

THE LAND OF RED APPLES AND RAIN.*

BY O. F. MASON.

There's a land lying in the Northwest
That is lashed by the waves of the sea,
Where the evening sun sinking to rest,
With gold tinges mountain and sea.
With a climate exceedingly mild,
And alternate rich valley and plain,
Dense forests, gigantic and wild,
"Is the land of "red apples and rain."

Unknown in this land is the dearth
That oft visits "the fair golden State,"
Here the soil yields the products of earth
So abundant, I could not relate.
Every year there's an over supply,
And never short cropping of grain,
For here it is never too dry,
In the land of "red apples and rain."

Ah!—grand is the Yosemite
And the mountains of Colorado,
But if picturesque beauty you'd see,
Up the "grand old Columbia go."
Magnificent landscapes so grand,
To attempt a description were vain,
Of the towering crags as they stand
In the land of "red apples and rain."

Our mountains are covered with snow,
Mt. Hood, Saint Helens, Rainier;
But the vales are all Eden, you know,
Where flowers keep blooming all year.
In the greenwood the pretty birds sing
So wild and so sweet a refrain,
It appears like perpetual spring
In the land of "red apples and rain."

To those who, desiring to come
To a country so favored and blessed,
And secure for themselves a good home
In this lovely land of the West,
Broad acres of arable land
Lie vacant within our domain,
Awaiting the husbandman's hand,
In the land of "red apples and rain."

Oh, beautiful land of the West!
Dear Oregon, I'm woe'd to thee;
I love your dense forests the best,
I love your grand mountain and sea.
And if ever from thee I shall roam,
No matter for pleasure or gain,
May I live to return to my home
In the land of "red apples and rain."

* For the information of our Eastern readers,
we will state that Oregon is generally spoken of
as "The Land of Red Apples and Rain."

HISTORICAL ADVENTURES ON THE
PACIFIC COAST.*

INCIDENTS OF AMERICAN TRADE AND DISCOVERY.

BY MRS. E. F. VICTOR.

As we have now come to a time
and events intimately connected with
the history of Oregon, it will be proper
to retrace our steps a few years in order
to make plain the beginning of American
history on the Northwest coast.

After the United States had achieved
independence, they began to think of
commerce on the high seas. At first
they resumed their whale and seal fish-
eries in the southern ocean, and extend-
ing their ventures, began to trade with
the Californians for hide and tal-
low; and finally, to make voyages di-
rect to China. But owing to the state
of manufactures in America, they had
few goods which they could exchange
in China for the teas, silks, and other
merchandise of that country; neither
had they specie enough to export for
these articles. Their captains had
managed, by picking up sandal-wood,
abalono shells, cabinet-woods, and sim-
ilar articles, among the Californians
and islanders, to make up occasional
cargoes to exchange for the much-
desired tea, without which, in spite of
the affair of Boston harbor, the New En-
glander was not quite happy.

Just at this crisis in the commercial
affairs of the infant States, the value
of the fur trade in the Pacific became
known, chiefly through the published
accounts of Cook's last voyage. Here
was a kind of exchange just suited to
the exigencies of the case. Furs in
Canton were better than gold; and
there was no valid reason why Boston
men should not obtain their share of
the trade in them. A company was
formed for the purpose of carrying on
this trade between the Northwest coast
and China. It consisted of half a dozen
merchants of Boston, who fitted out
two vessels—the same we met at
Nootka—the ship *Columbia*, of 220
tons, and the sloop *Washington*, of 90
tons burden; laden with blankets, beads,
knives, iron bars, copper kettles, small
mirrors, cheap ornaments, molasses and
rum. In addition to these articles of

trade, they carried out, for distribution
at the places visited, a quantity of the
copper coins recently issued by the
State of Massachusetts; and also med-
als of copper which were struck ex-
pressly for the purpose, having on one
side the representation of a vessel under
full sail, with the names of *COLUMBIA*
and *WASHINGTON* around the margin,
and the name of their commander, J.
KENDRICK; on the reverse were the
words, "FITTED AT BOSTON, N.
AMERICA, FOR THE PACIFIC OCEAN,
BY J. BARRILL, S. BROWN, C. BUL-
FINCH, J. DABBY, C. HATCH, J. M.
PINTARD, 1787." Thus fitted out,
the two vessels sailed from Boston on
the 30th of September, 1787; the *Co-
lumbia* in command of Captain John
Kendrick, and the *Washington* com-
manded by Captain John Gray.

