

T A B L E S

O F T H E

ROUTE of the FELICE, the VARIATION of the COMPASS, and METEOROLOGICAL OBSERVATIONS, during the VOYAGE.

N. B. In these TABLES, the Situation of the Ship, at Noon, is in general set down ; and the Variation as observed some Time of the same Day.

T A B L E I.
From CANTON in CHINA, to the PHILIPPINE ISLANDS.

Time.	Latitude North.		Longitude East.		Variat. East.	Wind, Weather, and Remarks.
	Deg.	Min.	Deg.	Min.		
1788.						South East, light breezes, and at times extremely foggy.
Jan. 22	21	33	—	—	—	{ Variable ; light breezes, with fresh gales : cloudy, hazy, and at times extremely foggy.
23	20	54	114	24	—	
24	18	54	115	8	—	{ Variable ; squally with hard rain : fresh breezes, with a great sea from N. E.
25	18	0	117	1	—	{ E. N. E. and N. E. by E. gloomy and unpleasant, with a heavy sea.
26	17	5	118	0	—	{ N. E. by N. and N. E. strong gales : during the night it blew extremely hard, with a great hollow sea.
27	16	20	119	12	—	{ Variable ; a very high sea from the N. E. great quantities of rock-wood and drift-wood.
28	16	16	—	—	—	{ N. E. and N. by E. fresh breezes and cloudy first part, afterwards moderate and fine. Luconia N. N. E. to E. S. E. 12 or 14 leagues.
29	15	52	—	—	—	{ Variable ; moderate breezes and fine weather. Luconia N. N. E. to S. S. W. 6 leagues.
30	15	19	—	—	—	{ Variable ; and fine weather. Land N. by E. to N. E. by E. 6 leagues.
31	13	45	—	—	—	{ Variable ; fresh breezes and fine. Goat Island N. E. by N. 6 leagues. Luconia N. by W. to S. E. 14 leagues. The Luban Isles.
Feb. 1	12	59	—	—	—	{ Variable ; fresh breezes and fair : the night tempestuous, and a high sea. Between Mindoro and the Calamines.
2	12	36	—	—	—	{ Variable ; moderate and pleasant ; the night tempestuous. Under the shores of Mindoro.
3	10	53	—	—	—	N. E. Weather moderate. Panay N. E. by E. to S. E. 9 leagues.
4	10	36	—	—	—	Variable ; moderate breezes and fine. Panay 4 miles.
5	8	51	—	—	—	Variable ; fresh breezes and clear.
6	7	22	—	—	—	{ N. E. and variable ; pleasant breezes and fair. Magindanao E. 7 or 8 leagues.
7	7	8	—	—	—	{ N. N. W. and variable ; moderate breezes and fine. Basilan S. S. W. 9 leagues. On the Magindanao Shore.
8	6	58	122	28	—	{ Variable ; light airs. At anchor at Fort Caldera, at Samboingan, in Magindanao.

A P P E N D I X.

T A B L E II.

ROUTE of the FELICE from SAMBOINGAN to NOOKTA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

Time.	Latitude.		Longitude		Variat. East.	Winds, Weather, and Remarks.
	North.		East.			
1788.	Deg.	Min.	Deg.	Min.	Deg. Min.	
Feb. 12	6	34	—	—	—	{ N. N. W. fresh gales; Bafilan S. W. by S. to W. N. W. 4 leagues and two small islands, named Felice's Islands, N. by E. 4 miles.
13	6	48	124	50	1 10	{ Light and variable winds; sultry and cloudy; in the night heavy rain off Magindanao.
14	6	2	—	—	—	{ Variable light airs; hot and sultry: hard rain during the night. Magindanao E. half N. 3 leagues.
15	4	58	126	36	—	{ E. N. E. light breezes and cloudy; during the night windy; two small islands S. S. E. 5 leagues. Magindanao N. 13 leagues, and several other small islands; and one almost level with the water, half a mile, which we called Providence Island.
16	3	32	127	58	—	{ N. E. fresh breezes and fine; passed between two small islands. The Talour Islands N. N. E. Sanguir Island W.
17	2	40	128	10	—	{ N. E. and E. N. E. strong breezes and fair. Land E. 12 leagues. Land at S. S. W. North Cape E. 14 leagues. Morintay N. E. by E. half E. to E. S. E. 6 leagues.
18	2	35	—	—	—	{ N. E. strong wind and squally; passed between Riou and Jelolo; Morintay in sight.
19	1	47	—	—	—	{ N. E. by N. and N. moderate breezes, with flying showers of rain; passed a number of small islands, between Morintay and Jelolo. Riou S. W. by W. to S. W. half S. 9 leagues. Jelolo S. S. W. to S. E. 11 leagues.
20	1	56	—	—	—	{ N. E. light airs and fine weather. Morintay S. by W. half W. to W. by N. half N. 16 leagues. Jelolo S. by W. to S. W. 14 leagues.
21	1	9	—	—	—	{ N. E. light breezes and fine. Morintay N. W. to W. 14 leagues.
22	0	22	131	10	—	{ N. E. light breezes and cloudy. Land seen E. S. E. to W. by N. 9 leagues. Wagiew S. E. by E. to W. 6 leagues.
23	0	20	131	31	—	{ Variable, and N. W. squally with rain. Wagiew S. E. half E. to S. W. by W. 4 leagues; two small islands in the N. E. quarter.
24	0	26	132	19	2 0	{ W. N. W. light breezes, squally with rain. The Tattee Islands in sight.
25	1	2	133	53	—	{ W. S. W. and W. N. W. light breezes and sultry. Near the Tatee Islands.
26	1	2	135	38	—	{ W. N. W. pleasant breezes and fine weather, with a large swell from the N. E. and very sultry. Passed the Tattee Islands.
27	0	56	136	35	1 0	{ Variable; close and sultry; thunder and lightning; squalls of rain. Passed the Freewill Islands.
28	0	55	137	38	—	{ Variable; light winds, sultry and squally, with much rain, thunder and lightning.—Near the Freewill Islands.

A P P E N D I X.

T A B L E II. *continued.*

ROUTE of the FELICE from SAMBOINGAN to NOOTKA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Feb. 29	1 7	137 10	—	{ S. E. light airs, with frequent squalls of rain; near the Freewill Islands.
March 1	1 40	136 56	—	{ Variable; from N. E. to E. N. E. thick cloudy weather, very fultry, and heavy squalls of rain.
2	2 52	136 37	2 30	N. E. moderate breezes, cloudy, squally, and heavy rain.
3	3 5	137 9	2 30	N. Easterly, extremely tempestuous, and very heavy rains.
4	3 —	137 59	—	N. E. very squally, great rains, and much sea.
5	3 14	138 58	—	N. E. moderate, cloudy; a great swell from N. E.
6	3 14	139 58	—	Variable, light breezes, squalls of rain.
7	2 58	141 18	—	N. Easterly, squally, with showers of rain.
8	2 55	142 47	—	{ N. Easterly, squalls, much thunder, lightning, and heavy rain; after, light breezes and fultry.
9	3 17	142 25	—	Variable, light winds, flying showers.
10	3 22	—	—	Variable, light airs, close and fultry.
11	3 50	142 55	2 18	N. Easterly, squally, hard rain, close and fultry.
12	3 15	144 25	—	N. N. E. squally, hard rain.
13	2 45	145 37	—	Variable; moderate breeze, cloudy, very fultry.
14	2 27	146 35	—	N. N. E. pleasant breezes, fine weather.
15	2 41	145 15	—	Variable, light airs, extremely fultry.
17	3 25	146 30	—	N. Easterly, moderate breezes, fine, and extremely fultry.
18	4 14	147 58	—	E. N. E. light breezes and fine weather.
19	5 12	147 9	4 —	N. E. moderate breezes and fine weather.
20	6 37	146 3	4 —	Variable light breezes and fine weather; a large swell from N. E.
21	8 22	146 4	3 26	N. E. pleasant breeze, cloudy; a large swell.
22	9 48	145 18	3 12	Variable; fresh breezes, flying showers of rain and cloudy.
23	11 18	144 45	3 6	N. E. pleasant breezes, squalls of rain.
24	12 36	143 58	3 10	N. Easterly, pleasant breezes and fine weather.
25	14 —	142 58	3 50	N. E. pleasant breezes, fine weather.
26	15 26	142 26	3 36	N. E. pleasant breezes, fine weather.
27	17 2	141 45	—	{ N. E. fresh breezes, fine weather; numbers of birds seen about the ship.
28	18 7	141 12	—	N. E. cloudy, squalls of rain.
29	19 29	140 25	4 24	N. E. fresh breezes, much swell, a heavy and confused sea.
30	21 2	139 48	4 24	N. E. light breezes, hazy.
31	21 53	140 26	—	E. by S. and S. E. light airs and hazy.
April 1	22 26	139 38	—	{ Variable; clouds black and heavy, thunder and lightning; numerous flocks of birds.
2	—	—	—	{ Variable; fresh breezes, cloudy, thunder and lightning, with a very heavy sea and some rain, with a terrible whirlwind.

A P P E N D I X.

TABLE II. *continued.*

ROUTE of the FELICE from SAMBOINGAN to NOOTKA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
April 3	24 56	143 39	—	{ N. W. violent gales, with thunder, lightning and rain, and a mountainous sea.
4	24 44	145 41	—	{ N. E. strong breezes and clear; land seen E. N. E. distance 8 leagues.
5	—	146 12	—	{ S. E. fresh breezes, some rain, thick and hazy. Two small islands abreast, 5 or 6 miles; we named them the Grampus Isles.
6	27 30	148 37	3 20	N. W. strong breezes, a heavy rain, steady gales and clear.
7	28 14	151 56	—	W. N. W. strong gales, a heavy sea, weather clear, and very cold.
8	28 58	154 19	2 24	N. W. fresh breezes and clear weather: and very cold.
9	29 50	157 4	2 —	{ N. N. W. strong breezes and fair weather: saw a rock at E. N. E. half N. 1 league; we named it Lot's Wife: Rock-weed and flocks of birds seen.
10	30 5	158 48	—	N. N. W. pleasant breezes, and fine.
11	31 22	159 36	—	Variable, light breezes; cloudy, but pleasant.
12	33 18	—	4 24	{ South; fresh breezes and fine weather; rock-weed, flocks of birds, a piece of a canoe and a piece of timber seen.
13	—	—	—	{ S. S. E. a strong gale, gloomy and overcast, small rain and thick weather, and a great sea; saw rock-weed and a reddish spawn.
14	36 20	167 —	—	{ N. W. hard gales and a heavy rain, and a very confused sea; passed more weed.
15	36 49	168 48	6 52	South; light airs and clear weather.
16	38 40	171 26	—	{ S. E. fresh breezes and drizzling rain, strong breezes and hard rain.
17	38 51	175 10	9 20	{ E. S. E. hard gales, much rain and a heavy sea; passed a large turtle, large flocks of birds and rock-weed; clear, and extremely cold.
18	39 21	178 3	—	Variable; strong gales and a large sea.
19	40 20	—	10 23	{ S. W. and S. S. E. strong gales, with squalls of rain; thick and hazy, and a heavy sea.
20	40 38	182 9	10 23	Variable; squally and constant rain; passed a piece of drift wood.
21	41 14	182 29	11 26	Easterly; light airs, cloudy, and very cold.
22	41 44	185 8	12 52	{ Variable; light breezes, cloudy, hard gales, with squalls of snow and sleet, and extremely cold; passed a large log of wood.
23	41 35	189 25	—	{ W. N. W. strong gales, squally, a high sea with hail and snow; flocks of birds and rock-weed seen, and the trunk of a large tree.
24	—	—	—	{ W. N. W. and S. by E. very hard gales; a hard rain, and an exceeding great sea.
25	43 —	196 28	—	W. N. W. very hard gales, with rain, and an immense high sea.

A P P E N D I X.

T A B L E II. *continued.*

ROUTE of the FELICE from SAMBOINGAN to NOOTKA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
April 26	43 35	200 13	—	S. and S.W. by W. strong gales, squally, and a great hollow sea.
27	43 50	204 36	—	S. W. strong gales, squally, with rain.
28	44 33	209 36	—	S. strong gales, hazy, and a heavy sea.
29	45 19	204 2	—	S. S. W. strong breezes, foggy, and much sea.
30	45 46	207 45	—	{ W. N. W. squally, with showers of rain and sleet; passed a second spar.
May 1	46 5	212 5	21 18	{ W. N. W. and S. strong breezes, sleet and small rain; moderate and cloudy.
2	46 44	217 1	—	{ S. S. E. strong breezes, with rain; saw a small piece of drift wood and birds.
3	47 45	219 9	21 18	E. N. E. light breezes, squally, and some rain.
4	48 10	223 22	—	S. S. W. squally, thick and hazy, with rain.
5	48 59	226 57	—	S. S. W. fresh breezes and foggy; saw a whale.
6	49 28	229 22	—	{ W. N. W. cloudy, small rain, fresh breezes, foggy; saw sea-swallows and shear-waters.
7	49 28	223 22	—	W. by N. squally, with rain.
8	49 28	—	—	{ W. by S. squally with snow and hail; saw a sea-parrot and a piece of drift wood.
9	49 30	—	—	S. Westerly; squalls of snow and hail.
10	49 32	230 52	—	Variable; squally, with snow and hail.
11	49 35	—	—	{ S. Westerly; very heavy squalls, with snow and hail; saw land E. by S. 13 leagues.
12	49 26	—	—	{ S. E. by E. very heavy squalls of wind and rain, and much sea. Nootka Sound N. E. 12 leagues; saw a vessel off the Sound.
13	—	—	—	{ S. by E. strong gales, snow and hail. Entered Friendly Cove, in King George's Sound, abreast the village of Nootka.

A P P E N D I X.

T A B L E III.

ROUTE of the FELICE from NOOTKA, or KING GEORGE'S SOUND, along the N. W. COAST of AMERICA, and back to NOOTKA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
June 11	49 22	—	21 5	{ Variable; light winds and clear. Breaker's Point N. W. half W. Half-way Point E. 3 leagues.
12	—	—	—	S. Easterly; strong gales, heavy rain and much sea; off shore 6 leag.
13	—	—	—	{ E. Northerly; strong gales, thick weather and constant rains; entered Wicananish Port; remained till the 20th; weather stormy.
20	—	—	—	In Port Cox, where we remained till the 28th.
29	48 39	—	—	{ W. Northerly; pleasant and moderate; off the islands of Barclay Sound, and entered the straits of John de Fuca.
30	—	—	—	{ Westerly; moderate and fine; Cape Flattery S. E. half E. 6 leagues; passed the island of Tatootche.
July 1	—	—	—	{ S. Westerly; strong gales, hazy and rain; Cape Flattery N. N. W. off the shore of Queenhithe. The isle of Destruction 1 mile.
2	—	—	—	S. Westerly; heavy rain; thick fog; heavy sea. Passed Saddle Hill.
3	47 46	—	—	{ S. Westerly; fresh breezes, constant rain, thick weather, and a great swell from the Westward.
4	47 —	—	—	S. W. moderate, clear weather; saw Mount Olympus.
5	47 1	—	28 8	{ S. E. light breezes, clear weather; Mount Olympus N. N. E. 7 leag. Passed Low Point and Shoal Water Bay, and Cape Shoal Water.
6	46 10	135 34	—	{ Northerly; strong gales, a great sea. Passed Cape Disappointment, into Deception Bay, and hauled out again, and passed Quick-sand Bay, Cape Grenville, and Cape Look-out.
7	45 12	—	16 10	N. Westerly; strong breezes & cloudy. C. Look-out E. by S. 12 lea.
8	45 10	—	—	N. Westerly; light breezes, fair.
9	46 34	—	—	S. Westerly; squally, with rain.
10	47 49	—	18 30	N. Westerly; squally, with rain. Cape Beal N. by E. 10 leagues.
11	48 45	—	—	{ Southerly; light breezes and pleasant. Entered Port Effingham, where we remained till the 20th.
20	48 41	—	—	S. E. light breezes; left Port Effingham.
21	48 45	—	—	N. Westerly; fresh breezes; Port Effingham N. W. by N. 5 miles.
22	47 50	—	—	{ W. N. W. pleasant breezes; Breaker's Point N. W.; the Sugar Loaf, or Port Cox, W. N. W. 15 or 16 leagues.
23	48 36	—	—	Variable; light breezes; small rain.
24	49 40	—	—	S. Easterly; thick and hazy; small rain.
25	49 38	—	—	S. Easterly; thick and foggy; King George's Sound E. N. E. 6 leag.
Aug. 8	—	—	—	Sailed out of Friendly Cove.
9	49 25	—	—	{ E. Southerly; fresh breezes; thick and foggy. Spoke to the Princess Royal of London, Captain Duncan.
10	—	—	—	E. by S. At Port Cox, where we remained till the 20th.
24	—	—	—	Returned to Nootka, where we remained till the 23d September.

A P P E N D I X.

TABLE IV.

ROUTE of the FELICE from NOOTKA, or KING GEORGE'S SOUND, to the SANDWICH ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Sept. 23	47 33	—	—	Northerly; a fresh breeze; failed out of Friendly Cove; a fresh gale, with much sea. Breaker's Point E. S. E. Entrance of Friendly Cove N. half West.
24	45 30	231 27	—	
25	43 44	228 31	—	N. by W. pleasant breezes and cloudy.
26	42 2	225 16	20 16	N. Westerly, pleasant breezes and cloudy.
27	40 1	222 52	—	N. W. and N. N. E. moderate breezes: squally with small rain.
28	38 42	221 48	—	N. N. E. light breezes and cloudy, with flying squalls of rain.
29	37 48	220 39	—	Variable; light breezes and cloudy, with light flying squalls of rain.
Oct. 1	—	—	12 —	Variable; light airs; frequent squalls, with small rain.
2	36 23	219 —	—	Variable; frequent squalls and cloudy.
3	35 12	218 30	12 10	Variable; frequent squalls, with heavy rain.
4	34 25	<small>218 17 per Ac. 221 39 per Ob.</small>	—	N. Easterly; light breezes and clear.
5	33 53	220 49	—	Variable; light airs and clear.
6	31 44	220 32	—	Variable; strong gales, squally, with much sea.
7	29 36	218 22	—	N. Westerly; frequent squalls; showers of rain, and much sea.
8	28 1	217 23	—	N. by W. pleasant breezes and clear.
9	26 40	217 18	9 55	S. Westerly; pleasant breezes and clear.
10	26 9	217 46 30	9 2	Variable; light airs and clear.
11	24 50	216 30 40	9 —	N. E. and E. N. E. light airs, the breeze increasing: a large swell from the N. E.
12	22 41	214 34	9 22	
13	20 54	212 12	8 55	E. N. E. fresh trade and cloudy.
14	20 15	209 42	—	E. by N. pleasant trade and cloudy.
15	20 6	209 20	8 36	E. by N. light trade and clear.
16	20 11	207 44	—	E. by N. light trade and clear, intermixed with squalls.
17	20 13	—	—	Variable; squally, with heavy rain, and hazy. Saw land from E. S. E. to W. N. W. distant 6 leagues.
18	—	—	—	

TABLE V.

A P P E N D I X.

T A B L E V.

ROUTE of the FELICE at the SANDWICH ISLANDS, and from thence to CHINA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Mm.	Deg. Min.	Deg. Min.	
October 19	20 36	—	—	{ S. W. and N. E. at sun-rise extremes of Mowee bore from W. N. W. to E. N. E. distant 3 miles.
20	20 46	—	—	{ N. E. and variable; light airs and fine; hot and sultry. Off Mowee.
21	21 11	—	—	{ Variable; light airs and sultry. Morotoi from N. W. by W. to the Island of Ranai, W. by N. 4 miles. At noon Morotoi E. 10 leagues.
22	21 31	—	—	Variable; pleasant breezes and fair. Passed Woahoo.
23	21 55	—	—	{ N. Easterly; light breezes. At noon Atooi from E. by S. to W. by N. Oneeheow W. by N. 10 leagues.
24	21 59	—	—	N. E. fresh breezes and squally. At Wymoa Bay.
25	21 56	—	—	{ N. E. strong gales. Steering for Oneeheow, where we arrived at about 6 o'clock in the evening.
26	21 56	—	—	E. N. E. moderate and fair. At Oneeheow.
27	21 50	199 45	—	E. N. E. fresh breezes and fair. Left the Island of Oneeheow.
28	23 5	196 44	—	N. E. fresh trade and cloudy.
29	23 28	193 42	—	N. E. pleasant trade, and some small rain.
30	23 41	190 40	—	N. Easterly; pleasant trade, with some squalls and small rain.
31	24 3	187 45	—	{ N. Easterly; squally, with some rain at noon; pleasant trade and fair. Many birds about the ship.
Nov. 1	20 6	185 15	—	{ E. N. E. and N. E. squally with rain. Several birds about the ship.
2	23 47	182 18	—	Variable; squally with hard rain; at noon pleasant trade and fair.
3	23 33	182 50	—	{ E. S. E. and E. N. E. pleasant trade and fair; at noon squally with rain.
4	22 52	179 55	—	{ E. N. E. squally, with frequent showers of rain; at noon pleasant breeze and fair.
5	22 24	177 2	—	{ E. N. E. squally, with hard showers of rain; at noon pleasant trade.
6	21 48	171 06	12 20	{ E. N. E. fresh trade and pleasant; the night squally with rain; at noon fine and pleasant.
7	21 48	168 9	—	E. N. E.—N. E. and E. fresh breezes and cloudy.
8	21 48	164 50	11 —	E. N. E. fresh trade and squally, with rain.
9	21 49	166 54	11 20	E. by S.—E. and E. N. E. pleasant breezes and fair.
10	21 42	163 15	10 35	E. by S. and E. N. E. fresh trade and pleasant.
11	21 33	155 51	10 14	N. E. nearly; fresh breezes and squally.
12	21 25	153 10	—	E. N. E. light breezes; hot and sultry.
13	21 10	150 37	7 44	E. N. E. and E. S. E. light breezes and clear weather;
14	21 10	—	6 35	E. S. E. and E. by N. light breezes and fair.

A P P E N D I X.

T A B L E V. *continued.*

ROUTE of the FELICE at the SANDWICH ISLANDS, and from thence to CHINA.

<i>Time.</i>	<i>Latitude North.</i>		<i>Longitude East.</i>		<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg.</i>	<i>Min.</i>	<i>Deg.</i>	<i>Min.</i>	<i>Deg. Min.</i>	
Nov. 15	20	48	146	3	6 16	Between E. by S. and E. by N. light trade and fine weather.
16	21	4	146	54	5 57	E. light breezes; hot and sultry.
17	21	10	142	18	5 39	E. light breezes and clear; at times cloudy.
18	21	42	139	28	—	Variable; strong gales, with a great sea.
19	23	3	139	3	—	S. Westerly; strong gales, with much rain.
20	21	2	139 18 per Ac. 145 53 per Ob.		3 36	From W. S. W. to N. N. W. light breezes and cloudy.
21	—	—	—		3 38	From N. W. to E. by S. squally, with frequent showers.
22	20	40	141	20	—	N. E. light airs, rain, much lightning, and a large swell from the N. E.
23	20	13	139	20	—	Variable from E. S. E. to N. E. squally, with rain.
24	20	2	137	0	—	S. S. E. and E. S. E. squally; with rain.
25	20	38	136	0	—	Variable; light breezes.
26	20	40	133	51	—	N. E. light breezes; heavy squalls of rain, with a heavy swell from the N. E.
27	21	2	130	54	—	N. E. fresh gales and cloudy, with small rain.
28	21	27	127	46	—	N. E. fresh gales; squally with rain.
29	22	28	124	54	—	N. Easterly, pleasant breezes and cloudy.
30	21	49	122	20	—	E. by N. strong gales and squally, with rain at times.
Dec. 1	22 10 per Ac.		121	20	—	N. Easterly; light breezes; constant rain, and very thick weather. Saw several land birds.
2	21	38	119	55	—	N. E. dark cloudy weather; hard squalls, and constant rain, with a great sea. Saw Botol Tobago Xima.
3	22	7	117	22	—	E. N. E. fresh gales; squally; swell of the sea decreasing.
4	—	—	—	—	—	Saw the Coast of China.
5	—	—	—	—	—	Anchored in the roads of Macao.

TABLE VI.

A P P E N D I X.

TABLE VI.

ROUTE of the *IPHIGENIA* from SAMBOINGAN to COOK'S RIVER, on the N.W. COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	Deg. Min	Deg. Min.	Deg. Min.	
<i>Feb.</i> 22	6 57	—	—	Moderate breezes and fair; at night some rain. Left Sambougan; Island of Basselan from S.E. by E. to S.W. by W.; Santa Cruz E. S. E. half S. and another island E. S. E. being in mid channel; several other islands in sight to the S. E.
23	6 41	—	—	N. Westerly; light breezes; fair weather. Basselan, at noon, bore from W. S. W. to W. N. W. 10 leagues
24	6 21	—	—	Light airs and calms. At noon the East end of Basilan N.W. by W. and an island S. W. half W. 20 leagues.
25	5 58	—	—	Variable; light airs. At sun-set Basilan bore N. W. and an island N. N. W. half W. 23 leagues.
26	6 9	—	—	Light airs and calms. An island from N. N. W. to E. by N. 6 or 7 leagues.
27	6 5	—	—	Light breezes and fultry, hot weather. Land from N. to E. off shore 3 or 4 leagues.
28	5 54	123 38	—	S. Westerly; moderate breezes with calms. At noon Magindanao from N. W. half W. to E. half N. off shore 3 leagues.
29	5 35	124 33	—	Light airs and calms. At noon Magindanao bore from N.W. by W. to S. E. by E. off shore 4 or 5 leagues.
<i>March</i> 1	4 18	126 21	—	N. E. moderate breezes with squalls, and a heavy rain. At daylight 3 islands in sight, from N. E. by N. to E. N. E. E. S. E. and S. E. by E. 6 leagues. At noon Morotay S. by E. the Southernmost of the Kabuangs S. S. W. half W. 5 or 6 leagues.
2	3 31	126 4	—	N. Easterly; moderate breezes with squalls of rain. At sun-set saw 8 or 10 islands, with dangerous breakers, from S. S. E. to N. by W. distant from the body of them 2 miles. At noon the island we saw yesterday bore W. N. W. 9 leagues.
3	3 0	126 49	—	Light breezes and fair weather.
4	2 49	127 21	—	Variable; light winds; cloudy with squalls of rain. At noon took the latitude and longitude of an island, which was called Morotay; it lies in 2° 18' N. and 127° 33' E. by a number of observations.
5	3 20	128 9	—	Variable; fresh breezes; cloudy and squally. Saw land at sun-rise, bearing S. 8 or 9 leagues.
6	3 45	129 7	3 15 W	North; a steady breeze.
7	3 35	129 48	1 0 W	N. Easterly; pleasant breezes and fair.
8	3 10	130 34	—	N. Easterly; pleasant breezes and fair.
9	3 5	131 4	—	Ditto wind and weather. At 3 P. M. saw a small island bearing E. half N; distant 10 or 12 leagues.

A P P E N D I X.

