

Achievements and
Experiences of
Captain Robert Gray

1788 to 1792

By Francis E. Smith

"We Tell It, and Than Quil"



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"I have no prejudices, but in favor of my
native land."

John Adams.

Shall the name that made your city the
glory of the earth be mentioned with obloquy
or detraction?

Addison.

"We Tell It, and Then Quit"



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PREFACE

Captain Robert Gray is the first American character in the local history of the State of Washington, United States of America. The history of his achievements and experiences should be taught in the public schools of the United States.

The cordial reception accorded the first edition of the achievements of Captain Gray have encouraged the author in the continuation of the publication in a more complete form, hence this new edition.

In the preparation of this edition of the achievements and experiences of Captain Gray, constant reference has been made to the following authentic and credible publications: Journal of Captain James Cook; Journal of Captain John Meares; Journal of Captain George Vancouver; Menzies' Journal of the Vancouver Journal; Narrative of John Hoskins; A New Vancouver Journal, edited by E. S. Meany; A New Log of the Columbia, edited by E. S. Meany; Journals of the Continental Congress; The Nootka Sound Controversy, Manning; Essays on Historical Criticisms, Demarcation Line, Bourne; The Louisiana Purchase, Hermann; Washington Historical Quarterly; Charts of The United States Coast and Geodetic Survey; Robert Greenhow's Memoir to The United States Senate, 1840. All writings and publications of a polemic, theoretical or speculative nature have been discarded as immaterial.

No writer can attempt to give a complete and accurate history of the achievements and experiences of Captain Gray, along the west coast of North America, without being filled with the patriotic spirit which guided the man in all of his actions, whether he was guiding his ship through dangerous passages into unknown waters, or whether he was on shore writing a diplomatic document.

In conclusion, I wish to extend my thanks and grateful acknowledgements to the many patrons and friends who have purchased the first edition, and who have by their friendly advice and encouragement, made possible this new and more complete edition.

FRANCIS E. SMITH.

R. F. D. No. 3, Box 166, Tacoma, Washington.
August, 1923.

AMERICAN INTERESTS

American interests in the Pacific Northwest began in the year 1620, at the time the King of England issued a charter to the Council of Plymouth, granting subordinate sovereignty over all of the territory lying between the 40th and 48th degrees of north latitude, extending from the Atlantic to the Pacific coast.

American designs on the Pacific Northwest, began in the year 1766, ten years before the Declaration of Independence by the United States of America. Boston men prepared plans for an overland expedition to the Pacific Northwest, by way of the Great Lakes, across the Mississippi valley, up the Missouri river and down the Columbia. The plans were postponed until the Lewis and Clark expedition of 1802.

At the close of the Revolutionary War, Massachusetts claimed all of the territory extending from sea to sea; the claim was contested by New York but the matter was adjusted by the American Congress in the year 1784.

DISCOVERY OF THE FUR TRADE

Captain James Cook, one of England's most eminent navigators, discovered the fur trade of the Pacific Northwest, in the year 1778; the news of his discovery having reached Boston, a company, consisting principally of Boston men, was organized, ostensibly for the purpose of entering the fur trade, by sending vessels to the Pacific Northwest. Two vessels were outfitted for the voyage; the Columbia, Captain John Kendrick; the Lady Washington, Captain Robert Gray. Captain Kendrick commanded the expedition.

SEA-LETTERS

Before dispatching the ships on their voyage, John M. Pintard, a member of the Boston company, applied to the American Congress for and obtained, Sea-Letters.

The congressional report on Mr. Pintard's application reads as follows:—

(Journals of the American Congress, 1774 to 1788, vol. 4, p. 775, Washington, (Way and Gideon, 1823.)

Monday, September 24, 1787.

