launch, accompanied by Lieutenant Hanson in the Chatham's had, on the 29th, been dispatched to the two openings to the northward, with directions to examine the right-hand, or easternmost, (i.e. Port Susan) first; and, on finding its termination, to return with such information to the Chatham, before they proceeded to visit the other (i.e. Saratoga Passage); that, in the event of the Discovery's arrival previous to their return, the vessels might follow them in such pursuit, observing to keep on the eastern shore until they should find it divided into two branches. This being the third day of their absence, it was concluded they had found the easternmost opening to be of considerable extent; in consequence of which I determined to follow them, but the weather being calm and gloomy, with some rain, we were prevented moving. On a low point of land near the ship (Mukilteo), I observed the latitude to be 47° 57½', longitude 237° 58'. A light favorable breeze sprang up shortly after noon; but before the anchor was at the ship's bows it again fell calm, with much rain, which obliged us to remain quiet. The Chatham however weighed, and being soon off the bank, which does not reach a quarter of a mile from the shore, was instantly out of soundings, and was driven by the ebb-tide until nine in the evening to the entrance of the sound. At this time a fresh southerly breeze springing up we weighed, and directed our course northward, to pass on the western side of the round island. (i.e. Hat or Gedney).

"We had now been stationary upwards of twenty hours, and during that time the tide or current had constantly set out; the like was observed by Mr. Broughton during his continuance in the same place. The southerly wind, attended by a heavy fall of rain, soon became so faint, that by eleven at night we had proceeded only 5 miles. Here we were obliged to anchor in 20 fathoms water, hard sandy bottom, near half way between the island and the point that divides the two openings, which are about a league asunder", (i.e. the southerly point of Camano Island).
PORT SUSAN EXPLORED

June 1, 1792. The Vancouver narrative proceeds: "About six in the morning of June the 1st, assisted by the flood tide, and a light south-easterly wind, we proceeded up the eastern arm (i. e. Port Susan); the entrance of which is about a mile wide, with soundings from 75 to 80 fathoms, dark sandy bottom. The weather being rainy, calm, or attended with light variable winds, most of the forenoon we made little progress. During this interval the Chatham gained some advantage of us, and about noon proceeded with a favorable breeze from the southward up the opening. The haze which had obscured the land all the fore part of the day, gave the inlet an extensive appearance, without any visible termination; but on the fog's dispersing, it seemed to be closed in every direction, excepting that by which we had entered; but as soundings could not be gained with 50 fathoms of line, we continued our course up the inlet until about two o'clock, at which time we had advanced 6 miles from the entrance; and being perfectly satisfied that the inlet finished in the manner common to all we had hitherto examined, the signal was made for the Chatham to bring up, and we shortened sail accordingly. In a few minutes she was discovered to be a-ground, and had made the signal for assistance. On this we stood towards her, and anchored about a mile from her in 20 fathoms water, sandy bottom, and about half that distance from the eastern shore, which was the nearest land. Our boats were immediately sent to her relief; but as the tide subsided very fast, they could only lay out anchors for heaving her off on the returning flood. Although the upper part of the inlet had appeared to be perfectly closed, yet it was not impossible a channel might exist on the western or opposite shore, which by interlocking points might have been invisible to us on board, and through which our absent (Whidbey) party might have found a passage. To ascertain this fact, I went in the yawl, and found the depth of water suddenly to decrease on leaving the ship to 10, 8, and 2 fathoms. We continued our researches in 1 and 2 fathoms water to the opposite side, where we landed nearly abreast of the ship, and found the shores of the inlet to be strait, compact, and about two miles apart. In several places we attempted to land near the upper end, but found ourselves as often repulsed by a flat sandy shoal, which extended directly across. The land there seemed of a swampy nature, was thinly wooded, and through it, was the appearance of a shallow rivulet falling into the sea (Stilaguamish River)); further back it was more elevated, and the surrounding country being covered
with a similar growth of timber to that before noticed, made us conclude the land to be equally fertile.

"This examination perplexed me extremely to account for an error that had certainly taken place. For under the conviction that this inlet had been found navigable by the boats, I should not have hesitated to have prosecuted my way hither in the ship at midnight, in consequence of the party not having made any report to the contrary. This could only be attributed to a misunderstanding of the orders given, or to some unfortunate accident having befallen them. The latter we had no reason to apprehend, unless from an attack of the Indians, which was not very likely to have happened, as we saw not the least indication of either permanent or temporary habitations. I called on board the Chatham on my return, and was happy to understand that there was little probability of her receiving any injury, having grounded on a muddy bank; and that there was every prospect of her floating off the next tide. In sounding to lay out their anchors, it became evident that in the very direction in which they had sailed to their then station, they had run upwards of half a mile on this bank in 2 fathoms water, in consequence of the unpardonable negligence of the man at the lead, who had announced false soundings, and for which he was deservedly punished. She was hove off about midnight, and anchored near us without having received the least damage."

THE TULALIP VICINITY

June 2, 1792: "The Chatham being in readiness by ten the next morning, with a light northerly breeze, attended with gloomy weather and some rain, we directed our route back by the way we had come, and it was not until three o'clock that we reached the sound, where we again anchored in 50 fathoms, a quarter of a mile from the eastern shore, and about six times that distance to the eastward of the arm we had quitted; which forms an excellent harbour, well sheltered from all winds; but during our short stay there we saw no appearance of any fresh water. Here our position was before a small bay (i.e., Tulalip), into which flowed two excellent streams, but these were so nearly on a level with the sea, that it became necessary either to procure the water at low tide, or at some distance up the brook; which latter was easily effected, as our boats were admitted to where the fresh water fell from the elevated land. In this situation the observed latitude was 48° 2½' longitude 237° 57½', being 6 miles S. S. E. from our last anchorage."
CHAPTER XXV.
WHIDBEY'S ISLAND EXPLORATION

IT is Saturday afternoon, June 2, 1792; the Discovery and Chatham are at anchor "before" the "small bay" of Tulalip, northwesterly from the delta mouth of the Snohomish River and just north of the harbor of Everett. Captain Vancouver anxiously awaits the return of the expedition now out five days from the Mukilteo anchorage, exploring the two inlets to the north-west. Joseph Whidbey, Master of the Discovery, and Lieutenant James Hanson of the Chatham, with the two launches are in charge of the survey expedition.

"As the weather was thick and hazy with some rain, a gun was now and then fired to direct them to the ships in case they should be on their return. "In the course of the afternoon we were tolerably successful with the seine, as we had also been in the above harbour, in taking a quantity of fish similar to those we procured in Port Discovery. About eight in the evening we had the satisfaction of hearing our gun answered; and at nine the boats safely returned to the vessels.

"Mr. Whidbey informed me that on his return from the survey of the port we had quitted in the morning (i.e. Port Susan) ** * he had availed himself of a favorable southerly wind and flood tide, to prosecute his examination of the other branch (i.e. Saratoga Passage), whose entrance he had found something wider than the harbour we had left, having 60 fathoms depth of water, with a soft muddy bottom. Its general direction led N. N. W. Having advanced about four miles, they found on a low projecting point of the western shore (i.e. East Point, Whidbey Island), a village containing a numerous tribe of the natives. But as my orders, as well as the general inclination of the officers, were to prevent by all possible means the chance of any misunderstanding, it was the uniform practice to avoid landing in the presence of considerable numbers; and as it was now the dinner time of our party, Mr. Whidbey very prudently made choice of the opposite shore, in the hope of making a quiet meal without the company of the Indians. Having reached the place where they intended to land (i.e. on Camano Island), they were met
by upwards of two hundred, some in their canoes with their families, and others walking along the shore, attended by about forty dogs in a drove, shorn close to the skin like sheep. Notwithstanding their numbers, it was important to land for the purpose of taking angles; and they had the satisfaction of being received on shore with every mark of cordial friendship. Mr. Whidbey, however, thought it prudent to remain no longer in their society than was absolutely necessary; and having finished the business for which he had landed, he instantly embarked, and continued his route up the inlet until the evening, when he landed for the night about nine miles within its entrance (i.e. Camano vicinity). In the morning they again pursued their inquiry, and soon after they had landed to breakfast, they were visited by a large canoe full of Indians, who were immediately followed by an hundred more of the natives, bringing with them the mats for covering their temporary houses, and, seemingly, every other article of value belonging to them.

"On landing, which they did without the least hesitation, their behaviour was courteous and friendly in the highest degree. A middle-aged man, to all appearance the chief or principal person of the party, was foremost in shewing marks of the greatest hospitality; and perceiving our party were at breakfast, presented them with water, roasted roots, dried fish, and other articles of food. This person, in return, received some presents, and others were distributed amongst the ladies and some of the party. The chief, for so we must distinguish him, had two hangers, one of Spanish, the other of English manufacture, on which he seemed to set a very high value. The situation of the spot where they had landed was delightful (probably on Whidby Island opposite Camano); the shores on each side the inlet being composed of a low country, pleasingly diversified by hills, dales, extensive verdant lawns, and clear spaces in the midst of the forest, together with the cordial reception they had met from the natives, induced Mr. Whidbey to continue his examination on shore; on which occasion he was accompanied by the chief and several of the party, who conducted themselves with the greatest propriety; though with no small degree of civil curiosity in examining his clothes, and expressing a great desire to be satisfied as to the colour of the skin they covered; making signs, that his hands and face were painted white, instead of being black or red like their own; but when convinced of their mistake by opening his waistcoat, their astonishment was inexpressible. From these circumstances, and the general tenor of their
behaviour, Mr. Whidbey concluded they had not before seen any Europeans, though, from the different articles they possessed, it was evident a communication had taken place; probably, by the means of distinct trading tribes. The people, who had been met in that inlet removing with their families, and all their moveable property, were not unlikely to be of this commercial description; particularly, as their voyage was towards the seacoast, where, in some convenient situation near to the general resort of Europeans, they might fix their abode until an opportunity was afforded them to barter their commodities for the more valuable productions of Europe, which are afterwards disposed of to the inhabitants of the interior country at a very exorbitant price. This circumstance tends, in some degree, to corroborate an opinion hazarded on a former occasion to this effect.

"On the boats being ordered in shore to receive Mr. Whidbey and the gentlemen who had attended him in his walk, the launch grounded, which was no sooner perceived by the Indian chief, than he was foremost in using every exertion to shove her off. This being effected, and the gentlemen embarked, most of these good people took their leave, and seemed to part with their newly-acquired friends with great reluctance. The chief, and a few others, accompanied our party, until they had advanced about fourteen miles from the entrance, when they, very civilly, took their departure; here the arm branched off from its former direction of about N. N. W., to the westward, and N. E. The latter being the object of their pursuit, they soon arrived off another extensive and populous village (i.e. Utsalady vicinity), whence several canoes came off with not less than seventy of the natives in them; and several others were seen coming from the different parts of the shore. Those who approached the boats conducted themselves with the utmost propriety, shewing, by repeated invitations to their dwellings, the greatest hospitality, and making signs, that they had plenty of food to bestow. In these intreaties the ladies were particularly earnest, and expressed much chagrin and mortification that their offers of civility were declined. As the boats sailed past the village those in the canoes returned to the shore.

SKAGIT BAY EXPLORED

"The direction which the land took to the N. E. conducted them to a considerable branch whose outer points lie from each other N. 20 W., about a league asunder (i.e. entrance to Skagit Bay). From its eastern shore a shallow flat of sand, on which are some rocky islets and rocks, run out, until within half a mile of the western shore, forming a narrow channel, navigated by
them in nearly a N. N. W. direction, for about 3 leagues. The depth, at its entrance, was 20 fathoms; but gradually decreased to four, as they advanced up the channel which is formed by the western shore, and the sand-bank, continuing with great regularity, about half a mile wide, to the latitude of 48° 24', longitude 237° 45', where it then ceased to be navigable for vessels of any burthen, in consequence of the rocks and overfalls from 3 to 20 fathoms deep, and a very irregular and disagreeable tide (i.e. Swinomish Slough—LaConner vicinity). On meeting these impediments, the party returned, with intention of exploring the opening leading to the westward. As they repassed the village, they were again visited by their friendly chief, attended by two or three canoes only, who presented them with a most welcome supply of very fine small fish which, in many respects, resembled, and, most probably were, a species of the smelt. He accepted, with apparent pleasure, an invitation into the launch, where he remained with Mr. Whidbey until the evening, ate and drank of such things as were offered with the greatest confidence, and on being made acquainted that the party was going to rest, bade them farewell with every mark of respect and friendship.

"In the morning, the examination of the western branch was pursued, and found to terminate in a very excellent and commodious cove or harbour, with regular soundings from 10 to 20 fathoms, good holding ground. Its western extent situated in latitude 48° 17', longitude 237° 38', is not more than a league from the eastern shore of the main inlet, within the straits. On each point of the harbour, which in honor of a particular friend I call PENN'S COVE, was a deserted village. * * * The surrounding country, for several miles in most points of view, presented a delightful prospect, consisting chiefly of spacious meadows, elegantly adorned with clumps of trees; amongst which the oak bore a very considerable proportion, in size from four to six feet in circumference. In these beautiful pastures, bordering on an expansive sheet of water, the deer were seen playing about in great numbers. Nature had here provided the well-stocked park, and wanted only the assistance of art to constitute that desirable assemblage of surface, which is so much sought in other countries, and only to be acquired by an immoderate expense in manual labour. The soil principally consisted of a rich black vegetable mould, lying on a sandy or clayey substratum; the grass, of an excellent quality, grew to the height of three feet, and the ferns, which, in the sandy soils, occupied the clear spots, were nearly twice as high.
"The country in the vicinity of this branch of the sea is, according to Mr. Whidbey's presentation, the finest we had yet met with, notwithstanding the very pleasing appearance of many others; its natural productions were luxuriant in the highest degree, and it was, by no means, ill supplied with streams of fresh water. The number of its inhabitants he estimated at about six hundred, which I should suppose would exceed the total of all the natives we had before seen; the other parts of the sound did not appear by any means, so populous, as we had been visited by one small canoe only, in which were five of the natives, who civilly furnished us with some small fish. The character and appearance of their several tribes here seen did not seem to differ in any material respect from each other, or from those we have already had occasion to mention."

THE NORTH-EAST HOPE FADES

With the results of his own and the report of Whidbey's explorations to the northward, Vancouver considers that he has exhausted the possibilities of the north-easterly opening from Admiralty Inlet. The two inlets indicated closed ends at their northern extremities. The slough near Stanwood, connecting Port Susan with Skagit Bay, was not reached, hence Camano Island was considered a main-land peninsula. Likewise, Whidbey failed at this time to find Deception Pass, and with the Swinomish passage to the north apparently barred, Fidalgo and Whidbey Islands seemed to be a great continental peninsula, west of a thirty mile northerly inlet.