TABLE VI. *continued.*

ROUTE of the IPHIGENIA from SAMBOINGAN to COOK'S RIVER, on the N. W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Min. Deg.	Min. Deg.	Min. Deg.	
March 10	3 10	131 1	—	N. Easterly; pleasant breezes and fair. Off the island we saw yesterday, which was called Johnston's Island, it lies in 3° 11' N. and 131° 12' E.
11	2 39	132 15	1 37 W.	
12	—	133 21	—	Northerly; fresh breezes and squally.
13	2 14	134 41	—	N. E. fresh breezes and cloudy.
14	1 56	135 26	—	Variable; light airs.
15	1 44	135 40	4 6 E. per Am.	Light airs and calm; cloudy with rain.
16	2 0	136 48	{ 6 52 E. per Az. 2 32 per Amp. }	E. moderate breezes and cloudy.
17	2 7	137 25	3 46 E. per Am.	
18	2 18	137 56	—	From N. N. W. to N. E. light airs and calm.
19	2 46	138 24	2 45 E.	N. W. light winds.
20	2 46	138 57	—	W. S. W. light airs with calms, and some rain.
21	2 41	139 43	—	Moderate breeze; cloudy with rain.
22	2 34	140 1	—	Variable to N. W. by W. squally with rain.
23	—	{ 140 40 135 24 by Ob. }	—	N. and N. N. E. frequent squalls.
24	2 29	140 40	—	Calm; hot and sultry.
25	—	141 0	3 30 E. per Az.	Variable; light airs with hard rain.
26	3 7	141 8	—	Variable, with light airs and calms, and some rain.
27	3 23	141 28	3 38	Variable; light winds, squally with rain.
28	3 33	136 25	—	N. E. calms, with light winds.
29	3 53	136 28	—	N. N. W. to N. E. light airs, calms, with squalls of rain.
30	4 26	136 28	—	N. E. moderate breeze with squalls of rain.
31	—	136 4	—	N. E. to E. N. E. squally and cloudy, with rain.
April 1	6 7	135 34	—	Squally with showers of rain.
2	7 25	134 36	—	N. E. fresh breezes, with squalls and heavy rain.
3	8 20	—	—	A fine breeze with clear weather. At day-light saw two low islands bearing N. W. by W. 7 or 8 leagues, which were named Good Look out Islands. At noon they bore W. S. W. half S. 3 or 4 leagues.
4	9 30	133 25	—	
5	10 47	132 43	—	N. E. remarkably clear, and a smooth sea. Near a dangerous reef of rocks, which stretched as far as Moore's Island, amongst the Pelew Islands
6	11 53	132 49	6 20	A fresh breeze with squalls of rain.
7	12 49	132 51	—	N. Easterly, moderate breezes with fair weather.
				N. Easterly; hazy.

A P P E N D I X.

TABLE VI. *continued.*

ROUTE of the IPHIGENIA from SAMBOINGAN, to COOK'S RIVER, on the N. W. COAST of AMERICA.

Time.	Latitude North.		Longitude East.		Variat. East.	Winds, Weather, and Remarks.
1788.	Deg.	Min.	Deg.	Min.	Deg. Min.	
April 8	13	50	132	27	—	Moderate and cloudy with rain.
9	14	51	132	9	—	E. N. E. pleasant weather.
10	15	26	131	58	1 54	N. E. light breezes, fair weather with a heavy swell.
11	16	27	131	18	—	E. N. E. a steady breeze.
12	17	38	131	12	2 30	A moderate breeze and fair weather.
13	18	30	130	41	—	N. and E. light winds.
14	19	25	130	6	—	N. and E. a fresh breeze, with squalls of rain and a heavy sea.
15	20	27	130	11	2 0	Pleasant weather.
16	—	—	129	20	—	Light winds with rain. A number of boobies flying about the ship.
17	21	46	129	28	—	{ Variable and light winds; a fresh breeze at N. E. Several birds about the ship.
18	22	40	129	28	{ 1 3 per Az. 1 12 per Am. }	{ Light winds and cloudy.
19	22	57	130	9	1 5 per Am.	N. E. moderate breezes and cloudy.
20	24	6	129	53	—	N. and E. a fresh breeze. A small land-bird about the ship.
21	25	28	130	57	—	Fresh Easterly breezes and hazy.
22	26	42	132	3	—	S. a steady breeze.
23	27	15	133	32	—	W. S. W. to N. by E. a fine breeze; squally at times.
24	27	9	134	25	—	Northerly; pleasant weather.
25	27	41	134	54	{ 13 per Az. 22 per Am. }	{ E. N. E. pleasant weather. Passed a great quantity of sea-weed.
26	28	53	135	15 30	—	S. E. moderate and fair.
27	29	29	137	2	—	Moderate and hazy. Saw a great quantity of land-birds and weed.
28	29	47	138	24	—	{ Easterly; fresh breezes; hazy, with some rain. Several swallows flying about the ship, and a linnnet, which had remained with us some days.
29	30	0	139	12	—	{ S. W. moderate breezes and hazy. A number of birds about the ship.
30	30	21	141	13	—	{ Easterly; fresh breezes and hazy. A number of land-birds, tropic-birds, and boobies flying about the ship, and sea-weed seen.
May 1	30	19	143	30	3 43 per Az.	{ Easterly; fresh breezes and hazy. A number of birds of different species flying about the ship.
2	30	50	144	17	—	{ Light winds. A number of birds still about the ship, and quantities of sea-weed.
3	31	26	145	24	3 46 per Az.	{ S. W. pleasant breezes and clear; at times calm. A number of birds as usual.
4	—	—	147	35	4 9 per Az.	{ First part clear weather; middle and latter fresh gales, and thick hazy weather. A great number of barnacles about the ship. Passed a half cask sugar tub.

A P P E N D I X.

TABLE VI. *continued.*

ROUTE of the IPHIGENIA from SAMBOINGAN to COOK'S RIVER, on the N.W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
May 5	32 28	149 2	—	{ S. S. E. to N. W. and a heavy gale. Passed a quantity of seaweed, and a number of birds about the ship.
6	32 11	150 34	—	Northward; strong breezes, clear weather.
7	32 51	150 28	—	Northerly; strong gales in squalls.
8	33 36	150 38	—	{ Light breezes and clear pleasant weather. Saw a snake and two curlews.
9	—	151 29	—	Light winds and hazy. Saw several pair of wild ducks.
10	—	152 6	—	E. and S. fresh breeze and hazy.
11	—	154 41	—	S. and E. strong gales with heavy squalls.
12	35 38	156 19	—	Northward; moderate clear weather.
13	35 5	160 30	—	Ditto.
14	36 15	162 18	9 8 per Am.	Moderate and fair.
15	37 29	163 44	—	S. S. E. fresh breeze and cloudy.
16	38 7	165 35	—	S. W. fresh breeze and hazy.
17	39 4	165 49	—	W. by S. moderate, cloudy.
18	—	168 14	—	S. E. blowing hard; thick weather, rain.
19	41 34	170 57	—	{ S. S. E. to N. W. strong gales, hard squalls, a heavy swell. Passed a number of shags.
20	42 27	172 56	—	S. W. hard gales.
21	43 46	174 26	—	S. W. and S. E. moderate, fresh gales.
22	45 10	177 3	—	{ S. E. and N. W. fresh gales, heavy squalls, rain. At 9 A. M. passed a large tree.
23	—	178 51	—	N. W. to S. W. moderate; a heavy, tumbling sea.
24	47 25	178 51	—	N. E. thick rainy weather.
25	—	181 3	—	N. W. fresh breeze with rain.
26	48 41	183 5	—	N. W. fresh gales, fair weather.
27	—	185 13	—	
28	50 26	187 23	—	Easterly; fresh breezes, hazy, rain.
29	—	188 2	—	{ N. E. by E. a fresh breeze, squally. A number of different birds flying about, and settling on the water.
30	50 29	188 26	—	{ N. E. moderate and hazy. At 4 A. M. saw the Island of Amluck, bearing N. by E. distance about 24 leagues. At noon clear; saw the land, bearing N. N. E. distant 20 or 23 leagues.
31	50 58	190 19	—	N. Westerly; light winds and calms.
June 1	51 49	193 32	—	First part moderate and clear; latter, fresh breezes and cloudy.
2	—	197 23	—	Westerly; a steady breeze, hazy weather.
3	—	201 7	—	Westerly; a steady breeze, hazy weather.
4	54 32	202 29	—	{ Westerly; a moderate breeze till midnight; afterwards a moderate breeze from E. S. E.

A P P E N D I X.

TABLE VI. *continued.*

ROUTE of the IPHIGENIA from SAMBOINGAN to COOK'S RIVER, on the N.W. COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
<i>June 5</i>	56 29	204 54	—	E. Northerly; a fresh breeze; at noon a hard gale. At daylight saw Trinity Island, bearing N. N. W. distant 7 or 8 leag. The gale increasing. At 8 P. M. the extremities of the land from Cape Trinity, E. N. E. to N. W. by W. the nearest land distant 6 leagues. At 6 A. M. Cape Trinity bore N. E. about 12 or 13 leagues.
6	—	206 12	—	
7	—	206 —	—	The gale still encreasing to an Hurricane. At 5 A. M. saw land, the extremities bearing from Point Trinity N. N. W. to W. S. W. Two-headed Point W. N. W. distant from the body of the land 12 or 14 leagues. The hurricane still continued, with a most dreadful sea; the wind N. Easterly but variable; about 5 A. M. the gale abated, but a dreadful sea continued. Saw Trinity Island bearing N. W. distant 5 or 6 leagues.
8	56 26	205 36	—	
9	—	206 17	—	Easterly; light breezes and fair weather. The island which I took for Trinity Island lies off the mouth of a large bay. Moderate and hazy. At 6 P. M. saw Cape Hollings in 57° 12' N. latitude, and 207° 3' E. longitude. At noon the extremes of land from W. N. W. to E. by S. the Island of Kodiack bore E. S. and E. at noon calm; about 5 P. M. a breeze sprung up. At noon Cook's Trinity Island bore E. half S. the extremities of the Continent from E. N. E. half E. to N. half W. distant from the nearest land 7 leagues.
10	56 56	205 1 36	—	
11	56 48	205 5	—	Variable; light winds and pleasant. At 8 P. M. the extremities of Trinity Island bore from E. by N. to S. E. by E. half E. the extremities of the coast from N. by W. to N. E. by E. distant from the nearest land 4 or 5 leagues. First part fair weather and clear; latter part light airs and calms. At noon the extremities of the coast bore from S. W. to Cape Greville N. N. E. Trinity Island S. W. by S. distant 10 leagues. Sent the jolly-boat on shore.
12	56 45	206 6	22 46 per Az. 23 16 per Am.	
13	56 59	206 3	24 51 per Az.	A light breeze. The jolly boat returned. S. W. a fresh breeze with a fog. At 5 A. M. saw Cape Greville bearing W. 9 leagues. At noon Cape Whitfunday bore W. half S. and the extremities to the land from the Island of St. Hermogenes.
14	—	206 40	—	
15	58 1	207 33	—	Southward; a fresh gale. Passed the Barren Islands into Cook's River, where we remained till the 29th.
16	59 41	—	—	

A P P E N D I X.

T A B L E VII.

ROUTE of the IPHIGENIA from COOK'S RIVER to NOOTKA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

Time.	Latitude North.		Longitude East.		Variat. East.	Winds, Weather, and Remarks.
	Deg.	Min.	Deg.	Min.		
1788.						
June 29	—	—	—	—	—	{ Fresh breeze; hazy, with rain. At 11 A. M. the Easternmost of the Barren Islands bore S. S. E. and Cape Elizabeth N. N. E. 5 leagues.
30	—	—	—	—	—	{ N. Eastward; moderate breeze; hazy and rain. At 10 A. M. the Island of St. Hermogenes bore S. W. distant 7 leagues.
July 1	59	2	—	—	—	{ Light winds and calms. At 8 A. M. the body of the Barren Islands bore N. W. by W. distant 14 leagues.
2	—	—	—	—	—	{ N. E. and N. N. E. fresh breezes; squally and rain, with an heavy swell.
3	59	18	—	—	—	{ Variable, with heavy squalls and calms. At 5 A. M. wind S. E. with moderate weather. Extremities of the continent from N. N. W. to W. by S. distant 10 leagues.
4	59	47	—	—	—	{ N. Easterly; with squalls and rain. The extremities of land bore from N. E. to S. W. half W. off shore 4 leagues.
5	59	17	—	—	—	{ N. Easterly; fresh breezes; squally and rain. At noon the extremities of land bore from N. half E. to W. half S. distant 10 or 11 leagues.
6	59	36	—	—	—	{ Easterly breezes and fair weather. At noon the extremities of Montague Island bore from N. by E. to N. by W.
7	60	0	—	—	—	{ N. Easterly; fresh breezes and fair. At noon surrounded with land, except towards the passage by which we entered, which bore S.
8	60	23	—	—	—	{ E. S. E. light breezes. Passed between Montague Island and the Green Islands.
9	—	—	—	—	—	{ Light winds, with clear weather. At anchor in Snug Corner Cove, where we remained till the 14th.
14	—	—	—	—	—	Light airs and hazy.
15	—	—	—	—	—	{ Westward; a light breeze; at noon calm and cloudy. Cape Hinchinbroke bore S. S. E. and the N. E. end of Montague Island S. distant 3 or 4 leagues.
16	59	53	213	35	—	{ E. N. E. thick and cloudy weather. At noon the extremes of Montague Island bore from S. W. half W. to W. by N. Cape Hinchinbroke N. W. by W. 8 or 9 leagues.
17	59	58	213	51	—	{ E. moderate breeze and clear. At noon the extremities of the land bore from W. N. W. to N. E. by N. The body of Montague Island W. N. W. distant from the main land 5 or 6 leagues.

A P P E N D I X.

TABLE VII. *continued.*

ROUTE of the *IPHIGENIA* from COOK'S RIVER to NOOTKA, or KING GEORGE'S SOUND, on the N.W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
July 18	59 52	214 2	---	N. and E. light winds and calm. At 4 P. M. Kay's Island bore N. E. half E. distant 13 or 14 leagues. At noon the S. end of ditto bore N. E. by E. half E. distant 10 leagues; the extremes of the continent from N. N. E. half E. to W. by N.
19	59 57	215 51	---	Variable; at times a light breeze, at others heavy squalls with rain. At midnight passed the S. end of Kaye's Island. At noon Cape Suckling bore W. by N. distant 3 or 4 leagues.
20	59 57	216 14	---	S. and E. light breezes; at 3 P. M. E. N. E. heavy squalls, with rain. At noon the body of Kaye's Island bore S. W. the extremities of the continent from Cape Suckling W. by S. to N. E. half E. distant 8 leagues.
21	59 18	216 23	---	N. E. hazy weather. No land in sight.
22	59 5	217 10	---	Fresh gales, with rain. At 3 P. M. blowing very hard. At 7 a heavy sea, with the gale increasing from the N. E. and extremely cold.
23	59 27	215 38	---	E. and E. by N. fresh breezes. At 11 P. M. it blowed very hard and a heavy sea.
24	59 14	216 47	---	E. N. E. cloudy and hazy weather. About 3 A. M. the wind shifted to the N. strong gales, heavy squalls, and thick weather. At 1 P. M. saw Kaye's Island, the S. end bearing N. W. by N. distant 10 leagues.
25	59 0	216 30	---	N. E. strong gales, with heavy squalls.
26	59 5	216 18	---	N. E. light airs with calms. In the morning the wind S. W. thick hazy weather and rain.
27	59 9	217 13	---	S. E. light airs. At 10 P. M. wind N. E. and to E. At 5 A. M. Southward and Eastward. At noon light winds from E. S. E.
28	59 23	217 54	---	Light airs and calm. At 6 A. M. saw land, the extremities from N. N. E. half E. to N. W. distant off shore about 14 leagues.
29	59 26 per Ac.	219 20	---	Southward and Westward; a light breeze. Steering in for the land to the Northward of Beering's Bay.
30	59 27	219 42	---	Variable, with light airs. At noon calm and hazy.
31	59 41	219 47	---	Westward; a light breeze. Sent the long-boat on shore.
Aug. 1	59 10 per Ac.	219 33	---	N. E. blew strong, with heavy rain. Hoisted in the long-boat.
2	59 16	22 11	---	S. E. At sun-rise E. and E. by N. At noon light winds; the extremities of the land from N. W. to E. S. E. distant from shore 10 leagues.

A P P E N D I X.

TABLE VII. *continued.*

ROUTE of the IPHIGENIA, from COOK'S RIVER to NOOTKA or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Aug. 3	59 10	221 27	---	Calm at noon. At 3 P. M. a light breeze from the N. Westward. Saw Mount St. Elias bearing N. W. by W. about 20 leagues. Sent the jolly-boat for a very large bird on the water. At 6 A. M. saw a moak; ordered the jolly-boat to proceed within a mile of the shore, to see if there was any appearance of inhabitants, and dropped anchor. The boat returned.
4	59 1	221 33	---	The place where the ship lay called Tianna's Roads.
5	58 10 per Ac.	233 15	---	W. S. W. pleasant weather; at noon cloudy. The extremities of the land from W. S. W. to S. E. half E. Cape Fair Weather N E. by N. and Crofs Cape S. E. by E. distant from the nearest land 4 miles.
6	58 2	223 26	---	Light breeze from the S. W. cloudy. Saw islands of ice in running in for Crofs Sound.
7	57 38	224 15	---	Moderate and fair. In the afternoon running along the shore to the Eastward; the extremities of the land from W. S. W. to S. E. by S. off shore 3 or 4 miles.
8	57 15 per Ac.	224 8	---	N. W. moderate weather. At 2 P. M. saw the appearance of a large bay. At noon hazy. The bay we left in the evening bearing N. N. E. off shore 2 leagues.
9	56 19	$\left. \begin{matrix} 225 7 \text{ per Ac.} \\ 214 50 \text{ per Ob.} \end{matrix} \right\}$	---	Westward; a fresh breeze and fair weather. At noon Mount Edgecombe bore N. W. by W. half W. and the extremities of the land from N. W. half W. to E. S. E. distant off shore 4 miles.
10	55 21	225 57	---	Westward; a brisk gale. At 2 P. M. saw the appearance of a bay bearing N. N. E. At noon the extremities of the land bore from N. N. W. half W. to E. S. E. distant about 8 or 9 leagues.
11	---	---	---	Northward and Westward; a brisk gale. At 3 P. M. saw Cape Adamson, which lies in 55° 28' N. and 226° 4' East; and Cape Barnett, which is in 55° 39' N. and 226° 4' E. At anchor in Sea Otter Harbour.
12	---	---	---	Hazy, with rain. Cutting wood and watering.
13	---	---	---	Exploring the head of the straits. At 8 P. M. steered through the mouth of the straits; Cape Barnet bearing S. W. by W. half W. and Cape Adamson S. by W. half W. At noon Cape Adamson bore N. W. by W. and Cape Barnett N. W. Passed an island which was named Douglas Island, lying in 54° 58' N. and 226° 43' E.
14	54 43	227 37	---	W. a steady breeze; clear weather. At 1 A. M. a stiff gale; thick foggy weather. At 9 A. M. Douglas Island bore W. by N. half N. At noon land bore from E. by N. to N. W. by N. Off shore 4 leagues.

A P P E N D I X.

TABLE VII. *continued.*

ROUTE of the IPHIGENIA from COOK'S RIVER to NOOTKA, or KING GEORGE'S SOUND, on the
N. W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Aug. 15	54 51	227 54	—	{ N. W. first part a brisk gale. At 3 P. M. dropt anchor in Port Meares. Latitude of the ships at anchor $54^{\circ} 51'$ and by several observations of the sun and moon the longitude was $227^{\circ} 54'$. Remained in Meares's Bay till the 21st.
21	54 6	228 4	—	
22	53 55	229 30	—	{ At 3 P. M. weighed anchor and stood to sea, at S. E. with a fresh breeze from the Westward. At noon the extremes of land bore from E. by N. half N. to W. by S. Westward; a steady breeze. At 8 P. M. failed round a low point of land, which was named Point Ross, lying in $54^{\circ} 18'$ N. latitude, and in $228^{\circ} 39'$ E. longitude. At 9 P. M. dropt anchor 3 or 4 miles from the island; the extremes of which bore from N. by W. to S. E. by E. half E. At 6 A. M. weighed anchor. At noon light winds, calm, and clear; the extremes of the island bore from N. N. W. to S. half E. distant 8 or 9 leagues; the continent from E. by S. to N. N. E. distant 9 leagues.
23	—	—	—	
24	51 46 per Ac.	230 21	—	{ Variable; light winds. At 9 A. M. by 5 observed distances of the sun and moon, the longitude was $230^{\circ} 16'$ E. the extremes of the continent bore from N. W. by N. half N. to E. by S. N. W. to S. S. E. At midnight a thick fog, with rain.
25	—	—	—	
26	49 42	232 38	—	{ Westward; thick and foggy. At noon wind S. with a thick fog. Light winds. At 8 P. M. wind shifted to W. and clear weather. At sun-rise saw land, bearing N. E. by E. distant 10 leagues. At 10 A. M. wind N. W. and encreased to a strong gale. At half past 9 A. M. got several distances of the sun and moon, which made the longitude $232^{\circ} 38'$ E. At noon a strong gale, steering E. N. E.
27	—	—	—	
				{ N. W. a strong gale. At 7 A. M. Captain Meares came off in a canoe, with some of the natives, and piloted us into Friendly Cove, where we remained till the 27th October.

TABLE

A P P E N D I X.

T A B L E VIII.

ROUTE of the IPHIGENIA and N. W. AMERICA Schooner, from NOOTKA, or KING GEORGE'S SOUND, to the SANDWICH-ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Oct. 27	—	—	—	Eastward; a light breeze. At noon made a signal for the N. W. America to get under way. We were towed out of Friendly Cove, to proceed on our way to the Sandwich Islands.
28	49 3	232 26	—	E. and N. E. by E. At 4 P. M. squally, with hail. Most of the night winds light and variable. In the morning wind S. E. with squalls of hail and rain.
29	48 13	231 28	—	Eastward; strong gales and squalls. At 7 A. M. a heavy sea.
30	47 39	230 13	—	E. S. E. moderate wind, with a heavy swell. At 3 P. M. wind S. At 6 A. M. wind N. Westward. At noon N. W. a steady gale.
31	45 38	229 28	—	N. W. fresh gales and cloudy. At 11 A. M. wind S. E.
Nov. 1	45 50 per Ac.	229 36	—	Southward; strong gales. At 2 A. M. heavy squalls.
2	46 8	229 48	—	W. S. W. strong gales. At 9 A. M. wind S. E. and moderate weather.
3	45 8	228 44	—	S. E. moderate weather. At 8 P. M. wind N. W. with a fine steady breeze.
4	44 23 per Ac.	229 4	—	S. W. by W. cloudy. At 8 P. M. wind S. and squally. At 10 wind W. S. W.; afterwards variable.
5	43 51	229 33	—	W. strong gales, and violent squalls.
6	42 51	230 34	—	S. W. strong gales, and heavy squalls.
7	41 57	231 1	—	S. W. moderate and fair. At 6 A. M. wind S. At 8 wind S. W.
8	40 51	229 50	—	Variable; light winds, with rain. At 10 P. M. wind Northward; fresh gales and clear weather.
9	40 6	228 50	—	N. W. moderate and fair. At midnight wind S. W.
10	39 29	227 45	—	S. E. light winds and pleasant weather.
11	38 49	226 51	15 2 per Am.	S. E. to N. E. pleasant.
12	37 55	225 37	—	N. and Eastward; moderate breezes and cloudy.
13	36 50	222 32	—	N. E. a steady breeze. At 8 P. M. got several distances of the star Aldebaran, and the moon, which made the ship in 224° 25' E.
14	35 22	220 35	—	Eastward; fresh breezes and cloudy, with flying squalls of rain.
15	33 51 per Ac.	218 42	—	Eastward; fresh breezes and squally.
16	33 15	217 38	—	From S. E. to S. W. and N. E. First and latter parts fresh breezes and cloudy; middle part light winds, and flying showers of rain.
17	32 46	216 39	—	N. E. to W. moderate and cloudy. At 9 P. M. squally. At 8 A. M. calm. At 11 A. M. a light breeze from the Southward.

A P P E N D I X.

TABLE VIII. *continued.*

ROUTE of the *IPHIGENIA* and N. W. AMERICA Schooner, from *NOOKA*, or *KING GEORGE'S SOUND*, to the *SANDWICH-ISLANDS*,

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Nov. 18	31 41	215 8	—	{ Southward; light winds, with rain. At midnight variable, with heavy squalls of wind and rain. At 2 A. M. wind N. N.W. a fresh gale, with lightning. At noon fair.
19	30 25	213 39	—	Northward; a steady breeze and cloudy.
20	29 24	213 9	—	Southward and Eastward; moderate and cloudy.
21	29 6	212 18	11 21 per Am.	S. S. E. pleafant.
22	28 41	210 42	11 20 per Am.	S. S. E. moderate and fair:
23	28 26	209 40	—	{ S. S. E. fresh breezes; squally, with rain. Saw several gulls and a grampus.
24	28 28	209 21	—	{ S. Eastward; fresh gales; squally, with rain. At 8. A.M. wind S. S. W.
25	27 56	210 3	—	{ S. W. fresh, with squalls. In the morning moderate and calm. A number of boobies flying about the ship.
26	27 37	209 23	—	{ Southward; moderate and fair. In the morning wind S. E. and squally.
27	26 36	208 20	—	S. E. moderate and cloudy.
28	25 38	207 12	—	S. E. and S. E. by S. fresh breezes and squally.
29	24 57	206 10	—	Wind and weather as yesterday.
30	25 17	207 30	—	S. S. E. and S. by E. At midnight it blew a fresh gale.
Dec. 1	25 13	208 48	8 20 per Az. 10 24 per Am.	{ S. and S. by E. moderate and cloudy.
2	25 0	208 28	—	Southward; light winds and cloudy.
3	24 21	208 16	—	S. S. E. and E. S. E. light winds, and pleafant weather.
4	22 57	207 36	9 54 per Az.	E. and E. S. E. fresh breezes,
5	21 59	205 30	—	E. S. E. fresh breezes.
6	—	—	—	{ Fresh gales and cloudy. At midnight rain. At 1 A. M. squally. At day-light saw Owwhyhee, the W. end bearing S. S. W. three quarters W. distant 9 or 10 leagues. Mowee W. distant 7 leagues. At 10 A. M. off the island off Mowee.

TABLE

A P P E N D I X.

T A B L E IX.

ROUTE of the IPHIGENIA and N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

Time.	Latitude North.		Longitude East.		Variat. East.	Winds, Weather, and Remarks.
	Deg.	Min.	Deg.	Min.		
1788.						
Dec. 7	—	—	—	—	—	Variable; light winds and rain. At noon light winds. The extremes of Owhyhee from S. E. by E. to W. S. W. distant off shore 3 leagues.
8	20	21	—	—	—	Variable; light winds, with cloudy weather. A great number of canoes came off from Toe-yah-yah Bay.
9	19	44	—	—	—	Light winds off the land. At 2 A. M. a heavy rain, with thunder and lightning. At noon the extremes of Owhyhee bore from S. S. E. to N. by E. Off shore 4 miles.
10	19	35	—	—	—	Light winds. Off Owhyhee. At 2 A. M. dropt anchor in Karakakooa-bay, where we remained till the 20th.
20	—	—	—	—	—	Light breezes from the land. Weighed anchor and stood for an offing, when a heavy squall came on from the Westward; afterwards moderate weather.
21	20	36	—	—	—	S. W. moderate and fair weather. At sun-set the extremes of Owhyhee bore S. E. by S. to N. N. E. 3 or 4 leagues. At noon a fresh gale at S. W. Mowee bore S. E. half E. to N. W. by N.; the body of Tahoorowa S. W. half S.; Morokenne W. S. W.; Ranai W. half S.; and Morotoi W. N. W. half N. distant from Mowee 4 miles.
22	—	—	—	—	—	Southward; a fresh gale. Stood for the W. end of Mowee. Dropt anchor in 5 fathoms and a half. The extremes of Mowee bore S. E. by E. to W. half S. off shore 2 miles; Morokenne S. E. 1 quarter S.; [the body of Tahoorowa S. by E. and Ranai W. by S.
23	—	—	—	—	—	Variable; with squalls of rain. Receiving water on board the ship
24	—	—	—	—	—	Variable; light airs and calm. Receiving ditto.
25	—	—	—	—	—	Calm. At 4 P. M. light breeze from the land. Receiving ditto
26	—	—	—	—	—	Variable; light airs. Weighed anchor. At noon light winds. Mowee bore W. by N. to E. by S. Off shore 4 or 5 miles.
27	20	48	—	—	—	Calm; light airs. At noon in mid-channel, between Mowee and Ranai.
28	—	—	—	—	—	S. E. a fresh breeze. At 3 P. M. made sail. At sun-set the extremes of Mowee bore E. S. E. to N. E. by E.; the body of Tahoorowa S. E.; Morotoi N. E. by E. to N. W. by W.; Ranai S. 1 quarter W. to W. by N. Distant from Ranai 2 miles, standing between Ranai and Morotoi. At 8 A. M. a heavy gale. Woahoo bore N. by W. to W. by N. off shore 4 leagues. At noon heavy rain, with thunder and lightning, and violent squalls of wind from the Southward.