“The committee, consisting of Mr. Smith, Mr. Deane, and Mr. Kean, to whom was referred the letter of John M. Pintard, requesting that sea-letters be granted for the ship Colum-

bia and the sloop *Lady Washington*, bound on a voyage to the northwest coast of America, report,

“That, it appears to them that the ship *Columbia* and the sloop *Lady Washington*, and their cargoes, are the property of citizens of the United States, and that they are navigated principally by inhabitants of the United States, and are bound on a voyage to the northwest coast of America:—

“Resolved, That sea-letters be granted in the usual form for the ship *Columbia*, burthen 220 tons, and the sloop *Washington*, burthen about 90 tons, bound on a voyage to the northwest coast of America, under the command and direction of Captain John Kendrick.”

A sea-letter is a custom house document, expected to be found on every neutral vessel or ship, bound on a foreign voyage. It specifies the nature and quantity of the cargo, whence it came, and its destination. The sea-letters, granted to the American company gave protection to the two vessels and placed the expedition under the patronage of the American Congress.

A FOREIGN COUNTRY

The Pacific Northwest, in its relationship to the United States, 1787, was a foreign country. Spain held a donation claim to the territory, by virtue of the bull of Pope Alexander VI., dated May 4, 1493. The sea-letters were addressed to Spanish authorities; the American captains were cautioned not to infringe upon Spanish authority.

THE AMERICAN EXPEDITION

The *Columbia* and the *Washington*, cleared from Boston Harbor, October 1, 1787, on their voyage to the Pacific Northwest, by way of Cape Horn and the Pacific Ocean.

By a royal decree, in 1692, the king of Spain forbade foreign vessels navigating the South Sea (Pacific Ocean.)

The sending of two defenseless vessels into forbidden seas, in the face of the most hostile European opposition, is one, if not the most daring adventure in the history of navigation. Only one end in view, that of obtaining a foothold for the United States in the Pacific Northwest, was worthy of the risk involved. The gaining of a foothold, without bloodshed, for the United States, by our own American navigators, is one of the political miracles of the eighteenth century; the history of

the achievements and experiences of our American sailors in the Pacific Northwest, 1788 to 1792, is stranger than fiction.

VEXATIOUS DELAYS

Captain Kendrick, commander of the expedition, detained the ships at the Cape Verde and Falkland Islands beyond the limits of good judgment; for so doing he has been severely criticised by many historical writers; but John Hoskins in his narrative, says: "A better man might have done worse."

Captain Kendrick issued orders, that, in the event the vessels became separated in a storm or otherwise, the place of rendezvous should be Nootka Sound, Vancouver Island. The vessels passed around Cape Horn, April 1, 1788; becoming separated in a storm, the Columbia put into the Island of Juan Fernandez, in distress; the Spanish Governor of the island relieved Captain Kendrick's distress, and issued a permit for the American vessels to navigate the South sea; for so doing the Governor was cashiered by the viceroy of Chili, with the approval of the viceroy of Peru.

Captain Gray, in the Washington, made the island of Masafuera; from thence he made the coast of Washington, August, 1788.

MOUNTAINS OF WASHINGTON

Sailing northward along the coast of Washington, Captain Gray discovered the exceedingly high mountains of the State of Washington. These, no doubt, were the highest peaks of the Olympic and Cascade ranges. The American sailors named them the mountains of North America. No exotic names were applied to the mountains by the Americans; all exotic names applied to mountain peaks in the Pacific Northwest, were bestowed by Europeans.

HISTORIC NOOTKA SOUND

Nootka Sound, Vancouver Island, occupies a unique place in Northwestern History. Here Great Britain, Spain and the United States met and the great principal of national rights to unoccupied territory was determined.

Captain Gray made the port of Nootka Sound, September 16, 1788, where he met Captain John Meares, British navigator, with a crew of Chinese laborers at work building a small

ship, who assisted the Washington into the harbor.

Captain Gray had high ambitions and great expectations for his native land, which was not entirely pleasing to Mr. Meares, as we are told in the Meares' Journal:

(Meares' Journal, vol. I, page 354.)

" * * * he appeared, however, to be very sanguine in the superior advantages which his countrymen from New England might reap from this track of trade; and was big with mighty projects, in which we understood he was protected by the American Congress. With these circumstances, however, as we had no immediate concern, we did not even intrude an opinion, but treated Mr. Grey and his ship's company with politeness and attention."