Vancouver had demonstrated the non-existence of any lead to the North-West Passage in this locality. There now remained only the northerly openings through the San Juan Island Archipelago—and the "unbounded horizon" which Broughton reported beyond.

"We had still to return about forty miles through this tedious inland navigation, before we could arrive on a new field of inquiring. The broken appearance of the region before us, and the difficulties we had already encountered in tracing its various shores, incontestibly proved, that the object of our voyage could alone be accomplished by very slow degrees. Perfectly satisfied with the arduousness of the task in which we were engaged, and the progress we were likely to make, I became anxiously solicitous to move the instant an opportunity should serve. The two following days were however unfavorable to that progress, and after the great fatigue our people had lately undergone, were well appropriated to holidays."
CHAPTER XXVI.

THE KING’S BIRTHDAY—JUNE 4, 1792

GEORGE the Third, King of England, was given a birthday celebration by Captain George Vancouver and his loyal associates June 3-4, 1792: "On Sunday all hands were employed in fishing with tolerably good success, or in taking a little recreation on shore; and on Monday (June 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 been employed in exploring, in the name of, and for His Britannic Majesty, his heirs and successors.

"To execute this purpose, accompanied by Mr. Broughton, and some of the officers, I went on shore about one o’clock, pursuing the usual formalities which are generally observed on such occasions, and under the discharge of a royal salute from the vessels, took possession accordingly of the coast, from that part of New Albion, in the latitude of 39° 20’ north, and longitude 236° 26’ east (i. e. Point Cabrillo, California), to the entrance of this inlet of the sea, said to be the supposed Straits of Juan de Fuca; as likewise all the coast islands, etc., within the said straits, as well on the northern as on the southern shores; together with those situated in the interior sea we had discovered, extending from the said straits, in various directions, between the north-west, north, east, and southern quarters; which interior sea I have honored with the name of THE GULPH OF GEORGIA, and the continent binding the said gulph and extending southward to the 45th degree of north latitude (i. e. about four miles north of Salem, Oregon), with that of NEW GEORGIA, in honor of His present Majesty. This branch of Admiralty Inlet obtained the name of POSSESSION SOUND; its western arm, after Vice Admiral Sir Alan Gardner, I distinguished by the name of PORT GARDNER, and its smaller or eastern one by that of PORT SUSAN."

Vancouver was within his rights and discharging his full duty in this formal act of declaring British possession on June 4,
1792. He had every reason to believe his expedition one of original discovery from the New Dungeness vicinity—Captain Gray’s stated eastward limit—on to Port Townsend, up Admiralty Inlet and all its ramifications, including Hood Canal, Port Orchard, Puget Sound, and now Possession Sound with its double northerly inlets of Port Susan and Port Gardner. Vancouver had no information at this date of any Spanish predecessors of 1790 and 1791—Ensign Manuel Quimper and Commander Francisco Eliza. Their expeditions had in fact entered the Straits of Fuca and located Port Angeles, Port Discovery and Port Townsend; discovered the main inlet opening toward the southeast, also the Deception Pass connection with the northeast, reaching and disclosing the bays and inlets behind Fidalgo, Whidby and Camano Islands—but of all this Vancouver had no knowledge or suggestion on June 4th, 1792. It came to him in the northern waters of the Gulf of Georgia a week later, and the honest Vancouver then wrote in his journal the record that acknowledged his Spanish predecessors in discovery.

NATIONAL DESTINY

The Spanish rights gained by prior discoveries of 1790 and 1791 in the region of the Straits, Admiralty Inlet and Gulf of Georgia, reserved and conveyed to the United States in 1819 by the Florida purchase treaty, plus Captain Gray’s timely discovery of Gray’s Harbor quickly followed by the Columbia River on May 11, 1792—all preceding Vancouver’s discoveries and the formal declaration of possession on June 4th, 1792—these were the controlling factors that dictated the treaty of 1846. Then Queen Victoria, grand-daughter of George the Third, confirmed to “Columbia” the title to “New Georgia” south of 49°—and the commonwealth of Washington was born to its destiny. Still later, the British colonists north of 49° showed their appreciation of a great name, by transforming the remainder of “New Georgia” into British Columbia. Vancouver thought to replace the old “Georgia” colony of the South Atlantic, lost to Britain a decade before at Yorktown, with a “New Georgia” which should rise to greatness in the favored region of the Pacific Northwest. He builded better than he knew—for Vancouver’s “New Georgia” proved the predestined namesake, reserved in the name of George the Third, for George Washington. Sixty years after Vancouver, “New Georgia” became Washington Territory and in 1889 was dedicated as the sovereign State of Washington.
INTERNATIONAL COMMEMORATION

More than six score years after Vancouver's 1792 Possession Sound celebration, the Daughters of the American Revolution erected a monument in commemoration of the event, within the limits of the City of Everett. The bronze tablet bears this inscription:

"On the Beach Near This Spot
Vancouver Landed, June 4, 1792
Erected by the Marcus Whitman Chapter, Daughters of the American Revolution, June 4, 1915."

After a hundred years of unbroken peace between the two greatest nations of earth, with three thousand miles of boundary that had never known a gun or fortification, the descendants of the colonists who had made an American Republic by Revolution, thus fitly commemorated the service of Captain George Vancouver, on the spot where he laid the foundation for a great Pacific commonwealth.

A STUDY OF NAMES

"Possession Sound" explains itself and stands to this day except as absorbed by the expansion of Puget Sound.

"Port Gardner"—named for Admiral Sir Alan Gardner, Vancouver's last commander in the West Indies naval service, on whose recommendation Vancouver had been assigned to command this expedition of discovery—changed to Saratoga Passage by the American Wilkes' survey of 1841.

"Port Susan"—named for Lady Susan Gardner, wife of Vancouver's old naval commander. The name still stands.

Vancouver sought to honor Sir Alan and Lady Susan Gardner with the two inlets stretching northwesterly, side by side, with Camano Island between. Port Susan was widowed when Commodore Wilkes removed Port Gardner after half a century of geographic companionship. As some consolation, Point Alan remains the title of the Camano cape that divides the entrances to the two inlets.

"The Gulf of Georgia"—was intended by Vancouver to be an all-inclusive name, covering the entire "interior sea we had discovered, extending from the said straits (the supposed Straits of Juan de Fuca), in various directions, between the north-west, north, east and southern quarters."

Thus "Admiralty Inlet" with its branches—"Port Townsend," "Oak Bay," "Hood's Canal," "Port Orchard" and
"Puget's Sound" to the west, southwest and south, and "Possession Sound," branching to the north-east and north into "Port Gardner" and "Port Susan"—all were included in the "Gulph of Georgia," together with the inland sea north of Protection Island and from north-westerly to north-easterly through the island openings to an unbounded northern horizon.

The Gulf of Georgia remains only north of 49°, while Puget Sound has by almost a century of usage expanded over all the American Mediterranean of the Pacific.

**THE LAST HOPE IN THE NORTH**

June 5th, 1792: The King's Birthday having been duly celebrated by the christening of "New Georgia" on the Everett beach of Possession Sound, the British Admiralty expedition commanded by Captain George Vancouver resumed its scientific labors in pursuit of the Pacific entry to the supposed North-West Passage. There remained now but one field of search—in the north, through the island openings into the Gulf of Georgia, to test out the "unbounded horizon" Broughton had reported.

The Vancouver narrative is a fascinating story of the continued unfolding and revelation of the hitherto unknown. Now they must retrace southwesterly from the Tulalip anchorage, past the site of the future Everett, around the south point of the still undemonstrated Whidby Island, and north down Admiralty Inlet to the old place of beginning at the end of the Straits of Fuca.

"A light breeze springing up from the N. W. about seven in the morning of Tuesday the 5th of June, we sailed down Possession Sound. This wind brought with it, as usual, serene and pleasant weather. Whilst we were passing gently on, the chief, who had shown so much friendly attention to Mr. Whidbey and his party, with several of his friends, came on board, and presented us with some fruit and dried fish. He entered the ship with some reluctance, but was no sooner on deck than he seemed perfectly reconciled; and with much inquisitive earnestness regarded the surrounding objects, the novelty of which seemed to fill his mind with surprise and admiration. The unaffected hospitable attention he had shewn our people, was not likely upon this occasion to be forgotten. After he had visited the different parts of the ship, at which he expressed the greatest astonishment, I presented him and his friends with an assortment of such things as they esteemed to be most valuable; and then they took leave, seemingly highly pleased with their reception.
"The N. W. wind was unfavorable after we were clear of Possession Sound, and obliged us to work to windward, which discovered to us a shoal lying in a bay (i.e. Cultus Bay), just to the westward of the north (Possession) point of entrance into the sound, a little distance from the shore. It shows itself above the water, and is discoverable by the soundings gradually decreasing to 10, 7 and 5 fathoms, and cannot be considered as any material impediment to the navigation of the bay. As the ebb-tide was greatly in our favour, I did not wait to examine it further, but continued plying to windward until midnight, when being unable to gain any ground against the strength of the flood, we anchored in 22 fathoms of water about half a mile from the western shore of Admiralty Inlet, and about half way between Oak Cove and Marrow-Stone Point; the 'Chatham' having anchored before us some distance astern. The ebb again returned at the rate of about 3 miles per hour; but as it was calm we did not move until the N. W. wind set in about seven in the morning (June 6, 1792), when we worked out of the inlet (Admiralty).

"Having reached its entrance, we were met by several canoes from the westward. Some of the headmost, when they had advanced near to the ship made signs of peace, and came alongside, giving us to understand that their friends behind wished to do the same, and requesting we would shorten sail for that purpose. They seemed very solicitous to dissuade us from proceeding to the northward by very vociferous and vehement arguments; but as their language was completely unintelligible, and their wishes not appertaining to the object of our pursuit so far as we were enabled to comprehend their meaning, we treated their advice with perfect indifference, on which they departed, joined the rest of their countrymen, and proceeded up Admiralty Inlet, whose north point, called by me Point Partridge, is situated in latitude 48° 16', longitude 237° 31', and is formed by a high white sandy cliff, having one of the verdant lawns on either side of it. Passing at the distance of about a mile from this point we very suddenly came on a small space of 10 fathoms water (Partridge Bank), but immediately again increased our depth to 20 and 30 fathoms. After advancing a few miles along the eastern shore of the gulph, we found no effect either from the ebb or flood tide, and the wind being light and variable from the northward, at three in the afternoon we were obliged to anchor in 20 fathoms water, sandy bottom."
CHAPTER XXVII.

NORTH THROUGH THE ISLAND OPENINGS

FROM this anchorage, Vancouver takes his bearings of the controlling points around the gulf area at the east end of the straits. He had planned to continue about twenty miles farther north to a more favored anchorage selected by Lieut. Broughton in the Rosario opening to the northward, but is becalmed.

"In this situation New Dungeness bore by compass S. 54° W.; the east point of Protection Island S. 15° W.; the east point of Admiralty Inlet, which after my much esteemed friend Captain George Wilson of the navy, I distinguished by the name of POINT WILSON, S. 35° E. situated in latitude 48° 10', longitude 237° 31'; the nearest shore east, two leagues distant; a low sandy island (i. e. Smith Island), forming at its west end a low cliff, above which some dwarf trees are produced, from N. 26° W. to N. 40° W.; and the proposed station for the vessels during the examination of the continental shore by the boats, which, from Mr. Broughton who had visited it, obtained the name of STRAWBERRY BAY, N. 11° W. at the distance of about 6 leagues, situated in a region apparently much broken and divided by water. Here we remained until seven in the evening; we then weighed, but with so little wind, that after having drifted to the southward of our former station, we were obliged again to anchor until six the next morning, when we made an attempt to proceed, but were soon again compelled to become stationary near our last situation.

ANOTHER PUGET-WHIDBEY CRUISE

June 7, 1792: "On reflecting that the summer was now fast advancing, and that the progress of the vessels occasioned too much delay, I determined, rather than lose the advantages which the prevailing favorable weather now afforded for boat expeditions, to dispatch Mr. Puget in the launch, and Mr. Whidbey in the cutter, with a week's provisions, in order that the shores should be immediately explored to the next intended station of the vessels, whither they would proceed as soon as circumstances would allow. In this arrangement I was well aware,
it could not be considered judicious to part with our launch, whilst the ship remained in a transitory unfixed state in this unknown and dangerous navigation; yet she was so essentially necessary to the protection of our detached parties, that I resolved to encounter some few difficulties on board, rather than suffer the delay, or lose so valuable an opportunity for the prosecution of the survey. In directing this, orders were given not to examine any openings to the north-westward, beyond Strawberry Bay, but to determine the boundaries of the continental shore leading to the north and eastward, as far as might be practicable to its parallel, whither they were to resort after performing the task assigned. On this service they departed, and directed their course for the first opening on the eastern shore about 3 or 4 leagues distant, bearing by compass from the ship N. by E. (i. e. toward Deception Pass).

VANCOUVER VISITS SMITH ISLAND

"Having repaired to the low sandy island already noticed, for the purpose of taking some angles, I found some rocks lying on its western side nearly three quarters of a mile from its shores; and that the eastern part of it was formed by a very narrow low spit of land, over which the tide nearly flowed. Its situation is in latitude 48° 24', longitude 237° 26½'. Amongst the various bearings that here it became necessary to take, were those of the two remarkably high snowy mountains so frequently mentioned. Mount Baker bore N. 63° E.; Mount Rainier S. 27° E.; and from a variety of observations purposely made for fixing their respective situations, it appeared that Mount Baker was in latitude 48° 38', longitude 238° 20', and Mount Rainier in latitude 47° 3', longitude 238° 21'. To the southward of these were now seen two other very lofty, round snowy mountains, lying apparently in the same north and south direction, or nearly so; but we were unable to ascertain their positive situation. The summits of these were visible only at two or three stations in the southern parts of Admiralty Inlet; they appeared to be covered with perpetual snow as low down as we were enabled to see, and seemed as if they rose from an extensive plain of low country." (i. e. Mt. Adams and St. Helen).

"When due attention is paid to the (Cascade) range of snowy mountains that stretch to the southward from the base of Mount Rainier, a probability arises of the same chain being continued, so as to connect the whole in one barrier along the coast, at uncertain distances from its shores; although intervals
may exist in the ridge where the mountains may not be sufficiently elevated to have been discernible from our several stations. The like effect is produced by the two former mountains, whose immense height permitted their appearing very conspicuously, long before we approached sufficiently near to distinguish the intermediate range of rugged mountains that connect them, and from whose summits their bases originate.