We have already followed the *Co-
lumbia* from where she doubled the
Horn to Nootka Sound. After the
vessels were separated, the *Washing-
ton*, though proceeding more slowly,
met with no accident, and arrived off
the Northwest coast in latitude 46 de-
grees, where, seeing an opening which
looked like the mouth of a river, she
attempted to enter; but Capt. Gray found
the "reflux so strong as to prevent his
entering, for nine days." He was also
attacked by the Indians while lying off
the mouth of the river, one of his men
killed and the mate wounded.

These circumstances forced Capt.
Gray to abandon the attempt to follow
up his discovery at that time, and he
proceeded to Nootka, arriving there a
few days before the *Columbia*.

On appearing off the harbor, the
Washington was piloted in by a tug-
boat belonging to the ship *Felice*, John
Meares, master, trading from the
Northwest coast to Macao, in China.
Meares was looking for an English
vessel, and mistook the Boston trader
for that one. An exchange of civilities
having thus been begun between the
so late antagonistic nations, was kept
up between Mr. Meares, the English
agent of a company trading under the
Portuguese flag, and the American
captains. The plans of both nations,
also, thus became known to each other.

As we are taking note of discoveries
and discoverers, it will be not out of
place here to make mention of the re-
discovery of the Straits of Fuca by
the captain of the *Imperial Eagle*, from
Ostend; he who had a boat's crew
murdered by the Indians at Destruction
Island. Capt. Berkley, while cruising
along the coast in 1787, had entered
the Strait of Fuca, and recognizing it
to be that described by the Greek pilot,
reported the finding of it, and its lati-
tude and longitude, to Mr. Meares, at
Canton, just before that gentleman
sailed for Nootka, where the Ameri-
can captains found him, and to whom
he said nothing about Berkley's dis-
covery; if he mentioned the straits at
all, he said he had found the passage
himself; and this diplomatic untruth
complicated matters between England
and America afterwards.

The vessels lying at Nootka in the
autumn of 1788 were the *Felice*, *Iphigenia*
and *Northwest America*, and the two
American vessels, *Columbia* and *Wash-
ington*. The *Northwest America* was
built at Nootka—being the first vessel
built on the Northwest coast, except
the small affair constructed by Behring's
men of the fragments of his fine
ship which went ashore at Behring's
Isle, as already related.

Before winter came on the *Felice*
sailed for China, and the *Iphigenia* and
Northwest America for the Sandwich
Islands. Mr. Meares had gone to
Macao with the cargo of furs collected
during the year, promising to return
in the spring, to meet the other vessels

at Nootka. In the meantime, how-
ever, the Portuguese merchant failed
whose agent he was credited with be-
ing, and he remained in China in the
capacity of manager of the new "King
George's Sound Company," to which
belonged the *Argonaut* and *Princess
Royal*, whose history at Nootka has al-
ready been given, as well as that of the
Iphigenia and *Northwest America*.

When the *Columbia* and *Washington*
were left alone in the Sound, their
officers began to make themselves
comfortable for the winter, and to cul-
tivate the acquaintance of the natives
and their chieftains. The chief of the
Nootkas was a fine, stalwart savage,
called Maquinna, possessing consider-
able barbarian wealth, and the usual
characteristics of a successful native
politician—cunning, courage and feroc-
ity, not unminged with some more agree-
able qualities. But, well as King Ma-
quinna could reign among his own
people, he was as a child in the hands
of his new acquaintances, the pale-
faces.

Had it been possible for him to know
that of all his visitors who gave him
and his subjects blankets, knives, beads,
tobacco, and, occasionally, rum, not one
but had designs upon his territory and
all the products thereof, he must then
and there have renounced all acquaint-
ance with his perfidious flatterers, and
have gone without blankets and to-
bacco to the end of his days. Mr.
Meares, the Englishman, obtained per-
mission to construct a hut on shore for
the convenience of his men while
building a vessel, and consequently the
territory was English. Capt. Gray
received the same generous permission
in time, and the country was as much
American as it was English. Com-
mander Martinez knew the country to
be Spanish, and built a fort to drive the
rest away; and King Maquinna, in
happy obliviousness of the feuds be-
tween his white friends, sold privileges
indiscriminately, and took them back
in the same innocent disregard of con-
sequences.