John Hoskins in his narrative says:

"Mr. Meares behaved himself scandalously."

Captain Kendrick in the Columbia, arrived at Nootka Sound, September 23, 1788; a few days after the arrival of the Americans, Mr. Meares launched his ship, which was named Northwest America, the first vessel built in the Pacific Northwest. In a few days the British sailed away for China, where they intended to spend the winter.

AMERICANS WINTER AT NOOTKA

Before the arrival of Captain Kendrick, Captain Gray began preparations for a voyage to China, for the purpose of obtaining supplies to be used in the trade with the Indians. Captain Kendrick decided that the two American vessels should winter at Nootka Sound. The American sailors, during the long winter months, acquired a knowledge of the Indian language, which, subsequently, proved to be of great value to them in their dealings with the Indians and Spaniards.

DISCOVERY OF THE INTERIOR SEA

For two centuries the world had been filled with rumors of the existence of an interior sea on the west coast of North America. At last the time had come for the verification of the rumors, and in a few days the secret was to be uncovered. In the month of March, 1789, Captain Kendrick sent Captain Gray in the Washington on a cruise to the southward, following the southern shore of Vancouver Island. Captain Gray sailed up the Strait of Juan de Fuca until he entered the interior sea, which branches off in various directions from the Strait: north,

northwest, east, south and southeast. Reaching longitude 123° west from Greenwich, Captain Gray entered Washington Harbor, in the northeast section of Clallam county, Washington. After remaining several weeks in the inland waters, Captain Gray returned to Nootka Sound, by the same way in which he entered the Straits. At Nootka Sound he published the news of his discovery.

STRAITS OF JUAN DE FUCA

The appellation, "Straits of Juan de Fuca," was the generic term applied to the interior sea lying on the west coast of North America, between the city of Tacoma, Washington, and Desolation Sound, British Columbia. The author of "A New Vancouver Journal" says: "As it is impossible to point out the boundries of Defuca's Streights, I have carried on that name till we come into a place to which we know there is a name." John Hoskins, in his narrative, says that Captain Gray left Nootka Sound in March and returned in May; that he sailed southward and discovered several harbors and the entrance to the Straits of Juan de Fuca. Captain Meares in his journal, says that he told Captain Gray about his discovery of the Straits of Juan de Fuca, June 29, 1788. Captain Ingraham, mate on board the Columbia, during its first voyage to the northwest coast, shows by his chart that Captain Gray penetrated the Straits as far as longitude 123° west from Greenwich. The first British surveyor who examined Sequim Bay, named it "Washington Harbor." He probably obtained the name from the Jamestown Indians, who live in the vicinity of the inlet. Captain Gray bestowed American names upon geographical features which he discovered; he named the Columbia River; Bulfinch's Harbor, (Gray's Harbor); Pintard's Straits, (Johnstone Strait); Pintard's Sound, (Queen Charlotte Sound); Washington Islands, (Queen Charlotte Islands); Columbus Cove, Vancouver Island.

The United States Coast and Geodetic Survey named the San Juan Archipelago, State of Washington, "Washington Sound," at the time that the ownership of the islands was in dispute between Great Britain and the United States. They lie in longitude 123° west from Greenwich. It is reasonable to conjecture that Captain Gray named the interior sea (that portion which he saw from the deck of his ship) "Washington Sound," and that the U. S. Coast and Geodetic Survey is perpetuating the name bestowed by Captain Gray. The appellation, "Washington Sound," should become the generic name of the inland waters of the State of Washington.

TROUBLE AT NOOTKA

The American entrance into the Pacific Ocean caused trouble at Nootka Sound. Spanish authorities in Mexico took it upon themselves to overtake and apprehend the two American vessels, *Columbia* and *Washington*. Don Martinez, a Spanish pilot, was dispatched to Nootka with instructions "to take such measures with the American vessels as you may be able and such as appear proper." Don Martinez arrived at Nootka during the absence of Captain Gray. He examined the sea-letters and other papers held by Captain Kendrick, and finding nothing derogatory to the interests of Spain, he permitted the American Captains to continue their operations unmolested. In return Captain Kendrick saluted the Spanish flag, thus acknowledging the Spanish claim to the territory.