**NORTH INTO ROSARIO STRAIT**

"About six in the evening, with a light breeze from the S. W. we weighed and stood to the northward; but after having advanced about 11 miles, the wind became light and obliged us to anchor about nine that evening, in 37 fathoms water, hard bottom, in some places rocky; in this situation we were detained by calms until the afternoon of the following day (June 8, 1792). Our observed latitude, here, was 48° 29', longitude 237° 29'; the country, occupying the northern horizon in all directions, appeared to be excessively broken, and insular.

Strawberry Bay bore, by compass, N. 10° W., about 3 leagues distant; the opening on the continental shore (i.e. Deception Pass), the first object for the examination of the detached (Puget-Whidbey) party, with some small rocky islets before its entrance that appeared very narrow, bore, at the distance of about 5 miles, S. 87° E.; point Partridge S. 21° E.; the low sandy (Smith) island South; the south part of the westernmost shore (i.e. Lopez Island), which is composed of islands and rocks, S. 37° W., about 2 miles distant; the nearest shore was within about a mile; a very dangerous sunken rock, visible only at low tide, lies off from a low rocky point on this shore, bearing N. 79° W.; and a very unsafe cluster of small rocks, some constantly, and others visible only near low water, bore N. 15° W. about 2½ miles distant.

"This country presented a very different aspect from that which we had been accustomed to behold further south. The shores now before us, were composed of steep rugged rocks, whose surface varied exceedingly in respect to height, and exhibited little more than the barren rock, which in some places produced a little herbage of a dull colour, with a few dwarf trees.

June 8, 1792: "With a tolerably good breeze from the north, we weighed about three in the afternoon, and with a flood tide, turned up into Strawberry Bay, where, in about three hours, we anchored in 16 fathoms, fine sandy bottom. This bay is situated on the east side of an island, which, producing an abundance
of upright cypress, obtained the name of Cypress Island. The bay is of small extent, and not very deep; its south point bore by compass S. 40° E.; a small islet, forming nearly the north point of the bay, round which is a clear good passage west; and the bottom of the bay east, at the distance of about three quarters of a mile. This situation, though very commodious, in respect to the shore, is greatly exposed to the winds, and sea in a S. S. E. direction.

"In consequence of the wind ceasing, the 'Chatham,' whilst endeavouring to gain this anchorage was, by a very strong flood tide, driven to the eastward of the island, where she was compelled to anchor. The next morning (June 9, 1792), I received from Mr. Broughton a letter acquainting me, that, having been obliged to anchor on a rocky bottom, on account of the strength, and irregularity of the tide, their stream cable had been cut through by the rocks; and that, after several attempts to recover the anchor, the rapidity of the tide had rendered all their efforts ineffectual; and he was very apprehensive that, remaining longer in that situation, for the purpose of repeating his endeavours, might endanger the loss also of the bower anchor, by which they were then riding. In reply, I desired, if the anchor could not be regained by the next slack tide, that they would desist, rather than run a risk of still greater importance.

"A fine sandy beach, forming the shores of the bay, gave us the hope of procuring a good supply of fish, as the 'Chatham,' on her former visit, had been very successful; we were, however, unfortunately mistaken; the seine was repeatedly hauled, but to no effect."

June 10, 1792: "The 'Chatham' arrived in the bay on Sunday morning, with the loss of her stream anchor; and in the afternoon the (Puget-Whidbey) boats returned from their survey."

DECEPTION PASS PROVES "WHIDBEY'S ISLAND"

The record is brief but important: "From the officers, I became acquainted, that the first inlet communicated with Port Gardner (i.e. Saratoga Passage), by a very narrow and intricate channel, which, for a considerable distance, was not forty yards in width, and abounded with rocks above and beneath the surface of the water. These impediments, in addition to the great rapidity
and irregularity of the tide, rendered the passage navigable only for boats or vessels of very small burthen. This determined all the eastern shore of the gulph, from the S. W. point of this passage, in latitude 48° 27', longitude 237° 37', to the north point of the entrance into Possession Sound, in latitude 47° 53', longitude 237° 47', to be an island, which, in its broadest part, is about ten miles across; and in consequence of Mr. Whidbey's circumnavigation, I distinguished it by the name of WHIDBEY'S ISLAND; and this northern pass, leading into Port Gardner, DECEPTION PASSAGE.

"Hence they proceeded to the examination of the continental coast leading to the northward (i.e. Fidalgo) and entered what appeared to be a spacious sound, or opening, extending widely in three directions to the eastward of our present situation. One, leading to the southward (i.e. into Burrows Bay), and another, to the eastward (Guemes Channel—passing Anacortes), they examined, and found them to terminate alike in deep bays affording good anchorage, though inconvenient communication with the shores; particularly towards the head of each bay (i.e. Fidalgo and Padilla Bays), on account of a shallow flat of sand or mud, which met them at a considerable distance from the land.

"Having fixed the boundaries of the continent as far to the north as the latitude of this (Cypress) island, agreeably to their directions, they returned, leaving unexplored a large opening which took a northern direction (i.e. Bellingham Channel), as also the space that appeared to be the main arm of the gulph, to the north-westward (i.e. from Padilla Bay), where the horizon was unbounded, and its width seemed very considerable.

"The country they had seen to the north-east of Deception Passage, is much divided by water, and bore nearly the same steril appearance with that of our present situation, excepting near the heads of the two large bays (i.e. Skagit and Padilla), which they had examined on the continental shore. There the land was of a moderate height, unoccupied by rocky precipices, and was well wooded with timber. In the course of this expedition, several deserted villages had been seen, and some of the natives met with, who differed not, in any material particular, as to their persons nor in their civil and hospitable deportment, from those we had been so happy, on former occasions, to call our friends." Note that neither Puget nor Whidbey found the Swinomish Slough connecting Skagit and Padilla Bays, hence Fidalgo was considered as part of the continental shore, and not an island.)
CHAPTER XXVIII.
UP THE GULF OF GEORGIA

With the Puget-Whidbey report of closed-end bays to the eastward of Deception Passage and the Guemes Channel north of Fidalgo and southeasterly to the Swinomish flats of the Skagit delta—Captain Vancouver decided to move northward with the "Discovery" and "Chatham," from the Strawberry Bay-Cypress Island anchorage; proceeding through the Rosario Strait and up the Gulf of Georgia towards its "unbounded horizon" in the northwest, while continuing the systematic search for eastward openings into the continent.

It should be noted that of the geographic features above designated, only "Deception Passage," "Strawberry Bay," "Cypress Island" and "Gulf of Georgia" were named by Vancouver. Up to this time he had no information or belief that any voyager from the outer world had preceded him in the southern labyrinth of Puget Sound which had been the scene of the past six weeks of his scientific search, nor in the northerly unknown reach of the Gulf of Georgia towards which his face was now turned. With this in mind, the Vancouver narrative has an absorbing interest as it extends the horizon and reveals the unknown.

June 10, 1792: The record of Sunday evening at Strawberry Bay concludes: "As our present anchorage was much exposed, and supplied us with no sort of refreshment, excepting a few small wild onions or leeks, I determined, on this information, to proceed with the vessels up the gulph, to the N. W. in quest of a more commodious situation, from whence Mr. Whidbey might be dispatched, to complete the examination of the arm which had been left unfinished (i. e. Bellingham Bay), and another party, to prosecute their inquiries to the N. W., or in such other direction as the gulph might take."

June 11, 1792: "With a light breeze from the S. E., about four o'clock the next morning (Monday) we quitted this station,
and passed between the small island and the north point of the bay to the north-westward, through a cluster of numerous islands, rocks, and rocky islets. On Mr. Broughton's first visit hither, he found a great quantity of very excellent strawberries, which gave it the name of Strawberry Bay, but on our arrival, the fruit season was passed. The bay affords good and secure anchorage, though somewhat exposed; yet, in fair weather, wood and water may be easily procured. The island of Cypress is principally composed of high rocky mountains, and steep perpendicular cliffs, which, in the center of Strawberry Bay, fall a little back, and the space between the foot of the mountains and the sea-side is occupied by low marshy land, through which are several small runs of most excellent water, that find their way into the bay by oozing through the beach. It is situated in latitude 48° 36'/', longitude 237° 34'. The variation of the compass, by eighteen sets of azimuths differing from 18° to 21° taken on board, and on shore, since our departure from Admiralty Inlet, gave the mean result of 19° 5' eastwardly. The rise and fall of the tide was inconsiderable, though the stream was rapid; the ebb came from the east, and it was high water 2h 37' after the moon had passed the meridian.

"We proceeded first to the north-eastward (i.e. through Bellingham Channel), passing the branch of the gulph that had been partly examined (i.e. Guemes Channel), and then directed our course to the N. W., along that which appeared a continuation of the continental shore, formed by low sandy cliffs, rising from a beach of sand and stones (i.e. Lummi Island). The country moderately elevated, stretched a considerable distance from the N. W. round to the southeastward, before it ascended to join the range of rugged, snowy mountains. This connected barrier, from the base of Mount Baker, still continued very lofty, and appeared to extend in a direction leading to the westward of north. The soundings along the shore were regular, from 12 to 25 and 30 fathoms, as we approached, or increased our distance from, the land, which seldom exceeded two miles; the opposite side of the gulph to the south-westward, composed of numerous islands (i.e. Sinclair, Orcas, Clark, Barnes, Matia, Sucia, etc.), was at the distance of about 2 leagues. As the day advanced, the S. E. wind gradually died away, and, for some hours, we remained nearly stationary."
BIRCH BAY—FIRST WHATCOM PORT

"In the evening a light breeze favoring the plan I had in contemplation, we steered for a bay that presented itself, where about six o'clock we anchored in 6 fathom water, sandy bottom, half a mile from the shore. The points of the bay bore by compass S. 32° W. and N. 72° W.; the westernmost part of that which we considered to be the main land west, about 3 leagues distant; to the south of this point (i.e. Point Roberts) appeared the principal direction of the gulph, though a very considerable arm seemed to branch from it to the north-eastward. As soon as the ship was secured, I went in a boat to inspect the shores of the bay, and found, with little trouble, a very convenient situation for our several necessary duties on shore, of which the business of the observatory was my chief object, as I much wished for a further trial of the rate of the chronometers, now that it was probably we should remain at rest a sufficient time to make the requisite observations for that purpose. Mr. Broughton received my directions to this effect, as also, that the vessels should be removed, the next morning, about a mile further up the bay to the N. E., where they would be more conveniently stationed for our several operations on shore; and as soon as the business of the observatory should acquire a degree of forwardness, Mr. Whidbey in the 'Discovery's' cutter, attended by the 'Chatham's' launch, was to proceed to the examination of that part of the coast unexplored to the S. E.; whilst myself in the yawl, accompanied by Mr. Puget in the launch, directed our researches up the main inlet of the gulph.

SEMIAHMOO AND BOUNDARY BAYS

June 12, 1792: "Matters thus arranged, with a week's provision in each boat, I departed at five o'clock on Tuesday morning. The most northerly branch, though attracting our first attention, caused little delay; it soon terminated in two open bays; the southernmost (i.e. Semiahmoo Bay or Drayton Harbor—the port of Blaine), which is the smallest, has two small rocks lying off its south point; it extends in a circular form to the eastward, with a shoal of sand projecting some distance from its shores. This bay affords good anchorage from 7 to 10 fathoms water; the other is much larger (i.e. Boundary Bay), and extends to the northward; these, by noon, we had passed round, but the shoals attached to the shores of each, and particularly to those of the latter, prevented our reaching within 4 or 5 miles of their heads."
POINT ROBERTS NAMED

"The point constituting the west extremity of these bays, is that which was seen from the ship, and considered as the western part of the main land, of which it is a small portion, much elevated at the south extremity of a very low narrow peninsula; its highest part is to the S. E., formed by high white sand cliffs falling perpendicularly into the sea; from whence a shoal extends to the distance of half a mile round it, joining those of the larger bay; whilst its south-west extremity, not more than a mile in an east and west direction from the former, is one of those low projecting sandy points, with 10 to 7 fathoms water, within a few yards of it. From this point, situated in latitude 48° 57', longitude 237° 20', (which I distinguished by the name of POINT ROBERTS, after my esteemed friend and predecessor in the ‘Discovery’) the coast takes a direction N. 28° W., and presented a task of examination to which we conceived our equipment very unequal."

Captain Roberts—for whom this dominant headland, later to be crossed by the international boundary, was named—like Vancouver, had accompanied Captain James Cook on the memorable North Pacific voyage of 1778-9. Roberts was first assigned to command the 1790-95 “Discovery” expedition, with Vancouver as first lieutenant, but with the menace of Anglo-Spanish war which arose in 1790, Captain Roberts was assigned to naval duty, and George Vancouver promoted captain and made commander of the expedition which set out from England on April 1, 1791.

Point Roberts is the land-mark by which the modest Vancouver honored the man who might have been the discoverer of the North Pacific Mediterranean.

VANCOUVER AND PUGET CRUISE NORTH

From Point Roberts northerly, the Vancouver narrative continues:

"That which, from hence, appeared the northern extreme of the continental shore, was a low bluff point, that seemed to form the southern entrance into an extensive sound, bearing N. 25° W., with broken land stretching about 5° farther to the westward. Between this direction and N. 79° W., the horizon seemed uninterrupted, excepting by the appearance of a small though very high round island (i.e. Texada), lying N. 52° W., apparently at the distance of many leagues. Having thus early
examined and fixed the continental shore to the furthest point seen from the ship, I determined to prosecute our inquiries to the utmost limits that care and frugality could extend our supplies; and, having taken the necessary angles, we proceeded, but soon found our progress along the eastern or continental shore materially impeded by a shoal that extends from Point Roberts N. 80° W. 7 or 8 miles, then stretches N. 35° W. about 5 or 6 miles further, where it takes a northerly direction towards the above low bluff point (i. e. Point Grey).

"Along the edge of this bank (i. e. the flats of the Fraser delta) we had soundings from 10 to 1 fathoms, as we increased or decreased our distance from the eastern shore; to approach which all our endeavours were exerted to no purpose, until nine in the evening, when the shoal, having forced us nearly into the middle of the gulph, we stood over to its western side, in order to land for the night, and to cook our provisions for the ensuing day, which being always performed by those on watch during the night, prevented any delay on that account, in the day time.

