

ning close in along the coast, had the misfortune to lose some of his men at the hands of the Indians at an island, which he called Destruction Island, but which had three years before received from a Spanish commander, under similar circumstances, the more musical appellation of *Isla de Dolores*. In Captain Berkeley's progress along the coast above this unlucky locality, he re-discovered the lost strait of de Fuca, into which, however, he did not care to penetrate, and which fortunately he did not attempt to rename. In the following year, Mr. Meares, agent of an English company, in pursuing his avocation of a trader on the same portion of the coast, having been informed by Berkeley of the re-discovery of this strait sailed up it a short distance, and satisfied himself that it was the veritable strait of the great navigator. It was Meares who first saw and named the highest mountain in the coast range—Mount Olympus. A couple of Yankee captains soon after, made a pretty thorough examination of the passage, and one of them penetrated into the Fuca sea beyond, and continuing his voyage to the north and west, came out at the northern end of a long channel and gulf "behind Nootka," somewhat to his own surprise. When Mr. Meares, who had returned to China, met some one in Canton who told him of this "singular voyage" of the Yankee captain in the sloop Washington, he made a very natural mistake. When he had known the Washington, she was commanded by Captain Gray; therefore, when he proceeded to London, he published the fact of Captain Gray's singular voyage, when the fact was, that Capt. Gray knew nothing about it, having taken command of the Columbia, which was then on her way to China, leaving Capt. Kendrick in command of the Washington which performed this remarkable piece of navigation after his departure. It does not appear, however, that Capt. Kendrick cared much for naming places, as no names attached to land or water that he is said to have given.

All these enterprises alarmed the jealousy of the Spanish-Mexican Government, and in 1790 the Spanish commandant of Nootka, Elisa, dispatched his lieutenant Quimper in the sloop Princess Royal, which had been taken from the intrusive English, for the purpose of making a survey of the Fuca

sea and its various branches. Quimper proceeded to fulfill this duty to the best of his ability with the resources at his command, and has left us the proof of his industry in the beautiful Spanish names attaching, or which should attach, to many places in this sea. He began by naming the coast mountains *Sierra de Santa Rosalia Punta de Los Angeles*, though shortened to Port Angeles, is half Spanish still. A small bay to the east of this port he called after himself, *Port Quimper*, and a larger one still farther east, *Port Quadra*. The main part of the southern branch of the Fuca sea, he called *Canal de Camano*; the pass between the two islands to the east of this sea, he called *Boca de Flou*; the larger passage to the north, *Canal de Guemes*; the wide channel to the west of the Fuca archipelago, *Canal de Haro*; and a small port a few miles east of Cape Flattery, *Port Nunez Gaona*. These names and those still attaching to the islands in these waters, and to the *Canal de Neiestra Senora del Rosario*, should be proof sufficient of the Spanish survey of 1790.

In 1791, Capt. Alexandro Melaspina, an Italian navigator, in the service of the Spanish Government, made an examination of the coast to the north of Nootka; but for want of time and vessels, failed to finish the survey of the branching waters which Quimper had seen extending south, east and north. He arranged, however, for the performance of this duty in the summer of 1792, and while he was himself at the Philippine Islands, two of his officers were assigned to the labor, Senor Don D. Galiano in command of the *Sutil*, and Senor Don C. Valdez in command of the *Mexicana*. On the 11th of April they arrived at Nootka, where they remained until the 5th of June, when they repaired to the Fuca sea to commence their summer's work. In the meantime an Englishman had anticipated them.

In the year 1792, two hundred years after the discovery of Juan de Fuca, came Capt. George Vancouver, commissioned by the British Government to survey the northwest coasts of America, with a view to possessions in that quarter, and to weakening the Spanish title, at which a blow had already been struck by the British traders on the coast. The captain had two exploring vessels—the *Discovery* of 340 tons, burthen, copper-fastened, sheathed with plank, and coppered over, carrying ten

four-pound cannon, and ten swivel guns and otherwise completely fitted out for a scientific survey. The *Chatham*, an armed tender, was of 135 tons' burthen copper-sheathed, and carrying three four-pound cannon, and six swivels. The store-ship of the expedition, the *Daedalus*, was never in the Sound, though she was at Nootka Harbor, at the mouth of the Columbia, and in Gray's Harbor. Capt. Vancouver was a thorough Englishman. He believed in his king and Government, and in himself, and had a corresponding doubt of other people; even to doubting, sometimes, what he actually knew of them. He could not credit that which conflicted with what he wished to believe of himself. He was an energetic and ambitious officer, doing what he conceived to be his duty to his government with zeal that was calculated, as no doubt it was intended, to serve his own interests in that quarter. In spite of information to the contrary, but which he disproved to his own satisfaction, he sailed up the strait which he took care to denominate as the "supposed" Straits of Fuca, and when he had arrived beyond the point at which Mr. Meares turned back, congratulated himself that he had now an unknown extent of waters before him which it should be his pleasant duty to map out and make known to the world, "considering ourselves now on the point of commencing an examination of an entirely new region," was what he said when he arrived at the shelter which he named *New Dungeness*. Yet he remarked while here that "the inhabitants seemed to view us with the utmost indifference and unconcern," and went on with their fishing as if ships and naval gentlemen were common enough not to excite curiosity.

Not finding things just to his mind at *New Dungeness*, he coasted along the southern shore of the Fuca Sea, passed Port Quimper until he came to Port Quadra which, proving all that could be required in a harbor, he cast anchor for refitting and called the inlet Port *Discovery* after his ship. Now, as Vancouver's vessels were for several weeks in this harbor using timber for refitting, surveying and making frequent excursions in every direction, how did it happen that no traces were discovered of the visit of the Spanish vessels which were refitted there only two summers previous? No mention