Apparently much stress was laid upon the firing of salutes, as Mr. Archibald Menzies, botanist of the Vancouver expedition, says in his journal that the firing of salutes was very common every day; that scarcely a day passed without puffings from some vessel or other, and that the vessels of the Vancouver expedition was not one whit behind the other vessels, but that they puffed away all of their powder, and that Vancouver was obliged to get supplies of powder from the Spaniards and traders.

The Spaniards had been taught for centuries that North America was the property of Spain, and that all others who landed and made homes on the continent or islands were claim jumpers. The British were taught that they had a right to establish homes anywhere on the face of the globe that was unoccupied by a civilized people. The Briton and the Spaniard, each having their own settled opinion, could not understand the mind of the other. The return of the British traders from China, June, 1789, was the signal for trouble. They found Martinez in possession of the port which they claimed was British territory. The British traders refused to salute the Spanish flag, and Martinez arrested the British and sent the officers to Mexico as prisoners. The Spanish authorities notified the English government; preparations were begun by both nations for war; England demanded satisfaction from Spain. During the negotiations between England and Spain, Captain Meares arrived in England and published the news of Captain Gray's discovery of the interior sea behind Nootka. The British government began preparations at once for the sending of an expedition to the West Coast of North America. War with Spain was averted by Spain's signing a convention in which

she agreed to restore all lands and buildings belonging to British subjects, prior to the trouble of 1789.

CAPTAIN GRAY RETURNS TO BOSTON

During the time that England and Spain were negotiating over Nootka Sound, the United States had no Ambassador at the British court. A possible war between England and Spain would place the territory of the United States west of the Ohio river between the armies of the two nations. England held Detroit and Spain held New Orleans. President Washington, having no precedent to guide him, called upon his advisers to express their opinions. From the opinions expressed by the President's advisers has come the Monroe Doctrine of the United States. While these transactions were in progress, Captain Gray, having exchanged vessels with Captain Kendrick, was on his return voyage home, arriving at Boston, August 10, 1790.

Learning something of what was transpiring, Captain Gray prevailed upon the owners of the ship to send him on a second voyage to the Pacific Northwest. The Columbia was refitted and put in perfect condition. Captain Gray sailed out of Boston Harbor, September 28, 1790, arriving at Port Cox, (Clayoquot), June 4, 1791. He made several trading excursions, and then anchored in the port for the winter.

During the winter he built a small trading vessel, which was afterwards sold to the Spaniards.

TRADING EXCURSIONS

The 24th of March, 1792, the small vessel was in readiness for sea; it was named the "Adventure," Captain Haswell with ten seamen was placed on board. Captain Gray in the Columbia and Captain Haswell in the Adventure sailed out of the port. Their sails caught the breeze, and the two ships parted company, the Adventure sailing northward, and the Columbia southward as far as the southern parts of the State of Oregon. Turning his vessel northward, Captain Gray fell in with the British expedition under the command of Captain George Vancouver, who had been dispatched from England with specific instructions to search out the inland sea discovered by Captain Gray in 1789.

CAPE FLATTERY

Cape Flattery and the Straits of Juan de Fuca have been designated by historical writers as one of the great geographical puzzles of the world. The first word picture we have of these geographical features is found in the half mythical story of their discovery by a Greek Pilot, in the year 1592.

Captain James Cook, British navigator, sailed northward along the coast of Washington, from the vicinity of Destruction Island, expecting to find a suitable harbor where he could refit his vessels. Getting a view of the low land which separates the promontory of Cape Flattery from the foothills of the Olympic mountains, he was flattered with the hopes that he might find a safe and secure harbor, but upon a nearer approach he found the supposed harbor to be low land. Cape Flattery is a high mountain, nearly fifteen hundred feet in height, with a ragged, rocky top.