"As we stood to the westward, our depth soon increased to 15 fathoms, after which we gained no bottom until we reached the western shore of the gulph where, on our arrival about one o'clock in the morning, it was with much difficulty we were enabled to land on the steep rugged rocks that compose the coast, for the purpose of cooking only, and were compelled, by this unfavorable circumstance, to remain and sleep in the boats."

At this port of refuge on the westerly shore of the Gulf of Georgia (Galiano or Valdes Island), we leave Captain Vancouver and his party for the night. With only four hours for the night's rest after the long and strenuous day of wearied effort the Vancouver narrative proceeds in the next chapter with the story of perhaps the most memorable day of the entire expedition of discovery—that which revealed the inlet upon which a century later was to arise the destined Port of Vancouver.
CHAPTER XXIX.

VANCOUVER DISCOVERS VANCOUVER

JUNE 13, 1792: “About five on Wednesday morning, we again directed our course to the eastern shore, and landed about noon, on the above-mentioned low bluff point. This, as was suspected, formed the south point of a very extensive sound, with a small arm leading to the eastward; the space, which seemed to be its main direction, and appeared very extensive, took a northerly course (i.e. Howe Sound). The observed latitude here was 49° 19’, longitude 237° 6’, making this point (which, in compliment to my friend Captain George Grey of the navy, was called POINT GREY) 7 leagues from Point Roberts. The intermediate space is occupied by very low land, apparently a swampy flat, that retires several miles, before the country rises to meet the rugged snowy mountains, which we found still continuing in a direction nearly along the coast. This low flat being very much inundated, and extending behind Point Roberts, to join the low land in the bay to the eastward of that point, gives its high land, when seen at a distance, the appearance of an island; this, however, is not the case, notwithstanding there are two openings between this point and Point Grey (i.e. the outlets of the Fraser River). These can only be navigable for canoes, as the shoal continues along the coast to the distance of seven or eight miles from the shore, on which were lodged, and especially before the openings, logs of wood, and stumps of trees innumerable.

ENTERS PORT OF VANCOUVER

“From Point Grey we proceeded first up the eastern branch of the sound, where, about a league within its entrance, we passed to the northward of an island (i.e. Stanley Park) which nearly terminated its extent, forming a passage from 10 to 7 fathoms deep, not more than a cable’s length in width (i.e. the Narrows). This island lying exactly across the canal, appeared to form a similar passage to the south of it, with a smaller island lying before it. From these islands, the canal, in width about half a mile, continued its direction about east.
“WELCOME TO VANCOUVER”

“Here we were met by about fifty Indians, in their canoes, who conducted themselves with greatest decorum, and civility, presenting us with several fish cooked, and undressed, of the sort already mentioned as resembling the smelt. These good people finding we were inclined to make some return for their hospitality, showed much understanding in preferring iron to copper.

“For the sake of the company of our new friends, we stood on under an easy sail, which encouraged them to attend us some little distance up the arm. The major part of the canoes twice paddled forward, assembled before us, and each time a conference was held. Our visit and appearance were most likely the objects of their consultation, as our motions on these occasions seemed to engage the whole of their attention. The subject matter, which remained a profound secret to us, did not appear of an unfriendly nature to us, as they soon returned, and if possible, expressed additional cordiality and respect. This sort of conduct always creates a degree of suspicion, and should ever be regarded with a watchful eye. In our short intercourse with the people of this country we have generally found these consultations take place, whether their numbers were great or small; and though I have ever considered it prudent to be cautiously attentive on such occasions, they ought by no means to be considered as indicating at all times a positive intention of concerting hostile measures; having witnessed many of these conferences, without our experiencing afterwards any alteration in their friendly disposition. This was now the case with our numerous attendants, who gradually dispersed as we advanced from the station where we had first met them, and three or four canoes only accompanied us up a navigation which, in some places, does not exceed an hundred and fifty yards in width.

UP TO PORT MOODY

“We landed for the night about half a league from the head of the inlet, and about 3 leagues from its entrance. Our Indian visitors remained with us until by signs we gave them to understand we were going to rest, and after receiving some acceptable articles they retired, and by means of the same language, promised an abundant supply of fish the next day; our seine having been tried in their presence with very little success. A great desire was manifested by these people to imitate our actions, especially in the firing of a musket, which one of them performed, though with much fear and trembling. They
minutely attended to all our transactions, and examined the colour of our skins with infinite curiosity. In other respects they differed little from the generality of the natives we had seen; they possessed no European commodities, or trinkets, excepting some rude ornaments apparently made from sheet copper; this circumstance, and the general tenor of their behaviour gave us reason to conclude that we were the first people from a civilized country they had yet seen. Nor did it appear that they were nearly connected, or had much intercourse with other Indians, who traded with the European or American adventurers.

VANCOUVER "WET" IN 1792

"The shores in this situation were formed by steep rocky cliffs, that afforded no convenient space for pitching our tent, which compelled us to sleep in the boats. Some of the young gentlemen however preferring the stony beach for their couch, without duly considering the line of high water mark, found themselves incommoded by the flood tide, of which they were not apprized until they were nearly afloat; and one of them slept so sound, that I believe he might have been conveyed to some distance, had he not been awakened by his companions."

June 14, 1792: "Perfectly satisfied with our researches in this branch of the sound, at four the next morning we retraced our passage in; leaving on the northern shore, a small opening extending to the northward (i. e. North Arm) with two little islets before it of little importance, whilst we had a grander object in contemplation (i. e. the "Northwest Passage"); and more particularly so, as this arm or canal could not be deemed navigable for shipping. The tide caused no stream; the colour of its water after we had passed the island the day before, was perfectly clear, whereas that in the main branch of the sound, extending nearly half over the gulph, and accompanied by a rapid tide, was nearly colourless, which gave us some reason to suppose that the northern branch of the sound (i. e. Howe Sound) might possibly be discovered to terminate in a river of considerable extent.

"As we passed the situation from whence the Indians had first visited us the preceding day, which is a small border of low marshy land on the northern shore, intersected by several creeks of fresh water (i. e. North Vancouver vicinity), we were in expectation of their company, but were disappointed, owing to our travelling so soon in the morning. Most of their canoes were hauled up into the creeks, and two or three only of the natives were seen straggling about on the beach. None of their
habitations could be discovered, whence we concluded that their village was within the forest. Two canoes came off as we passed the island, but our boats being under sail, with a fresh favorable breeze, I was not inclined to halt, and they almost immediately returned.

"The shores of this canal, which after Sir Harry Burrard of the navy I have distinguished by the name of Burrard's Canal, may be considered, on the southern side, of a moderate height, and though rocky, well covered with trees of large growth, principally of the pine tribe. On the northern side, the rugged snowy barrier, whose base we had now nearly approached, rose very abruptly, and was only protected from the wash of the sea by a very narrow border of low land. By seven o'clock we had reached the N. W. point of the canal, which forms also the south point of the main branch of the sound; this also, after another particular friend, I called Point Atkinson, situated North from Point Grey, about a league distant. Here the opposite point of entrance into the sound bore by compass West, at the distance of about 3 miles; and nearly in the center between these two points, is a low rocky island producing some trees, to which the name of Passage Island (now Bowen Island) was given. We passed in an uninterrupted channel to the east of it, with the appearance of an equally good one on the other side.

HOWE SOUND—AN ALLURING INLET

"Quitting Point Atkinson, and proceeding up the sound, we passed on the western shore some small detached rocks, with some sunken ones amongst them, that extend about two miles, but are not so far from the shore as to impede the navigation of the sound; up which we made a rapid progress, by the assistance of a fresh southerly gale, attended with dark gloomy weather, that greatly added to the dreary prospect of the surrounding country. The low fertile shores we had been accustomed to see, though lately with some interruption, here no longer existed; their place was now occupied by the base of the stupendous snowy barrier, thinly wooded, and rising from the sea abruptly to the clouds; from whose frigid summit, the dissolving snow in foaming torrents rushed down the sides and chasms of its rugged surface, exhibiting altogether a sublime, though gloomy spectacle, which animated nature seemed to have deserted. Not a bird, nor living creature was to be seen, and the roaring of the falling cataracts in every direction precluded their being heard, had any been in our neighborhood.
"Towards noon I considered that we had advanced some miles within the western boundary of the snowy barrier, as some of its rugged lofty mountains were now behind, and to the southward of us. This filled my mind with the pleasing hopes of finding our way to its eastern side. The sun shining at this time for a few minutes afforded an opportunity of ascertaining the latitude of the east point of an island, which, from the shape of the mountain that composes it, obtained the name of Anvil Island, to be 49° 30', its longitude 237° 3'. We passed an island in the forenoon lying on the eastern shore, opposite to an opening on the western, which evidently led into the gulph nearly in a S. W. direction, through a numerous assemblage of rocky islands and rocks, as also another opening to the westward of this island, that seemed to take a similar direction. Between Anvil Island, and the north point of the first opening, which lies from hence S. by W. 5 miles distant, are three white rocky inlets, lying about a mile from the western shore.

"The width of this branch of the sound is about a league; but northward from Anvil Island it soon narrows to half that breadth, taking a direction to the N. N. E. as far as latitude 49° 39', longitude 237° 9', where all our expectations vanished, in finding it to terminate in a round bason, encompassed on every side by the dreary country already described. At its head, and on the upper part of the eastern shore, a narrow margin of low land runs from the foot of the barrier mountains to the water-side, which produced a few dwarf pine trees, with some little variety of underwood. The water of the sound was here nearly fresh, and in colour a few shades darker than milk; this I attributed to the melting of the snow, and its water passing rapidly over a chalky surface, which appeared probable by the white aspect of some of the chasms that seemed formerly to have been the course of water-fall, but were now become dry.

"The gap we had entered in the snowy barrier seemed of little importance, as through the vallies caused by the irregularity of the mountain's tops, other mountains more distant, and apparently more elevated, were seen, rearing their lofty heads in various directions. 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; as we had scarcely finished our examination, when the wind became excessively boisterous from the southward, attended with heavy squalls and torrents of rain which continuing until noon the following day, occasioned a very unpleasant detention."
June 15, 1792: "But for this circumstance we might too hastily have concluded, that this part of the gulph was uninhabited. In the morning we were visited by near forty of the natives, on whose approach, from the very material alteration that had now taken place in the face of the country, we expected to find some difference in their general character. This conjecture was however premature, as they varied in no respect whatever, but in possessing a more ardent desire for commercial transactions; into the spirit of which they entered with infinitely more avidity than any of our former acquaintances, not only in bartering amongst themselves the different valuables they had obtained from us, but when that trade became slack, in exchanging those articles again with our people; in which traffic they always took care to gain some advantage, and would frequently exult on the occasion. Some fish, their garments, spears, bows and arrows, to which these people wisely added their copper ornaments, comprized their general stock in trade. Iron, in all its forms, they judiciously preferred to any other article we had to offer.

"The weather permitting us to proceed, we directed our route along the continental or western shore of the sound, passing within two small islands and the main land, into the opening before mentioned, stretching to the westward from Anvil Island. At the distance of an hundred yards from the shore, the bottom could not be reached with 60 fathoms of line, nor had we been able to gain soundings in many places since we had quitted Point Atkinson with 80 and 100 fathoms, though it was frequently attempted; excepting in the basin at the head of the sound, where the depth suddenly decreased from 60 fathoms to 2. We had advanced a short distance only in this branch, before the colour of the water changed from being nearly milk white, and almost fresh, to that of oceanic and perfectly salt. By sunset we had passed the channel which had been observed to lead into the gulph, to the southward of Anvil Island; and about nine o'clock landed for the night, near the west point of entrance into the sound, which I distinguished by the name of Howe's Sound, in honor of Admiral Earl Howe; and this point, situated in latitude 49° 23', longitude 236° 51', POINT GOWER; between which and Point Atkinson, up to Anvil Island, is an extensive group of islands of various sizes. The shores of these, like the adjacent coast, are composed principally of rocks rising perpendicularly from an unfathomed sea; they are tolerably well covered with trees, chiefly of the pine tribe. though few are of a luxuriant growth."
CHAPTER XXX.
Pursuing the Quest Back to the Pacific

At four o'clock on Saturday morning—June 16, 1792—Vancouver and Puget are off again, up the Gulf of Georgia from Point Gower, tracing the continental coast into the northwesterly unknown. The journal is a fascinating narrative of description, but we can only summarize. After twenty-five miles progress, Vancouver realized that "the track we thus pursued has not the appearance of the main branch of the gulph, but of a channel between the continent and that land, which from Point Roberts, seemed like a small though very high round island. This now appeared of considerable extent"—for it was Texada Island—"its N. E. side formed a channel leading to the N. W. as far as the eye could reach, about five miles in width." (Later named Malaspina Strait.) "The main branch of the gulph, apparently of infinitely greater extent, took a direction to the southwestward of this land which now looked more like a peninsula than an island." Along the continental shore of this easterly branch of the gulph, the survey cruise continued to a night "shelter in a very dreary, uncomfortable cove about two miles to the S. S. E. of a narrow opening to the northward."

JERVIS CANAL—ANOTHER DEAD END

"On the return of daylight"—Sunday, June 17, 1792—Vancouver and Puget "proceeded to examine" this new hope penetrating inland toward the northeast. All day they pressed forward, examining every easterly navigable indentation "to the latitude of 49° 49' where, finding a tolerably comfortable situation, we rested for the night." "The next morning, as usual, at four o'clock (June 18) we proceeded up the inlet." Before noon they had reached latitude 50° 1', with increased width and continuance of the channel northerly. This fine outlook "again flattered us with discovering a breach in the eastern range of snowy mountains, notwithstanding the disappointment we had met with in Howe's Sound; and although since our
arrival in the Gulph of Georgia, it had proved an impenetrable barrier to that inland navigation, of which we had heard so much and had sought with sanguine hopes and ardent exertions, hitherto in vain, to discover."

With this alluring hope revived, they press on to the north, despite the fact that they have "now been absent six days, with subsistence only for a week," and are already a hundred miles from the ships at Birch Bay. And then the same old tragedy of disillusionment: "The inlet now took a N. W. by W. direction, without any contraction in its width, until about five o'clock in the evening when all our hopes vanished, by finding it terminate, as others had done, in swampy, low land producing a few maples and pines, in latitude 50° 6', longitude 236° 33'." They had "soundings at 70 fathoms" up to within less than half a league of the low land "bank that stretches across the head of the inlet, similar to all the others."