A P P E N D I X.

TABLE IX. *continued.*

ROUTE of the IPHIGENIA and N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	<i>Winds, Weather, and Remarks.</i>
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Dec. 29	21 14	—	—	Moderate. At 6 P. M. Body of Woahoo N. N. W.; Morotoi E. N. E. Off a fine bay on the N. side of Morotoi, where we had 8, 7, 6, and 5 fathoms, 1 mile off shore.
30	21 22	—	—	
31	—	—	—	Moderate and fair. Working round the S. E. side of Woahoo. At midnight a strong gale. At day-light Woahoo bore N. by W. to W. by N. off shore 4 miles. At 9 A. M. clofe in with the shore.
1789. Jan. 1	—	—	—	Southward and Westward; fresh breezes, with rain. At 4 A. M. wind Eastward, and clear, moderate weather. At noon dropt anchor 3 miles from a village, and about 2 from a bay, which the natives call Witetee Bay, on the S. E. side of Woahoo.
2	—	—	—	In Witetee Bay.
3	—	—	—	In ditto, where we remained till the 10th, when Captain Funter joined us, and we both continued till the 11th.
12	—	—	—	Southerly; cloudy, with rain. At 4 P. M. we both weighed, and stood off between Morotoi and Woahoo. At noon Morotoi bore E. half N. to S. W. half W. off shore 4 miles.
13	—	—	—	The gale continued till 8 P. M. when the wind shifted to the Northward, and brought moderate weather, with heavy rain. At noon dropt anchor in Witetee Bay.
14	—	—	—	In ditto.
15	—	—	—	Wind from the land; very heavy squalls of wind and rain. Stood out to sea. At 1 in the morning in mid-channel, between Morotoi and Woahoo. At sun-rise the body of Morotoi bore N. N. E. and Ranai E.
16	—	—	—	At sun-rise the extremes of Woahoo bore N. W. by W. half W. to W. by S. off shore 4 or 5 leagues. At noon saw the schooner, W. half S. distant 4 miles. Kept off and on the Island of Woahoo till the 25th, during which time the anchors were cut away.
25	21 23	—	—	S. W. at 4 P. M. with an appearance of a gale from that quarter. At 5 P. M. weighed and stood out of Witetee Bay. At day-light still within the point. The extremes of Woahoo E. by S. to N. W. by W. off shore 4 miles.

A P P E N D I X.

TABLE IX. *continued.*

ROUTE of the *IPHIGENIA* and *N. W. AMERICA* Schooner, at the *SANDWICH ISLANDS.*

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
<i>Jan. 26</i>	—	—	—	{ Light airs and calms. At sun-set the extremes of land bore E. by S. to N. half W. Off shore 3 miles. { S. E. a breeze. At 2 P. M. Atooi bore W. by N. half N. At day-light it bore W. by N. to N. W. by N. half N. 5 or 6 leagues. At noon cloudy. The S. E. point of Atooi bore W. by N. 4 or 5 leagues.
27	—	—	—	
28	21 30	—	—	{ Variable; squally with rain. At noon Atooi bore N. E. by E. half E. to N. W. half W. Onecheow W. half S.
29	—	—	—	{ Moderate and fair. Dropt anchor in Wymoa Bay at noon, where we remained till the 18th of February.
<i>Feb. 19</i>	—	—	—	{ A light breeze. At 2 P. M. got under way. At sun-set Wymoa Bay bore N. E. During the night the wind was variable, with light airs. At noon the N. W. end of Onecheow bore W. distant 1 mile.
20	—	—	—	{ N. Westward; fresh breezes, with heavy squalls. At noon the high bluff on the S. W. side of Onecheow bore W. distant 6 or 7 miles.
21	—	—	—	{ N. W. strong gales. At 11 P. M. heavy squalls. At 8 A. M. more moderate. At 9 spoke with the schooner. At noon Atooi bore N. E. by N. to N. by W. distant 7 leagues.
22	—	—	—	{ Light gales. At 4 P. M. a fresh gale from the N. N. W. In the morning the extremes of Woahoo bore from E. N. E. to N. N. E. distant 6 or 7 leagues. At noon passed the W. point of Witetee Bay.
23	—	—	—	{ Variable; light winds. At 7 P. M. dropped anchor in Witetee Bay, where we staid till the 24th.
25	20 51	—	—	{ Westward; a fresh breeze. At sun-set got under way, in company with the schooner. At day-light the S. W. end of Ranai bore E. by S.; body of Morotoi N. E.; Woahoo N. W. distant 8 or 9 leagues. At noon Ranai bore from N. by E. half E. to E. by N. half N. distant 5 leagues.
26	19 56	—	—	{ W. S. W. first and middle part a fine breeze; the latter part calm. At day-light the extremes of Owwhyhee bore from N. E. by N. to S. E. by E. distant 7 or 8 leagues.
27	—	—	—	{ Light airs and calms. At sun-set the body of Mowee bore N. half W. At noon the extremes of Owwhyhee from N. E. by N. to S. E. by E. distant 7 or 8 leagues.
28	—	—	—	{ Light airs and calms. At noon Karakakooa Bay bore S. E. half S. distant 8 or 9 leagues.

A P P E N D I X.

TABLE IX. *continued.*

ROUTE of the IPHIGENIA and N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
<i>March</i> 1	20 6	—	—	Variable; light airs and calms at times. At sun-rise Owhyhee bore from N. N. E. half E. to S. S. E. off shore 6 leagues. At noon the current had set us to the Westward, about 10 leagues from the Owhyhee shore.
2	—	—	—	First part light airs and calm; latter, a pleasant breeze, and clear weather. At noon Owhyhee bore from N. half W. to S. E. by S. distant from the shore 2 leagues.
3	—	—	—	At 4 P. M. dropt anchor in Tirowa Bay, where we remained till the 9th. The latitude of the ship at anchor was 19° 41' N.
9	20 31	—	—	A breeze off land. At midnight got under way; and at noon the E. end of Mowee bore N. E. by E. half E.; Tahoorowa from N. by E. to N. W. half N.
10	—	—	—	A fresh trade wind. At day-light Woahoo bore from N. by E. to N. W. half W. At 6 A. M. wind variable; heavy rain. At 11 dropt anchor off Witete Bay.
11	—	—	—	Light airs and variable. Off ditto.
12	—	—	—	Fresh breezes, with cloudy weather and rain. At 1 A. M. made sail for Atooi. At day-light Woahoo bore from E. by N. to N. N. W. half W. distant 3 leagues.
13	—	—	—	N. N. E. a fresh gale. At midnight dropt anchor 2 miles E. of the anchoring ground, off Atooi.
14	—	—	—	Light winds, and variable. Off Atooi.
15	—	—	—	Wind off the land. At 5 P. M. got under way for Oneecheow. At noon the extremes of Oneecheow bore from N. half E. to S. Off shore 4 miles.
16	—	—	—	Fresh breezes off land. Off Oneecheow.
17	—	—	—	Off Oneecheow.

TABLE

A P P E N D I X.

T A B L E X.

ROUTE of the IPHIGENIA and N. W. AMERICA Schooner, from the SANDWICH-ISLANDS, to
NOOTKA, or KING GEORGE'S SOUND.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
March 18	22 31	198 54	—	{ N. E. At sun-set made sail; the extremes of Onecheow bore from E. half N. to N. N. E. distant 3 leagues.
19	—	—	—	{ Moderate and fair. At 3 A. M. saw land. At 4 pretty close up with it. At day-light this island or rock, which bears the form of a saddle, was named Bird Island; it lies in the latitude of 23° 7' N. and 198° 10' E.
20	23 37	197 16	—	N. N. E. pleasant weather.
21	24 49	197 16	8 34 per Az.	Fresh trade winds, with squalls of rain.
22	26 8	197 16	—	Cloudy, with rain, and much lightning.
23	27 5	196 51	—	Pleasant breezes and fair.
24	27 55	196 7	—	N. N. E. a steady trade wind.
25	28 56	196 37	—	{ Moderate and cloudy weather. At midnight the wind drew round to E. by S.
26	29 54	197 49	—	E. moderate, and cloudy weather.
27	31 8	199 34	—	S. E. moderate, and hazy weather.
28	31 56	200 27	—	{ E. light winds, and fair weather. Several gulls flying about the ship.
29	32 58	200 58	{ 11 46 per Az. 11 18 per Am.	{ Eastward; light winds and pleasant weather.
30	33 23	201 19	—	Light airs and calms.
31	33 41	201 47	—	{ Variable; light winds. At 10 P. M. wind N. E. A number of birds flying about the ship.
April 1	34 31	202 40	12 4	{ N. E. moderate and cloudy weather. In the night, wind variable, with squalls of rain.
2	35 21	204 10	—	Squally, with rain.
3	36 9 per Ac	205 56	—	{ First and middle parts moderate and cloudy. Latter part wind S. S. W. a fresh gale.
4	36 19	208 15	—	{ Westward; a fresh gale. At half past 2 P. M. got several sets of lunar observations; by their medium the ship was in 206° 4' E.
5	36 10	210 13	—	{ Northward; strong gales with heavy squalls. Numbers of birds flying about. Saw some rock weed.
6	37 14	213 13	—	{ Northward and Westward; strong gales, with heavy squalls.
7	38 31	215 41	—	{ Found the current had set us 20' by D. R. to the Northward of our latitude by observation.
8	39 56	218 22	—	{ Fresh gales and squally, with rain. These 24 hours our reckoning differed 20 miles from our observation.
9	41 36 per Ac	220 13	—	S. fresh breezes and cloudy.

A P P E N D I X.

T A B L E X. *continued.*

ROUTE of the IPHIGENIA and N. W. AMERICA Schooner, from the SANDWICH-ISLANDS
to NOOTKA, or KING GEORGE'S SOUND.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
<i>April 10</i>	42 16 per Ac.	222 3	—	{ Variable, with rainy, hazy weather. At 10 A. M. wind N. with a heavy gale. Strong gales, with hazy weather. W. N. W. heavy squalls At 5 A. M. a perfect hurricane. At 6 P. M. moderate. S. Westward; moderate and hazy. First part light winds. Middle and latter, a fresh breeze, with fog and rain. Strong gales, with hazy weather, rain and hail. At 7 A. M. got one distance of the sun and moon. Longitude 228° 4'. S. E. moderate and hazy. Variable, with frequent showers of hail. Saw the Coast of America, extending from N. half E. to E. N. E. distant 20 leagues. Light winds and variable, with cloudy weather. At sun-set the extremes of land bore from N. W. by N. to E. half N. distant 10 leagues. At noon calm; Land from N. W. by W. to E. half S.; the entrance of Nootka N. 75° E. distant 8 leagues. At 11 A. M. dropt anchor in Friendly Cove, where we were detained till the 1st of June.
11	41 42	222 34	—	
12	41 35	223 59	—	
13	43 0	225 13	—	
14	44 15	226 42	—	
15	46 5 per Ac.	228 6	—	
16	47 53	228 4	—	
17	49 7	230 0	17 4 per Az.	
18	49 44	231 23	—	
19	49 37	—	—	
20	—	—	—	

T A B L E XI.

ROUTE of the IPHIGENIA from NOOTKA, or KING GEORGE'S SOUND, a second Time, to the
SANDWICH ISLANDS.

1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
<i>June 1</i>	—	—	—	{ Northward. At sun-set Nootka Sound bore N. half W. distant 7 or 8 leagues. At noon thick hazy weather. Nootka Sound bore N. E. half E. distant 14 leagues. S. E. fresh breezes and hazy. At sun-set Woody Point bore N. W. by N. distant 2 leagues; and the Westernmost of Lance's Islands N. by E. distant 5 leagues. S. W. light winds, fair weather. At 7 P. M. the Westernmost of Lance's Island bore E. by S. At noon Cape St. James bore W. by N. distant 16 or 17 leagues.
2	—	—	—	
3	50 42	230 29	—	
4	51 33	229 37	—	

A P P E N D I X.

T A B L E XI. *continued.*

ROUTE of the *IPHIGENIA* from *NOOTKA*, or *KING GEORGE'S SOUND*, a *second Time*, to the *SANDWICH-ISLANDS*.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
June 5	52 33 per Ac.	228 27	---	<p>S. W. first part fair weather. At sun-set the Southern extremity of Prince William's Island bore W. half N. 12 leagues. At sun-rise the extremes of Charlotte's Island bore from W. N. W. to W. by S. distant 2 leagues. At noon thick fog and rain:</p> <p>S. E. strong gales, thick fog, and heavy rain. At 6 A. M. saw a number of sea-otters. At 11 ditto saw a small barren island.</p> <p>S. E. fresh breezes, hazy. At 3 P. M. out of sight of the island, and surrounded with a number of small islets and rocks. At noon wind S. E.</p> <p>Moderate and fair. At 6 P. M. dropped anchor abreast of Fort Pitt, in 54° 58' N. latitude and 229° 43' longitude E.; Cape Farmer in 54° 35', 229° 16'; Cape Murray 54° 43', 228° 10' Petrie's Island 54° 42', 229° 20'; and Mount St. Lazaro in 54° 52' and 280° 56' E.</p> <p>S. W. a thick fog. At 6 A. M. the extremes of land bore from N. E. to W. S. W.; Queen Charlotte's Isles from S. S. E. to S. S. W. distant 12 leagues. At noon hazy. Port Meares bore W. by N.</p> <p>Cloudy and rain. At 7 P. M. dropt anchor in Haines's Cove; in latitude 54° 57', longitude 228° 3', where we staid till the 19th.</p> <p>S. W. cloudy, hazy weather. At half past 8 A. M. weighed anchor. At noon the land from Cape Murray bore from N. E. by E. to a high bluff land named Cape Irving, which, with Cape Murray, forms the entrance of Port Meares. Cape Irving N. W. half W.; Cape Irving lies in 54° 49' N. and 227° 43' E.; the N. W. point of Q. Charlotte's Island bore S. by W. half W. 12 or 13 leagues.</p> <p>S. W. moderate and cloudy. At sun-set Charlotte's Island bore from N. E. half N. to W. by N. At 10 P. M. dropt anchor off McIntire's Bay, which lies in 53° 58' N. and in 228° 6' E.</p> <p>S. E. moderate and cloudy. At 7 A. M. weighed anchor; passed Cox's Channel, between Q. Charlotte's Island and an island, off the N. W. end of it.</p> <p>Westward; moderate breezes and cloudy. Sent some men on shored</p> <p>Moderate and cloudy. At 6 A. M. weighed and stood across the channel of Beal's Harbour. At 10 dropped anchor in Beale's Harbour, which lies in 54° 18' N. and in 227° 6' E. where we staid till the 27th.</p> <p>N. E. light winds. At 4 P. M. made sail, and steered through Cox's Channel. At noon the extremes of the island bore from N. N. E. to E. S. E. half E. distant 7 or 8 leagues.</p>
6	54 7 per Ac.	229 0	---	
7	54 45	229 15	---	
8	54 46	229 12	---	
9	---	---	---	
10	---	---	---	
19	---	---	---	
20	---	---	---	
21	---	---	---	
22	---	---	---	
23	---	---	---	
28	54 2	226 39	---	

A P P E N D I X.

TABLE XI. *continued.*

ROUTE of the IPHIGENIA from NOOTKA, or KING GEORGE'S SOUND, a second Time, to the SANDWICH ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
June 29	53 16	225 30	—	{ S. E. light winds, with hazy, cloudy weather. At sun-rise Char- lotte's Island bore N. E. by N. distant 17 or 18 leagues.
30	52 26	225 46	—	{ S. S. E. to S. W. moderate and cloudy.
July 1	51 10	225 53	—	{ Variable, with hazy, rainy, squally weather.
2	50 13	225 41	—	{ S. W. fresh breezes and hazy.
3	48 43	225 54	—	{ S. W. hazy weather. Latter part squally, with a fresh breeze.
4	48 28	224 17	—	{ Fresh breeze, with a thick fog. Latter part clear.
5	44 35	222 50	—	{ N. N. W. a steady breeze, with fair weather.
6	42 36	221 25	—	{ Wind and weather as yesterday.
7	40 33	220 8	—	{ N. W. fresh breezes. Past a quantity of rock-weed. Saw several birds on the wing, of the plover kind, some whales, and a number of black ducks.
8	38 40	219 23	—	{ S. W. and W. S. W. light winds and cloudy weather. Saw large quantities of rock-weed, and a number of birds.
9	36 26	218 12	—	{ N. W. fresh breezes, and squally.
10	34 50	216 47	—	{ Moderate weather and cloudy.
11	33 7	215 23	—	{ N. E. a steady trade-wind, and cloudy.
12	31 22	214 1	—	{ A steady trade-wind, and cloudy.
13	29 26	216 36	—	{ Ditto.
14	27 31	212 44	—	{ A steady breeze and clear. In the morning got several sets of distances of the sun and moon, the mean of which was $212^{\circ} 58'$.
15	26 2	209 11	—	{ Pleasant trade wind, with clear weather.
16	24 26	208 13	—	{ Light winds and clear weather.
17	23 16	207 10	—	{ Ditto.
18	—	—	—	{ E. N. E. to S. E. light winds. At half past 9 A. M. by feve- ral sets of observations, the longitude was $206^{\circ} 20'$.
19	20 52	—	—	{ Moderate breezes, with flying squalls of rain. At day-light Mowee bore S. W. half W. distant 23 leagues; Owwhyhee S. W. by W. 28 leagues At noon the extremes of Owwhyhee bore from S. by E. to S. W. distant 16 leagues. Mowee W. by S.
20	—	—	—	{ Pleasant breezes, with fair weather. At sun-rise the extremes of Owwhyhee bore from N. E. by N. to S. half E. off shore 2 leagues; where we staid till the 27th.
28	21 5	—	—	{ Variable, light winds. Middle and latter part fresh trade. At noon the extremes of Woahoo bore from W. by N. to N. N. W. distant 4 or 5 leagues.
29	—	—	—	{ E. N. E. a steady breeze. At 4 P. M. dropt anchor in Witete Bay, in which, and amongst the other Sandwich Islands, we staid till the 12th of August.

APPENDIX

TABLE XII.

ROUTE of the IPHIGENIA from the SANDWICH ISLANDS to CHINA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
Aug. 12	21 49	195 21	—	E. N. E. a fresh trade wind.
13	22 6	193 2	—	A steady trade wind, and clear.
14	22 16	191 31	—	Light winds, and pleasant weather.
15	22 19	190 18	—	Ditto, and hot, fultry weather.
16	21 52	188 57	—	Light winds.
17	21 33	187 30	—	Varying from S. E. to N. E.
18	21 8	185 40	—	{ Pleasant breezes and fair. At midnight lightning all round the compass. At 10 A. M. saw the appearance of land in the S. E. quarter; shortly after saw large flocks of birds.
19	20 44	183 40	—	Cloudy; lightning as last night. In the morning clear.
20	20 21	181 44	—	A steady trade-wind. In the night heavy showers of rain.
21	19 33	180 4	—	Pleasant breezes, and fair.
22	19 41	178 36	—	Light breezes, and fair.
23	19 28	177 26	—	Light airs, with hot, fultry weather.
24	19 32	177 3	—	Ditto, and calms.
25	19 53	176 35	—	Variable; light airs, with flying showers.
26	20 26	175 38	—	Ditto, with calms, and light airs.
27	21 0	173 55	—	Pleasant breezes, and fair.
28	21 21	172 15	—	Moderate breezes; hot and fultry.
29	21 35	167 50	—	{ Light winds. At 3 P. M. got a set of astronomical observations, which made the ship in 169° of longitude, being upwards of 3° a-head of account. At 6 P. M. saw numbers of birds in flocks.
30	21 36	166 31	—	{ Light winds, and cloudy. In the morning wind S. by E. with flying squalls of rain.
31	21 44	165 18	—	S. S. E. cloudy, with heavy showers of rain.
Sept. 1	—	164 41	—	{ Variable; light winds. At 7 P. M. observed the distance of the moon from the star Antares, west of her; which made the ship in longitude 165° 12'. At the same time observed the distance of the star Pegasus from the moon's remote limb, E. of her, which made the ship in longitude 165° 10' E.
2	21 40	163 36	—	{ Light winds, and fair. In the night heavy rain, with much thunder and lightning.
3	21 22	162 4	—	Squally, with thunder, lightning, and heavy rain.
4	21 24	160 12	—	{ Heavy squalls of wind and rain, with peals of thunder, and much lightning. At 10 A. M. saw hundreds of birds flying about.
5	21 25	158 6	—	Fresh breezes, squally, and cloudy.

A P P E N D I X.

TABLE XII. *continued.*

ROUTE of the IPHIGENIA from the SANDWICH ISLANDS to CHINA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
1789.				
Sept. 6	21 17	156 18	—	First and middle part squally. Latter, a steady breeze from the S. E.
7	21 5	154 36	—	
8	21 1 per Ac.	152 17	—	Variable first part. Middle and latter, squally, with rain.
9	20 49	150 2	—	Fresh breezes, cloudy, and squally. At 4 P. M. saw numbers of men of war birds, and thousands of boobies.
10	20 12	147 13	—	A fresh trade wind, with heavy squalls. At 10 A. M. saw a flock of geese to the Westward. Saw likewise a grampus.
11	20 6	146 8	—	Eastward; a steady-trade-wind. At 4 A. M. observed the distance of the star Aldebaran from the moon's nearest limb, which made the ship in longitude $147^{\circ} 54'$.
12	20 12	143 53	—	Fresh breezes, and clear. At midnight saw the Volcano Grande, bearing S.W. by W. distant 8 or 9 leagues. At day-light made sail for the 3 Islands of Urac, which bore W. by N. distant 8 leagues. At 10 A. M. got several sets of lunar observations, by the mean of which the ship was in $146^{\circ} 8'$ longitude: at which time the body of the 3 islands bore W. half N. distant 2 leagues. At noon the centre of the 3 islands was in $20^{\circ} 19' N.$ latitude, and $146^{\circ} 2' E.$ longitude; and the Volcano in $19^{\circ} 50' N.$ and in $146^{\circ} 23' E.$
13	20 6	141 8	—	Moderate and clear. At 6 P. M. saw a barren rock, which we called Guy's Rock; it lies in $20^{\circ} 30' N.$ lat. and $145^{\circ} 52' E.$ longitude.
14	20 16	138 26	—	Strong gales, squally, with rain.
15	—	136 13	—	S. E. strong gales, with heavy squalls of wind and rain.
16	21 21 per Ac.	135 9	—	S. and S. S. E. fresh gales and heavy squalls. At 10 A. M. got several distances of the sun and moon, by the means of which the ship was in $136^{\circ} 13' E.$ longitude. At half past 10 saw a reef of rocks under our lee, extending about 5 miles, in a W. N. W. and E. S. E. direction; they lie in $20^{\circ} 37' N.$ latitude, and $136^{\circ} 10' E.$ longitude, and are extremely dangerous.
17	22 33	134 35	—	S. W. strong gales, with rain.
18	23 19 per Ac.	133 57	—	S. W. strong gales, and heavy squalls.
19	22 48	134 25	—	Wind and weather as yesterday.
20	21 47	134 20	—	S. W. First part squally, with rain. Middle and latter part clear.
21	21 32	134 3	—	S. W. moderate breezes.
				Light winds and calms. For the last 24 hours a number of land-birds about the ship.

A P P E N D I X.

TABLE XII. *continued.*

ROUTE of the IPHIGENIA from the SANDWICH-ISLANDS to CHINA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
Sept. 22	21 28	132 50	—	{ Variable; a heavy rain. Middle and latter parts a steady breeze from the Eastward, with fair weather.
23	21 30	131 27	—	{ Squally, with rain.
24	21 29	130 5 49	—	{ S. S. W. light winds, and pleasant.
25	21 32	129 18	—	{ Ditto.
26	21 25	128 9	—	{ First and latter parts light airs. Middle, a fine breeze from the Eastward.
27	21 12	126 52	—	{ A moderate breeze, and clear.
28	21 24	125 12	—	{ N. N. E. a steady breeze, and pleasant.
29	22 22	122 23	—	{ N. N. E. a steady breeze and clear. At half past 7 P. M. by a number of observations of the star Antares, W. of the moon, by the mean of which the ship was in 124° 11' E. latitude; Botol Tobago Xima bearing S. 75° W. distant 17 leagues.
30	21 53	—	—	{ Moderate, and clear weather. At noon the extremes of Formosa bore from W. by N. half N. to N. W. by N. distant 9 leagues; Botol Tobago Xima N. E. distant 7 leagues.
Oct. 1	21 49	—	—	{ Pleasant breezes, and fair. At sun-set Formosa bore from N. W. by N. to N. by E. distant 3 leagues; the rocks of Vele Rete S. S. W. distant 3 miles; Botol Tobago Xima E. by N. half N. distant 15 leagues.
2	21 52	—	—	{ Light breezes and fair.
3	No observat.	—	—	{ Fresh gales; thick hazy weather, with thunder, lightning, and hard rain.
4	—	—	—	{ Strong gales and hard squalls. At 11 A. M. got sight of the Grand Lema, bearing N. W. distant 3 leagues. At noon the Grand Lema bore W. half S. distant 3 leagues.
5	—	—	—	{ Fresh gales; thick and hazy from the Eastward. At 2 P. M. came to in Macao Road.

A P P E N D I X.

T A B L E XIII.

ROUTE of the N. W. AMERICA Schooner, from NOOTKA, or KING GEORGE'S SOUND to the SANDWICH-ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Oct. 27	49 36	233 0	—	E. S. E. squally, with rain and hail. Left Nootka Sound.
28	49 18	—	—	Ditto, with hard gales, rain, and heavy sea.
29	48 24	—	—	S. E. and E. N. E. squally,, with rain, and light breezes.
30	47 43	—	—	N. Westerly; squally, with rain, and a high sea.
31	46 4	—	—	Variable; squally, and rain.
Nov. 1	—	—	—	S. Easterly; strong gales, squally, with rain.
2	46 9	—	—	Wind and weather as yesterday.
3	45 6	—	—	Variable; light breezes, with small rain.
4	—	—	—	Variable; fresh breezes, squally, and some rain.
5	43 48	—	—	S. Westerly; squally, fresh gales, and an high sea.
6	42 48	—	—	S. W. and S. W. by W. cloudy, with drizzly rain, and squalls.
7	41 57	—	—	S. Westerly; moderate breezes, with a heavy swell.
8	40 54	—	—	{ S. and N. W. by W. light airs, cloudy, and a heavy sea; fresh breezes and clear.
9	40 7	—	—	From W. N. W. to E. pleasant breezes and clear.
10	39 33	—	—	E. S. E. and S. E. pleasant breezes, light airs, and cloudy.
11	—	—	—	{ S. E. and N. E. light breezes and fair; pleasant breezes and cloudy.
12	—	—	—	N. E. and N. N. E. pleasant breezes, and cloudy.
13	36 49	—	—	N. E. pleasant breezes, and cloudy.
14	35 24	—	—	E. squally, with rain.
15	—	—	—	S. E. squally, with rain.
16	—	—	—	{ Variable; fresh breezes, thick and hazy, with hard rain, and a heavy swell.
17	32 49	—	—	{ Variable; moderate breezes, with hard rain, and a heavy swell; light airs, and cloudy.
18	31 40	—	—	{ From S. S. E. to N. E. squalls and rain; with much thunder and lightning, and a high sea.
19	30 28	—	—	{ N. E. pleasant breezes, and cloudy, with some rain. Saw a tropic bird, a sea pidgeon, and Portugal men of war.
20	29 30	—	—	Variable; fresh breezes, and cloudy.
21	29 3	—	9 30	S. Easterly; pleasant breezes, and fair.
22	28 40	—	—	S. S. E. and ditto.
23	28 30	—	—	S. S. S. and S. E. by S. fresh breezes, squally, and rain.
24	28 31	—	—	{ S. Westerly; fresh breezes, strong gales, cloudy, and a heavy sea.
25	28 3	—	—	S. Westerly; squally with rain, pleasant breezes.
26	27 41	—	—	S. Easterly; fresh breezes, and cloudy.