It is a peculiar coincidence that Captain Gray and Captain Vancouver met in almost the identical spot where Captain Cook first sighted the coast of Washington.

STRAITS OF JUAN DE FUCA

Captain Vancouver was searching the coast of Washington for the entrance of the Straits of Juan de Fuca at the time he fell in with Captain Gray. Learning that the American vessel was commanded by the very same man who had sailed up the Straits in 1789, he requested Captain Gray to bring his vessel to and sent two of his officers, Lieutenant Puget and Mr. Menzies, on board the Columbia for the purpose of obtaining such information as would be serviceable to the British expedition in its future operations. Captain Gray informed the British officers that he had passed Cape Flattery several times and gone up the Straits a distance of fifty miles or more, and that the south entrance of the Straits was located in latitude $48^{\circ} 24'$ north, which is the narrow channel between Duncan Rock and Tatoosh Island. The officers returned on board their ship. Hoisting the boat on board, Captain Vancouver resumed his voyage toward the entrance of the Straits. Captain Gray landed at an Indian village near the land. The British came in sight of the south entrance. Captain Gray returned on board his ship and made all sail after the British vessels. Captain Vancouver, seeing the American vessel coming under full sail, shortened sail, and gave the signal for the Chatham to take the lead through the narrow channel, between Duncan Rock and Tatoosh Island. Captain Gray followed the British ves-

sels in close pursuit. At a time when the weather was thick and hazy and a heavy sea was breaking over the rocks, it was a very dangerous adventure that but few of our modern navigators care to attempt.

Monday, April 30, 1792, Captain Vancouver sailed up the Straits. The weather was serene and pleasant. At noon he dropped out into the center of the Straits and took chronometer observations. He fixed his longitude about eighteen miles west of the true longitude. By committing such an error he was led into the belief that Captain Gray had not discovered the interior sea which lay above Dungeness Spit. When he dropped anchor for the night in New Dungeness Bay, Captain Vancouver made the following entry in his journal:

"We had now advanced further up this inlet than Mr. Gray, or (to our knowledge) any other person from the civilized world." Captain Vancouver anchored his ships near the entrance to Washington Harbor, opposite the Indian village of Jamestown. The Indians seemed to view the British with the utmost indifference and unconcern, as if such vessels had been familiar to them. Captain Gray visited this particular village March and April, 1789. Two Spanish expeditions passed up the Straits in 1790 and 1791, which accounts for the peculiar behavior of the Indians.

DISCOVERY OF GRAY'S HARBOR

Captain Gray kept his vessel under way all night after pursuing the British vessels inside the entrance of the Straits of Juan de Fuca. The morning of April 30, he stood out to sea. Passing to the southward of Cape Flattery, he kept close to the coast until he came to the Indian village of Kenekomitt, near Destruction Island, where he did a brisk trade in furs. The weather becoming unsettled, he returned to the Straits and kept beating to and fro in preference to casting anchor. The 5th he stood out to sea again; the 6th he bought some fish from the Quileute Indians; the morning of the 7th, he was in latitude $46^{\circ} 58'$ north. There they saw an inlet in the land which had the appearance of being a harbor. Captain Gray sent an officer in charge of a boat to examine it. The weather was squally and the officer returned and reported that he could find nothing but breakers at the entrance, but farther in it had the appearance of a good harbor. The report was so flattering Captain Gray determined not to give up. Ordering the officer in the boat to take the lead, the Columbia following, they started for the entrance, the officer in the boat giv-

ing the necessary signals to the Columbia. Soon a passage between the bars was discovered; the ship bore off and a run was made for the opening, the boat meanwhile sounding and giving signals; the Columbia passed within the shoals and came to anchor in an excellent harbor.

The Indians living on the shores of the harbor were completely taken by surprise. Without doubt the Americans were the first civilized men they had ever seen. They viewed the men and the ship with the greatest astonishment. The night of the 8th Captain Gray was obliged to defend his ship against a demonstration by the Indians.