"Not a little mortified that our progress should be so soon stopped, it became highly expedient to direct our way back toward the ships, to whose station, by the nearest route we could take, it was at least 114 miles." Notwithstanding this urgency of return, Vancouver retraced his way south by the westernmost channel, holding to the continental shore and testing out every indentation. Until eleven that night of June 18; off "at four again the next morning" with "a strong southerly gale against us, it was past nine at night"—June 19—"before we reached a small bay * * * where we rested for the night; and at daylight, proceeded as usual, along the continental shore." * * * "It was nearly noon"—June 20—"before we reached the north point of the inlet; which producing the first Scotch firs we had yet seen, obtained the name of Scotch Fir Point. * * * And to this arm of the sea, I gave the name of JERVIS'S CANAL, in honor of Admiral Sir John Jervis."

**LIVING ADMIRALS—DEAD HOPES**

Thus we have Jervis Canal and Howe Sound—with Hood Canal—Vancouver's recognition of the triumvirate of Admirals that ruled the British Navy in that momentous closing decade of the eighteenth century. And these three monuments to living admirals were also the memorials of dead hopes—great ocean inlets which allured with the hope of a North-West Passage, on to "dead ends" in swamps and sand-banks.
BACK TO BIRCH BAY

From this northerly cruise rounding out Jervis Canal, Vancouver and Puget turned back toward the ships at Birch Bay anchorage—a long return for a wearied expedition subsisting on shortened rations. Crossing the five mile channel to Texada Island and a night encampment June 20-21, they coasted south-easterly, naming the southerly end of the island Point Upwood—"in remembrance of an early friendship." Sighting north-westerly, they observed another channel, west of the island—"nearly parallel to that we had last quitted, though considerably more extensive, and containing some small islands; its horizon bounded by the summits of high distant detached mountains."

MEETS THE SPANISH EXPEDITION

Leaving this for future search, they sailed and rowed south-easterly down the Gulf of Georgia all day of the 21st, and on the morning of June 22nd, 1792—"as we were rowing * * * for Point Grey, purposing there to land and breakfast, we discovered two vessels at anchor under the land." Thus—off the entrance of the future Port of Vancouver—came the unexpected meeting with the Spanish survey expedition of Galiano and Valdes, with its revelation of prior discoveries, as related in a preceding chapter. The Spanish officers tendered hospitality to the wearied Vancouver-Puget party, offering to "dispatch a boat with such directions as I might deem necessary for the conduct of the (British) ships; or in the event of a favorable breeze springing up, they would weigh and sail directly to their (Birch Bay) station." Intent on losing no time, Vancouver "declined their obliging offers, and having partaken with them a hearty breakfast bade them farewell"—and continued southerly, circling out into the gulf to avoid the shoal water off the still undiscovered Fraser River delta outlets, making the distance from Point Grey to Point Roberts "upwards of 30 miles." With "two flood tides against us," and a "light southerly breeze that prevailed the whole time," they were "obliged to be constantly rowing from nine in the forenoon until after midnight, before we could reach the point (Roberts), * * * though not before we were nearly exhausted by fatigue. Here we slept, and in the morning of the 23rd, against a strong easterly breeze, about ten in the forenoon we reached the ships, after having traversed in our boats upwards of 330 miles."
WHIDBEY DISCOVERS BELLINGHAM BAY

While the Vancouver-Puget expedition was on this eleven day northerly cruise which revealed the harbor of Blaine and the future Port of Vancouver, while losing perhaps the last hope for the North-West Passage in the closed ends of Howe Sound and Jervis Canal—the master of the "Discovery," Joseph Whidbey, had carried out his instructions to explore the continental coast southerly to connect with his former research in the Fidalgo vicinity. In this pursuit—about June 15-20, 1792—Whidbey discovered and explored: "an extensive bay, which I have distinguished as Bellingham's Bay. It is situated behind a cluster of islands, from which a number of channels lead into it; its greatest extent in a north and south direction, is from the latitude of 48° 36' to 48° 48' (i.e. nearly fourteen miles); * * * It everywhere affords good and secure anchorage; opposite to its north point of entrance the shores are high and rocky, with some detached rocks lying off it. Here we found a brook of most excellent water (i.e. the creek from Lake Whatcom). To the north and south of these rocky cliffs the shores are less elevated, especially to the northward, where some of those beautiful verdant lawns were again presented to our view."

"WHAT MIGHT HAVE BEEN"

To this Vancouver-Whidbey description of the vicinity of the future Port of Bellingham, the writer ventures to record a "hind-sight" prophecy of "what might have been,"—if—in the course of events, the international boundary had later been fixed at 48° 45' instead of 49° latitude, or seventeen miles south of the actual boundary location. Had such happened, upon this "extensive bay," distinguished by the old English name of Bellingham, would have been developed a century later the great International Port of the North Pacific. The great Canadian railway systems would have come by the Sumas cut-off from the Fraser to the Nooksack and the northern shore of Bellingham Bay, where the City of Vancouver would have risen upon the site of old "Whatcom" and "Schome." With this momentum of Canadian accomplishment, the American Great Northern Railway would have chosen the most direct Columbia-Skagit route to the world harbor of the North Pacific—and the great American sea-port metropolis would have developed at "Fairhaven" around the southern sweep of the spacious Bellingham Bay. While Tacoma, Seattle and Everett would have developed with their tributary territory and local resources, and a larger
Port Moody would likewise have expanded along Burrard Inlet—Bellingham Bay would have proven the great North Pacific magnet, drawing to itself the resources of a continent, serving the two greatest peoples of earth.

NEARING THE END OF THE TRAIL

But this story must continue to its conclusion of what happened—not "what might have been."

We have followed Captain George Vancouver and his faithful associates on the "Discovery" and "Chatham," through the eight weeks of detail exploration since the memorable April 29th, 1792, from the historic meeting with Captain Robert Gray and the "Columbia" outside Cape Flattery, into the Straits of Fuca, and tracing the labyrinth of the inland sea, southerly, easterly and northerly, revealing the body of navigable waters of the Straits, Puget Sound and the Gulf of Georgia which are broadly included in the designation of "Puget Sound—the Modern Mediterranean."

Their scientific search had demonstrated closed ends at every continental indentation or inlet, barring the way to any possible water communication by a "North-West Passage" from North Pacific to North Atlantic. Only the two straits to the northwest of the Gulf of Georgia, split by the undetermined peninsula or island (Texada), remained untraced and unknown.

BACK TO THE PACIFIC

On "Midsummer Morning"—June 25, 1792—the Vancouver Expedition sailed out of Birch Bay to the northward; were joined that afternoon by the Galvano-Valdes Spanish expedition and proceeded together to the two openings into the northwestern unknown. By co-operation and division of the labor among three and sometimes four boat parties, they pressed forward surveying the intricacies of hitherto unknown straits and channels, until on July 5th, 1792, Lieutenant Johnstone's party encountered a flood tide in Loughborough's Canal which indicated connection with the Pacific Ocean to the northwest.

This was the great discovery, for neither Vancouver nor the Spanish explorers had up to this time any definite information that there was any such connection. All knew of the Meares statement that Captain Kendrick with the brig Washington had in 1789 circumnavigated an island from Nootka on the ocean coast—but they had not been able to verify it either from Captain Gray or any other authority. Moreover, when in 1793 and
1794, Captain Vancouver met Captain Kendrick and the Washington, at Nootka and in the Hawaiian Islands, there is no record of any claim by Kendrick that any such trip was ever made. With nothing to gain or lose by any suppressed or false statement, the Vancouver record to the end rejects the Meares' rumor of the Kendrick circumnavigation.

Hence it is James Johnstone—Vancouver's lieutenant of the Chatham—who ranks as the discoverer of the Pacific connection to the northwest, behind Vancouver Island. He pressed on July 6, 7, 8 and 9 through the westerly straits into Queen Charlotte Sound, and on July 10th, 1792, "they rowed to an island conspicuously situated from whence their expectations were gratified by a clear though distant view of the expansive ocean." Vancouver honored the discovery with the name "Johnstone's Straits."

Meanwhile, and subsequently, the other exploring parties traced the various northwesterly passages from the Gulf of Georgia, testing out all the continental inlets to the north-east, notably Bute Canal, which gave fine promise of being a lead to the "North-west Passage," but ended after forty miles of continental penetration, in the usual barrier of low land and sandbank, at latitude 50° 52'. Lieutenants Puget and Valdes conducted this exploration.

Likewise Lieutenant Broughton, with the Chatham directed a remarkable exploration up the continental coast, developing Call's Canal, Knight's Inlet and the Broughton Archipelago at the head of Queen Charlotte's Sound. Knights Inlet proved another promising hope of the "North-West Passage," but came to the usual "dead end" after fifty miles of continental penetration.

**DIPLOMACY AT NOOKA**

Passing out Queen Charlotte's Sound after continuing the examination of the continental coast to Point Menzies, in latitude 52° 18', on August 19th, 1792, Captain Vancouver turned southward to Nootka Sound, spending the period from August 28th to October 12th in that vicinity, discharging his mission of diplomacy with the Spanish authority, Senor Don Juan Francisco de la Bodega Y Quadra, Commandant of the marine establishment of San Blas and California. Many interesting experiences transpired during these six weeks of Anglo-Spanish negotiations, of which from a geographical standpoint, the naming of the great island—"Quadra and Vancouver Island"—was a memorable international courtesy, accomplished on September 5, 1792.
CHAPTER XXXI.
GRAY'S HARBOR—COLUMBIA RIVER—CALIFORNIA

At Nootka Sound, August, 1792, Captain Vancouver was joined by the store ship "Daedalus," sent out from England with supplies and later advices. Owing to the death of the commander of the "Daedalus," Lieutenant Richard Herd, Vancouver transferred Lieut. James Hanson from the Chatham to command the Daedalus, while James Johnstone was promoted from Master to Lieutenant of the Chatham, with Spelman Swaine succeeding Johnstone. Then it was decided to send Vancouver's first lieutenant of the Discovery, Zachariah Mudge, on special duty, back to England with advices to the Lords of the Admiralty, hence Puget and Baker were promoted to first and second, while Swaine was made third lieutenant of the Discovery, and Thomas Manby made master of the Chatham. Thus, re-organized, the expedition sailed south from Nootka on October 13, 1792, Senor Quadra and his Spanish squadron having preceded on September 22nd.

On the way south, Vancouver examined the west coast of Vancouver Island, the vicinity of the Straits of Fuca entrance and the entrance to Grays Harbor. At Nootka he had received information and charts of Captain Gray's discoveries in May. He therefore transferred Joseph Whidbey to the Daedalus with instruction to make full examination of Gray's Harbor, and later directed Lieutenant Broughton, with the Chatham to explore the Columbia River as far as possible. From the Pacific off Gray's Harbor, Vancouver sighted and recognized Mount Rainier, and from the Columbia River outlet vicinity located and named Mount St. Helens. There being difficulty of Columbia River entry for the Discovery, Vancouver left that for Broughton and the Chatham, sailed on southward, re-examining the Oregon-California coast and entered the Golden Gate into "Port St. Francisco", the evening of November 14, 1792.
VANCOUVER VISITS SAN FRANCISCO

The story of Vancouver's ten days visit to San Francisco in November, 1792, probably presents the first picture of that historic locality to reach the outer world. The "Mission of St. Francisco" had been established in 1775 and the Presidio in 1778. According to Vancouver's 1792 report, these "were the northernmost settlements of any description, formed by the court of Spain on the continental shore of North-West America, or the islands adjacent, exclusive of Nootka." "The Spanish soldiers composing the garrison amounted, I understood, to thirty-five; who with their wives, families, and a few Indian servants composed the whole of the inhabitants." The Mission was visited on Sunday, November 18th, and its appearance and work described in detail. "Its distance from the Presidio is about a league, in an eastwardly direction; our ride was rendered unpleasant by the soil being very loose and sandy, and by the road being much in- commoded with low, grovelling bushes"—such was the site of San Francisco in 1792.

On November 20th, provided with horses by the Spanishcommandant, "Senor Sal and the reverend fathers," Captain Vancouver and party were escorted to the Santa Clara Mission. "Our journey was estimated at 18 leagues, in which distance the country afforded no house, hut nor any place of shelter excepting such as the spreading trees presented." Vancouver's narrative is a fascinating description of the beauties of the peninsula country covered in that day's journey from San Francisco to the Santa Clara valley. They were hospitably received and spent a wonderful day at the Santa Clara Mission, which is most sympathetically described. They returned to San Francisco by another day's ride on November 22nd; "and on our arrival at the ship (Discovery) in the evening, I had the pleasure to find the Chat- ham near us at anchor."

BROUGHTON'S COLUMBIA RIVER EXPLORATION

Thus, at anchor in San Francisco Bay on November 23, 1792, Captain Vancouver received the report of Lieutenant Broughton's exploration of the Columbia River. It forms an interesting and important chapter in the Vancouver Journal of the Voyage of Discovery, which can only here be summarized.

Having gained entrance within the great Columbia outlet on October 21, the next three or four days were spent in detail examination of the broad expanse extending eastward for about twenty miles, including Baker's Bay and Gray's Bay on the north
THE CLIMAX OF A WORLD QUEST

and the Point Adams — Astoria — Tongue Point (the latter named by Broughton) vicinity on the south. Young's River, between Point Adams and Astoria, was explored and named. Broughton had the chart or sketch received at Nootka and purporting to show the extent and results of the May discovery by Captain Gray. The Vancouver narrative, referring to the "deep bay" on the north side "lying at the distance of 7 miles, N. 26° E." from Tongue Point — i.e. the bay that receives Gray's River from the northeast — records that: "This bay terminated the researches of Mr. Gray, and to commemorate his discovery it was named after him Gray's Bay."

Acting on the assumption that Gray's Bay vicinity was the limit of Gray's research, Broughton conducted a seven days' launch and cutter expedition up "from what he considered the entrance of the river, to be 84, and from the Chatham, 100 miles." The Chatham was left anchored in the Megler vicinity, "close to the northern shore * * * about two miles (E) from the former anchorage," which was "off the deserted village * * * called by the natives Chenoke" (i.e. Chinook). Lieutenant Broughton made detail examination and report covering this hundred miles of the Columbia River, giving the first names to many of the points, islands and tributary rivers — about half of which remain unchanged.

"A large river bore S. 5 E. which was afterwards seen to take a southwestwardly direction, and was named Baring's River." This was the Willamette River leading to the future Port of Portland. "From thence the main branch takes rather an irregular course, about N. 82° E.; it is near half a mile, and in crossing it the depth was from 6 to 3 fathoms. The southern shore is low and woody, and contracts the river by means of a low sandy flat that extends from it." Such is the Columbia River as it flows from the eastward, above the mouth of the Willamette. "Having now passed the sand bank," writes Broughton, "I landed for the purpose of taking our last bearings; a sandy point on the opposite shore bore S. 80° E., distant about two miles; this point terminating our view of the river, I named it after Captain Vancouver."