A P P E N D I X.

T A B L E XIII. *continued.*

ROUTE of the N. W. AMERICA Schooner, from NOOTKA, or KING GEORGE'S SOUND to the SANDWICH-ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Nov. 27	26 26	---	---	S. Easterly; fresh breezes, with squalls of rain.
28	25 34	---	---	S. E. and S. E. by E. fresh breezes, and cloudy.
29	26 57	---	---	S. E. by E. and S. E. by S. fresh breezes and cloudy, with lightning, and squalls of rain.
30	25 12	---	---	S. S. E. fresh breezes and cloudy, with a heavy sea.
Dec. 1	25 8	---	---	Variable; fresh breezes, and cloudy.
2	25 0	---	---	S. S. E. and S. by E. light winds, and cloudy.
3	24 18	---	9 0	Variable and S. Easterly; light airs and cloudy.
4	23 2	---	---	E. S. E. pleasant breezes, and clear.
5	21 32	---	---	S. Easterly; fresh breezes, and some squalls of rain.
6	At the	Sandwich	Islands.	E. S. E. strong breezes and cloudy. Mowee bore W. S. W. distant 10 leagues; Owhyhee S. E. distant 18 leagues
7	20 4	---	---	Light breezes, and cloudy; off Mowee. At sun-set Mowee bore from S. W. by W. to N. W. by N; Owhyhee S. E. distant 10 leagues. At sun-rise Mowee bore N. W. and W. by N. distant 4 or 5 leagues. At noon Owhyhee bore S. E. and W. S. W. distant 4 or 5 leagues.
8	19 34	---	---	Light airs; hot and sultry. At sun-set Mowee bore from N. W. by N. to W. S. W.; Owhyhee E. N. E. to S. W. by W. distant 3 leagues. At day-light Owhyhee bore from N. E. by N. to S.; Mowee N. W. by N. to W. N. W.; Tahoorowa W. by N. distant 3 leagues. At noon Owhyhee bore from S. half E. to N. E. Off Toe-yah-yah Bay. Mowee bore from N. by W. to N. W. by N.
9	---	---	---	Squally, with rain, and much thunder and lightning, and foggy. At sun-set Owhyhee bore from N. by E. to S. by W. distant 3 leagues. Standing into Karakakooa Bay.

A P P E N D I X.

T A B L E XIV.

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Dec. 10	19 35	—	—	Variable; light airs, clear, hot and sultry. At sun-set Owhyhee bore from S. half W. to N. W. by N. distant 2 leagues; Mowee N. W.; Tahoorowa N. W. by W. At sun-rise Owhyhee bore from S. by E. to N. distant 4 or 5 miles. At noon Owhyhee bore from N. N. E. to S. by S. distant 4 miles. Light breezes and fair. In Karakakooa Bay, where we remained till the 20th. At noon the extremes of Owhyhee bore from S. by E. half E. to N. N. W. half W.; Karakakooa Bay E. by S. distant 4 leagues.
11	—	—	—	
21	20 39	—	—	S. squalls and rain. At noon the extremities of Mowee bore from N. W. to S. E. by E. off shore 3 leagues; the island of Ranai W. N. W. to W. by S.; the island of Morotoi W. distant 1 league; Tahoorowa from S. S. W. to S. W. by W. distant 3 leagues. Fresh breeze from the S. and W. and cloudy. Came to an anchor off the island of Mowee, 1 league from shore; the extremities of Ranai bore from W. by N. half N. to S. W. by W.; Morokenne S. E. half E.; the W. point of Owhyhee E. half S.; the island of Tahoorowa from S. to S. E. by S.; the island of Mowee from S. E. by S. half E. to W. N. W. We remained at anchor till the 26th.
22	—	—	—	
27	20 50	—	—	S. S. W. light airs and calms. At sun-set the island of Mowee bore from E. by S. to N. W. half W. 10 leagues; Ranai from W. by S. to W. N. W. distant 4 leagues; the extremities of Tahoorowa S. and S. E. distant 5 leagues; Owhyhee from S. E. to E. S. E. distant 15 leagues. At noon Mowee bore from E. S. E. to N. W. by W. distant 3 leagues; Morotoi N. W.; the extremes of Ranai from W. N. W. to W. by S. distant 4 leagues; the extremes of Tahoorowa from S. by W. to S. S. E. distant 7 leagues; the body of the rock Morokenne, S. E. by S. distant 8 leagues. S. E.—S. and W. S. W. fresh breezes, cloudy, with squalls and rain, thunder and lightning. At sun-set the extremes of Mowee bore from E. S. E. half E. to N. by E. distant 4 leagues; the body of Morotoi N. W. by N. distant 5 leagues; Ranai S. by W. and W. N. W. distant 4 miles; Tahoorowa from S. by E. to S. E. distant 9 leagues; Owhyhee just in sight, S. E. by S. distant 20 leagues. At sun-rise the extremes of Woahoo bore N. W. by W. distant 8 leagues; the extremes of Morotoi N. E. by N. and E. distant 6 leagues.
28	—	—	—	

A P P E N D I X.

T A B L E XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Dec. 29	21 17	—	—	Light winds, hard rain, and much thunder and lightning. At sun-set the extremes of Woahoo bore from N. N. W. to W. distant 5 leagues. At sun-rise the extremes of Woahoo bore N. W. and N. distant 7 or 8 leagues; Morotoi from S. E. half E. to S. by E. distant 6 leagues. At noon light airs, and clear weather; the extremes of Woahoo bore from S. W. by W. to W. by N. distant 5 leagues; Morotoi S. E. by E. and E. N. E. distant 7 leagues.
30	21 26	—	—	
31	21 26	—	—	W. S. W. pleasant, breezes and cloudy. At sun-set Woahoo bore N. W. by W. and W. by S. distant 4 or 5 leagues; Morotoi E. by N. and S. E. distant 7 or 8 leagues. At day-light Woahoo bore from S. W. by S. to W. N. W. distant 3 leagues; Morotoi E. S. E. and E. by N. distant 8 or 9 leagues. At noon Woahoo bore from N. by W. to W. distant 3 leagues; Morotoi from E. by N. to S. E. by E. distant 6 leagues.
1789. Jan. 1	—	—	—	S. fresh breezes, and cloudy, with some squalls of rain. At noon the extremes of Woahoo bore from N. N. W. to E. S. E. distant, off shore, 2 or 3 leagues.
2	21 22	—	—	S. and S. by W. fresh breezes, and cloudy. At noon the extremes of Woahoo bore from N. N. W. to E. S. E. distant off shore, 2 or 3 leagues.
3	21 15	—	—	Light airs and variable. At 2 A. M. pleasant breezes and clear. At sun-rise the extremes of Woahoo bore from N. N. E. to E. by N. distant 10 or 11 leagues. At noon the S. point of Woahoo bore from E. by N. to N. distant 8 leagues; Morotoi E. S. E. distant 15 leagues.
4	21 4	—	—	S. by E. pleasant breezes, and clear. At sun-set the extremes of Woahoo bore from N. by W. to E. by S. off shore 3 leagues.
5	21 2	—	—	At 2 A. M. light airs, and variable. At sun-rise the extremes of Woahoo bore from N. N. W. to E. S. E. off shore 6 leagues.
6	21 13	—	—	At 10 A. M. pleasant breezes and clear. At noon the extremes of Woahoo bore from N. by W. to N. E. by E. off shore 10 leagues.
				Variable; fresh breezes and clear; light airs and clear. At noon fresh breezes and clear — Still off Woahoo.
				Variable; pleasant breezes and clear. Still off Woahoo.
				E. by N. pleasant breezes and clear. At noon the S. point of Woahoo bore E. by N. distant 4 leagues.

A P P E N D I X.

TABLE XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS,

Time.	Latitude North.	Longitude East.	Variat. East.	<i>Winds, Weather, and Remarks.</i>
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
Jan. 7	21 12	—	—	Variable; pleasant breezes and clear. At noon the extremes of Woahoo bore from N. W. to E. N. E. distant 3 leagues.
8	20 51	—	—	
9	22 7	—	—	N. E.—N. E. by N. and N. N. E. fresh breezes, cloudy and squally. At sun-set the extremes of Morotoi bore from N. E. to E. by N. distant 8 or 9 leagues. At noon the S. E. point of Woahoo bore N. by W. distant 7 or 8 leagues.
10 & 11	—	—	—	
11 & 12	—	—	—	N. N. E. and variable; fresh breezes and clear. At sun-rise the extremes of Morotoi bore from E. to E. by S. distant 12 or 13 leagues; the extremes of Woahoo from N. W. by W. to N. E. by N. distant 3 leagues. At noon Woahoo bore from N. W. to N. N. E. distant 4 or 5 leagues.
13	—	—	—	
14	—	—	—	Variable; light airs. Came to anchor off Woahoo, distant 1 mile.
15	—	—	—	
16	—	—	—	S and E. and S. light breezes, fresh gales and squally. At 5 P. M. weighed anchor, in company with the Iphigenia. At noon the E. end of Morotoi bore from S. W. to E. by N. distant 4 leagues.
17	—	—	—	
18	—	—	—	E. N. E. to S. S. E. squally and rain. At 2 A. M. the N. E. extremity of Morotoi bore E. S. E.; flood between Mowee and Morotoi. At noon the extremes of Morotoi bore from N. E. to W. N. W. distant 4 leagues; the S. E. point of Woahoo W. by N. distant 7 leagues.
19	—	—	—	
20	—	—	—	N. E. to N. N. W.—E. S. E. and S. S. E. fresh breezes and rain. At sun-set Morotoi bore from E. half N. to N. N. E. distant 5 or 6 miles; Ranai S. E. by E.; Mowee E. by S.; the S. W. part of Woahoo N. W. by N. distant 7 leagues. At sun-rise Woahoo bore from N. W. to S. W. by W. distant 2 leagues; Morotoi E.; Ranai S. E. by E. distant 7 or 8 leagues. At noon hauled round the S. W. point of Woahoo, and anchored in 10 fathoms, 2 miles off shore.
21	—	—	—	
22	—	—	—	S. fresh breezes and cloudy, with strong gales and squalls, and a heavy sea. At 12 P. M. weighed and stood to sea, the gale still encreasing. At noon the extremes of Woahoo bore from W. by S. to N. W. distant 2 leagues; Morotoi from E. S. E. to E. by N. distant 7 or 8 leagues.
23	—	—	—	
24	—	—	—	W. S. W. and variable; fresh breezes and cloudy. At sun-set the E. end of Woahoo bore from N. half W. to N. N. W. distant 5 or 6 leagues; Morotoi N. E. by E. distant 8 or 9 leagues. At day-light the E. side of Woahoo bore from N. N. E. to W. N. W. distant 2 or 3 leagues. At noon the extremes of Woahoo bore from E. by N. to W. Off Wytetee Bay 1 league.
25	—	—	—	

A P P E N D I X.

T A B L E XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	<i>Winds, Weather, and Remarks.</i>
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
Jan. 17	—	—	—	S. W. by W. fresh breezes and cloudy. At sun-rise strong gales and a heavy sea; Woahoo bore from W. half N. to N. N. W. distant 4 or 5 leagues. At noon wind at S. with squalls and rain; the extremes of Woahoo bore from W. by N. to N. W. by N. distant 3 leagues.
18	21 24	—	—	S. S. W. strong gales and hazy. At day-light the extremes of Morotoi bore from S. E. by E. to S. W. by S. distant 7 or 8 leagues; fresh breezes and clear. At noon the extremes of Morotoi bore from S. E. to S. W. by W. distant 2 leagues; the N. W. end of Mowee E. S. E. distant 4 leagues.
19	21 30	—	—	S.—S. W. and S. S. W. fresh breezes and squally, with strong gusts off the land. At day-light the body of Morotoi bore S. S. E. distant 7 or 8 leagues. At noon Morotoi bore from S. W. to S. by E. distant 7 leagues.
20	—	—	—	Variable; cloudy, and a constant, hard rain. At sun-set Morotoi bore from S. S. W. to S. E. by E. distant 4 or 5 leagues. At 10 A. M. Morotoi bore S. S. E. distant 3 or 4 leagues.
21	—	—	—	Variable; fresh breezes and cloudy. At sun-set Woahoo bore from S. E. to W. by N. distant 5 or 6 leagues. Cloudy, and rain; at sun rise Morotoi bore from S. by E. to E. by S. distant 8 or 9 leagues. Light breezes and rain. At noon Woahoo bore from W. S. W. to N. W. by W.; Morotoi from E. half S. to S. E. by S. distant 6 or 7 leagues.
22	—	—	—	Variable; light breezes, hazy, drizzling rain. At sun-set Morotoi bore from S. E. by E. to E.; Woahoo from N. W. to S. W. by W. half W. distant 2 or 3 leagues. At day-light cloudy and drizzling rain; Woahoo bore from W. half N. to N. by E.; Morotoi from E. by N. to E. by S.; Ranai E. N. E. distant 9 leagues. At noon hauled round the S. W. point Woahoo into Witetee Bay.
23	—	—	—	Westerly; light breezes and hot. In Witetee Bay.
24	—	—	—	S. E. light airs. In ditto.
25	—	—	—	S. a moderate breeze. At 5 P. M. got under sail. At sun-rise Woahoo bore from W. to N. E. by E.; Witetee Bay N. N. W. distant 3 leagues. At noon Ranai bore E. by S.; Mowee E.; Morotoi E. by N. half N.; Woahoo from N. E. by E. to W. by S. distant, off shore, 5 miles; and Witetee Bay W. by N. distant 7 miles.

A P P E N D I X.

TABLE XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Jan. 26	21 14	—	—	S. S. W. light airs and calms. At sun-set the extremes of Woahoo bore from N. N. W. to W. off shore 2 leagues. At noon a light breeze from the S.; the Island of Ranai bore from E. by S. to E.; Mowee E. half N. to E. N. E. half E.; Morotoi E. N. E. quarter E. to N. E. by E. distant 5 leagues; Woahoo from N. N. W. to W. by N. distant 4 leagues.
27	—	—	—	S. pleasant breezes, and cloudy. At sun-set Woahoo bore from W. by N. to N. W. off shore 3 leagues; Ranai E. S. E.; Morotoi E. N. E. and the body of Mowee E. distant 12 leagues. Light breezes and fair at sun-rise, Woahoo from N. W. by N. to W. by S. off shore 2 leagues.
28	21 8	—	—	E. cloudy. At sun-set Woahoo bore from W. N. W. half W. to N. E. half E. off shore 2 leagues. Constant drizzling rain; at sun-rise, Woahoo bore from N. N. W. to N. E. off shore 4 leagues. At noon fresh breezes and squally; Woahoo bore from N. W. by N. to N. E. by E. off shore 6 leagues.
29	21 14	—	—	Variable; fresh breezes and cloudy, with a heavy swell. At sun-set Woahoo S. W. point E.; Witete bay E. by N. At sun-rise Woahoo N. W. point N. N. W. the W. point N. E. by E. and the S. W. point E. by S. off shore 2 leagues. Light airs and calms; at noon Woahoo bore from N. W. by N. to E. off shore 3 leagues.
30	21 27	—	—	Variable; light airs, and pleasant. At sun-set the extremes of Woahoo the N. W. point N. by W. half W. to the S. W. point, E. off shore 2 leagues. At sun-rise Woahoo bore from N. E. by E. to S. W. by S. off shore 5 leagues. At noon the N. W. point of Woahoo bore from N. by E. to the S. W. point S. E. by E. half E. off shore 2 leagues.
31	21 30	—	—	N. variable, and N. N. E. moderate breezes and fair. At sun-set the N. W. point of Woahoo bore from N. by E. to E. N. E. off shore 1 league. At sun-rise the N. point of Woahoo bore from E. by N. to S. E. off shore 7 or 8 leagues; Atooi in sight, bearing from W. by N. to W. by S. distant 16 or 17 leagues. At noon Woahoo bore from E. N. E. to S. E. by E. off shore 2 or 3 leagues.

A P P E N D I X.

T A B L E XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
<i>Feb. 1</i>	21 44	—	—	<p>N. E. by E. variable, and E. by S. fresh breezes and fair. At sun-set Woahoo bore from N. E. by E. to S. E. by E. distant from the N. W. point about 4 miles. At day-light the N. point of Woahoo bore E. N. E.; the N. W. point S. E. half E. off shore 2 miles. At noon the N. point of Woahoo bore from N. E. half E. to the N. W. point S. off shore 4 miles.</p> <p>W. N. W. light airs and cloudy. At day-light Woahoo bore from N. by W. to E. by N. off shore 3 leagues. At noon Woahoo bore from N. N. E. to S. E. by E. off shore 3 leagues.</p> <p>Eastward; a light breeze. Off shore at Woahoo.</p> <p>W. light airs and pleasant. Off ditto.</p> <p>N. E. by E. and E. N. E. fresh breezes and fair. Off ditto.</p> <p>Pleasant breezes and fair. At 8 A. M. bore away for Atooi. At noon Woahoo bore from E. S. E. to N. by W. off shore 1 league.</p> <p>Light breezes and fair. At 10 A. M. saw the Iphigenia off Wymoa Bay. At noon dropt anchor 1 cable's length from the Iphigenia, where we remained till the 19th.</p> <p>S. E. and variable; light breezes and constant rain. Weighed and made sail. At sun-set Atooi bore from E. by N. to N. W. by N.; Wymoa Town N. by E. distant 7 or 8 miles; the E. end of Oneheew from W. by N. to W. by S. distant 6 or 7 leagues. At noon the E. end of Oneheew bore from N. by E. to W. by N. distant 4 miles; Tahoorowa N. W. by N. distant 4 leagues.</p> <p>N. N. E. strong gales and squally. At sun-rise the E. end of Oneheew bore from N. by E. to N. W. by W. distant 6 or 7 leagues. At noon Oneheew bore from S. W. to N. W. by W. distant 4 or 5 leagues.</p> <p>N. W. strong gales and squally. At sun-rise the N. extremity of Oneheew bore N. W. by N. distant 7 or 8 leagues. At noon Atooi bore from N. N. E. to N. W. by N. distant 5 or 6 leagues; Oneheew N. W. distant 10 or 12 leagues.</p> <p>N. N. W. moderate breezes. At day-light Woahoo bore from E. by N. to N. E. by N. distant 9 or 10 leagues. At noon Witete Bay E. by S. and the Northern extremity N. W. by N. off shore 2 miles.</p>
2	21 29	—	—	
3	21 32	—	—	
4	21 36	—	—	
5	21 12	—	—	
6	21 19	—	—	
7	—	—	—	
19	—	—	—	
20	21 52	—	—	
21	21 25	—	—	
22	21 14	—	—	

A P P E N D I X.

T A B L E XIV. *continued*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Feb. 23	—	—	—	Pleasant breezes and fair. At 8 P. M. came too in Witete Bay.
24	—	—	—	Pleasant breezes from the Westward. In ditto.
25	20 26	—	—	W. N. W. pleasant breezes. At half past 5 P. M. weighed, and stood for Owhyhee. At sun rise the body of Woahoo bore N. W. distant 6 or 7 leagues; the E. end of Morotoi from N. by E. to N. E. by E. distant 3 leagues; the E. end of Ranai from E. by N. to E. distant 4 or 5 leagues. At noon Woahoo bore N. W. by N.; the W. end of Morotoi N. W. by N. the Eastern extremity of Ranai E. by N.; distant 3 leagues; the S. W. extremity of Mowee E. by S.; and Tahoorowa E. S. E.
26	19 34	—	—	W. N. W. pleasant breezes and fair. At sun-set Ranai bore from N. W. by N. to N. distant 4 leagues; Mowee from N. by E. to N. E. by E.; Tahoorowa S. by E. At sun. rise Owhyhee bore from S. E. by E. to N. E. by E. distant 5 or 6 leagues; Mowee N. by E. half E.; Tahoorowa N. half W.; Ranai N. N. W. At noon Owhyhee bore from E. S. E. to N. E. by E. distant 4 or 5 leagues; the Snowy Mountains E. by S. and E. by N.; Mowee from N. by E. to N. N. W. distant 7 or leagues.
27	19 24	—	—	S. light airs and fair. At sun-set Owhyhee bore from S. E. to N. E.; Mowee N. N. W. distant 7 or 8 leagues. At sun-rise Owhyhee bore from N. E. by N. to S. E. distant 4 or 5 leagues. At noon Owhyhee bore from N. E. by N. to S. E. quarter E. distant 5 leagues; Mowee N. distant 8 or 9 leagues.
28	19 23	—	—	N. W. light breezes and fair. At sun-set Owhyhee bore from S. E. to N. E. distant 4 leagues. At day light Owhyhee bore from S. E. half E. to N. E. distant 2 leagues; Mowee N. to N. by W.
March 1	20 19	—	—	W. S. W. light airs, hot and sultry. At sun-rise Owhyhee bore from N. N. E. to S. S. E.; Karakakooa Bay S. E. distant 5 leagues. At noon Owhyhee bore from E. N. E. to S. E. half S. distant 6 or 7 leagues; Mowee from N. by E. to N. by W.; Ranai N. W. by N.; Tahoorowa N. N. W.
2	19 46	—	—	N. W. light airs and variable. At sun-set Owhyhee bore from S. E. to E. S. E. half E. distant 8 or 9 leagues; Mowee N. to N. by E. half E.; Ranai N. N. W.; Tahoorowa N. by W. At sun-rise Owhyhee bore from N. E. half N. to S. E. half S. distant 5 leagues; Mowee N. N. W. distant 10 leagues. At noon Owhyhee bore from N. N. E. to S. by E. half E.; Karakakooa Bay S. E. distant 17 miles.

A P P E N D I X.

TABLE XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
March 3	—	—	—	W. S. W. pleasant and fair. At 4 P. M. saw the Iphigenia coming into a bay, about 3 leagues to the Northward of Karakakooa Bay. At half past 4 P. M. came to in 20 fathoms, off shore 2 miles; the extremes of the land from S. E. by S.; the N. E. end of Karakakooa S. E.; and the nearest extreme W. N. W. distant 4 miles.
4	—	—	—	Variable; light breezes and fair. Off Owlyhee, near Karakakooa Bay, where we staid till the 6th.
5	—	—	—	Moderate sea breezes, and cloudy. Latter part pleasant land-breezes, and fair.
6	—	—	—	S. and E. light breezes and clear. At 6 A. M. weighed anchor. At noon the extremes of Owlyhee bore from N. to S. by E.; off Toe-yah-yah Bay about 5 leagues. At 7 P. M. came to in the Bay.
7	—	—	—	First and middle parts pleasant sea-breezes and cloudy. Latter pleasant land breezes. Off Owlyhee.
8 & 9	—	—	—	First part fresh land breezes. Middle and latter moderate sea-breezes and cloudy. At 11 P. M. weighed anchor, with the Iphigenia, for Woahoo. At noon Mowee bore from N. E. by N. to N. N. W.; Tahoorowa N. W. by N. to W. N. W.; Owlyhee E. by N. to E. S. E. distant 12 leagues.
10	21 7	—	—	E. a fresh trade wind, and fair. At sun-set the extremes of Tahoorowa bore from E. by S. to E. half N.; the E. point of Mowee E. by N.; Ranai from N. E. by N. to N. N. W. distant 3 leagues; the N. W. point of Morotoi N. W. by N.; Woahoo N. W. by N. distant 12 leagues. At day-light Woahoo bore from N. by W. to N. W. by W. distant 8 leagues; the N. W. point of Morotoi N. E. half N. At noon Woahoo bore from N. by W. to W. by N. distant 6 or 7 leagues; Morotoi from E. N. E. to E. half S.; Ranai E. S. E. distant 5 leagues.
11	—	—	—	Light breezes and variable. At sun-set Woahoo bore from N. E. by N. to W. by S. At day-light Woahoo bore from E. N. E. to W. N. W. off Witetee Bay 2 leagues. At 9 A. M. came to, in 11 fathoms, in Witetee Bay, distant 1 mile.
12	21 23	—	—	Squally and rain. Weighed and made sail for Atooi, with the Iphigenia. At day-light Woahoo bore from E. N. E. to W. N. W. off shore 3 leagues.

A P P E N D I X.

T A B L E XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
March 13	—	—	—	{ N. N. E. fresh breezes and squally. At 6 P. M. saw Atooi bearing N. W. by W. distant 6 or 7 leagues. At day-light was towed into Wymoa Bay by the natives.
14	—	—	—	{ Moderate sea-breeze and cloudy. At 5 P. M. weighed, and stood for Onecheow. At sun-set Atooi bore from E. to N. W. by N. off shore 2 leagues; Onecheow from W. S. W. to W. half S.; Orehua W. by N.
15	—	—	—	{ Moderate sea-breeze and cloudy. At day-light Onecheow bore from E. to N. E. distant 3 leagues. At noon Onecheow bore from N. half W. to S. by E. half E. off shore 2 miles. At 5 P. M. came to, in 17 fathoms, abreast of a small village, called Rotair; the E. end of Onecheow bore from S. S. E. half E. to N. half W.; Tahoorowa S. W. distant 5 leagues.
16	21 51	—	—	{ Fresh breezes and cloudy. At half past midnight made sail, and stood to the Westward. At day-light Onecheow bore from E. to N. N. E.; Tahoorowa S. W. by S.; the Iphigenia 3 leagues to Windward. At noon Onecheow bore from N. E. to S. E. half E. off shore 3 leagues.

TABLE

A P P E N D I X.

T A B L E XV.

ROUTE of the N. W. AMERICA Schooner, from the SANDWICH-ISLANDS to the N. W. COAST OF AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
March 17	—	—	—	{ Variable; fresh breezes and cloudy. At sun-set Onecheow bore from N. N. E. to E. S. E. off shore 2 leagues. At day-light Onecheow bore from N. E. by E. to S. E. by S. off shore 2 leagues. At 7 A. M. saw the Iphigenia. At 8 spoke to her.
18	22 27	—	—	{ Variable; fresh breezes and cloudy. At 6 P. M. Onecheow bore from N. by E. to E. N. E. distant 3 leagues. At noon pleasant breezes and clear.
19	23 2	—	—	{ N. N. E. pleasant and clear. At 4 P. M. saw a small island bearing W. N. W. distant 4 leagues. At sun-rise ditto N. W. by W. distant 2 leagues. At noon it bore N. by W. distant 5 miles.
20	23 37	—	—	{ Variable; pleasant breezes and cloudy. At sun-set the island bore E. by N. distant 5 or 6 leagues. At noon moderate breezes, and fine, pleasant weather.
21	24 49	—	—	E. N. E. fresh breezes and cloudy.
22	26 6	—	—	E. by N. pleasant breezes and fair.
23	27 8	—	—	E. by N. to N. E. light breezes and cloudy.
24	27 57	—	—	N. E. and N. N. E. pleasant breezes and fair.
25	28 56	—	—	N. E. by N. to E. S. E. ditto, and cloudy.
26	29 56	—	—	E. S. E. pleasant breezes and cloudy. At noon hazy.
27	31 5	—	—	S. E. by S. ditto, and hazy.
28	31 54	—	—	S. E. by E. light breezes and hazy.
29	33 0	—	—	Easterly; pleasant breezes and fair.
30	33 22	—	—	Variable; light airs, inclinable to calm.
31	33 43	—	—	N. by E. to N. E. by E. light breezes and pleasant.
April 1	34 34	—	—	{ E. N. E. light breezes and cloudy. At 1 A. M. E. by S. light breezes and squally, with rain. At noon pleasant.
2	35 19	—	—	S. E.—S. S. E. and S. E. by E. squally, with rain.
3	—	—	—	S. to S. W. and W. light breezes and cloudy, with small rain.
4	36 17	—	—	W. and N. N. W. fresh breezes and squally.
5	35 59	—	—	{ N. and E. N. E. strong breezes, with hard squalls of wind and rain.
6	36 59	—	—	N. W. fresh breezes, squally, with rain.
7	37 47	—	—	N. Westerly, and ditto.
8	39 19	—	—	W. and ditto.
9	—	—	—	{ S. W. strong breezes and clear, with a high, following sea. At 8 P. M. squally, with rain. At 8 A. M. constant rain. At noon light airs, and constant rain.