The 10th the Americans weighed anchor and came to sail, and stretched clear of the bar. As they were crossing the bar on their outward passage, the sailors on board the Columbia named the harbor after their captain, "GRAY'S HARBOR." Captain Gray named it Bulfinch's Harbor. In October, following Captain Gray's discovery in May, Mr. Whidbey of the Vancouver expedition, examined the harbor. Therefore, many of the older maps and charts, published in England and America, designate it by the name of Whidbey's Harbor. On the oldest Vancouver charts and maps it is designated by the name of Gray's Harbor.

DISCOVERY OF THE COLUMBIA RIVER

Sailing southward from Gray's Harbor, the morning of May 11, 1792, the Americans on board the Columbia came to a passage between two sand bars which led to a fine river. An officer was put in charge of a boat and sent ahead to sound and signal. At eight o'clock in the morning they crossed the bar and found fresh water, suitable for drinking purposes, with which they filled the casks of the ship.

Here again the Indians were completely taken by surprise. They viewed the ship and the sailors with the greatest astonishment. Without doubt they were the first civilized men the Indians had ever seen. Their conduct was entirely different from that of the Jamestown Indians when Vancouver anchored his ship abreast of the village, April 30.

About twenty canoe loads of Indians came off to the ship. They brought with them a good supply of salmon fish, which they sold to the sailors at the rate of two salmon for one board nail. The Indians also brought furs, which they sold to the Americans for copper and cloth. The Indians, which came

down the river, brought land furs, which they sold to the Americans at the rate of one beaver skin for two spikes.

During their stay in the river, the Americans collected 150 sea otter skins, 300 beaver skins, and twice the number of other land furs. The river abounded with excellent salmon and other river fish. Moose and deer were plentiful in the woods.

The 18th Captain Gray named the river after his ship, "Columbia River." The 20th the Americans sailed down the river, crossed the bar and bore away to the northward among the Queen Charlotte Islands and adjacent waters.

REPAIRING SHIP AT NOOTKA

Captain Gray spent the month of June trading in northern waters. His ship becoming damaged, he entered Columbia Cove, Vancouver Island, for the purpose of repairing his ship. Upon examination, the ship was found so badly damaged that it would be necessary to place her in a harbor where material for repairing the ship could be secured. After holding a consultation with his officers, Captain Gray decided to take his vessel to a Spanish settlement, located on Nootka Sound.

Captain Gray's instructions from the owners of the ship was not to go near a Spanish settlement. Captain Gray, in a letter to the owners, gives as his reason for going to the Spanish settlement, that he was unable to obtain the necessary material elsewhere. John Beit, in the New Log of the Columbia, says that they went to the Spanish settlement at Nootka Sound, that they might be under the protection of the Spaniards. The Spaniards treated the Americans nobly and offered every assistance in their power. They arrived at Nootka Sound July 24, and remained until August 23. Captain Ingraham, in command of the American brig Hope, arrived at Nootka Sound, August 1, and remained until August 9. During his stay at Nootka Sound, Captain Gray took up lodgings at the Spanish governor's house.

JOINT LETTER

At the request of Senor Quadra, Captain Ingraham prepared a letter, which was signed jointly by Captains Gray and Ingraham. The letter sets forth the amount of land occupied by John Meares while building his ship in 1788; it also gives the American version of what transpired in 1789, between Martinez and the British officers. The joint letter of the Ameri-

can captains favored the Spaniards in their contention. The statement that the American captains were prejudiced in favor of Spain is unfair. Their letter is a plain statement of the event as the American captains understood it. While the Americans received ill-treatment at the hands of the British, and noble treatment at the hands of the Spaniards, they were true Americans, who were prejudiced only in favor of their native land. The joint letter certainly did influence Senor Quadra in his dealing with Captain Vancouver, and prevented the British from obtaining the Spanish claim to the original Oregon country.