Thus was the name of Vancouver attached to the sightly point on the north side of Columbia River, upon which a quarter-century later the Hudson's Bay Company established its main post in the Northwest — Fort Vancouver, which after three decades
came into the possession of and is still held by the U. S. Government. The American city of Vancouver, oldest in the Pacific Northwest, adjoins this historic site to the westward, and has the prior claim to a great name.

Broughton also located Mount Hood from the Vancouver viewpoint, naming it after Admiral Hood, the sea-lord of the British Admiralty, for whom Hood Canal had also been named. "Round point Vancouver the river seemed to take a more northerly direction; its southern (Oregon) shores became very hilly, with bare spots of a reddish color on the sides of the hills, and their tops thinly covered with pine trees. The opposite (Washington) shore was low, well wooded, and mostly composed of shingly beaches." With this final vista eastward toward the Columbia River Gorge and its rugged snow-capped sentinel—Mount Hood, Broughton retraced the great river down to the sea, and proceeded with the Chatham to San Francisco Bay.

**THE BAY OF MONTEREY**

November 25th, 1792, Captain Vancouver, with Discovery and Chatham, "quitted St. Francisco," sailed out of the Golden Gate and southward along the California coast to "the famous port of Monterey." Here were spent six weeks with noteworthy experiences, enjoying the courtesies of Senor Quadra, who had come south from Nootka and "taken up his residence at the governor's house in the presidio." The Vancouver narrative includes several delightful chapters of description of the old Spanish Californian capital and its scenic vicinity. The time was usefully employed in needed repairs and refitting of the ships and in compiling the records and charts of the season's work of exploration. The diplomatic negotiations unfinished at Nootka were continued in this pleasant environment. It was found desirable to send Lieutenant Broughton to England with special dispatches to the Board of Admiralty. Senor Quadra arranged so that Broughton should accompany him to San Blas, "where he would supply him with money" and otherwise arrange for his trip across Mexico and passage to England. Lieutenant Puget was promoted to the command of the Chatham, when Broughton departed.

**WHIDBEY REPORTS ON GRAY'S HARBOR**

On arrival at Monterey, the Daedalus was found at anchor, and Joseph Whidbey was ready with the report of his very thorough examination of Gray's harbor, which had occupied the week, October 18-26, 1792, on their way south from Nootka to Monterey, where they arrived November 22nd, four days ahead
of Vancouver. Captain Gray's discovery of Gray's Harbor in May preceding, was recognized and verified, but it was the detail survey of Joseph Whidbey in October that first placed Gray's Harbor on the charts of commerce.

VANCOUVER INITIATES PACIFIC-AUSTRALIA COMMERCE

The first commerce between the Pacific Coast of America and Australia, was now inaugurated, with Vancouver's dispatch of the Daedalus, Captain James Hanson, with live cattle, sheep, etc., "for the service of the infant colony in New South Wales." "twelve cows, with six bulls, and the like number of ewes and rams * * * with a sufficient quantity of provender for their maintenance"—and on December 29th, 1792, the Daedalus sailed out of the Bay of Monterey for Port Jackson—the future Sydney—"with the cattle in very high condition."

* * *

During these six weeks in Monterey, Vancouver found time to visit the Mission at St. Carlos, "a league to the southeastward of the presidio of Monterey," and was there greeted by "the Rev. Fermín Francisco de Lasuen, father president of the missionaries of the order of St. Francisco in New Albion" (i.e. California). The Captain was strongly impressed by "this person- age * * * about 72 years of age, whose gentle manners, united to a most venerable and placid countenance indicated that tranquilized state of mind that fitted him in an eminent degree for presiding over so benevolent an institution." A year later, farther down the California Coast, at the entrance of old San Pedro, the English captain remembered the Franciscan father-president, and placed "Point Fermin" on the gate-post of the future Port of Los Angeles.

The Vancouver narrative reviews the history and environment of the historic port of Monterey, from its foundation in 1770 to this visit in 1792. The Spanish authorities, headed by Senor Quadra, were unstinting in their hospitality to the English expedition—even to the extent of refusing to accept payment for the "supply of refreshments" for the ships. "Everything the country afforded was at our service"; the account "could be easily settled on our departure"—and to the last Quadra "insisted * * * that the only settlement in which he could possibly engage, was that of seeing we were accommodated to the extent of our wishes with every supply the country could bestow."
CHAPTER XXXII.
Vancouver's Second Season—1793

THE work of 1792 was ended and the records compiled amid the pleasant surroundings of Monterey. On January 15th, 1793, the Vancouver and Quadra ships sailed out of the famous bay, keeping company for three days, then a farewell at sea: "We saluted them with three cheers, which they cordially returned; and we each pursued our respective voyages with all sail set"—Quadra for San Blas, naval headquarters of Spain in Mexico, and Vancouver for the Sandwich (Hawaiian) Islands, and two months of surveys and history-making experiences with the natives. May 20th, 1793, finds the expedition back at Nootka in the North Pacific for a second season of search for the Northwest Passage along the continental coast north of Vancouver's Island.

On the way north during the first week of May, Vancouver and Whidbey made thorough examination and survey of the Spanish port of Trinidad and vicinity in Northern California, verifying its discovery by Quadra in 1775.

Renewing the great quest for the North-West Passage, Vancouver and Puget, with the Discovery and Chatham spent the season of 1793 covering the intricate series of islands and inland passages and continental inlets from Queen Charlotte and Fitzhugh Sounds, northerly to Dixon Entrance at 54° 40', and on northward to 56° 30'.

MAY-OCTOBER, 1793—51° TO 56° 30'

Burke's Canal, named "after the Right Honorable Edmund Burke," was traced to its dual closed ends by Johnstone while Vancouver followed Dean Canal to its limit of continental penetration, then Cascade Canal with its Ocean Falls, and the small continental inlets to the northwest.

While Vancouver and Puget directed the ships northward, Whidbey and Johnstone were out with small boat survey expeditions. Milbank Sound, Finlayson Channel, Laredo Channel, Gardner Canal and Douglas Channel were traced and retraced until every hope of continental penetration came to a "dead end." On they went, developing Grenville and other channels
of the Pitt archipelago into Chatham Sound. Now they were approaching the vicinity of the legendary De Fonte passage through the continent—called "Ewen Nass" by native rumor. With great hope the ships sailed on into the promising Observatory Inlet, just north of the future Port Simpson.

Whidbey and Baker were left to establish the observatory; Vancouver and Swaine, with Puget and Menzies, directed a launch-yawl party northward in the great search for the Northwest Passage, while Johnstone and Barrie, with the two cutters were sent back south to examine openings passed by in the Prince Rupert vicinity.

The Vancouver-Puget party tested out the hopeful Observatory Inlet to its dual northerly and easterly disappointments; then up the connecting channel to the northwest and tracing 70 miles up Portland Canal to its termination at almost 56° latitude. (This was doubtless the inlet referred to by Captain Gray at the memorable meeting off Cape Flattery April 29, 1792.) Then the search of Behm's Canal, to the eastward of Revilla Gigedo Island and around to the channel of the same name, past the Ketchikan vicinity and back to the ships in Observatory Inlet. This twenty-three days' expedition, covering 700 miles in the small boats, gives an idea of the strenuous pace of the Vancouver exploration.

Meanwhile Johnston "mopped up" the four continental inlets from the Nass River branch of Observatory Inlet south to Port Essington and the Skeena River outlet, covering particularly the Port Simpson-Prince Rupert vicinity. The determination in 1793 of all these continental inlets extending east, north-east and north from the great "Dixon Entrance" from the Pacific, was Vancouver's greatest accomplishment, next to the 1792 Puget Sound revelation at the end of the Straits of Fuca. There had been four great interrogation points in the North Pacific—the Straits of Fuca, Dixon Entrance, Chatham Strait and Cook's Inlet. Which of these led to the North-West Passage and the North Atlantic? Vancouver, in 1792 and 1793, negatived the two first and most promising of these great prospects.

The Discovery and Chatham sailed out from their Observatory Inlet anchorage, west toward the Pacific into the famous 54° 40' channel, then north up the main sound from Dixon Entrance to anchorage at Port Stewart and later through Clarence Strait to Port Protection at the north end of Prince of Wales Island. From these anchorages the small boat parties threaded the intricacies of the continental inlets in the Wrangell vicinity
and westward around Summer Strait and out to the Pacific. The labors of 1793 thus carried the North Pacific search up to 56° 30'; and on September 22nd they headed south for Nootka, making some observations of Queen Charlotte's Islands on the way.

BACK TO CALIFORNIA AND HAWAII

A short call at Nootka, October 5-8; then San Francisco, October 19-24, and Monterey, November 1st, 1793. The store-ship Daedalus, Captain Hanson, was met off San Francisco and accompanied to Monterey—having accomplished the trip to Port Jackson (Sydney) Australia and returned with stores and supplies, within less than a year. Vancouver's reception by the Spanish authorities at San Francisco and Monterey was in marked contrast to the year preceding. Senor Arrillaga was the Spanish commandant in California and pursued a policy unlike that of Senor Quadra. On November 5, Vancouver left Monterey, making survey of the California coast to the southward. The Chatham and Daedalus accompanied the Discovery and all three anchored off Santa Barbara, November 11th. The Spanish commandant there showed such courtesies and the situation was so pleasant that they remained for more than a week, followed by a two days' visit to Ventura. On November 24th, they were off Santa Monica Bay, and Vancouver makes the following record:

LOS ANGELES IN 1793

"I had been given to understand that a very advantageous settlement is established on a fertile spot somewhere in this neighborhood within sight of the ocean, though at the distance of some miles from the coast, called Pueblo de los Angelos, the 'country town of the Angels', formed in the year 1781. This establishment was looked for in all directions, but nothing was perceived that indicated either habitations or inhabitants."

The "supposed bay of St. Pedro" was noted and Point Fermin named. "The bay appeared to retire to the northwestward, probably affording anchorage and shelter; but near Point Fermin soundings could not be gained with 90 or 100 fathoms of line."

St. Juan Capistrano Mission was next noted and on November 27th, the expedition entered "Port St. Diego, called by the Spaniards, Ponta de la Loma." The Spanish authority at San Diego showed Vancouver every consideration, prolonging their visit until December 9th, after which Vancouver extended his survey of the coast south to 30°, then sailed to the west and sighted "the island of Owhyhee" (Hawaii) on January 9th, 1794.
CHAPTER XXXIII.

THE THIRD YEAR—1794

TWO months of labors and historic incidents in the Hawaiian Island group, and on March 15, 1794, the Discovery and Chatham are once more north-bound, in the final season of search for the North-West Passage. The store-ship Daedalus, commanded by Hanson, again sailed for Australia February 8th with various supplies and "a copy of our survey of the coast of New Albion south of Monterey"—with other dispatches for government information.

This time the sailing is almost due north from the islands, with "Cape Douglas in Cook's River our next place of rendezvous with the Chatham, in case of separation. There I proposed to recommence our survey of the coast of North-West America, and from thence to trace its boundary eastward to Cape Decision"—the point reached by the 1793 northward survey. "Having ascertained that there was not any extensive navigation easterly, between the 30th and 56th degrees of north latitude, I was led to believe that if any such did exist, it would most probably be found communicating with Cook's River, up which I entertained no doubt of penetrating to a very considerable distance."

COOK'S INLET TERMINATED

Thus Vancouver sails northward over the same course that he had covered southward with "Captain Cook in his passage from Ounalashka to the Sandwich Islands in the year 1778." Leaving the "Paradise of the Pacific" on March 15th, 1794, on April 2nd, in latitude 55° 43' they are "attended with frost and snow. * * * A strong gale, with much snow and sleet, cased our rigging in ice; the thermometer stood at 26° * * * and about three in the afternoon (April 3) high land almost entirely covered with snow was discovered." This proved an island, which Vancouver named "Tscherikow" (Chirikof) "in honor of Bering's companion, whose labors in the arduous task of discovery do not appear to have been thus commemorated." Continuing northeasterly they pass Trinity Island and along the outer coast of the great Kadiak and other islands to the north. Van-
Vancouver is doubtful "whether the land we had thus coasted along was composed of islands, or whether it was as Captain Cook had considered it, a part of the continent"—but there is not time to determine this doubt. "We steered for Cape Elizabeth and passing that promontory, entered Cook's River" April 12, 1794. Almost a month is required for the exploration of this great gulf of the North Pacific to its "Turnagain Arm" terminations. The detail work devolved upon Vancouver and the reliable Joseph Whidbey. On March 6th, 1794, the Vancouver narrative records the conclusion of the search for the North-West Passage in this northernmost and most promising direction. At the north-east end of Turnagain Arm, the record reads: "To the northward, round by the east, and towards the south-east, the nearer mountains * * * were capped with snow, and appeared to form an uninterrupted barrier, the descending plains from which seemed by their apparent uniformity, to indicate no probability of their being anywhere intersected by water. That which flowed between the banks of the river still retained a very considerable degree of saltiness, and clearly proved that neither by falls, floats, marshes or fens, any large body of fresh water found its way to the ocean by this communication and that consequently * * * this can be no longer considered as a river: I shall therefore distinguish it henceforth as an "inlet."

"Thus terminated this very extensive opening on the coast of North West America, to which had the great and first discoverer of it, whose name it bears (i.e. Captain James Cook, in 1778) dedicated one day more to its further examination, he would have spared the theoretical navigators, who have followed him in their closets, the task of ingeniously ascribing to this arm of the ocean, through which a North-West Passage, existing according to their doctrines, might ultimately be discovered."

Captain Vancouver never lost an opportunity to resent every criticism of his old master and teacher in navigation science, Captain James Cook, especially at the hands of the "theoretical navigators" and "closet geographers" of that day.