A P P E N D I X.

T A B L E X V. *concluded.*

ROUTE of the N. W. AMERICA Schooner, from the SANDWICH ISLANDS to the N. W. COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
April 10	—	—	—	Variable; fresh breezes and cloudy, with rain.
11	40 7	—	—	N. Easterly; strong gales, with rain, and a high sea.
12	41 17	—	—	{ W. N. W. and variable; hard squalls of wind and rain. Saw several small birds.
13	42 36	—	—	{ W. N. W. moderate, squally, with a high sea from the N. W. At 10 A. M. saw a sea-lion and a sea-gull. Several birds flying about the ship.
14	44 2	—	—	From W. to S. pleasant breezes; hazy, with small rain.
15	—	—	—	{ From S. by E. to S. W. cloudy, with small rain. At noon fresh breezes and hazy.
16	47 48	—	—	{ From W. by S. to W. by N. pleasant breezes and squally. Passing squalls of rain, hail and snow.
17	48 28	—	—	{ From W. N. W. to N. by E. fresh breezes, with hard squalls, and sleet.
18	47 53	—	—	Variable; light breezes and clear; squally, with rain.
19	48 14	—	—	Variable; light breezes, and small, drizzling rain.
20	48 40	—	—	{ Variable; light airs, pleasant breezes and fair. Wild-geese, flags, sea gulls, and gannets seen.
21	49 15	—	—	{ N. Westerly; fresh breezes and clear. Passed some drift-wood, and sea weed, and saw several whales.
22	49 34	—	—	{ S. W. fair, and pleasant. At noon the extremities of the coast bore from W. by N. to E. by S.; Nootka Sound E. N. E. distant 9 or 10 leagues.
23	—	—	—	{ S. E. by E. light winds and clear. At sun-set the extremes of land bore from E. by S. to W. N. W. off shore 3 leagues.; Nootka Sound E. by N. distant 6 or 7 leagues. At 10 A. M. Nootka Sound bore E. by N. distant 7 or 8 leagues.
24	—	—	—	{ E. S. E. to W. S. W. strong gales, and hard rain. At 4 A. M. Nootka Sound bore E. N. E. distant 6 or 7 leagues. At noon rounded Hog Island, and anchored in Friendly Cove.

E N D O F T A B L E S.

A P P E N D I X.

No I.

INSTRUCTIONS OF THE MERCHANTS PROPRIETORS.

To JOHN MEARES, Esq. *commanding the FELICE and IPHIGENIA.*

S I R,

AS the prosecution of Voyages to distant countries must redound to the honour of those who undertake them, by elucidating the obscurities of Geography, and opening new channels for Commerce; and whereas it appears that a very beneficial trade may be carried on between China and the North West Coast of America, part of which was discovered by Sir Francis Drake, in the year of our Lord 1579; and considering that the situation of China, both for the outfit of vessels for the fur trade, as well as for the disposal of cargoes, is such, as must shortly destroy all competition, and give us the exclusive possession of this valuable branch of trade, much to the advantage of our country: from these considerations we have fitted out and equipped two good and sufficient vessels, for the purpose of establishing this branch of trade, viz. the *Felice* and *Iphigenia*.

And you are hereby required and directed to proceed with both vessels, with the utmost dispatch, to the North West Coast of America. The most expeditious route, we conceive, will be to proceed through the China Seas to the Southward, between Mindoro and Pelawan, and to the Southward of Magindanao; touching, if necessary, at Sooloo; and passing round the Northern extremity of New Guinea, get as far to the Eastward as the winds will admit, or you may judge necessary; standing then to the Northward of the Tropick, to obtain variable winds to carry you to America. As this is a navigation of great extent and duration, it is necessary you should provide yourself with a sufficient

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stock of water, as nothing so effectually checks the advance and progress of the Scurvy as a plentiful allowance of that article.

As the success of the voyage, in a great measure, depends on your early arrival at Nootka; we desire, that, if you find yourself detained by the bad sailing of the Iphigenia, that you separate from her, and proceed singly to America.

You will give instructions to Captain William Douglass to proceed, with the utmost expedition, to Cook's River, and remain there as long as he may judge expedient; and from thence to proceed to Prince William's Sound; and after remaining there until the trade slackens, to proceed to the Southward, to Cross Sound (which is supposed to communicate with the bay to the Northward of Cape Edgcombe) and along the coast to the Southward, as far as Nootka; examining the several bays and islands, and making such stay in each as may be deemed expedient; endeavouring to arrive in Nootka Sound by the 1st of September, 1788; where he will await your arrival till the 15th of October:—And in case of your not appearing in that time, you will direct him to proceed to China with such a cargo as he may be able to procure; and to leave a letter with one of the chiefs, communicating only his arrival and departure.

The inhabitants of Nootka Sound being in expectation of arrivals, will, doubtless, provide a cargo of skins, which will become the prize of the first ship that arrives there. We, therefore, recommend to you, in the strongest manner, to use the utmost diligence in arriving there. During your stay at that place,—which you will extend as long as you judge proper,—we recommend to you to dispatch your long-boat, well armed, under the command of a prudent officer, to Wicananish, twelve or thirteen leagues to the Southward of Nootka, where, we understand, many fine skins may be procured. We recommend to you, afterwards, to proceed to Barclay's Sound, and accurately examine the coast to the Southward, as far as the Spanish Settlements. Should the prospect of trade be encouraging, you will then return to the Northward, examining the different bays and harbours to the Northward of Nootka, particularly the coasts of Queen Charlotte's Islands, as far as 55° North; or execute as much of this part of your Instructions as is consistent with your arrival at Nootka by the 1st of September, 1788.

Should you, on your return to Nootka, find there the Iphigenia, you will, in such case, dispatch her to China with all the furs collected: and, as we propose returning her to you as early as possible after her arrival here, you will appoint with Captain Douglass a time and place of rendezvous, that you may receive the instructions and refreshments we may send you next season. We leave it to your discretion to winter upon the

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the coast of America, or at the Sandwich Islands; though, considering the severity of the climate, as well as the health of your people, and that little advantage in the way of trade is to be derived from the former, during the winter season, we conceive it will be more eligible for you to winter at the Sandwich Islands, and return to the coast early in March; of which you will take care to inform the Indians at Nootka, that they may expect your return.

Although you are abundantly provided with copper, iron, and other articles of trade, we must recommend to you the strictest œconomy in the application of them; as it appears that the natives are such intelligent traders, that, should you be in the least degree lavish, or inattentive in forming bargains, they will so enhance the value of their furs, as not only to exhaust your present stock, but also to injure, if not ruin, any future adventure.

As every person on board you is bound by the articles of agreement not to trade,—even for the most trifling articles,—we expect the fullest compliance with this condition; and we shall most assuredly avail ourselves of the penalty a breach of it will incur. But as, notwithstanding, the seamen may have laid in iron and other articles for trade—thinking to escape your notice and vigilance,—we direct, that, at a proper time, before you make the land of America, you search the vessel carefully, and take into your possession every article that can serve for trade;—allowing the owner its full value.

As other furs bear no proportion, in value, to those of the sea-otter, these are to be, of course, the principal object of your trade.—Beavers and foxes, particularly the black skins, are of considerable value in China. Marten skins will not bring more than one dollar each.

We recommend to you also, as an object very deserving of your attention, the procuring as much whale-oil and whale-bone as possible; for which you are provided with a sufficient quantity of casks.

Ginseng and Snake-root are said to be produced on the North West Coast of America: you will collect as much of both these articles as possible; and you will bring with you samples of the different ochres and minerals which the natives use as paints.

Muscle-pearls are said to be in great abundance on the North Coast of America:—Coral is also an article on the coast. You will bring as much of both as possible.

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Spars, of every denomination, are constantly in demand here:—Bring as many of those as you can conveniently stow:

Hurst or Nourse-skins are to be procured in abundance:—Their value here is twenty Spanish dollars per hundred.

As it appears that the natives are ever on the watch to take advantage of weakness or negligence, it is necessary to be always on your guard, and to exert, at all times, the utmost vigilance and caution. At the same time, however, we recommend, in the strongest terms, the utmost forbearance with them in every circumstance where it may lower you in their opinion, or endanger your safety. Humanity and your own interest demand it.

You will endeavour to propagate at Nootka, and at the Sandwich Islands, the breed of your poultry of every kind: also of hogs, goats, and sheep. On your arrival, you will land Comekela, who is a native of the Sound, giving him such presents as you may think proper:

On your return to the Sandwich Islands, you will land Tianna at Atooi, or any of the islands he may desire. You will also give him such presents as you think useful or acceptable; and, if possible, you will reserve some of your sheep and goats as a present to this chief: as, by leaving them in his possession, there is a better chance of their being taken care of, and increasing; and thus rendering these islands the best place of refreshment in the world.

We particularly direct, that you do not bring away any of the inhabitants of America, or the Sandwich Islands; as there is no certainty that there will be any opportunity of returning them to their own country.

Should you, in the course of your voyage, meet with any Russian, English, or Spanish vessels, you will treat them with civility and friendship; and allow them, if authorized, to examine your papers, which will shew the object of your voyage:—But you must, at the same time, guard against surprize. Should they attempt to seize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force. You will, on your arrival in the first port, protest before a proper officer against such illegal procedure; and ascertain, as nearly as you can, the value of your vessel and cargo; sending such protest, with a full account of the transaction, to us at China.

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Should you, in such conflict, have the superiority,—you will then take possession of the vessel that attacked you, as also her cargo; and bring both, with the officers and crew, to China, that they may be condemned as legal prizes, and their crews punished as pirates.

Recommending to you unanimity with your officers, and the strictest discipline towards your ship's company, and wishing you a successful voyage,

We remain, Sir,

Your obedient and humble servants,

(Signed), THE MERCHANT PROPRIETORS.

CHINA, December 24, 1787.

N^o II.

ORDERS TO CAPTAIN DOUGLASS.

Extract of a Letter from Mr. MEARES, to Capt. WILLIAM DOUGLASS, commanding the IPHIGENIA.

S I R,

AS soon as I have made the signal for separation, you will proceed to put the following Instructions into execution; and, at the same time, I beg leave to point out the necessity of your strictly adhering to the time and place that I have appointed you to meet me; as on these, in a great measure, depend the success of the voyage you are engaged in.

I have to acquaint you, that you will be allowed one per cent. on the cargoes of the Iphigenia and Felice, which will be paid after the sale of the furs. I need not remark how advantageous this may turn out to you; nor are you to imagine that it is done as an incitement to the performance of your duty to your employers; for if they had an idea that any inducement was wanting, they would not have conferred on you the present command,

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mand, nor have committed to your care the trust they have done; but they were sensible, that when the Iphigenia was entrusted to you, and such unlimited confidence reposed in your honour, that nothing further was requisite to impel you to promote their interest. This is only to remind you of the confidence reposed in you, and to caution you to be on your guard, and to keep a good look out that your officers and crew punctually obey the articles they have signed; and that they are not permitted to trade or traffic with the natives for furs, or any other valuable article: and it is my particular desire, that not even a curiosity be purchased on the coast of America, and as few as possible at the Sandwich Isles:—such an intercourse only tending to gratify an idle and vain whim, at the expence of the infant commerce now about to be established.

Should any illicit commerce be discovered to you, or by you, you will note the same in the log-book, mentioning the time and place of such detection, the articles purchased, and the names of the persons concerned; so that the offenders may be brought to justice. You will take the articles so purchased into your own possession, to be deposited amongst the cargo: and if any person on board your ship should have imprudently shipped any articles of commerce, you will seize the same for the benefit of your employers,—noting all the particular circumstances in the log book.

You will keep a register of all the furs you purchase, their quality, number, and prices given, in a book kept for that purpose; so that your employers may be a judge of your economy in the trade committed to your care. I need not point out the necessity there is of husbanding it, and taking every precaution that your iron and blue-beads do not become a drug amongst the nations you may chance to trade with.

Your furs, when classed, are to be packed in chests. Let them be smoaked and carefully put in, with heavy weights over them; so that when they are produced at market, they may bear such an appearance as will enhance their value.

In your commerce with the Indians, I desire you totally to reject the skins of the cub otters, as they are of no value; and their purchase only induces the natives to deal destruction amongst them; when, at a future period, they would be more valuable.

Otters tails are valuable; you will, therefore, purchase all you can: but by no means encourage them to bring small pieces of otter-skin, or old skins, they being of little value; and it likewise encourages the natives to be remiss in hunting the more valuable otter.

The cutting of skins should be discouraged; and by this means the trade would be much mended.

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Black fox-skins are very valuable; you will therefore purchase all you can get. The river-otters, and inferior furs, I leave entirely to your own judgment to purchase or not: but I beg leave to remark, that by directing the pursuits of the natives entirely to the sea-otter, it may be the means of encreasing their stock of that valuable fur.

The beaver, if black, will bring from ten to twelve dollars; the river-otter from four to five:—Marten skins, if black, are valuable; but those that are brown, are in little estimation.

The small hurt-skins are valuable, and are an object of commerce, being worth from ten to fifteen dollars per hundred.

As there are considerable quantities of ginseng to the northward, I recommend your procuring as much as possible; giving the natives to understand that their women and children should be employed: and if you were to buy it only from them, it may be the means of turning their industry to valuable account.

During the time you remain in port, your carpenters may be employed in cutting down spars, and sawing plank; particularly boat's knees and timbers,—all which bear a good price in China.

The procuring oil is an object worthy your attention:—It is worth, in China, forty-five pounds sterling per ton; and whale-bone, likewise, is very valuable.

You will preserve samples of all minerals. And I beg you to be particular in your enquiries from what parts the natives of the North procure their copper.

When you return to China, as you will touch at the Sandwich Islands, I recommend to you to fill all your casks with salt pork; which will sell well at China, or serve for sea store for the next equipment of vessels in your employers' service for the coast of America.

In short, I recommend to your particular attention and study to lade on board your vessel all such articles as you may judge will turn to account in China.

Should you have any favourable opportunity, I recommend your salting fish, viz. cod and herring, of which there are such abundance to the Northward. In all these particulars, you will be regulated by time: I have pointed out the respective value of those articles;—your own prudence will do the rest. As you have a crew sufficient for every purpose,

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pose, and their wages are high, so, in my opinion, their exertions for the benefit of their employers should be proportionably strenuous.

From experience we know, that most excellent rope may be made at the Sandwich Isles. You will prohibit all fishing-lines being purchased by individuals, and let them be bought on account of the ship, made into cordage, and the overplus carefully put by, that it may be returned into store.

Industry and activity are the forerunners of good order and discipline. By keeping your people thus employed, I trust you will be enabled to render a good and profitable account to your employers.

You will take care to have a fair log-book kept for the concern. It is to contain every minute transaction of your voyage, from day to day. You will therefore mention therein all purchases you make of articles of commerce. You will also note down the good or bad behaviour of your officers and crew; and thus afford to their employers a medium to distinguish merit from worthlessness. This log-book is to be signed by yourself.

On your return to China you will seal up your log-book, charts, plans, &c. &c. and forward them to Daniel Beale, Esq. Canton, who is the ostensible Agent for the concern; and you have the most particular injunctions, not to communicate, or give copies of any charts or plans that you may make; as your employers assert a right to all of them,—and, as such, will claim them.

Should you, in the course of your voyage, meet with the vessels of any other nation, you will have as little communication with them as possible. If they be of superior force, and desire to see your papers, you will shew them. You will, however, be on your guard against surprize. Should they be either Russian, English, Spanish, or any other civilized nation, and are authorized to examine your papers, you will permit them, and treat them with civility and friendship; but, at the same time, you must be on your guard. Should they attempt to seize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force.

When I make the signal to separate, or in case we should lose company, you will pursue, without loss of time, your way to the North West coast of America, either to Cook's River, or Prince William's Sound, whichever place, in your judgment, should be first touched at. The most expeditious route, I should imagine, will be, to proceed to the Southward of the island of Magindanao, between Mindoro and Pelawan; touching, if necessary,

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ceffary, at Sooloo, and paffing round the Northern extremity of New Guinea, get as far to the Eaftward as the winds will permit, or you may judge neceffary; ftanding then to the Northward of the Tropick, to obtain variable winds to carry you to America. And as this is a navigation of great extent and duration, I recommend the moft particular care of your water, and that your crew have a plentiful allowance of it.

You will remain as long in Cook's River and Prince William's Sound as you think eligible. I think it will be more advifable to feek new places, than to wait the daily, but precarious fupplies, that may be brought you.

As I mean to proceed direct for Nootka Sound, and from thence purfue my courfe to the Southward; you will, therefore, knowing this determination, make your difpofitions accordingly; exploring every place between Cook's River and Nootka, particularly Crofs Sound, (which is fupposed to communicate with the bay to the Northward of Cape Edgcombe) and all along the coaft to the Southward; examining the feveral bays and iflands, and making fuch ftay in each as may be deemed expedient; endeavouring to arrive at Nootka by the firft day of September, 1788, where you will await my arrival in Friendly Cove,—a plan of which I enclofe you. You will wait for me till the firft day of November; when, on feeing nothing of me, on that day you will make the beft of your way to the Sandwich Iflands, and anchor in Wymeo Bay, in the ifland of Atooi; remaining there twelve days; when, if I do not arrive during that interval, you will proceed to China, and follow the directions I have given you;—leaving a letter with Taheo, or Abinui, communicating only your arrival and departure. But as nothing but fome accident fhall prevent my arrival in Nootka by the time appointed, you may faithfully expect to fee me there, to fettle our future operations.

As one of the veffels is to remain, and the other return to China, you will fee the neceffity of thus meeting, in order that one veffel may put her cargo on board of that which returns.

In your examining the Northern coaft, you will recollect Queen Charlotte's Iflands, in 55° North latitude. In executing this, you will do it as far as is confiftent with your arrival at Nootka by the firft of September.

I have mentioned before, that every one is bound by the articles of agreement, not to trade for the moft trifling article. The fullft compliance with this condition is expected by your employers, who will undoubtedly avail themfelves of the penalty a breach of

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it will incur. But as, notwithstanding, the seamen may have laid in iron and other articles for trade,—thinking to escape your notice and vigilance,—I direct, that, at a proper time, before you make the coast of America, you search the vessel carefully, and take into your possession every article that can serve for trade,—allowing the owner the full value for it.

In addition to the other articles of commerce mentioned, you will bring a sample of the different ochres the natives use as paint.

Muscle-pearl is in great abundance to the Northward, and coral; you will procure as much of these articles as you can.

As it appears that the natives are ever on the watch to take advantage of weakness or negligence, it is necessary always to be on your guard, and exert, at all times, the utmost vigilance and caution. At the same time I recommend the utmost forbearance, where it may not lower you in their opinion, and endanger your own safety. Humanity and your own interest demand it.

You will be particularly careful to preserve a breed of the various animals put on board you for the Sandwich Islands.

On no account are you to bring away any of the natives of America or the Sandwich Islands, or any other islands you may discover; except your reasons are so cogent and strong, as will ensure you the countenance of your employers.

The introduction of woollens is of the utmost consequence, could it be done amongst the people of America:—at all times use your endeavours to barter with them for such as you have on board. The great advantages that would accrue to your country, as well as credit to yourself, will make you attentive to this point.

As there is a quantity of spruce on board your ship, you will, when you see occasion, make it into beer, and serve it out to your crew; which will be a considerable saving of your spirits;—as those two articles will not be allowed your ship's company together.

Permit me to add,—that as you will be intitled to whatever praise may be due to your conduct, so you will also bear any blame which may arise from want of attention to your employers' interest. And you will promise, in my name, that those who distinguish themselves by good order, sobriety, and exertion, as well as by obedience to your commands, shall

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shall meet with an adequate reward, either by promotion in their present employ, or by protection and recommendation, should they leave it.

Recommending unanimity with your officers, and the strictest discipline towards your ship's company,—

I remain, Sir,

Your most obedient servant,

JOHN MEARES.

FELICE, at Sea, February 2, 1788.

N^o III.

INSTRUCTIONS *to explore the* STRAITS OF JOHN DE FUCA.

To MR. ROBERT DUFFIN, *First Officer of the* FELICE.

S I R,

YOU will proceed with the long-boat to the Southward of this port, in order to trade with the natives for furs; for which purpose I have put under your charge sufficient articles of commerce. You are now so well acquainted with the nature of a trip of this kind, that it would be needless to give you any instructions for the conduct you are to pursue.

Trusting intirely to your discretion, I have considerable hopes that you will prove successful, as you visit the numerous villages seated along the shore leading to the Straits of John De Fuca. You will enter this strait as far as you find any inhabitants, or prospect of furs; and as we had an hint of a distant nation residing up this sea, the exploring of it, so as not to retard materially your course to the Southward, may be of consequence; particularly if you should be fortunate enough to find a harbour.

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When you leave this strait, you will touch at Tootche's Island, and at the villages seated along the shores to the Southward.—I think it will be advisable to avoid Queenhithe.

If the winds and weather should be tolerable, so as to permit you to pursue your course to the bay which we named Shoal-water Bay, it will be a particular satisfaction, if only to ascertain the existence of another nation, distinct from that of Nootka; much more so if that bay, or places adjoining, are capable of receiving shipping.

As it is impossible to provide against contingent circumstances, I therefore leave every other matter to your own prudence.

I recommend to you, particularly, to be constantly on your guard; to keep your arms dry and in good order, and at nights to avoid anchoring in the vicinity of any large village or populous place:—and, I intreat you, above all things, to avoid any warfare with the natives; but to let that humanity, good faith, and steady line of conduct which has hitherto guided our actions, be the leading principles of your mind in all your proceedings. Your own goodness of heart will not, I trust, permit you to sanction any deprivations on the defenceless savage nations with whom you may have intercourse, by any person under your orders.

You will take possession of this strait, and the lands adjoining, in the name of the King and Crown of Britain; and instill into the minds of the inhabitants that you will return shortly to fulfill any treaties of commerce or amity that you may make with them, and for which you have my authority.

I beg that you will keep a memorandum of your proceedings, take sketches of the land, and make other proper remarks.

I propose waiting in this port until your return. Should any unforeseen accident, however, oblige me to leave it, you will proceed to Nootka, and join me there.

Wishing you success,

I remain, Sir,

Your most obedient Servant,

J. MEARES.

FELICE, *Port Esfingham*, July 13th, 1788.

No IV.

N^o IV.

C O P Y O F M R. D U F F I N ' S J O U R N A L.

ON the 13th of July, 1788, left the ship, with the long-boat, manned and armed, bound to the Southward, to trade for furs and explore the coast. At eight A. M. came to, in a sandy bay, at a small distance from the ship, to put the boat to rights. At 11 A. M. left this bay, after having got some victuals cooked. This day, or log, contains 12 hours, and ends at noon.

14th.—Wind from the South East with constant rains. At five o'clock came to in a sandy bay opposite to the village of Attah. Came along-side, a number of canoes; but no appearance of any furs:—Bought from them some hurst-skins and a few fish, for beads. These people behaved very civilly, not offering to commit any depredations: fired a musketoon at sun-set, as a signal for the natives not to approach the boat in the night.—A. M. the wind Westerly, and cloudy weather: at five o'clock weighed, and run to the village, and lay on our oars till 8 o'clock. Not seeing a single skin, thought it advisable to proceed to the Sound, having a favourable wind. Steered East and East North East along the coast, at the distance of a quarter of a mile. This coast, in general, to a village called Nittee Natt, affords a very pleasant prospect:—is mostly a sandy beach, but no soundings with 20 fathoms, within a quarter of a mile of the shore. There are also a number of water-falls, and the surf breaks very high all along the coast, which lies East and West, per compass. At noon a pleasant breeze and cloudy weather. The point which forms the entrance of John De Fuca's sea, which I call Point Entrance, East by South; Tatootche's Island South East by East, off the former four leagues, and from the latter ten leagues—latitude observed 48° 38' North.

15th.—Pleasant breezes from the Westward, and clear weather. At half past one P. M. run into a small sandy bay, seeing two or three houses there, and came to; upon which all the natives quitted the place, they being only fishermen, taking their fish with them. Seeing no probability of getting any furs here, I weighed and ran out again, and came to off the village of Nittee Natt, a quarter of a mile from the shore; attempted to enter a rivulet there, but found too great a surf on the bar to approach, so ran out and came to anchor in 10 fathoms, sand; Point Entrance bearing South by East—the village now off half a mile: came along-side the chief, named Kiffan; latitude at noon 48° 34' North.

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16th.—Pleasant weather, wind Northerly, at six P. M. weighed, having purchased several skins, ran into a sandy bay, or rather cove, where there was a village, two canoes in company decoying us in, when, immediately on our approaching the shore, the natives assembled on the beach with spears, bludgeons, bows and arrows, &c. making at the same time a dismal howling, using threatening postures, which I thought was to prevent us from landing, but I was mistaken, for I had a shower of arrows thrown round the boat, from a rock at a small distance from us, but luckily none hurt us; several fell on the boat's awning, but did not penetrate through, upon which I found myself under the necessity of firing at them, but was at too great a distance to do execution. They then began to launch several large canoes, with a number of spears, &c. on which, I discharged a musketoon at one of them, but, I believe, did not wound any one. However, they immediately left her, and ran howling into the woods; I then saw a man come running down to the beach with a half-pike, which they had found means to take out of the boat, unknown to us; I then perceived that was the reason of their committing hostilities, being desirous of retaining what they had stolen. Upon my receiving the half-pike hostilities ceased. I hope there are none of them killed, though, at the same time, they very richly deserved it. Weighed and run out, seeing no likelihood of getting any furs. Steered East along the coast, and passed Point Entrance at the distance of half a mile. At half past seven o'clock, several rocks lying off, and the surf beating very high, at ten P. M. came to in eleven fathoms; coral rocks. Calm all the night; the water very smooth. At day-light we found ourselves a-breast a small village: several canoes came off, but no appearance of any furs. The people said they were all subject to Wicananish;—behaved very civilly:—bought from them some fish. At seven o'clock weighed, and rowed to the East up the straits, it being calm. At nine o'clock, sprung up a light breeze from the Southward. This coast lies due East and West, per compass.—Coasted along shore at the distance of half a mile: soundings eleven fathoms; several places no ground at twenty fathoms.—This coast is entirely a bed of rocks. At half past eleven A. M. saw the entrance of a deep bay; entered ditto at noon, it promising very fair for a harbour.—Latitude observed, 48° 27' North.

17th.—At two P. M. came to in a small cove in three and three quarters fathoms, close to the rocks. Regular soundings along the bay, from fifteen to four fathoms, half a mile from the shore. This is an excellent harbour for vessels of about 100 or 150 tons; but not water enough over the bar for a larger one, there being only two fathoms at high water, and the tide flows eighteen feet. The bay is a very safe place for a ship to ride in the summer months:—no wind can hurt her except at South East, and then the bay being very deep, there cannot be much sea. It is also good holding ground, being a muddy and sandy bottom. The people here all claim Tootche for their chief. They appeared, to us, to be a bold, daring set of fellows; but not being near any of their villages,

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I was under no apprehensions. At seven A. M. came along-side the boat several canoes, with a great number of men in each. Several of the people attempted to come into the boat; I, at the same time, desiring them to keep out, not permitting any of them to come in; neither did any of the people in the boat say, or offer to do any thing to them. One of the canoes put off a little from the boat; when one of the savages in her took up a spear pointed with muscle-shell, and fixed it to a staff with a cord made fast to it, at the same time putting himself in a posture of throwing it, and signifying, by his gestures, that he would kill me: I, at that time, took no notice of him, not thinking him serious. Upon inspecting, however, their canoes, I found them all armed with spears, bludgeons, and bows and arrows; I also perceived a number of armed people amongst the trees on shore, opposite the boat: I then found they meant to take the boat; upon which, I ordered the people to get their arms ready, and be on their guard, and narrowly to watch the motions of the man with the spear, and if he attempted to heave it, to shoot him. The words were scarce uttered, when I saw the spear just coming out of his hand at Robert Davidson, quarter-master and cockswain; on which I ordered them to fire,—which one person did, and killed the man with the spear on the spot, the ball going through his head. The rest of the people jumped overboard, and all the other canoes paddled away. We instantly had a shower of arrows poured on us from the shore; upon which a constant fire was kept on them, but with no effect, they sheltering themselves behind large trees. I was wounded in the head with an arrow immediately as the man fell. We weighed anchor, and pulled out with two oars, keeping the rest of the people at the arms. We found the shore on both sides lined with people, armed with spears, stones, &c. so that it appeared plainly their intent was to take the boat. A great quantity of arrows and stones came into the boat, but fortunately none were wounded mortally. Peter Salatrass, an Italian, had an arrow sticking in his leg all the time till we got clear of them, not being able to pull it out without laying open the leg, the arrow being bearded, and with two prongs; I was obliged to cut his leg open to get it out, as it had penetrated three inches. The Chinaman was also wounded in the side, and another seaman received an arrow near his heart. As soon as we got clear of them, we made sail, and turned out of the bay.—Soundings as regular as coming in:—the wind Westerly. Stood over to the other shore, meaning immediately to return to the ship, as I found the natives intirely bent on mischief, and that we could not proceed along the coast with safety and without endangering our lives:—I also found my head very sore, the arrow having penetrated into my skull, and would certainly have killed me, had it not been for my hat, which broke its force. At noon, pleasant breezes and clear weather; Tootche's Island South West. This place obtained the name of Port Hawkesbury, and the other bay I called Hostility Bay.