QUADRA AND VANCOUVER

Under the convention signed by the representatives of England and Spain, each nation was to appoint a commissioner, who was to meet at Nootka Sound and carry out the terms of the convention. Senor Quadra was the Spanish commissioner and Captain Vancouver was the British commissioner. They met at Nootka Sound, August 29, 1792. Salutes were exchanged; the commissioners dined together; Senor Quadra served Captain Vancouver with an official letter, in which was enclosed a copy of the joint letter signed by Captains Gray and Ingraham and other documents. All of the circumstances being duly considered, Senor Quadra decided that Spain had nothing to deliver up to England; Captain Vancouver asked for all of the newly discovered territory or nothing. Unable to agree, the two commissioners decided to leave the adjustment of the whole matter to their respective governments.

After a delay of several months, a new convention was signed between the governments of Spain and England, in which it was agreed that Spain should reimburse the injured British subjects in the amount of two hundred and ten thousand hard dollars in specie.

Another convention was signed by the governments of Spain and England, January 11, 1794, in which it was agreed to mutually abandon Nootka Sound. The terms of the convention were carried out March 23, 1795.

The United States government acquired the Spanish claim to the original Oregon country February 22, 1819. The claims obtained from Spain, coupled with the discoveries made by Captain Gray, in 1789 and 1792, gave the United States an

incontestable right to the territory of the States of Washington, Oregon, Idaho and the portions of Montana and Wyoming lying west of the Rocky Mountains.

House of Representatives Document, 708, 56th Congress, 2nd Session:

“When the treaty of 1846 was before the senate for ratification, Mr. Benton expressed the view that the forty-ninth parallel was ours as a matter of right, as it was a line of convenience between the two nations. He argued that it parted the two systems of water—those of the Columbia and those of the Fraser; that it also conformed to the actual discoveries and settlements of both parties. There was not on the face of the earth, he said, so long and so straight a line, or one so adapted to the rights of the parties and the features of the country.”

Captain Gray weighed anchor on the west coast of North America, for the last time, October 3, 1792. As they passed out of Cape Flattery, the sailors bade farewell to the mountains of North America.

The achievements of Captain Gray on the Northwest Coast of America are among the great events of history. His contributions to the geographical knowledge of the Pacific Northwest are of inestimable value. When he uncovered the secrets of the interior sea, lying along the west coast of North America, he performed a service unparalled in history. For two centuries the Straits of Juan de Fuca had remained an unsolved mystery. His publication of the news of his discovery, April 23, 1789, opened up a great international waterway which has never been closed to navigation.

The instability, injustice and confusion introduced into the public councils have in truth, been the mortal diseases under which popular governments have everywhere perished.

Federalist Madison.

Inveterate antipathies against particular nations, and passionate affections to others, are to be avoided.

George Washington.

THE MOUNTAIN CONTROVERSY



Height 14,408 Feet

No history of early discoveries in the Pacific Northwest is complete without a brief history of the mountain controversy; As the subject has caused a large amount of ill-feeling, it is desirable that the matter be speedily adjusted, and without prejudice to the interests of citizens of the United States of America.

The name Mount Rainier, bestowed upon the mountain, in 1792, by Captain George Vancouver, of the British navy, was confirmed by action of the United States Board on Geographical Names in 1890. The action of said Board has proved very unsatisfactory to a large number of American citizens.

One of the aboriginal names of the mountain is "Tacoma" or its variant. This statement is confirmed by as high an authority as C. Hart Merriam, chairman of the United States Board on Geographical Names, in his statement before said Board, May 11, 1917.

Theodore Winthrop discovered the aboriginal name in 1853 while being conveyed in a dugout cedar canoe from Port Townsend to Fort Nisqually. The canoe was propelled by Clallam Indians. When the party entered Tacoma Harbor, the mountain was visible in all of its glory. The sight was so entrancing that Winthrop was overcome with admiration. From the Indians in the canoe Winthrop learned the aboriginal name of the mountain. Winthrop perpetuated the name in his writing entitled "Klallam and Klikitat," later published under the title, "The Canoe and the Saddle."