THE LAST SEARCH IN THE NORTH

Out of Cook's Inlet; eastward through all the intricacies of the labyrinth of Prince William Sound, Vancouver and Puget, Whidbey and Johnstone and Manby, conducted the Discovery and Chatham, with their detail survey expeditions in the small boats; around Controller's Bay and along the coast of the Gulf of Alaska, developing all its indentations, including Icy Bay.
under the dominating, snow-capped heights of Mt. St. Elias; past Cape Spencer, and into Cross Sound to a protected cove and anchorage on the east side, about a dozen miles within its spacious entrance. This was named Port Althorp, and from this port were made the detail explorations while the Discovery and Chatham lay at anchor, July 8-29, 1794. During these three weeks, Joseph Whidbey, directing a survey expedition of three boat parties, developed the series of inland passages connecting to the east and north from the ocean gateway of Cross Sound. For the first time in all the narrative of three years efforts and exposures, we find this personal note by Vancouver:

“The state of my health had been too indifferent to allow of my taking any share in the several distant boat excursions; but as it seemed to be highly probable * * * that Mr. Whidbey might be led to a great distance by pursuing the continental shore, and by that means be precluded from examining the various islands that appear to lie about it * * * and considering myself now sufficiently recruited to be equal to that task, early in the morning of the 14th, I set out for that purpose, but by noon I was obliged to return, in consequence of being seized with a most violent indisposition, which terminated in a bilious cholic, that confined me for several days to my apartments.”

LYNN CANAL—HOMeward BOUND

There is a pathetic touch to the naming of the last and northernmost hope of the North-West Passage, when Whidbey returned from his three weeks expedition and reported its revelations and results: Cross Sound, Glacier Bay, into Icy Passage and Icy Strait, which “seemed to be entirely occupied by one compact sheet of ice as far as the eye could reach; to the north and east * * * terminated by compact solid mountains of ice, rising perpendicularly from the water's edge,” a forced passage southeasterly into open waters and finally the vista of a majestic inlet, “bounded by stupendous mountains, covered with perpetual ice and snow,” stretching away a hundred miles to the northward, and to an unbounded horizon in the south. Think of Captain George Vancouver, wearied from three years of labors and responsibilities, broken in health under the strain and the exposure, on his bed of sickness on the Discovery, around the world and a year away from the hope of return to his native land—surely he has recorded his inmost thoughts when Whidbey
brought back that glorious picture of the northernmost end of the great quest:

"Which after the place of my nativity, the town of Lynn in Norfolk, obtained the name of LYNN CANAL"; and the turning point from Icy Strait into the northern vista of the great inlet, "which I called after the seat of my ancestors, Point Couverden."

Lynn Canal was the end of the discoverer's trackless trail, whence his thoughts and his voyage were home-ward bound.

* * *

Between July 29th and August 19th there was a final three weeks of detail survey expeditions led by Whidbey and Johnstone. They brought to Vancouver at Port Conclusion—the last port of the Discovery and Chatham in the great search, near the ocean outlet of Chatham Sound, on the island opposite Cape Ommaney—their reports covering the examination of all the inland passages and continental inlets from Cross Sound, Icy Strait and Lynn Canal, southerly to Summer Strait and the Stikine River inlet—up to which the work of 1793 had carried the coast survey. When these two parties met on August 17th, 1794, the night before their return to the ships at Port Conclusion, they made merry as they knew the work was done even though its mission had failed:

"In the course of the evening no small portion of facetious mirth amongst the seamen, in consequence of our having sailed from old England on the First of April, for the purpose of following up the discoveries of De Fuca, De Fonte and a numerous train of hypothetical navigators."

* * *

And Captain Vancouver wrote into his official narrative the record that:

"The principal object which His Majesty appears to have had in view, in directing the undertaking of this voyage, having at length been completed, I trust the precision with which the survey of the coast of North-West America has been carried into effect, will remove 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."
CHAPTER XXXIV.
THE HOMEWARD VOYAGE

IT was September 12th, 1795, before the Discovery found home port on the western coast of Ireland, entering the Shannon on that date, almost four and a half years from that "All Fool's Day" in 1790, when the Vancouver expedition sailed out of Falmouth in search of the North-West Passage.

It required a long return voyage of more than a year from "Port Conclusion" in the Southeastern Alaskan archipelago, whence the Discovery and Chatham headed southward on August 22nd, 1794, concluding three seasons of research covering the Pacific Coast of America from latitude 30°, in Lower California, to almost 60° at the head of Lynn Canal and westward to Cook's Inlet and beyond.

FINAL VISIT TO NOOTKA

Six weeks—September 2 to October 16, 1794—were spent at Nootka Sound. Here they found a Spanish squadron of three armed vessels, one of which, the Princissa, commanded by Fidalgo, had just arrived from San Blas with General Don Jose Manuel Alava, the new Governor of Nootka, appointed "in consequence of the death of our highly valuable and much esteemed friend Senor Quadra, who in the month of March had died at St. Blas, universally lamented." Governor Alava's mission to Nootka was to complete the adjustment with Vancouver of the cession of territory provided for by the Anglo-Spanish treaty of October 28, 1790. The Spanish governor, however, did not have the necessary documents from Madrid, nor had Vancouver any advices from London, responding to the dispatches carried by Broughton from Monterey in January, 1793. These had not arrived when Alava left San Blas in June, 1794, but were due to be forwarded by special vessel immediately on arrival—to Nootka if in season to reach there by October 15th, otherwise to Monterey. Such was diplomacy—in the days of sailing-ship dispatch service. And so they waited—using the time profitably in necessary refitting of ships and equipment for the long journey "around the Horn" and back to England.
TATOOCHE-SEATTICUS

There were ceremonial visits to the native chiefs, particularly to old Maquinna, whose authority over the Indian tribes was wide-spread and recognized by Spanish and English alike from the earliest days of Quadra and Cook in the Nootka vicinity. It is interesting to again note in Vancouver's journal the name of "Tatooch-Seatticus," referred to as a sub-chief and one of two brothers of Maquinna. On the 1793 visit at Nootka, the same "Tatooch-Seatticus" is referred to as the brother of Wicananish, the acknowledged chief in the Clayoquot Sound vicinity, and southward to the Straits of Fuca. He was probably the same chief Tatooche, met by Meares and others of the fur-trade captains prior to 1792, and for whom Tatoosh Island near Cape Flattery was named. The name "Tatooch-Seatticus" thus used in Vancouver's narrative, is of special interest as containing the root word or sound of Seattle, sixty years before Chief "Sealth" was made sponsor for a great city. Considering the similarity between Puget Sound Indians and those of the Nootka-Clayoquot vicinity, expressed through the Vancouver narrative, also their habits of seasonal migrations, which continued long into the pioneer days, it would seem likely that this Chief Tatooch-Seatticus may have had some ancestral relation to the "Chief Seattle" of sixty years later.

VANCOUVER MEETS KENDRICK

It is also noteworthy that among the fur-traders Vancouver met with at Nootka in September-October, 1794, we again find "the Washington, J. Kendrick commander, of Boston in America, who had been employed in the same pursuit, but whose vessel was now under repair."

During the February-March preceding, in the Hawaiian Islands, Vancouver's journal notes the presence of Captain Kendrick and the Washington, trading in that vicinity.

CALIFORNIA RE-VISITED

The expected dispatches from London and Madrid not arriving at Nootka, on October 17th all sailed for Monterey—Spanish Governor and English Captain with their miniature squadrons. It was a tempestuous voyage for the small vessels, which became separated—and the Discovery was the last to arrive at Monterey, because Vancouver had the intention "to visit the bay of Sir Francis Drake, and from thence in our boats to acquire a better knowledge than we had hitherto gained of port Bodega"—about thirty miles north of San Francisco Bay. This was impracticable by reason of the continuing storm and they steered
for Monterey, arriving November 6th, 1794, and remaining in
that famous port for nearly a month.

"In the evening (November 11) an express arrived from Mex-
ico, which brought dispatches from the viceroy of New Spain to
the governor, together with the long expected instructions to
Senor Alava, respecting the cession of Nootka to the crown of
Great Britain, but nothing addressed to me accompanied these
credentials." Captain Vancouver was much embarrassed by the
absence of dispatches from London responding to those conveyed
by Mudge and Broughton, but "was very unexpectedly relieved
the next day by Senor Alava very obligingly confiding to me that
part of his instructions which stated that * * * documents
transmitted by the late Senor Quadra and myself, had enabled
our respective courts to adjust that matter in an amicable way,
and nearly on the terms which I had so repeatedly offered to
Senor Quadra (at Nootka) in September, 1792. In addition to
which the Spanish minister's letter set forth that this business
was not to be carried into execution by me, as a fresh commission
had been issued for this purpose by the Court of London."

(The Vancouver journal here includes a foot-note, added at
London: "This however was not the fact, as these fresh instruc-
tions were addressed in the first instance to me." Apparently
Spanish "diplomacy" was working at Monterey in November,
1794, as well as at Madrid.)

With continued courtesies, Vancouver lingered at Monterey,
in the vain hope that his own dispatches might come from San
Diego by a special courier sent to that port. The courier re-
turned without the expected dispatches, whereupon Vancouver
transmitted copies of all his recent work by the express to Mex-
ico for forwarding to England, and prepared to sail "towards
England, by way of Cape Horn, agreeably to my instructions."

GREAT NEWS FROM EUROPE

From the fur-trading captains in the north and the Spanish
authorities at Nootka and at Monterey, Captain Vancouver re-
ceived year-old news of the great events transpiring in Europe in
1792 and 1793—the progress of the French Revolution through
its earlier constitutional stages into the "reign of terror" and the
guillotine for the Bourbon monarchy. "The melancholy circum-
stances * * * were now confirmed * * * to the close
of the year 1793; and we became much concerned by the events
that had happened, and alarmed at the fatal consequences which it was natural to suppose they must produce." Thus, before leaving Monterey, Captain Vancouver foresaw that the events transpiring in France were trending toward a general war in Europe, re-opening the old warfare between England and France after only a decade of peace from 1783.

FAREWELL TO MONTEREY AND CALIFORNIA

"On Tuesday the 2nd of December (1794) we quitted Monterey, and bade adieu to Governor Alava and the rest of our Spanish friends." With continued observations down the California coast to Cape St. Lucas and the Marias Islands to the southwest off San Blas, the voyage proceeded southward, with a visit to the island of Cocos (off Costa Rica), where the Discovery and Champlain lay at anchor January 23-27, 1795. Leaving Cocos, "and having no intention of stopping short of the island of Juan Fernandez, or some port on the coast of Patagonia * * * the ships course was directed southwardly"—but the wind carried them to the westward and gave opportunity to observe the Galapagos islands on the line of the equator, west of Ecuador.

THE SCOURGE OF SCURVY

Continuing southerly for more than a month's sailing, on March 14, 1795, Vancouver records: "to my utter astonishment and surprise, I was given to understand from Mr. (Dr.) Menzies, that the sea scurvy had made its appearance amongst some of the crew." The narrative continues with a discussion of the inexplicable "cause of this unfortunate malady"—resulting in a voluntary confession by the ship's cook, that "by the importunities of the people" for certain edibles, he had been induced "to transgress * * * my positive injunctions * * * in giving the crew the skimmings of the boiling salted meat * * * to mix with their pulse." "The very unreserved and feeling manner in which the cook acknowledged his transgression, and the contrition he showed for having thus departed from his duty, intitled him to my full forgiveness"—and John Brown, the penitent cook who had sought to please with a forbidden experiment in sea diet "earnestly assured me that he would in future attend strictly to my directions." But the dread disease of the sailors' scourge did not easily yield to the usual anti-Septic treatment, and for this and other relief and refitting purposes, it was decided best to put in at the Chilean port of Valparaiso.
Lieutenant Puget, with the Chatham, had fallen in “with a large Spanish merchant ship named Rosalia * * * laden with cocoa and jesuit’s bark from Guayaquil, and bound round Cape Horn to Rio de la Plata, and from thence to Cadiz.” From the captain of this vessel Puget learned that “the anchorage at Juan Fernandez was considered as very bad and greatly exposed; that a Spanish frigate had lately been lost there; and that the island afforded but very few refreshments. On these accounts he strongly recommended that in case the Chatham stood in need of any articles of naval stores, that she should repair to the port of Valparaiso, as being the most likely place on the coast of Chili for procuring such supplies.”

Vancouver was under “strong injunctions contained in my instructions, not to visit any of the Spanish settlements on this coast, excepting in the event of the most absolute necessity.” Whereupon, there was a survey by Lieut. Puget and the principal officers of the Discovery, particularly of “the state and condition of the (main) mast from the carpenter’s written report, together with that part of my secret instructions relative to the matter in question. These having been maturely taken into their consideration, they were unanimously of the opinion that * * * it was indispensably necessary that the Discovery should immediately repair to the nearest port for the purpose of procuring a new main-mast; since the disabled one, with every repair that it was possible to give it, would still be very inadequate to the service that might be demanded of it in those boisterous seas, which at this season of the year we must necessarily expect to encounter in passing round Cape Horn.”

And so the home-ward-bound Vancouver expedition steered towards the Spanish-Chilean port of Valparaiso. “A distant view of the lofty coast of Chili to the eastward” was first gained on March 24, 1795, whence the coast was observed southward to the bay of Valparaiso which they entered the following afternoon. The chapters of Vancouver’s narrative which relate to his six weeks stay at Valparaiso (March 25-May 7, 1795) are filled with matters of intense interest which can only be outlined: The welcome by “Senor Don Lewis Alava * * * Governor of this port, and brother to our friend of that name at Monterey”; the hospitality extended by local officials and citizens; “the very
indifferent state of my health”; requiring “that I should avail myself of this opportunity of sleeping on shore and taking as much of the exercise of the country as my strength would permit”—led the Governor “to allot apartments for myself and a few of the officers in some of the public buildings of the town”—and so “the Casa de Exercicios was appointed for our reception and residence.”

Thus the Valparaiso stay was made one of general recuperation. The menace of scurvy was banished by remedial diet. “I deemed it expedient that the whole crews of both vessels should, in addition to the regular allowance of fresh beef and greens, and new soft bread from the shore, be daily served with a quantity of grapes, apples and onions; and I had soon the happiness of finding that this salutary diet was attended with the salutary effect of entirely eradicating the disease.” The refitting of the Discovery was not so effectually accomplished. “I had the mortification to learn that there was not a spar, either at Valparaiso, or in the country within our reach, of a size sufficient to be converted into a mast, for the purpose of replacing our disabled one on board the Discovery.” Doubtless Vancouver’s memory harked back three years to the spars replaced on Puget Sound, when his journal recorded that “it was a very fortunate circumstance, that these defects were discovered in a country abounding with materials to which we could resort; having only to make our choice from amongst thousands of the finest spars the world produced.” At Valparaiso, however, “as a new mast could not here be procured the only expedient * * * was to use our best endeavors to repair the old one * * * by turning the mast end for end, by which means the most defective parts would fall below the deck; where by the addition * * * of further securities, we should be able to render it sufficiently strong to answer the purpose of carrying the vessel to England.”