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18th.—Pleasant weather; wind South South West. At four P. M. tacked off the South shore, four miles, and stood over to the North shore of the Straits. At seven o'clock tacked again off shore, half a mile: at sun-set the entrance of Port Hawkesbury North by East, Tatootche's Island South; Point Entrance West South West, off the latter eight leagues, and from the former three leagues. Steered during the night North West by West, and West North West, with a pleasant breeze and foggy weather, and returned to the ship.

(Copy)

ROBERT DUFFIN,

N^o V.

MR. MEARES'S INSTRUCTIONS to CAPT. DOUGLASS, *on leaving the*
AMERICAN COAST.

To Capt. WILLIAM DOUGLASS, commanding the IPHIGENIA.

S I R,

AS I mean to proceed, immediately on the launch of the North-West America, to the Sandwich Islands, and from thence to China,—the whole charge of the Iphigenia and North-West America, will consequently devolve on you.

Though I entertain the highest opinion of your capacity to conduct so weighty a charge, yet, nevertheless, I think it necessary to point out the route you are to pursue after I separate from you. I have no doubt of your ability to put into execution any measure or plan for the benefit of your employers: and as you have already given a convincing proof of this in your late voyage, so in the active scene that I am about to lay before you, I have no doubt but that your diligence and caution will be redoubled, to bring your future voyage to a happy conclusion. I take the liberty of mentioning this, as it will require your utmost attention, your utmost application and perseverance, to put into execution such plans as I shall lay down for the benefit of your employers. As I place before you an extensive field to employ your abilities in, I am well assured that you will take advantage of this circumstance, and shew the world, that in my opinion of you, I have not been mistaken.

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In order to put every means in your power that I can to ensure success, I have supplied you with every species of stores on board the *Felice*:—Yet, nevertheless, from the scantiness of the supply,—though all I am enabled to give you,—you will have difficulties to conquer, which I foresee will require all your vigilance to provide against. The material supplies which I have given you of flower and bread, will, I flatter myself, be of essential consequences, when added to those that you will receive at the Sandwich Islands. You will there salt down your pork; in performing which, I recommend to you to be particularly careful, following the method which Captain Cook directs; as by not observing this, Captain Colnett, of the *Prince of Wales*, lost the greatest part of his provisions before he reached the latitude of 30° North, on his proceeding to the coast of America. For this purpose I have given you every cask in my ship, except the ground tier. The next object of your attention will be vegetables, particularly the yam; of those you will obtain such a quantity, as I trust will prove a great refreshment, even on the American Coast. During the time you are at the Sandwich Islands, I recommend your serving no bread; as the abundance and variety of vegetables will render it needless; and such a saving, in your present state, will tend materially to the success of your voyage. I recommend the same precaution in respect to your flower.

As your stock of liquors is entirely exhausted, and having none to supply you with, in lieu thereof I have sent you all the essence of spruce in my possession, as also melasses, in order to make beer. You will use this supply at your pleasure; and as there will not be melasses sufficient, I recommend to you trying at the islands the experiment of boiling down sugar-cane; of which, Captain Cook made a pleasant and agreeable beer for his crew: but if you can effect making a syrup, it must be particularly grateful to your people with tea, as I have no sugar to supply you with, and your own is entirely gone. You will try the possibility of distilling rum; for which purpose I send you a still and copper. If these points are happily effected, you will find yourself possessed of the resources to put into execution the plan that I place before you. At all events, I have the strongest reliance on your being able to conquer every difficulty.

From the information which I have received from the *Princess Royal*, I think it necessary to warn you of the dangers attending your stay at those islands; where a crew, immersed in pleasure, may become but too easy a prey to so daring and resolute a set of people.—Your judgment will point out to you to draw your principal resources of provisions from Owyhee, the windward isle. The danger of anchoring here, from the multitude of people, is but too evident. With the bay of Mowee you are acquainted:—Here I would recommend you to anchor, if a spot free from coral rocks can be found. For though Titerree is sovereign of Mowee, Morotoi, and the adjacent isles, yet the factions subsisting between the lesser chiefs, will, in all probability, prevent their combining to

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commit hostilities on you. The distance also you lie from the shore of this island, will, in some measure, tend to your security; and amongst the whole group of those islands, I know no place so eligible, provided good anchoring-ground can be found. When the trade-wind blows, it comes down in refreshing breezes from the summits of the mountains, and meliorates the scorching heat of the sun,—every where so pernicious. If the trade-wind ceases, and the North-West winds blow, you have several large and capacious channels to put to sea through, and the danger of a lee-shore is removed:—and permit me to observe, that this is the only station you can occupy amongst these islands, where this danger is to be avoided; and it is a danger of such magnitude, that I must entreat you, the moment you see it blacken in the North-West, to put instantly to sea, as the only means of safety.

The savage fierceness of the people of Wahoo, will, I should suppose, render your stay at that island very short. The populousness of Atooi may deter you from making any long stay in Wymeo Bay:—You will therefore finally close your route at Onehow, where I trust you will guard carefully against the art and cunning of Taheo and Abinui, for I think them dreadful, mercenary, artful villains. As they attempted to poison the crews of the Prince of Wales and Princess Royal, you will guard against such a diabolical design, by inspecting the cocoa-nuts, yams, water, &c. making the seller taste each. From Tianna we have a full knowledge of the extreme subtilty of a poison in their possession, which operates instantaneously on the vital powers. Should you discover such an attempt, I recommend to you to seize those concerned; and as a transaction of this nature cannot take place without the knowledge of Taheo and Abinui, such wickedness ought to be made an example of. The commerce that the natives of Atooi have had with Europeans, has operated so much on their natures, that too much caution or vigilance cannot be exerted.

On no account suffer more than one or two on your decks at a time. Keep people constantly in your tops, with arms ready, your guns loaded and primed; and never permit the natives to swim about the ship; or, most assuredly, you will have your cables cut.

I trust that you will procure a good supply of cordage; and I should imagine that the mats, cloth, &c. might be held in as much request on the Northern station of America, as they are on the Southern;—you will therefore purchase as many as you think proper for the American market.

I have great hopes that Tianna will be of considerable service to you.—To this chief I recommend you to be particularly attentive. The placing him agreeable to his wishes,
either

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either on Owyhee, with his relation Tome Tomy Haw, the sovereign of that island and Atooi, or with his brother Nawmity Haw and family, on the latter island, is a point that I feel myself extremely interested in. Whatever Tianna's ambition may be on seeing himself so powerfully supported, yet we must not lose sight of prudence in settling our friend; and we shall prove his truest and most faithful one's, in placing him exactly in the station we took him from. We must therefore not let his ambition stimulate us on the one hand, nor our own desires on the other, to raise our friend to a station ever envied amongst mankind. Through the generosity of Mr. Cox, he returns unboundedly rich to the circle of his friends. Though greatly deserving in himself, yet the line of prudence must not be passed; and the example of Omai shews us the danger attending the smiles of fortune, even amongst savage tribes. Independent of any other consideration, a fruitless contest might be entered into, which might eventually, be extremely detrimental. You will therefore dismiss him with such presents, in addition to what he has, as you may think proper to confer on him; and as you know his language so well, I entreat you to meet his ideas of happiness as far as prudence permits, or circumstances put it in your power.

The island of Onehow furnishes the pearl-oyster. You will endeavour to make Tianna sensible of the treasures they contain, and the importance of them to us; and I have hopes, that during your stay you will fully ascertain this point.

If you think proper to seek the new discovered island, said to lie to the North West of Atooi, you will in this, as in every other point, be guided by your judgment.

As soon as the America is launched, I shall proceed on my voyage to China, when you will take on you the direction of future operations. As you have now so scanty a supply of salt provisions on board, and the obtaining fish being very precarious, I recommend to you to make the best of your way to the Sandwich Islands, as soon as the America is ready for sea:—but in this you will be directed by your judgment, and the supplies of fish. Should you procure enough of this article to permit you to remain on the coast till the end of October,—to employ this time to advantage, I recommend to you to steer to the latitude 46° North, and trace as much of the coast between 46° and 40° as you can; as this month is esteemed tolerably good. You may fortunately, by exploring this part of the coast, light on some new tribes, which I have the strongest reason to imagine inhabit these parts. I have a knowledge that the Spaniards obtained a prodigious number of otter-skins, which were brought to Manilla in the Galleons, and from thence to China, where I saw them. I am morally certain that they were not procured to the Northward of 46° , as no where did I meet with an atom of the manufactures of Spain, either iron or copper. This portion of America is now all that remains to be known to us; and so fortunate a

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moment may be seized to acquire a competent knowledge of this part of the coast, as will either determine us in future to give up this Southern portion of the continent, as unproductive of mercantile advantages, or seek the sea-otter in these parts. It becomes a question, where did the Spaniards procure these skins? And this point I hope you will be able to clear up, so as, next year, to enable us to take advantage of any discovery you may make. I ever meant, at some future period, to trace this part of the coast. The necessity, however, of my immediately proceeding to China, will prevent any expedition of this kind on my part; and your having the North West America to assist you, will, I trust, enable you to perform it effectually, should you determine to spend the month of October on the coast:—But I leave this point to be determined by your own judgment and concurrent circumstances.

The knowledge we have now obtained of the coast of America, and of the periodical winds and seasons, gives us an advantage over all competitors. The years 1790 and 1791 bid fair to be the most productive that we may ever meet with. Having these flattering prospects before us, our exertions must be redoubled, effectually to sweep the coast before any vessel can arrive from England. In order to accomplish this, you will leave the Sandwich Islands as early as possible in the year 1789; and, at the same time, for fear of accidents, or separation, give your orders to Mr. Funter, that he may proceed, and put his part of the plan of operations into execution.

The Northern district of the continent, I leave to you and the America; the Southern station I shall occupy myself, from China; and I am not without hopes, that by the first of May, 1789, I shall reach the coast. I then shall proceed as circumstances arise:—but let me range which way I will to the Southward, I shall not attempt to go to the Northward of Nootka. On your part, I have no doubt of your arrival on the coast of America some time about the first of April, 1789. By this time the monsoon will be set in, which, experience has taught us, blows close home to the American shore. Therefore, to embrace the advantages which the monsoon offers, instead of going immediately to Prince William's Sound, as others have done, I recommend you to make the coast to the Southward: and as you have the credit of discovering the Great Island, the North-west side of which, comprehending nearly four degrees of latitude, is entirely undiscovered; I therefore recommend your making Cape Saint James, the Southern extremity of the Great Island, as the first point on the continent of America.

Should you find yourself retarded by the North West America's being a bad sailer, you will proceed singly to the coast, leaving her to follow at leisure, to put into execution your instructions; but this being a very unlikely circumstance, as you will probably find her

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her a prime sailer,—in that case, you will proceed in company to the Coast, until you make Cape Saint James; when she will immediately separate from you.

As you steer along the North-west side of the Great Island, you will explore it minutely, to the height of 54° North; where resides a chief, whose district is large, and where Captain Dixon procured, in a few hours, two hundred cloaks, or six hundred skins. Between this Chief's residence and Cape Saint James, is a track of coast unexplored; and we may not, perhaps, vainly flatter ourselves, if we suppose, that in such an extent of country there reside many chiefs and numerous inhabitants. The monsoon will gradually blow you along this coast; and as you will have time and the season before you, you will explore it thoroughly. Having performed this point, from which great advantages may be expected, you will, of course, proceed to Otter Sound, and the bay to which you have been pleased to give my name. From hence you will proceed gradually to Prince William's Sound, visiting the various places on the coast where you have already been, and with which you are now so well acquainted, particularly Cross Sound, which appears to be of superior importance. In pursuing this track, I recommend your arriving there by the twentieth of May; where I think you ought to remain till the first of June, in order to draw, if possible, something from Cook's River; to which place I would by no means have you go, as it is now totally in the possession of the Russians: proceeding there would only be a waste of valuable time. On the first of June, therefore, you will leave the Sound, and again proceed to the Southward, retracing your old stations, (collecting the furs as they are procured), until you arrive at the place you have appointed to meet the America. That period, I beg may not be later than the first of August, 1789.

As there is sufficient scope to employ the N. W. America between the latitudes of 50° and $45^{\circ} 30'$ North, so in this station must she be occupied. Therefore let your orders to Mr. Funter be clear and explicit. When you separate at Cape Saint James, he will proceed into the Great Channel, and steer up the North-east side of the Great Island, as high as $54^{\circ} 30'$ North; and be employed alternately between the island and the main-land of America; a plan of which is now in your possession, as well as information of the various chiefs, and their places of residence:—the paper of intelligence respecting this, which I fortunately procured, accompanies these instructions; a copy of which you will give Mr. Funter, with a strict charge not to proceed to the North West side of the Great Island, except in your progress you see occasion to direct him. The N. W. America is so admirably adapted for this station, that we cannot but congratulate ourselves on building such a vessel. When the winds blow hard from the Great Island, she has but to seek shelter on the American shore, amongst the many bays and harbours that are there, where reside numerous inhabitants. When he is driven from this station by strong winds, the Eastern shores of the Great Island afford a certain asylum,—particularly the harbour of Port

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Royal. Thus will she be employed until the period that you appoint for the rendezvous arrives; which, I trust, will be about the beginning of August. By this time she will have traversed repeatedly the head of the Great Island,—the North-eastern shore of the same,—and all the main continent from $50^{\circ} 30'$ North, to $54^{\circ} 30'$ North. Thus every inch of ground between Prince William's Sound and Nootka will be occupied and repeatedly traversed, except the North West side of the Great Island; and as here again you may expect a further supply since you left it, I leave it entirely to your option and discretion to permit the N. W. America to run down this station, on her way to join me at Nootka.

When you meet at the time appointed, you will write me fully of your proceedings; and you will proceed with the Iphigenia, with all dispatch, to Mednoi, or Copper Island; where I trust you will arrive by the tenth of September, or at least before the North-westers set in.

In performing this part of your instructions, I leave you to act at discretion, and as circumstances arise. You may meet with, or hear of other ships being on your station, with whom you will have to contend; or other material circumstances, which may make a deviation from these orders necessary. I therefore here leave you entirely free; as I must repeat, I do also in every other respect. I have pointed out the object of Copper Island; and no season appears so favourable to put a visit to it in execution as the month of August; by which period, I trust, both you and the N. W. America will have swept the Northern station effectually; at least, what remains to be done, you will order Mr. Funter to perform previous to his joining me at Nootka; at which place I shall await his arrival until the 20th day of November, 1789; when seeing nothing of him, on that day I shall proceed to the Sandwich Islands, and wait your and his arrival in Wymeo Bay, on the island of Atooi; or at the anchoring-ground, the island of Onehow, until the first day of January, 1790; when, neither you nor the N. W. America arriving, I shall conclude that some fatal accident has happened, and make the best of my way to China. This period leaves sufficient time for the completion of all operations; yet I hope that the Iphigenia and N. W. America will reach the islands by the first of December, 1789.

I here leave discretionary powers with you; fearful of circumstances arising which no human foresight can guard against. You will perceive how much I rely on your judgment and abilities.

Favourable winds may permit you to reach Copper Island by the 1st of September; when you will explore the island, and endeavour to find a place of shelter against the approaching equinoctial,—ever to be dreaded in high Northern latitudes. If the copper-ore is in
huge

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huge masses, you must blow them up with powder, and lade on board as much as you can, with safety to your ship; and also of fandel-wood, or of any other sweet scented wood that you may find. Having performed this, you will embrace the Northerly winds, which by this time will be set in, and proceed direct to join me at the Sandwich Isles, as before instructed;—when the future operations will be adjusted for the returning ship to proceed to China.

Wishing you health and success,

I remain, dear Sir,

Your very obedient Servant,

J. M E A R E S.

FELICE, *Friendly Cove, in King George's Sound,*

September 20, 1788.

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N^o I.

COPY OF THE MEMORIAL

Presented to THE HOUSE OF COMMONS, May 13, 1790:—Containing every Particular respecting the Capture of the Vessels in NOOTKA SOUND.

THE Memorial of *John Meares*, Lieutenant in his Majesty's Navy, most humbly sheweth,—That early in the year 1786, certain merchants residing in the East Indies, and under the immediate protection of the Company, desirous of opening a trade with the North West Coast of America, for supplying the Chinese market with furs and ginseng, communicated such design to Sir John Macpherson, the governor-general of India, who not only approved of the plan, but joined in the subscription for its execution; and two vessels were accordingly purchased, and placed under the orders and command of your Memorialist.

That in the month of March your Memorialist dispatched one of the said vessels, which he named *The Sea Otter*, under the command of Mr. Tipping, to Prince William's Sound, and followed her in the other ship, which he named *The Nootka*.

That on your Memorialist's arrival in Prince William's Sound, in the month of September, he found the *Sea Otter* had left that place a few days before; and, from intelligence he has since received, the ship was soon after unfortunately lost off the coast of Kamtschatka.

That your Memorialist remained in Prince William's Sound the whole of the winter; in the course of which time he opened an extensive trade with the natives; and having collected a cargo of furs, he proceeded to China, in the autumn of 1787.

That in the month of January 1788, your Memorialist having disposed of the *Nootka*, he, in conjunction with several British merchants residing in India, purchased and fitted out two other vessels, named the *Felice* and *Iphigenia*; the former your Memorialist commanded, and the latter he put under the direction of Mr. William Douglass. That your Memorialist proceeded from China to the Port of Nootka, or King George's Sound, which he reached in the month of May, and the *Iphigenia* arrived in Cook's River in the month of June.

That your Memorialist, immediately on his arrival in Nootka Sound, purchased from Maquilla, the chief of the district contiguous to, and surrounding that place, a spot of ground,

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ground, whereon he built a house for his occasional residence, as well as for the more convenient pursuit of his trade with the natives, and hoisted the British colours thereon; that he also erected a breast-work, which surrounded the house, and mounted one three-pounder in front; that having so done, your Memorialist proceeded to trade on the coast, the Felice taking her route to the Southward, and the Iphigenia to the Northward, confining themselves within the limits of 60° and $45^{\circ} 30'$ North, and returned to Nootka Sound in the month of September; that on your Memorialist's arrival there, his people, whom he had left behind, had nearly completed a vessel, which, previous to his departure, he had laid down; and that the said vessel was soon after launched by your Memorialist, and called the North-West America, measuring about forty tons, and was equipped with all expedition to assist him in his enterprizes.

That, during the absence of your Memorialist from Nootka Sound, he obtained from Wicananish, the chief of the district surrounding Port Cox and Port Effingham, situated in the latitudes 48° and 49° , in consequence of considerable presents, the promise of a *free and exclusive trade with the natives of the district*, and also his permission to build any store-houses, or other edifices, which he might judge necessary; that he also acquired the same privilege of exclusive trade from Tatootche, the chief of the country bordering on the Straits of John De Fuca, and purchased from him a tract of land within the said strait, which one of your Memorialist's officers took possession of in the King's name, calling the same Tatootche, in honour of the chief.

That the Iphigenia, in her progress to the Southward, also visited several ports, and in consequence of presents to the chiefs of the country, her commander had assurances given to him of not only a free access, but of an exclusive trade upon that coast, no other European vessel having been there before her.

That your Memorialist, on the 23d of September, having collected a cargo of furs, proceeded in the Felice to China, leaving the Iphigenia and the North-West America in Nootka Sound, with orders to winter at the Sandwich Islands, and to return to the coast in the Spring. That your Memorialist arrived in China early in the month of December, where he sold his cargo, and also the ship Felice.

That a few days after your Memorialist's arrival in China, the ships Prince of Wales and Princess Royal, fitted out from the Port of London by Messrs. John and Cadman Etches and Co. came to Canton from a trading voyage on the North West Coast of America; and your Memorialist finding that they had embarked in this commerce under licences granted to them by the East India and South Sea Companies, which would not expire until the year 1790, and apprehending at the same time that the trade would suffer by a competition, he and his partners associated themselves with the said Messrs. Etches and Co. and a formal agreement was executed in consequence between your Memorialist and Mr. John Etches, then supracargo of the two ships, making a joint stock

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of all the vessels and property employed in that trade; and under that firm they purchased a ship, which had been built at Calcutta, and called her the Argonaut.

That the Prince of Wales having been chartered to load teas for the East India Company, soon after returned to England; and the Princess Royal and Argonaut were ordered by your Memorialist to sail for the coast of America, under the command of Mr. James Colnett, to whom the charge of all the concerns of the company on the coast had been committed.

Mr. Colnett was directed to fix his residence at Nootka Sound, and, with that view, to erect a substantial house on the spot which your Memorialist had purchased in the preceding year; as will appear by a copy of his instructions hereunto annexed.

That the Princess Royal and Argonaut, loaded with stores and provisions of all descriptions, with articles estimated to be sufficient for the trade for three years, and a vessel on board in frame, of about thirty tons burthen, left China accordingly in the months of April and May, 1789. They had also on board, in addition to their crews, several artificers of different professions, and near seventy Chinese, who intended to become settlers on the American coast, in the service, and under the protection of the associated company.

That on the 24th of April, 1789, the Iphigenia returned to Nootka Sound; and that the North-West America reached that place a few days after: that they found, on their arrival in that port, two American vessels, which had wintered there; one of them was called the Columbia, the other the Washington: that on the 29th of the same month, the North-West America was dispatched to the Northward to trade, and also to explore the Archipelago of St. Lazarus.

That on the 6th of May, the Iphigenia being then at anchor in Nootka Sound, a Spanish ship of war, called the Princeffa, commanded by Don Stephen Joseph Martinez, mounting twenty-six guns, which had sailed from the Port of San Blas, in the Province of Mexico, anchored in Nootka Sound, and was joined on the 13th by a Spanish snow of sixteen guns, called the San Carlos, which vessel had also sailed from San Blas, loaded with cannon and other warlike stores.

That from the time of the arrival of the Princeffa until the 14th of May, mutual civilities passed between Captain Douglas and the Spanish officers, and even supplies were obtained from Don Martinez for the use of the ship; but on that day he, Captain Douglas, was ordered on board the Princeffa, and, to his great surprize, was informed by Don Martinez, that he had the King's orders to seize all ships and vessels he might find upon that coast, and that he, the Commander of the Iphigenia, was then his prisoner: that Don Martinez thereupon instructed his officers to take possession of the Iphigenia, which they accordingly did, in the name of his Catholic Majesty, and the officers and crew of that ship were immediately conveyed as prisoners on board the Spanish ships, where they were put in irons, and were otherwise ill treated.

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That as soon as the *Iphigenia* had been seized, Don Martinez took possession of the lands belonging to your Memorialist, on which his temporary habitation before mentioned had been erected, hoisting thereon the standard of Spain, and performing such ceremonies as your Memorialist understands are usual on such occasions; declaring, at the same time, that all the lands comprized between Cape Horn and the sixtieth degree of North latitude did belong to his Catholic Majesty; he then proceeded to build batteries, store-houses, &c. in the execution of which he forcibly employed some of the crew of the *Iphigenia*, and many of them who attempted to resist were very severely punished.

That during the time the commander of the *Iphigenia* remained in captivity, he had frequently been urged by Don Martinez to sign an instrument, purporting, as he was informed, (not understanding himself the Spanish language) that Don Martinez had found him at anchor in Nootka Sound; that he was at that time in great distress; that he had furnished him with every thing necessary for his passage to the Sandwich islands; and that his navigation had in no respect been molested or interrupted: but which paper, on inspection of a copy thereof, delivered to Mr. Douglas, and hereunto annexed, (No. II.) appears to be an obligation from him and Mr. Viana, the second captain, on the part of their owners, to pay on demand the valuation of that vessel, her cargo, &c. in case the Viceroy of New Spain should adjudge her to be lawful prize, for entering the Port of Nootka without the permission of his Catholic Majesty: that Captain Douglas, conceiving that the port of Nootka did not belong to his Catholic Majesty, did frequently refuse to accede to this proposal; but that Don Martinez, partly by threats, and partly by promises of restoring him to his command, and of furnishing him with such supplies of stores and provisions as he might stand in need of, ultimately carried his point; and having so done, he, on the 26th of the same month, was restored to the command of the *Iphigenia*, but restrained from proceeding to sea, until the return of the North-West America; insisting that he should then dispose of her for 400 dollars, the price which one of the American captains had set upon her.

That during the time the Spaniards held possession of the *Iphigenia*, she was stripped of all the merchandize which had been provided for trading, as also of her stores, provisions, nautical instruments, charts, &c. and, in short, every other article (excepting twelve bars of iron) which they could conveniently carry away, even to the extent of the master's watch, and articles of cloathing.

That the commander of the *Iphigenia*, finding himself thus distressed, applied for relief, and after much solicitation obtained a trifling supply of stores and provisions, for which he was called upon to give bills on his owners. The articles so supplied were charged at a most exorbitant price, and very unequal in quality or quantity to those which had been taken from him.

That notwithstanding what had been insisted on by Don Martinez, respecting the sale of the North West America, he had constantly refused to dispose of that vessel on any

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ground, alleging that, as she did not belong to him, he had no right to dispose of her; that the North-West America not returning so soon as was expected, he, Capt. Douglas, was told by Don Martinez, that on his ordering that vessel to be delivered to him for the use of his Catholic Majesty, he should have liberty to depart with the Iphigenia; that he accordingly, on the first of June, wrote a letter to the master of the North-West America, but cautiously avoided any directions to the effect desired, (vide Iphigenia's Journal) and availing himself of Don Martinez's ignorance of the English language, he instantly sailed from Nootka Sound, though in a very unfit condition to proceed on such a voyage, leaving behind him the two American vessels which had been suffered to continue there unmolested by the Spaniards, from the time of their first arrival; that the Iphigenia proceeded from thence to the Sandwich Islands, and after obtaining there such supplies as they were enabled to procure with the iron before mentioned, returned to China, and anchored there in the month of October, 1789.

Your Memorialist thinks it necessary upon this occasion to explain, that in order to evade the excessive high port charges demanded by the Chinese from all other European nations, excepting the Portuguese, that he and his associates had obtained the name of Juan Cawalho to their firm, though he had no actual concern in their stock; that Cawalho, though by birth a Portuguese, had been naturalized at Bombay, and had resided there for many years, under the protection of the East India Company, and had carried on an extensive trade from thence to their several settlements in that part of the world.

That the intimacy subsisting between Cawalho and the governor of Macao had been the principal cause of their forming this nominal connection; and that Cawalho had in consequence obtained his permission that the two ships above mentioned, in case it should be found convenient so to do, should be allowed to navigate under, or claim any advantages granted to the Portuguese flag.

That this permission had answered the purpose of your Memorialist, so far as respected the port charges of the Chinese, until the return of the Iphigenia; but the Portuguese Governor dying soon after her departure, and Cawalho becoming a bankrupt, his creditors demanded his interest in that ship; that your Memorialist having resisted their claim, an application was made by them to the succeeding governor for possession of the ship; that the governor had, in consequence, investigated the transaction, and finding that Cawalho had no actual concern or interest in the property, obliged her to quit the port; that this proceeding had subjected the Iphigenia at once to the increased port charges, which were instantly demanded by, and paid to, the Chinese.