Mr. Meares, on arriving in the Sound
from China, proceeded down the coast
to where Capt. Berkley had assured
him he would find the Strait of Fuca.
Fortunately for his ambition, the strait
was there, and when he spoke about it
afterwards he could say he discovered
it, as he did, where he was told to look
for it. But one real discovery Mr.
Meares did make, and that was of
Shoalwater Bay, which he named; and
named also the northern promontory at
the entrance, Cape Shoalwater, and the
point on the south side of the entrance,
Low Point—now called Lead Celter
Point.

Mr. Meares then kept on down the
coast until he saw the bay formed by
the mouth of the *Columbia*, which he
very well described as seen from the
deck of his ship; but was unable to
enter it on account of the "easterly
swell rolling on the coast;" and being
alarmed at the rapid shoaling of the
water, stood out to sea again, without
knowing that he had actually looked
upon the waters of the great San
Roque of the half imaginary Spanish
charts. He called the opening Decep-
tion Bay, and the northern headland
Cape Disappointment, which name it
still retains, though it is known offi-
cially to the United States government
as Cape Hancock. In his account of
his observations, Mr. Meares remarks
that "We can assert with safety that
no such river as that of the St. Roc ex-
ists, as laid down in the Spanish charts."
Capt. Gray, of the *Washington*, had
sharper eyes, and Meares would have
been glad a few years later to take
back the assertion; and he certainly had
come near enough to an actual discov-

ery long desired to make it, extremely
vexatious to have barely failed.

Before Mr. Meares finally concluded
his efforts at discovery, he proceeded as
far south as the Cape Falcon of the
Spanish navigators, which he called
Cape Lookout, a name it still retains.
From this point he turned back, and
returned to Nootka, where our Ameri-
can captain found him, and where he
cultivated the friendship of Maquinna,
and of his cousin-royal, Micanish, chief
of all the country about Nittinat and
Clyoquot Bays, near the entrance to
the Strait of Fuca, and of Lataoche,
chief of the country bordering on the
strait itself. From these native kings,
if we may believe his statement—and
when the native character is taken into
consideration, no reason appears why
we should not—he obtained "the
promise of a free and exclusive trade
with the natives of the district, as also
permission to build any store-houses or
other edifices which he might judge
necessary." As the native chiefs had
never yet beheld the strong defensive
structures of white men, such permis-
sion was probably easily obtained.

Such was the history of the English
occupation of Nootka and other points
on the Northwest coast when the
American ships appeared, in the fall of
1788, and the Spanish ships in the
spring following. The *Columbia* and
Washington had wintered in the Sound,
trading with the natives, and the En-
glish-Portuguese vessels at the Sandwich
Islands. The latter had returned in
the spring—the *Iphigenia* in distress,
and the *Northwest America* able to go
upon a cruise up the coast for furs, on
which errand she was absent when the
Princess arrived. The American sloop
Washington was also absent on a similar
errand, with Capt. Gray in command;
and the events recorded in the affair
between Martinez and the English
captains and supercargoes were wit-
nessed chiefly by Capt. Kendrick and
Mr. Ingraham, one of the mates.

As elsewhere stated, after the seizure
of the English vessels and sending of
some of their officers and crews with
them to Mexico, the others were sent
as passengers in the *Columbia* to Canton.
In November, the Spanish commander
was recalled to Mexico, whither he
took all his vessels, leaving his newly-
constructed fort at Nootka unoccupied.
In the following spring his place at
Nootka was filled by Capt. Francis
Elisa, who was sent to complete the
arrangements for a permanent estab-
lishment at that point. It was not
until 1795 that the governments of
England and Spain finally settled their
differences occasioned by the seizure
of the English vessels; and when they did
so the terms of their agreement were
kept secret, and the place in dispute
equally abandoned by both nations.

But to return to the American ves-
sels, whom both the disputants must
have considered too insignificant to
create apprehension. When the *Co-
lumbia* left the Sound for China, she
met the *Washington* just outside the
harbor, returning from one of her short
voyages up the coast; and the captains
there held a conference which resulted
in Capt. Gray being put in command
of the *Columbia*, and Capt. Kendrick re-
maining with the *Washington*. Capt.
Gray, who seems to have had the
proper qualifications for a discoverer,
had just then come from exploring the
Strait of Fuca, into which he had pen-
etrated fifty-five miles, "in an east-
south-east direction, and found the pas-
sage five leagues wide," which is its
true width; while Meares' published
account made it three times as wide,
and of a much greater length than it
really is. Gray had also explored the
channel separating Queen Charlotte's