SANTIAGO VISITED

The most interesting event was Vancouver’s visit to the Chilian capital city—“St. Jago (Santiago). The trip was made on invitation of “His Excellency Senor Don Ambrosio Higgins de Vallenar, president and captain-general of the kingdom of Chili,” and with an equipage of “horses and mules for the expedition,” amply provided by Governor Alava of Valparaiso. The party included, besides Captain Vancouver, Lieutenants Puget and Johnstone of the Chatham, and Baker and Swaine,
also Dr. Menzies of the Discovery. "His Excellency the President together with his polite invitation to the capital, had also sent two dragoons from St. Jago, who were natives of Ireland, in his Catholic Majesty's service, for the purpose of being our guides and interpreters, and for rendering us every other service that we might require for the journey." Thus escorted—"with a numerous cavalcade"—the English officers varied the voyage of discovery with a visit to the historic capital city of Chili. In an interesting chapter Vancouver describes the ninety mile trip from the seaport to the metropolis—partly over the "new road" * * * about sixteen yards wide * * * begun from each place," but mostly "the old road * * * a very bad one and dangerous to pass." Three days were required for the journey—the last a long forenoon from three in the morning, "that we might avoid the intense heat * * * in ascending the lofty summits," from which "to the eastward stretched the extensive valley in which St. Jago is situated * * * terminated by the lofty stupendous Andes, whose summits exhibit perpetual winter." Then "breakfast about fifteen miles from the capital, whose lofty spires were now plainly discerned, towering above the numerous houses"; and continuing, "the road * * * level, broad and firm * * * on each side * * * plantations and vineyards, in each of which a neat white house * * * a little distance from the road. The appearance of cultivation and fertility in these low lands, when contrasted with the stupendous summits of the Andes produced a most agreeable effect, and rendered this part of our journey very pleasant and entertaining."

A ROYAL IRISH WELCOME

And thus they rode on to Santiago, for an afternoon's rest and refreshment, before the ceremonious reception by the Captain-General. They were furnished fresh mounts—"very high-bred animals * * * richly caparisoned with fine saddles and bridles, and saddle-cloths richly decorated, and fringed with gold and silver lace"—ready for the trip to the palace. Captain Vancouver bemoans "the dress in which they were under the necessity of appearing" * * * "our uniforms, which were extremely rotten and unfit for any service on horseback"—an embarrassment "greatly increased by the crowds of people who had assembled to see our cavalcade pass along." Alighting at the palace, the "guard was turned out" in their honor, and they "were conducted in form to the audience chamber. Here we
were received by His Excellency Don Ambrosio Higgins de Val-
lenar, with that sort of unaffected welcome in which neither
ceremony nor flattery appear.” Soon the secret of the courteous
invitation, the Irish dragoon escorts from Valparaiso, and the
home-like welcome at Santiago, was fully revealed as the Span-
ish President and Captain-General expressed to the English offi-
cers “his congratulations and hearty welcome to the capital of
Chili, which were delivered by him in our own language with a
fluency which greatly excited our astonishment.” They soon
“learned from Don Ambrosio himself that he was a native of
Ireland, from which he had been absent upwards of forty years.”
Born in County Meath in 1730, Ambrose O’Higgins—“at an
dly period of his life * * * had entered the English
army, but not obtaining in that service the promotion he had
expected, he had embraced more advantageous offers on the
continent”—from Spain; “his first commission * * * in the
corps of engineers * * * exchanged into the dragoons
* * * raised to the rank of lieutenant-colonel * * *
served for some time in Old Spain, and afterwards in this coun-
try * * * military commander on the frontiers of Chili,
and Governor of Concepcion * * * in this service he was
employed twelve years * * * promoted about the year
1783 to the exalted station he now fills”—such was the forty
years evolution of Ambrose O’Higgins, the Irish soldier of for-
tune, into “His Excellency the President and Captain-General”
of the Spanish kingdom of Chili—Don Ambrosio Higgins de
Vallenar—Lieutenant General in the Spanish army.

And now, after twenty-four years residence “in New Spain,
during which time very few opportunities had occurred to him
for speaking English,” the great Irish South-American extended
a regal welcome to his old-time English countrymen. “A room
of considerable dimensions was allotted to me in the palace”—
writes Captain Vancouver—“and a large apartment adjoining to
it was appropriated to the use of Mr. Puget and the rest of the
officers.” There followed several April days of entertainment
and receptions, the courtesies of Santiago, of church and state
and private inhabitants extended without stint. The description
of the public buildings and improvements, the resources and en-
vironment, the customs of the people of Santiago and Chili—all-
together make the Vancouver narrative a distinct historical con-
tribution. The virtues and accomplishments of Don Ambrosio
O’Higgins are given ample recognition.
One wonders whether during that week of Irish hospitality in the Chilean royal palace, Vancouver perchance met the son of Don Ambrosio—Bernardo O'Higgins—then a youth of seventeen, born in Chili of a native mother, later educated in England, and destined within twenty years to lead the nationalist aspirations of his country-men in successful revolt against Spanish domination; to establish independence and the Republic of Chili; himself to occupy that palace as the first republican administrator, where his father had ruled as the captain-general of the king of Spain.

* * *

The memorable Santiago visit ended, Vancouver and party were escorted back to Valparaiso by April 16, 1795, only to find that the repairing of the Discovery had developed new defects which would require eight or ten days more of labor and delay. The time was profitably occupied in a thorough survey of the port and its commercial relations and possibilities.

Vancouver estimated that not less than a million and half dollars was annually sent from the port of Valparaiso to Old Spain. He records also that there "is annually exported to Lima, in Peru, about fifteen thousand tons of wheat and wheat flour, large quantities of small cordage, dried salt fish, and apples, pears and peaches in great abundance."

AROUND CAPE HORN—TO ST. HELENA

With St. Helena "appointed with Mr. Puget our next rendezvous" the Discovery and Chatham left the bay of Valparaiso, May 7, 1795. It was a tempestuous voyage down the Patagonian coast, and the weakened and ill-repaired rigging of the Discovery met with sad injury, but they pressed on and by May 30 were clear of Cape Horn and shaped "course to the north-eastward." On July 3, "as we approached the bay of St. Helena, I had the mortification to see a fleet of large ships standing out, and apparently bound to the northward."

Vancouver confirmed from the British governor of St. Helena the news that there was a state of war involving England against France and Holland, and that the fleet which had sailed that morning was "a fleet of East Indiamen, together with several sail of Dutch prizes under the convoy of His Majesty's ship Sceptre, commanded by Captain Essington"—the same for whom Vancouver had named "Port Essington" in the North Pacific, near 54° 40'.
Realizing that he was a British naval officer in command of a ship-of-war, Vancouver celebrated the Fourth of July, 1795, by seizing "a Dutch East Indiaman which I had perceived to be coming into the bay, and took possession of her as a prize." St. Helena was in the naval war zone. Vancouver decided "to remain here until some British vessel of force should touch at St. Helena in her way home, or that the next convoy from the East Indies should arrive, under the protection of which I should hope safely to arrive in England in the course of the autumn." Meanwhile the armed tender Chatham, with Lieutenant Puget in command, was dispatched with messages to the British command in St. Salvador, off the coast of Brazil, thence with a convoy to England.

Just before the Chatham sailed from St. Helena, Captain Vancouver received the information "that it had been decreed by the National Assembly of France, that the Discovery and Chatham should pass the seas unmolested by the French cruisers, notwithstanding the existing war between the two countries." This news encouraged Vancouver to sail northward without awaiting a convoy fleet.

It was necessary, however, to dispose of his Dutch prize—the Macassar. Lieutenant Johnstone was detached from the Chatham, and with seventeen sailors from the Discovery, placed in charge of sailing the Macassar to some British port. This arranged, Vancouver and the Discovery left St. Helena July 15. On August 21, they overtook the fleet of East Indiamen and Dutch prizes under convoy of the Sceptre war-ship, Captain Essington. Vancouver placed himself and ship under the orders of Captain Essington and proceeded with the convoyed fleet. Progress was slow, by reason of the "deplorable condition of many of the Dutch prizes," but Vancouver was reconciled to the delay, when he learned from Captain Essington, that the news of French immunity granted the Discovery, was premature and probably false. "In the event of our having met with an enemy of superior force, to whom of necessity we must have yielded, we should have had little chance of escaping the horrors of a French prison, in addition to the mortification of losing to our country much of the information * * * collected during our voyage." Hence it was a case of slow but safe progress with the convoy of Captain Essington.
THE CLIMAX OF A WORLD QUEST

AN OLD FRIEND LOST

On September 1st, a casual sea incident evoked memories of the North Pacific and the pathetic record of the loss of an old friend. One of the Dutch prizes made a signal of distress; the Discovery's cutter was sent to her assistance and did its work of rescue and relief. Then this record: "After performing this service our cutter returned to the ship, and in the act of hoisting her on board, she was by accident stove entirely to pieces. I do not recollect that my feelings ever suffered so much on any occasion of a similar nature as at this moment. The cutter was the boat I had constantly used; in her I had repeatedly escaped from danger; she had always brought me safely home; and although she was but an inanimate conveniency, to which it may possibly be thought, no affection could be attached, yet I felt myself under such obligation for her services that when she was dashed to pieces before my eyes, an involuntary emotion suddenly seized my breast, and I was compelled to turn away to hide a weakness (for which though my own gratitude might find an apology) I should have thought improper to have publicly manifested."

A few days later tempestuous weather in the North Atlantic brought near disaster to the weakened main topmast of the Discovery, but with "all the upper sails taken in, the mast struck, and the carpenters immediately employed to remedy in the best manner we were able," Vancouver "had no doubt we should be able to maintain until we should arrive in some port of Great Britain." The old reliable "Mr. Whidbey" and his assistant "Mr. Orchard" were busy with their observations and navigation problems to the last and kept the Discovery on her chosen path, which was to the westward of the ordinary route to the English channel. The war with France and Holland explains the course and port to which they steered.

HOME AT LAST

"By our course having judiciously been directed far to the westward, it was most probable that the coast of Ireland would be the first land in the British dominions with which we should fall in. For those shores, as the wind and other circumstances had allowed, we had been steering for several days, and as our distance from England every day and every hour decreased, so our happiness became augmented in the grateful anticipation of once more breathing our native air, once more reposing in the bosom of our country and expecting friends. Every breast * * * was alive to sensations of the most pleasant nature,
inseparable from the fond idea of returning home, after so long an absence, in an adventurous service to promote the general good, when unappalled by the consciousness of deserved reproach."

"Few of us had been blessed with any tidings from our families or friends since our last separation from them; and in the course of such a lapse of time what changes might not have taken place, what events might not have happened to disappoint our hopes; rob us of our present peace; or cloud the sunshine of our future days. These were considerations of a most painful nature, and tinged our joyful expectations with solicitude and apprehension."

Such were the mingled joys and fears of the sailor's homecoming. Early on September 12, 1795, land was sighted on the west coast of Ireland, and the entire fleet and convoy entered the Shannon harbor, there to remain "until a force more equal to the protection of the valuable fleet should arrive to escort it from thence to England."

Captain Vancouver was ordered to repair immediately to London to render his report to the Admiralty Board, while the Discovery was resigned to the command of Lieutenant Baker, who in due course brought the ship around to the Thames harbor by October 20th, 1795. Likewise the Chatham, commanded by Lieutenant Puget, having performed the mission of dispatch from St. Helena to the Brazilian coast "arrived all well" October 17th; while Lieutenant Johnstone brought the Dutch prize ship Macassar from St. Helena to an English port November 22, 1795.

"England expects that every man will do his duty."

Such was the immortal signal flashed at Trafalgar when Admiral Lord Nelson wrote his final page of glory.

Seven years before, George Vancouver had placed the name of Captain Nelson on a point in the Alaskan labyrinth. Returned from five years spent in the great voyage of discovery Captain Vancouver might have sought assignment which led to naval glory. He chose the drudgery of compiling the detail report of his monumental achievement—and "carried on" until the great work was almost complete. With health broken from the stress and exposure of five eventful years he persisted beyond his strength, passing away at forty, on May 10th, 1798. His brother, John Vancouver, and his devoted lieutenant, now Captain Puget, attended to the final details of publication.

George Vancouver did not fail! He did his duty!
THE CLIMAX OF A WORLD QUEST

VANCOUVER'S VALEDICTORY

Summing up the entire voyage period of nearly five years Vancouver was able to record as to the Discovery: "We had lost only one man by disease" and five by accident; while the Chatham "had not in the course of the whole voyage, lost a single man, either in consequence of ill health, or from any accident whatever." And Vancouver closes the narrative of the great voyage of discovery with this devout expression of gratitude:

"The unfortunate loss of these five men from the Discovery, produced in me infinite regret, but when I adverted to the very dangerous service in which we had been so long employed, and the many perilous situations from which we had providentially been extricated, with all possible adoration, humility and gratitude, I offered up my unfeigned thanks to the Great Disposer of all human events, for the protection which thus in his unbounded wisdom and goodness he had been pleased, on all occasions, to vouchsafe unto us, and which had now happily restored us to our country, our families and our friends."

* * *

Such were the closing reflections of the great navigator who failed to find the North-West Passage—because there was none—but in that failure revealed to the world a Mediterranean of the Pacific stretching through a thousand miles of inland seas and passages from Puget Sound to Lynn Canal.

And in the century of steam and steel that followed, of which even this master of sea and sail could have no dream in 1792—it was Vancouver's Puget Sound revelation that transformed the medieval illusion of a "North-West Passage" into fruition of a new vision of a modern North-West Passage—six doubled bands of steel, spanning America from North Atlantic to North Pacific, meeting the mighty ocean carriers and bearing the commerce between the old and new Occident and the new and old Orient—realizing the dream of the ages—on the shores of Puget Sound—at the focal center and cross-roads of the world's highway—

THE CLIMAX OF A WORLD QUEST.

* * *

Hail and farewell then to Captain George Vancouver, to Joseph Baker, Peter Puget, Joseph Whidbey, James Johnstone—to Broughton, Mudge and Hanson, Dr. Menzies, Orchard and all of the "officers and gentlemen" and the faithful crew of that brave Discovery-Chatham band! Their names have right to be written large on the memorial pages of the Pacific Northwest, together with those inscribed in the name of Columbia—Gray and Kendrick—Lewis and Clark!
PUGET SOUND
The Modern Mediterranean of the Pacific

MAP OF
PUGET SOUND
And its Environment
AN ILLUSTRATION
OF
"The Climate of a World Quest"
George F. Collier — December, 1927