Your Memorialist has stated this transaction thus fully, in order to shew that the Iphigenia and her cargo were actually and *bond fide* British property, as well as to explain the occasion of the orders which were given to her commander, extracts of which accompany this, and are referred to in the journal of that ship, having been under the inspection of Don Martinez.

Your

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Your Memorialist further begs leave to state, that after the departure of the *Iphigenia*, Don Martinez became apprized of the purport of the letter with which he had been furnished; and that, on the return of the *North-West America* off the port of Nootka, on the 9th of June, she was boarded and seized by boats manned and equipped for war, commanded by Don Martinez; that he did tow and convey the said vessel into the Sound, and anchoring her close to the Spanish ships of war, did then take possession of her in the name of his Catholic Majesty, as good and lawful prize; that the above mentioned vessel was soon after hauled alongside of the Spanish frigate; and that the officers and men, together with the skins which had been collected, amounting to 215, of the best quality, and also her stores, tackle, and furniture, articles of trade, &c. were removed on board the Spanish frigate; that the commander of the *North-West America*, his officers and men, were accordingly made prisoners, and Mr. Thomas Barnett, one of the officers of that vessel, and some of her men were, as appears by the affidavit of William Graham, one of the seamen belonging to that vessel, hereunto annexed, (No. IV.) afterwards put in irons.

That the *Princess Royal* arriving a few days after the seizure of the *North-West America*, and being allowed by Don Martinez to depart, the skins collected by the last mentioned vessel (excepting twelve of the best quality, which Don Martinez thought fit to detain) were returned to the master, and, with the permission of Don Martinez, were shipped on board the *Princess Royal*, for the benefit of the owners; and that ship, as appears by her Journal, put to sea on the 2d of July, to pursue the trade upon the coast.

That Don Martinez, after seizing the *North-West America* in the manner and under the circumstances above stated, employed her on a trading voyage, from which she returned after an absence of about twenty days, with seventy five skins, obtained by British merchandize, which had either been found in that vessel at the time of her capture, or had been taken from the *Iphigenia*; and that the value of the furs so collected cannot, upon a moderate calculation, be estimated at less than 7,500 dollars, and which Don Martinez had applied to his own advantage.

That the *Argonaut* arrived off the Port of Nootka on or about the 3d of July, 1789. That Don Martinez, on observing her in the offing, boarded her in his launch, and with expressions of civility, promised Mr. Colnett, her commander, every assistance in his power; that before the *Argonaut* entered the Sound, Mr. Thomas Barnett (who had belonged to the *North-West America*, and who was then a prisoner) came off in a canoe, and informed Mr. Colnett of the proceedings which had taken place, and of the danger to which he was exposed; but that, under the assurances given by Don Martinez, that the *Argonaut* should remain unmolested, and being in want of refreshments for the crew, Mr. Colnett proceeded into Nootka Sound.

That, notwithstanding the assurances given by Don Martinez, he, on the next day, sent the first lieutenant of the *Princessa*, with a military force, to take possession of the *Argonaut*,

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Argonaut; and that ship was accordingly seized in the name of his Catholic Majesty, the British flag was hauled down, and the Spanish flag hoisted in its stead.

That on the seizure of the Argonaut, her officers and men were made prisoners; and Mr. Colnett was threatened to be hanged at the yard arm, in case of his refusing compliance with any directions which might be given to him.

That on the 13th of July, the Princess Royal, as is stated in her Journal, again appeared off the Port of Nootka; that her commander approaching the Sound in his boat, in expectation of finding there the commander of the expedition, (from whom he was desirous of receiving instructions for his future proceedings) was seized and made prisoner by Don Martinez, and under threats of hanging him at the yard-arm, forced him to send orders to his officers to deliver up the Princess Royal without contest.

That a Spanish officer was dispatched into the offing with these orders; and that the vessel was accordingly seized in the name of his Catholic Majesty, and brought into port; that her crew were in consequence made prisoners; and that her cargo, consisting of 473 skins, including 203 which had been put on board her from the North-West America, as appears by the inclosed receipt, (No. V.) was seized.

That Mr. Colnett, from the circumstances of his capture, became so deranged, that he attempted frequently to destroy himself; and that, according to the last accounts received, the state of his mind was such as to render him unfit for the management of any business which might have been entrusted to his care; that in this melancholy situation, however, Don Martinez, notwithstanding the vessel and cargo had before been formally seized, attempted to procure from him the sale of the copper, of which a principal part of the cargo of the Princess Royal had been composed; and that such sale would actually have taken place, had not the other officers of that vessel, seeing Colnett's insanity, prevented it.

Your Memorialist farther begs leave to represent, that the American ship Columbia intending to proceed to China, the crew of the North-West America were ordered by Don Martinez on board her; principally, as your Memorialist understands, for the purpose of assisting her in her navigation to China, the greatest part of her own crew, as well as of her provisions, having been previously put on board the Washington, in order that she might be enabled to continue on the coast.

That the Columbia having reduced her provisions considerably from the supplies she had spared to her consort, was furnished from the Argonaut, by order of Don Martinez, with what was necessary for her voyage, said to be intended, however, for the supply of the North-West America; that previous to the departure of the Columbia, ninety-six skins were also put on board her, as appears by the paper hereunto annexed, (No. VI.) to defray the wages of the officers and crew of the North-West America, under a supposition that their late employers would be unable to liquidate their demands; first deducting,

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ducting, however, thirty per cent. from the sales, which Don Martinez had agreed should be paid for the freight on the said skins to the American commanders.

That the Columbia, thus supplied, left Nootka Sound accordingly, and proceeded to the Southward; that a few days after she entered Port Cox, where she was joined by her consort the Washington, from whom she received a considerable number of skins, conceived to be the whole, excepting the ninety-six before mentioned, which had been collected by the Americans and Spaniards, as well as by the British traders; and with which, after sparing a further quantity of provisions to the Washington, the Columbia proceeded to China, where she arrived on the 2d of November, and landed the crew of the North-West America.

That the crew of the North-West America, previous to their leaving Nootka Sound in the Columbia, saw the Argonaut proceed, as a prize, to San Blas; and that her officers and men, who were Europeans, were put on board her as prisoners; and that the Princess Royal was shortly to follow, with her crew in confinement in the same manner. The Washington, on joining the Columbia in Port Cox, gave information that the Princess Royal had also failed for San Blas.

That Don Martinez had thought fit, however, to detain the Chinese, and had compelled them to enter into the service of Spain; and that, on the departure of the Columbia, they were employed in the mines, which had then been opened on the lands which your Memorialist had purchased.

Your Memorialist begs leave to annex a deposition of the officers and crew of the North-West America, together with an extract of the Journal of the Iphigenia, and also some letters which he has received from Mr. Duffin, second officer of the Argonaut; which papers will serve to throw considerable light on the several transactions alluded to in this Memorial: He also has subjoined a statement of the actual as well as the probable losses which he and his associates have sustained from the unwarrantable and unjustifiable proceedings of Don Martinez, in open violation of the treaty of peace subsisting between this country and the Court of Spain, and at times and in situations where, according to the common laws of hospitality, they might have expected a different conduct.

Your Memorialist therefore most humbly begs leave to submit the case of himself and his associates to the consideration of Government, in full confidence that the proper and necessary measures will be taken to obtain that redress, which he and his associates have, as British subjects, a right to expect.

(Signed) JOHN MEARES.

London, 30th of April, 1790.

Your Memorialist also begs leave to annex an acknowledgment given by Don Martinez, of his having obtained possession of the North-West America. (No. XI.)

J. M.

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N^o II.

COPY of a LETTER from MR. MEARES to CAPTAIN COLNETT,
dated 17th APRIL, 1789.

[In Mr. Meares's Memorial of 30th April, 1790. No. I]

MACAO, 17th April, 1789.

S I R,

SO soon as the Argonaut is ready for sea, you will proceed on your voyage, and put into execution the several plans we have laid down, and with which you are so thoroughly acquainted; you are also so perfectly informed of the basis they are founded on, that any recapitulation here would be needless. We place the strongest reliance on your perseverance, temper and prudence, and are convinced that our hopes can only be matured but through an exertion of those dispositions. We strenuously recommend a moderate use of the powers you are invested with, not only in your transactions with ships of foreign nations,—who must be treated with that good faith and generosity which form the characteristic of the English nation, and which must turn ultimately to the honour and credit of your employers,—but to all ships of our own nation, to whom we desire you to be particularly attentive in cases of distress, or any other calamitous situation they may be thrown into. We impress on your mind this point, not only for the honour and credit resulting to us from such a liberal line of conduct, but from the absolute necessity of avoiding all subject of dispute with foreign powers: we hope that no motive whatever will induce you to deviate from this point; as we assure you, that a commerce that is not carried on with honour and respectability, as well as humanity, would be entirely repugnant to our feelings as men, and characters as British merchants,—a character, which appears to us in so respectable a light, that no emolument, no advantage whatever, would persuade us to countenance the smallest deviation from it in the persons and acts of those we employ.

Reports having been spread of great acts of cruelty and inhumanity being committed by the crews of various vessels on the coast of America, in their commerce with the natives, we now embrace the earliest opportunity of expressing our utter abhorrence of such hostile acts: we sincerely hope that no person or persons in our employ, will have cause to be reproached with any thing of this kind—acts, which we never will countenance or protect; on the contrary, we shall use every means in our power to have the perpetrators punished. We therefore most particularly order, that if, in the course of your command, any person or persons whatever, in our employ, shall commit any murder on the natives of
America,

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America, or on others, that you seize the offenders, and put them in irons, and send them to the agents in China, in order that they may be brought to condign punishment; we are here necessitated to dwell on this subject, from the strong reports of such atrocious acts being committed, which are at once not only destructive of the commerce, but of every sentiment of humanity; we recommend a steady pursuance of a mild conduct, as the only means to cultivate the good-will of the natives, and draw them within the verges of civilized life.

We recommend to you, if possible, to form a treaty with the various chiefs, particularly near Nootka. If you happily accomplish this, you at once become possessed of the furs of a great district with honour and credit, and without incurring a stigma; and, if there is a possibility of conquering our competitors, we beg it may be in a mode honourable to ourselves, and conducted with as much generosity and humanity as a strict attention to our business will admit.

On the strength of a treaty we form considerable hopes; for, although at the moment it may not be productive, yet in time it will be found the most stable way of accomplishing our wishes, and gaining the confidence of the chiefs, who are known to manage the commerce of their subjects: for this purpose we have supplied you abundantly with every article known to be had in estimation among them; and so anxious are we to have a good understanding, and the perfecting a treaty, that we authorise you to take under your protection all our allies, and protect them from insult from all persons whatever. Our sentiments on this head you will make known to all persons whom it may concern, in order that they may govern themselves accordingly.

You will keep a diary of your proceedings, in which every minute occurrence is to be recorded; and you will forward this account of your proceedings, from time to time, by all opportunities.

In planning a factory on the coast of America, we look to a solid establishment, and not one that is to be abandoned at pleasure. We authorise you to fix it at the most convenient station, only to place your colony in peace and security, and fully protected from the fear of the smallest sinister accident. The object of a port of this kind, is to draw the Indians to it, to lay up the small vessels in the winter season, to build, and for other commercial purposes. When this point is effected, different trading houses will be established at stations, that your knowledge of the coast and its commerce point out to be the most advantageous.

In the course of the summer we recommend your leaving single persons to reside with some of your friends, the chiefs of the Charlotte Isles, in order to collect the furs; the natives, in full persuasion of your returning to them, would keep back from our competitors; and here at once you will perceive the advantages to be derived from conciliating their confidence and good-will. To such people who are prone to serve their employers, rewards should be given, which should be agreeable to their success.

You are so well acquainted with the American commerce, that it would be needless to dwell on the necessity of husbanding your articles of trade, of guarding against the

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impositions of the native merchants, and of impressing them with an idea of the superiority of your merchandise, &c. &c. The tide of fancy of those people may be turned; the fickleness of their disposition is well known to you, as well as your ingenuity to us in combating those difficulties. On the fall of the year we wish all the small craft to be laid up at the factory, which you will name Fort Pitt.

You will invest Mr. R. Duffin with the superintendance of this station, and strenuously recommend him to keep good order and harmony therein; to build storehouses for the reception of the tackle and furniture of the shipping that you may order to be laid up; and, above all, to recommend to him to use every precaution against the scurvy, by exercise and the unremitting use of the decoction of pine tops.

You will, in the winter season, send what vessels you judge proper to the Sandwich Islands for provisions, &c. In their return, we imagine that some of the natives of those isles, both men and women, may be embarked and transplanted to America, and made useful in our employ; this must be done with their own consents, and with every precaution with regard to their health as well as happiness.

We desire the Argonaut may be returned to China the end of this season with the furs. You will deliver her to Captain William Douglass, and receive from him the Iphigenia and America, shifting the crews, &c. &c. You will also receive his surplus trade, and all other stores of that nature, and in return supply him with refreshments to carry him to the islands, where he can procure a supply.

The furs you send to China, we desire may be well cleaned, and otherwise dressed, classed, and put into chests; samples of each quality must be put into a separate box; every skin, piece, and tail, must be numbered, and a register kept of the whole, and transmitted to us, with your other dispatches, by Captain Douglas: in these you will be very particular in advising us of all articles wanted for the year 1790.

We recommend to your attention the state of the markets in China; the vast difference between good and bad skins, as a guidance to your purchases on the coast; as 100 prime skins are most assuredly worth 500 bad, independent of lessening the value of your articles of commerce. All collections of furs, to the latest period, you will send home in the Argonaut.

Sea-otters tails and seal skins now become an object, from the price they bear.—It will be entirely needless to direct you in the purchases of furs, where you are so well acquainted; this we leave entirely to yourself; but we cannot avoid reminding you, and to desire a strict attention is paid, that no illicit commerce is carried on by any persons in our employ: on any circumstances of this kind, the offenders may depend on our exacting, in the strictest manner, the penalties which a breach of articles may incur. The pay of officers of every description is extremely liberal; and we shall esteem it the duty of every individual to make known such circumstances of illicit commerce as may come within their knowledge, as in our eyes it is equally criminal, and shews a great neglect of

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of their employers' interest, to either hide or stifle such discovery; and you have our most positive orders, on such points coming to your knowledge, instantly to dismiss such persons, and those concerned, from our service; nor will we permit any deviation from this point, except your reasons are strong and sufficient for pursuing a different line of conduct.

We also authorize you to dismiss from your service all persons who shall refuse to obey your orders, when they are for our benefit; and, in this case, we give you to understand, the Princess Royal, America, and other small craft, are always to continue on the coast of America; their officers and people, when the time of their service is up, must be embarked on the returning ship to China; and on no account whatever will we suffer a deviation from those orders.

Should you meet with any of the ships of Messrs. Etches and Co. on the coast, you will of course afford them every assistance in your power; but as we shall have no interest in those ships, if you can induce the commanders to trade on our joint account, it will be most agreeable to us; but no trading connexions whatever must be, except on account of the present company. To the person entrusted with the command of those ships, you will make known the nature of our connexions with Mr. Etches; you will in consequence make a demand of all their surplus stores, or articles of commerce, &c. they have to dispose of, in order that they may be left in the factory; and a particular account must be taken of all that are delivered, as they must be accounted for to Mr. Etches by the Company. We have no doubt but that your requisition will be complied with, as it ultimately tends to the good of their employers.

The number of competitors you will meet with on the coast, will, we fear, somewhat diminish your collection of furs, as well as enhance their price; we have no doubt of your activity and perseverance, as well as address, in your negotiations. We place the strongest reliance on your vigilance and caution; and as we have conferred on you the most ample powers, in return we look for considerable responsibility, and a happy completion of our plans. In a full persuasion of this, we shall take our leave, with a strong recommendation of unanimity amongst your officers, and the strictest discipline over your people.— We wish you health and a prosperous voyage,

And remain, &c.

J. MEARES.

For Messrs. Etches, Cox, and Co.

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N^o III.

EXTRACTS of a LETTER from MR. MEARES to CAPTAIN COLNETT,
dated MACAO, 25th April, 1789.

[In Mr. Meares's Memorial of the 30th April, 1790. To accompany Inclosure No. I.]

“ WE have well-founded information, that Mr. Jaques, Mate of the Princess Royal, gave copies of his own and Captain Hudson's journals and charts to Captain Metcalf, who commanded an American ship, when he was in China. This act of Mr. Jaques we esteem to militate so extremely against himself and our service, that we desire you to return him to China.

“ As it is probable, that in autumn, 1790, you may meet with a store ship from England, on the company's account, we have the strongest hopes, that should that event happen, that from her you will form the entire establishment of the coast on such reasonable terms under the present, that will meet our satisfaction, and enable the Company, through the medium of œconomy, to destroy all competition. It is probable, however, that all those engagements may be settled in England prior to the departure of the store-ship: in this case you will resign the charge of your concerns to those who are appointed to manage the same, and return, with the officers and people who are impressed from China, in the store-ship, or the Argonaut, whichever you think most eligible; but we rather apprehend that, by the above period, you will have so much tonnage on the coast, that it will be needless detaining the Argonaut, more particularly as we shall want her in 1791, to return her again to the coast. We have nothing more to repeat in addition to the former orders.”

N^o IV.

OBLIGATION TO RESTORE THE SHIP IPHIGENIA TO HIS CATHOLIC
MAJESTY IF DEEMED A LAWFUL PRIZE.

[In Mr. Meares's Memorial of the 30th April, 1790. No II.]

ON board His Majesty's Frigate, called Our Lady of the Rosary, alias the Princess, 25th May, of said year; I, Dⁿ Francis Joseph Viana, and Don William Douglas, the first Captain, and the second Supracargo of the Packet-boat Iphigenia Nubiana,

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Nubiana, at anchor in this Port of St. Lawrence of Nootka, being empowered by Dⁿ

John Cawalho, inhabitant of and trader at Macao; We ^{declare} say that we ^{bind} oblige ourselves (in name of said Cawalho, to whom belongs said Packet-boat) to satisfy whomsoever shall present to us the import of valuation by experienced persons of said vessel, with lading and other appurtenances on board; and in order the better to certify in the antecedent inventory, in case that H. E. the Viceroy of New Spain may judge the said packet-boat, the Iphigenia, to be a prize, on account of having found us at anchor in said Port of Nootka, without having a passport, permission, or particular from His Catholic Majesty for so doing, that is, for navigating or anchoring in seas or ports

belonging to his dominions. For all which we ^{bind} oblige ourselves to the said Dⁿ John bind

Cawalho, as lawful owner of said packet, and we oblige ourselves in his name, in all lawful form, with our persons and effects, present and future, to the satisfaction of the

^{value} quantity of contents of said inventory, masts, stores, cargo, &c. contained in said inventory; subjecting ourselves, as we do subject ourselves, to the laws, pragmatic sanctions, and ordinances of said Sovereign; and renouncing, as we do renounce, all laws, liberties, and privileges, which might favour us, without it being necessary in the exhi-

^{value} bition of the said quantity, in which we may be condemned, to have recourse to law-suit;

^{unstamped} for although this obligation be made upon simple paper, we give it as much force and value as if it were a writing made before a royal or public notary, and for its force we sign three of one tenor, one being fulfilled, the others to be of no value, which we have signed with our hand and signature, and authorized by the Commandant Dⁿ Stephen Joseph and by the proper Notary, Raphael de Canizares, on said day, month, and year, being witnesses thereto Dⁿ John Kendrick, Commander of the Boston frigate, named the Columbia, and Dⁿ Joseph Ingraham, second captain and first pilot of said frigate; and of this I give faith—Francis Joseph Viana—William Douglas—John Kendrick—Joseph Ingraham—Stephen Joseph Martinez—Raphael de Canizares.

This is a literal copy of the Obligation, of which triplicates were signed at the foot of the inventory made of the said packet-boat of Macao, whereof I certify. On board the Princess frigate, 26th May, 1789.

RAPHAEL DE CANIZARES.

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N^o V.

EXTRACT of a LETTER from MR. MEARES to CAPT. WILLIAM DOUGLAS,
Commanding the IPHIGENIA; dated at Sea, 2d February, 1788.

[In Mr. Meares's Memorial of the 30th April, 1790. No III.]

ON your return to Macao you will seal up your log-book, charts, plans, &c. &c. &c. and forward them to Daniel Beale, Esquire, Canton, who is the ostensible agent for the concern; and you have the most particular injunctions not to communicate, or give copies of any charts or plans that you may make, as your employers assert a right to all of them, and as such will claim them.

Should you, in the course of your voyage, meet with the vessels of any other nation, you will have as little communication with them as possible; should they be of superior force, and desire to see your papers, you will shew them. You will be on your guard against surprize. Should they be either Russian, English, Spanish, or any other civilized nation, and be authorized to examine your papers, you will permit them, and treat them with civility and friendship; but at the same time you must be on your guard. Should they attempt to seize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force; you will on your arrival protest publickly, before a proper officer, against such illegal procedure, and ascertain, as near as you can, the value of your cargo and vessel, and send such protest, with a full account of the transaction, to us at China.

Should you, in such conflict, have the superiority, you will then take possession of the vessel that attacked you, as also her cargo, and bring both, with the officers and crew, to China, that they may be condemned, and their crews punished as pirates.

N^o VI.

EXTRACT of a LETTER from MR. MEARES to MR. R. FUNTER, *Second Officer of the FELICE, commanding the AMERICA; dated Friendly Cove, Nootka Sound, 10th Sept. 1788.*

[In Mr. Meares's Memorial of the 30th April, 1790. To accompany Inclosure No III.]

YOU are, on no account, to hoist any colours until such time as your employers give you orders for this purpose, except on taking possession of any new discovered land; you will then do it, with the usual formality, for the Crown of Great Britain.

No VII.

N^o VII.

THE INFORMATION OF WILLIAM GRAHAM.

[In Mr. Meares's Memorial of the 30th April, 1790. No IV.]

Middlesex, } The Information of William Graham, of Grub Street, Mariner, taken
to wit. } before me Sir Sampson Wright, Knight, one of His Majesty's
Justices of the Peace for the said County of Middlesex, this 5th
Day of May, 1790.

WHO, being on oath, says, That on or about the month of September, 1788, he entered himself on board the vessel called the North-West America, then lying in King George's Sound, on the North-West Coast of America, belonging to Mr. John Meares, a merchant trading in those parts: And further says, That he saw said vessel launched in said harbour under British colours, and navigated under the British flag, and that she was commanded by Robert Funter, who is a British subject.

And this Informant further says, That said ship was trading on account of said John Meares on the North-West Coast of America, between the latitudes of 60° and 45° North, for furs, a large number of which they had purchased and got on board; and that being in want of provisions, they sailed from the Archipelago of St. Lazarus, where they had been so trading as aforesaid, and returned to King George's Sound for a fresh supply of provisions, at which time the natives were bringing great quantities of furs for sale.

And this Informant further says, That when the said vessel arrived in the Offing of said King George's Sound, a number of boats came out of said Sound, and seized said vessel, and conducted her into said Sound; that one of said boats had a gun in her bow, and all the people on board the boats were Spaniards, and were armed with cutlasses, pistols, and musquets; that they took possession of said vessel in the name of the King of Spain, and made this Informant and the rest of the crew prisoners.

That on entering said Sound in manner aforesaid, he, this Informant, saw two Spanish men of war lying there, one carrying twenty-six guns, called the *Princesa*, and the other twenty-four guns, called the *St. Carlos*, with several hundred men on board, and carrying the Spanish flag.

That the Spaniards who had boarded said vessel as aforesaid, brought her to an anchor close to said frigates, and put the captain and crew of said vessel on board said frigates; that they then took out of said vessel all the furs and other merchandize, and put the
same

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same also on board said frigates, and then hoisted the Spanish flag on board the vessel they had so captured.

That the Spaniards entreated this Informant, and the rest of the crew of said vessel, to enter themselves as seamen on board said frigates, which they all refused to do; that said Spaniards then put the crew of said vessel in irons, and fed them with horse-beans and water for the space of about three weeks, and beat and otherwise ill treated several of them.

And this Informant further says, That he was informed that the name of the officer who commanded said frigates is Stephen Joseph Martinez; and he also further says, that if said vessel could have continued longer in the Archipelago of St. Lazarus, from whence she was obliged to return to King George's Sound through want of provision, or if she had got a supply of provisions at said Sound, and gone back to the Archipelago (from which she was prevented by being captured as aforesaid) he is well assured that they should have collected a large quantity of furs and other merchandize, and that the voyage would have been very advantageous to the parties interested therein.

That soon after the capture of said vessel as aforesaid, she was fitted out, and sent on a trading voyage, by said Stephen Joseph Martinez, manned with Spaniards, bearing the Spanish flag, and having also on board one David Coolidge, mate of the sloop Washington, belonging to the United States of America, which was then lying in said Sound; and in the month of July following, said vessel returned to said Sound, having on board a considerable quantity of otter-skins, which he, this Informant, saw taken out of said vessel, and put on board said frigates.

That on the 14th day of the month of June, 1789, the Princess Royal merchant ship of London, belonging to said Mr. Meares and others, and commanded by Mr. William Hudson, came into said Sound with British colours flying, and anchored near the said frigates; that said vessel, Princess Royal, lay in said Sound a few days, and then sailed (having first obtained the permission of said Martinez so to do) without any other interruption or molestation whatever.

That on or about the 3d of July, the Argonaut, a merchant ship appeared in the Offing of said King George's Sound, commanded by James Colnett; that said Martinez equipped a launch with twenty men and upwards, and went with the same himself, accompanied by Richard Howe, an American, and supracargo of the ships Columbia and Washington, belonging to the United States of America, and then lying in said sound) on board said Argonaut; that said Argonaut sailed into, and anchored in, said Sound with British colours flying; that the next morning the Argonaut wanting to put to sea, was prevented by said Martinez, who seized said vessel with an armed force, took the captain and crew on board said frigates, and put them in irons; that said Martinez ordered the British colours on board the Argonaut to be hauled down, and the Spanish colours to be hoisted, and fired a gun on board the Argonaut, and took possession of the vessel in the name of His

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Catholic Majesty; that said Martinez then ordered all the property on board said Argonaut to be removed on board said frigates; that on the 13th day of July, the before-mentioned vessel the Princess Royal appeared in the Offing of said King George's Sound, and that Robert Hudson, Master of said vessel, came into said Sound in his boat; that said Martinez immediately seized said boat, together with said Hudson and the boat's crew, on whom several Spanish soldiers, who were on board the Argonaut and the Princessa (one of said frigates) fired with ball; that when said Hudson came alongside said frigate in his boat, the crew belonging to said frigate beat said Hudson and his men, and threw said Hudson down the after hatchway of said frigate, saying, "Get down, you English dog," and afterwards put him in the cabin under a guard of soldiers; that the Spaniards then launched two boats, armed with cutlasses, &c. which went on board the Princess Royal, and brought her into the Sound; that they then fired a gun on board her, hauled down the English and hoisted Spanish colours on board her, and put the crew, all the merchandize, and other property that was in her, on board one of said frigates, and took possession of said Princess Royal in the name of His Catholic Majesty; that at this time he, this Informant, saw two Spanish batteries which were erected on shore in said Sound, the one mounted sixteen guns, and the other seven guns, with the Spanish flag flying thereon.

And this Informant further says, that he remained in confinement on board one of said Spanish frigates for the space of three weeks, and was then put on board the aforesaid American vessel the Columbia, in order to return to China; that before said vessel sailed, he, this Informant, was several times on board the Argonaut, where he saw Captain Colnett and his officers confined in the cabin, and the crew in the fore-hatchway in irons.

And this Informant further says, that he sailed from China on board the Felice, and arrived in said King George's Sound in the month of May, 1788; that in about a fortnight or three weeks after their arrival he saw Mr. Meares deliver some articles of merchandize to Maquilla, the sovereign prince of the said Sound, which he then understood and believed were given as a consideration for lands which the said Mr. Meares had required for an establishment on shore; that said Mr. Meares did erect a building and other conveniencies on said land, and that the same were taken possession of by said Martinez, who raised a battery of two guns, and hoisted the Spanish flag thereon.

And this Informant says, that there were a number of men, natives of China, at said Sound, who had been taken thither by said Mr. Meares; and that said Martinez refused to let them return to China, and employed them in erecting batteries and other works, and, as he hath been informed, in digging in the mines.

That while he was on his passage in the Columbia to China, he saw a quantity of furs put on board said vessel from said Princessa, and that the name Martinez was stamped or marked thereon; that in Port Cose, in their way to China, (and where the Washington and Columbia met) he also saw a number of furs put on board the Columbia from the Washington.

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And this Informant hereby acknowledges, That he has received from said Mr. Meares all the wages due to him from the time of his embarking on board the Felice as aforesaid, to the time of his arrival in China on board the Columbia; and says, that the principal reason of his coming to Europe was to give information of the before-mentioned transactions.

That when he was at Port Cose, in the Columbia as aforesaid, Captain Kendrick, who commanded said vessel, told this Informant that if he would not sign articles to assist in navigating her to China, he would turn him ashore among the Indians; and in consequence of said threats, he signed said articles; and he, this Informant, is of opinion, that if he and others under the like circumstances had not given such assistance, they could not have carried said vessel to China: but he did not receive any recompence for such service.

WILLIAM GRAHAM.

Sworn before me the day and
year above written,

SAMPSON WRIGHT.

N^o VIII.

T. HUDSON'S RECEIPT FOR TWO HUNDRED AND THREE SEA-OTTER SKINS.

[*In Mr. Meares's Memorial of 30th April, 1790. No. V*]

July 2d, 1789, in Friendly Cove, Nootka Sound.

RECEIVED from Robert Funter, two hundred and three sea-otter skins, numbered 1 to 215, in good order and well conditioned, of which numbers, twelve are wanting, viz. No. 96, 170, 179, 180, 163, 197, 199, 202, 203, 204, 205, and 208, which I promise to deliver in the like good order and condition at Macao, Canton, or any other port where they may be ordered by the established Company of Merchants trading from the above ports to this coast.

Witness my hand this 2d day of July, 1789,

T. HUDSON.

203 skins.

No. IX.

A P P E N D I X.

N^o IX.

CERTIFICATE of NINETY-SIX SKINS *being shipped on board the COLUMBIA.*

[*In Mr. Meares's Memorial of 30th April, 1790. No. VI.*]

OF the ninety-six skins, which I have permitted to be embarked on board the Columbia, to Captain Robert Funter, and Pilot Thomas Barnet, on their account, they shall pay to the Captain of said frigate, John Kendrick, the corresponding freight for said skins, as also the support of the crew, and payment of said individuals; because that they might not lose their labour and pain, I have given this permission, leaving to the said captain and pilot their right, apart, to demand of Don John Cawalho, in whose service they were, *of the London Company of Free Trade*, as this has satisfied the expences incurred by said Cawalho in his vessels by means of the purchase.

On board this frigate under my command, in
the Port of St. Lawrence of Nootka, 14th
July, 1789.

(Signed) STEPHEN JOS. MARTINEZ.

This is original copy of an order, which they say Don Stephen Joseph Martinez, Captain of the Spanish frigate, gave.

Canton, 2d December, 1789.

MANUEL NETGOLE, First Supercargo
of the Philippine Company.

Witness,
HENRY HOPMAN, Third Supercargo.

N^o X.

DEPOSITION of the OFFICERS and MEN of the Schooner NORTH-WEST AMERICA.

[*In Mr. Meares's Memorial of 30th April, 1790. No. VII.*]

WE, the undermentioned Captain and Seamen of the North-West America, a vessel of forty tons burthen, or thereabouts, built in King George's Sound, on the North West Coast of America, by Captain John Meares, agent for the Society of British Merchants

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chants trading to those parts, and launched under the colours of Great Britain, make oath before the Chief Supercargo of the Honourable East India Company resident at Canton:

That in the month of September, in the year of our Lord 1788, the carpenters of the said John Meares did, with the assistance of divers natives of America, build, launch, and equip a schooner of forty tons, or thereabouts, in the found or port discovered by the late Captain James Cook, and named by him King George's Sound, in honour of our most gracious sovereign; that the said John Meares did name the said vessel the North-West America, as the first vessel ever built in that part of the world; that she was equipped at a great and heavy expence of stores, tackle, and furniture, particularly iron, the most valuable commodity in those parts; that all those stores, iron, &c. were conveyed to the American coast, with infinite labour, cost, charge, and expences, on the ship Iphigenia, as appears by her books of outfit and equipment; that the said John Meares did appoint Mr. Robert Funter master of the North-West America, deeming him a full and sufficient person to conduct her commerce and guidance, and did also appoint Peter Henry, Robert Davidson, and John East, quarter-masters of the said schooner, as well as Thomas Thistlewood, William Graham, and John Clarke, mariners, all subjects of the crown of Great Britain; and also assisting, a native of China, a carpenter, and Affee and Aehaw, mariners of the same country, to compose her crew, to trade along the North-West coast of America, on account and for the benefit of the associated merchants of Great Britain trading to those parts; and that we, the above-mentioned people, have been paid our full and just wages agreeable to justice, from the time of our first sailing from China until the time of our return, as the books of outfit will shew, and agreeable to our receipts.

That on the 9th of June, 1789, being returned to King George's Sound from a trading expedition amongst the Charlotte's Isles, unsuspecting enemies or other hostile attacks, there did come from thence boats manned and equipped for war, commanded by Don Joseph Stephen Martinez, commander of two ships of war of His Catholic Majesty then in King George's Sound, and did tow or convey the said North-West America, her crew, tackle, cargo, and furniture, into the said Sound, and did anchor her close to the Spanish ships of war, and then did take possession of the schooner, her tackle, cargo, furniture, goods and chattles of the associated merchants, in the name of His Catholic Majesty, and as a good and lawful prize.

That the said schooner North-West America did barter and trade with the natives of the North-West coast of America, for two hundred and fifteen sea-otter skins of good and prime quality; that the said number of two hundred and fifteen sea-otter skins were put on board of the sloop Princess Royal, of London, belonging to the associated merchants, for their use and advantages.

That

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That the said Robert Funter and his crew were removed prisoners on board the said Spanish ships of war, to their vexation, detriment, and loss; and that the said schooner North-West America was taken out of his care, and given up to the plunder of the subjects of His Catholic Majesty; that the colours of Spain were hoisted on board the said North-West America; that every formality was used by the Spaniards, by sprinkling holy-water, &c. on the above vessel, in order to cover their unjust and cruel proceedings.

That the quantity of trade and commerce on board the North-West America, when taken by the Spaniards, was great and considerable; and that being in want of provisions, she returned to King George's Sound, in the sole hopes of meeting with some of the ships of the associated merchants, to receive from them the supplies wanted; that numbers of skins were left behind amongst the Charlotte's Isles; and we do aver, to the best of our belief, that had there been sufficient provisions on board the schooner, so as to have permitted her further stay, that one thousand sea-otter skins would have been collected, in addition to the two hundred and fifteen above-mentioned: and we further make oath, That the detention in King George's Sound, by Don Joseph Stephen Martinez, was to the ruin of the voyage, and the irreparable loss of the associated merchants.

That the said North-West America was immediately equipped and manned by Don Joseph Stephen Martinez, with Spanish officers and seamen, with Mr. David Coolidge, first mate of the sloop Washington, of the United States of America, a pilot; that she sailed from King George's Sound under the Spanish flag on a trading voyage; that in the month of July she returned to the said Sound with a cargo of seventy-five sea-otter skins, or upwards, to the heavy loss of the associated merchants.

That we do further make oath, That Don Joseph Stephen Martinez did offer to Mr. Robert Funter to go as pilot to the schooner, to shew the different harbours where skins were to be collected, and to trade along the coast; and as an inducement to accept of this station, the said Don Joseph Stephen Martinez did offer unto the said Mr. Robert Funter the half of all furs or valuables collected during the voyage; and the said Mr. Robert Funter having acquired a considerable knowledge of the trade of the North-West coast of America, was pressed by Don Joseph Stephen Martinez to discover the nature of the commerce, and to enter into their service. And we do further make oath, That those offers of Don Joseph Stephen Martinez were rejected with indignation, as incompatible with our being in the service of the associated merchants.

That the said Don Joseph Stephen Martinez did make use of all manner of threats, and other unlawful endeavours of punishments and imprisonments, &c. &c. &c. to induce the said Robert Funter to make some instrument of writing, whereby the right and title of said schooner North-West America, should be conveyed to the above Don Joseph Stephen Martinez; that all those efforts and threats were sustained without giving such

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an instrument in writing: And do further make oath, That of the two hundred and fifteen sea-otter skins collected on board the North-West America, twelve were either lost or stolen on board the Spanish ship Princeffa, which reduced the above number of two hundred and fifteen to two hundred and three skins, which were put on board the Princess Royal.

That on or about the 14th of July, the Princess Royal of London, being in want of wood and water, and otherwise much distressed, did sail into King George's Sound, and did anchor near to the Ships commanded by the said Don Joseph Stephen Martinez; and that Mr. William Hudson, master of the above vessel, finding the schooner North West America, belonging to the associated merchants, with cargo and tackle, &c. seized by the Spaniards, did receive on board the said sloop Princess Royal, with the leave and licence of Don Joseph Stephen Martinez, the number of two hundred and three prime sea-otter skins, on account of the associated merchants; the said Don Joseph Stephen Martinez having determined to capture the hull and tackle of the North West America, but liberate the cargo of the above number of two hundred and three sea-otter skins.

That the above sloop Princess Royal, William Hudson, master, did put to sea out of Nootka Sound, having on board the above cargo of the associated merchants, and after having signed a receipt for the above skins, which receipt is attached to this affidavit.

And we do further make oath, that the receipt attached to this affidavit, is the true and just receipt received from William Hudson, master of the Princess Royal.

And we do make oath, that the ship Argonaut, commanded by Lieutenant James Colnett, of his Majesty's navy, and belonging to the associated merchants, did arrive off King George's Sound, on or about the 3d of July 1789; and that Don Joseph Stephen Martinez perceiving the said vessel in the offing, did man and equip a launch with seventy men and upwards, and went himself, accompanied by Mr. Richard Howe, an American, and supercargo of the ships Columba and Washington, belonging to the United States of America, and then in King George's Sound, and went on board the said ship Argonaut, where he was received with every friendship and civility; that the Argonaut being come off a long voyage, and otherwise much distressed, was enticed and decoyed into the said Sound by the assurances, and resting on the faith of Don Joseph Stephen Martinez, who promised him every assistance and friendship; and that the ship Argonaut having in consequence of this, entered King George's Sound, was boarded by armed boats equipped from the Spanish ships, and seized and made a prize of, her officers, crew, and cargo, in the name of his Catholic Majesty, by Don Joseph Stephen Martinez; and that the officers and crew were immediately removed on board the Spanish ships, and the British ship Argonaut was given up by Don Joseph Stephen Martinez to plunder, not only the goods, &c. of the associated merchants, but the private moveables and valuables of the officers and crew.

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That Don Joseph Stephen Martinez, with priests and all due formalities, hoisted the flag of Spain on the British ship Argonaut, and did threaten Captain James Colnett, that if he did not comply with all orders, injunctions, and other demands, that they would immediately hang the said Captain James Colnett at the yard arm, which pressed so forcibly on the mind of the said Colnett, that it deprived him of his senses; that he made repeated attempts to destroy himself, and did once jump out of the cabin window into the sea, and was with difficulty saved.

That the said Don Joseph Stephen Martinez, being in possession of the ship Argonaut, did take out of her the greatest part of her copper trade, arms, great guns, ammunition, provisions, tar, pitch, canvas, and other naval stores, with all the charts, instruments, &c. of the officers.

We do further make oath, that the journal of the ship Argonaut was true and faithfully delivered by Mr. Robert Duffin, first officer of the said ship, to Mr. Robert Funter, master of the N. W. America, as well as the letters signed Robert Duffin, and addressed to John Meares, agent for the associated British merchants trading to the North West coast of America, which journals or letters are attached to this affidavit.

And we do make oath, that on the 13th of July the sloop Princess Royal of London was out at sea, in the offing of King George's Sound, and that Mr. Robert Hudson, master of the said sloop, did take his boat and row into the said Sound, and that himself, boat and crew, were seized by Don Joseph Stephen Martinez, who made prisoners of them; and did by force and threats of hanging him at the yard arm, get the said William Hudson to write a letter on board the Princess Royal, then lying off at sea, to deliver up without contest the above sloop; and that Don Joseph Stephen Martinez did order his second Lieutenant, named Montefare, to take armed boats, equipped for war, and go on board the Princess Royal, and deliver the said written letter to the commanding officer on board; and that those boats did accordingly go to the Princess Royal, and did seize her, and with force confined the crew below the deck, and did carry her into King George's Sound, when Don Joseph Stephen Martinez did order the Spanish colours to be hoisted on the Princess Royal, and captured her officers, crew, cargo, tackle, and furniture, in the name of his Catholic Majesty.

That to the best of our knowledge and belief, the said Princess Royal had on board two hundred and seventy prime sea otter skins belonging to the associated merchants, as well as two hundred and three prime sea otter skins received from Mr. Robert Funter, master of the N. W. America, making in all four hundred and seventy three prime sea-otter skins, all which were seized by the said Joseph Stephen Martinez, in the name of his Catholic Majesty.

That the said Don Joseph Stephen Martinez did take possession, with all due form, &c. &c. of the Princess Royal of London. And we do further make oath, that Don Joseph Stephen Martinez did give us, the above-mentioned Mr. Robert Funter and sea-

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men, leave and licence to return to China in the American ship Columbia; and that we did embark on board the same ship, and did return to China on the 2nd of November, 1789; and that previous to our leaving King George's Sound, and the North-West coast of America, we did see sail out of the said port, the British ship Argonaut under the Spanish flag, a prize to Don Joseph Stephen Martinez, having on board Captain James Colnett, Mr. Robert Duffin, and the greater part of her crew, with a guard of fifty Spanish seamen, bound to the Spanish port of St. Blas, in the latitude of 21° or thereabouts, agreeable to the orders of Don Joseph Stephen Martinez; and that Joseph Tobar, first Lieutenant of the Spanish ship Princessa, was in command of the Argonaut on her leaving King George's Sound; and that the Columbia, and the American sloop Washington did depart from King George's Sound together, unmolested in any measure by the Spaniards, but on the contrary in full friendship and alliance, leaving in that Sound Don Joseph Stephen Martinez, with his two ships, and the sloop Princess Royal and the N. W. America as prizes. That the Columbia and Washington did steer to a harbour to the Southward of King George's Sound, where they separated, the Columbia returning to China, and the Washington remaining on the coast.

That we do further make oath, that Don Joseph Stephen Martinez did order a certain number of sea-otter skins (the number of which we cannot ascertain) to be put on board the American ship Columbia, previous to her and the Washington's leaving King George's Sound, and that the same ship Columbia did go to sea with those skins on board; and on the arrival of the two American ships at the port above-mentioned to the Southward, Mr. John Kendrick, master of the ship Columbia, did leave the said ship, and go on board the sloop Washington, taking the above-mentioned Spanish skins with him; and Mr. Robert Grey, master of the sloop Washington, did go on board the ship Columbia, and took charge of the said ship, quitted the coast of America, and returned to China as above-mentioned, leaving the sloop Washington in the above-mentioned harbour to the Southward.

And we do further make oath, that the provisions agreeable to the receipt attached to this affidavit, were put on board the ship Columbia, by order of Don Joseph Stephen Martinez, in order, as he said, to victual us, the captain and crew of the N. W. America; but that, instead of being appropriated to this use, part thereof were put on board the sloop Washington, then commanded by Mr. Kendrick, in order that she might continue out a longer trading voyage on the coast of America.

That the said Don Joseph Stephen Martinez did order to be shipped on board the ship Columbia, commanded by the said Mr. Grey, the number of ninety-six sea otter skins, for the purpose of fulfilling the contents of a Spanish paper attached to this affidavit, duly authenticated by the chief of the Spanish East India Company at Canton.

And we do further make oath, that the ship Columbia, on quitting the coast of America, was so weakly manned, that we do verily believe that she would not have been able

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to have returned to China, had it not been for the exertions of us, the master and seamen of the N. W. America; that the reason of this weakness on board the Columbia was their sending the greater part of their crew on board the sloop Washington, in order that she might be manned, and made more competent to continue on the coast of America.

Sworn at Canton, before the Honourable East India Company's chief Supra-cargo, this fifth day of December, one thousand seven hundred and eighty-nine:

(Signed)

ROBERT FUNTER, Master of the N. W. America.

ROBERT DAVIDSON, Quarter-master.

PETER HENRY, Quarter-master.

JOHN EAST, Quarter-master.

WILLIAM GRAHAM,

THOMAS LITTLEWOOD, } Seamen.

Sworn before me, at Canton in China, this fifth day of December, one thousand seven hundred and eighty-nine.

(Signed)

JOHN HARRISON jun. Chief Supra-cargo.

N^o XI.

JOHN KENDRICK's RECEIPT for Provisions, &c. on board the Ship COLUMBIA.

[In Mr. Meare's Memorial of the 30th April, 1790. To accompany Inclosure, No. 7.]

13th JULY, 1789.

RECEIVED from on board the Snow Argonaut, on board the ship Columbia, the under-mentioned articles; viz.

5 Casks of salt provisions.
20 Pickles of rice.
2 Small casks of vinegar.

12 Squares of shoe leather.
2 Small casks of vinegar.

Per JOHN KENDRICK.

The above is a true copy of the original, signed as above, &c.

Per ROBERT DUFFIN.

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No. XII.

EXTRACT of the JOURNAL of the IPHIGENIA.

[In Mr. Meare's Memorial of 30th April, 1790. No. 8.]

REMARKS, &c. on BOARD the IPHIGENIA NUBIANA.

April 20th, 1789. AT one P. M. a breeze sprung up from the N. W; stood in for the Sound. At seven P. M. the tide and wind failing, dropped the stream anchor in fifty fathoms water, one mile from the shore, and two miles from Friendly Cove. At 10 A. M. weighed with a Southerly wind: shortly afterwards came along-side Captain Kendrick and officers; they had wintered in Friendly Cove, and had only removed a few days with their ship up to Moweena, about eight miles higher up the Sound. At eleven A. M. dropped anchor in the Cove, and moored with the pieces of junk; employed unbending sails and getting the top-gallant masts and yards down on deck:—This log at midnight.

21st.—Light winds and variable: the limbers being all choaked with the sand-ballast, so that the water could not find its way into the pump well, set all hands to work in the morning to clear the hold: departed this life Acchon Aching, a seaman; he was delirious from the time of his fall from the cross trees till he died: interred the corpse on shore.

22d.—The wind from the N. W. and S. W. with fair weather; sent some sails on shore, and erected a tent to put our empty casks in; employed in the hold, the cooper overhauling the provisions and putting fresh pickle in the casks.

23d.—First part light winds and variable; employed heaving out ballast; in the morning moved the tank to get to the limbers. At 10 A. M. arrived the sloop Washington from the Southward; I found that they had been out six weeks, and had procured about 300 sea otter skins.

24th.—Strong gales and hazy weather, with rain; employed moving the great guns in the hold, which we found a very laborious piece of work; every rope we had in the ship gave way, so that we were obliged to borrow a fall from the American sloop. Having intelligence that a sail was in the offing, dispatched the long-boat to her assistance; found her to be our consort the N. W. America; at noon she anchored in the Cove. Sailed out of the Cove the sloop Washington for Moweena.

25th.—Fresh gales and cloudy weather, with the wind from the S. W. Having intelligence that the American sloop was bound to the Northward as soon as they could get trade wrought up, I gave orders for the schooner not to unbend her sails, but to be hauled on shore immediately, to stop her leaks. At six P. M. having stopped her leaks

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as well as we could, by nailing lead over them, (for we had neither pitch or tar on board) and scrubbed her bottom, at ten hauled her off the ways.

26th.—In the morning hauled the schooner along-side, and struck her guns and other stores in; sent likewise on board her the following articles, viz. all the canvas I had got, one puncheon of bread, one cask of yams, one of pork, two of my best men, and second officer, who was well acquainted with the part of the coast I intended to send her; I sent on board her as trade, fifty bars of iron, thirty cut up, two hundred choppers, three dozen of adzes, one dozen of wood axes, and a quantity of large blue beads.

28th.—Moderate and clear weather, with the wind from N. E. At day-light towed the schooner out of the Cove, the long-boat attending her out to sea about two leagues.

May 6th.—Moderate and fair weather; having intelligence from the natives, that a vessel was in the offing, in the morning I ordered the long-boat to go off with the chief officers, (being unwell myself); about ten I was acquainted by my people, that the vessel appeared to be a ship, and not like the Felice; at eleven she dropped anchor, and saluted me with nine guns, which I returned; my boat came on board, and acquainted me she was a Spanish ship of war, commanded by Commodore Don Stephen Joseph Martinez, on discovery; that there were two others, a ship and a snow, that had parted company about fourteen days ago: the Commodore sent his compliments to me, and requested my company on board the *Princessa* (for that was the name of the ship) to dinner; I went on board, and carried him a present of a long feathered cloak and cap; he told me, on my going on board, he came from Oonalashka,—that he had been in Prince William's Sound and Cook's River,—and shewed me a copy of a letter I wrote in answer to one I received from Mr. Ismyloff, on the 25th day of June, 1788. At the time I wrote this letter I was in Cook's River; he was at anchor then off Montagu Island; how we came to pass one another, he sailing from the Sound to Cook's River, and I sailing from Cook's River to the Sound, I am at a loss to know. He fell in with the *Washington* to the Northward, and supplied her with several things she was in want of. I acquainted him with my distressed situation,—that the vessel had like to have foundered before we made the port, for want of pitch and tar to stop her leaks,—that I expected my consort from China every day; if she did not arrive, I must beg his assistance, which he promised me. Captain Kendrick arriving from Moweeena, after dinner we went on shore, accompanied by Don Joseph, and three padries that were to make all the Indians Christians: I thought they had taken a hard task in hand.

7th.—Foggy weather; people employed in cutting up fire wood.

8th.—Moderate breeze and fair weather; completed our fire wood; waiting with great impatience for the arrival of the Felice.

9th.—Moderate weather. In the morning I accompanied the Commodore, the padries, and his officers to Moweeena, to dine with Captain Kendrick; in the evening we returned.

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10th.—Pleasant land and sea breezes. This day Captain Kendrick and officers, the Spanish Commodore, and the padres dined on board the Iphigenia; having one Sandwich Island hog left, and a few yams, I sent the hog on board the Spanish ship, and had it dressed after their own fashion; they added two or three other dishes, so that we made it out pretty well.

11th.—Cloudy weather and heavy rain. In the morning the Spanish Commodore went up to Moweena, taking his cot and bedding along with him. He promised to let me have the articles I was in want of at his return. In the evening we had intelligence by the natives of a vessel being in the offing.

12th.—Moderate and cloudy weather. In the morning, having got some pitch and tar from the Princeffa, hauled the long boat ashore, and set the carpenter and caulker to work to caulk her bottom. At three P. M. having finished the long boat, I intended to send him down to Wiccananish. At five P. M. Mr. Adamson acquainted me that Captain Meares was in the offing, and that the natives had sold him some fish; (having been unwell for some time past, and now confined to my bed,) I ordered him to go off with the long boat to his assistance. At six ditto I was acquainted she dropped anchor one mile to the Northward of the port and hoisted Spanish colours.

13th.—Moderate and cloudy weather. At ten A. M. came in and dropped anchor in the cove, the Spanish snow St. Carlos, commanded by Captain Arrow. He sent his compliments to me, and requested my company to dinner; being unwell I declined his invitation. In the afternoon he paid me a visit; and in the evening the Commodore came down from Moweena, accompanied by Captain Kendrick, and some of his officers.

14th.—At nine in the morning the Spanish commodore sent for me and Mr. Viana on board the Princeffa. As soon as I was on board he took out a paper, and told me, that was the King of Spain's orders to take all the vessels he met with on the coast of America; that I was now his prisoner. I urged the distress we were in before we reached the harbour; the vessel without cables; no pitch nor tar on board to stop her leaks; no bread on board, nor any thing to live on but salt pork; that if I had steered for any port in South America, the Spaniards would not have seized my vessel, but supplied me with the necessaries I was in want of, agreeable to the laws of nations; to take me a prisoner in a foreign port that the King of Spain had never laid claim to, was a piece of injustice that no nation had ever attempted before: but that, sooner than be detained as a prisoner, (although the vessel had like to have foundered before we got into the harbour,) if he would give me permission, I would instantly leave the port. This was denied. Forty or fifty men, with some officers, went on board, hoisted the Spanish colours, and took possession of the Iphigenia. The keys of my chest were demanded; my charts, journals, papers, and in short, every thing that was in the vessel, they took possession of. I was not so much as allowed to go on board. I enquired the cause of his not taking the Washington sloop, as he had orders from the King of Spain to take every vessel he met with on

this

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this coast. He gave me no satisfactory answer; but told me my papers were bad; that they mentioned I was to take all English, Russian and Spanish vessels that were of inferior force to the Iphigenia, and send or carry their crews to Macao, there to be tried for their lives as pirates. I told him they had not interpreted the papers right; that though I did not understand Portuguese, I had seen a copy of them in English at Macao, which mentioned, if I was attacked by any of those three nations, to defend myself, and if I had the superiority, to send the captain and crew to Macao to answer for the insult they offered. The padries and the clerk read the papers over, and said they had interpreted the papers right.

In the evening of the 15th, Captain Kendrick came down from Moweena; having been informed Captain Kendrick was privy to my being taken prisoner, and that it was settled when the Spanish Commodore was last at Moweena, when he came on board the Iphigenia I refused to see him. This being reported to the Spanish Commodore, I was ordered, at ten o'clock at night (although I was very unwell) to turn out, and carry my bed on board the Spanish snow, it both raining and blowing at the time. Here I remained for some time without a soul to speak to. My servant, who was a Manilla man, and spoke the language very well, was not permitted to come near me, for fear of his discovering some of their proceedings that was carrying on. In short, they stole a number of things, and afterwards laid the blame on my servant. My people were divided between the two vessels, and every method made use of to entice them to enter. The sails were bent, and some new running rigging wove. A captain was appointed, and officers, to carry me to St. Blas. My officers were to be detained, and one half of my people on board the two Spanish ships, and I was requested to choose the quietest of my men to go along with me. A list of them I was desired to give to the commodore, as we were to sail in a few days. This I would not comply with, but told him, he might send home if he thought proper; that the Iphigenia was not fit to go to sea till she was caulked, and her leaks stopped. This they immediately set about. After taking every thing out of her, copper, iron, trade of every kind, and all my Sandwich Island pork, they filled the afterhold with sand ballast, that we had been at so much pains to get out. The schooner North-West America, and the Felice, being daily expected in, none of us were permitted to speak to the natives, although I found an opportunity to acquaint Maquilla, and the other chiefs, as did Mr. Ingraham, chief officer of the Columbia. We requested them to have boats ready to go off to Captain Meares and Captain Funter, and acquaint them not to come in to Nootka: that I was *cap chelled*, that is, taken; they told us they understood. They wanted to know if I was now a colt, that is, a slave,—that if I would go with them, they would send boats to watch for an opportunity to carry me off. They instantly shifted their village about four miles to the Northward, so that I am in great hopes both Captains Meares and Funter will have intelligence of my being captured. One of my people on board the Iphigenia, the servant, was bargaining with

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with the natives for some fish they had in their boat; the Spaniards, not understanding what was said, ordered him on board the Commodore's ship, and put him into the stocks, where he was strictly examined, and threatened severely, if he did not tell whether he had mentioned to the natives for them to go and tell Captains Meares and Funter not to come into Nootka. When they found he had not mentioned any thing about the other vessels, they wanted to know if the natives had not told him they had seen a vessel in the offing: he told them they had not. He was after this set at liberty, but ordered never to converse with the Indians, nor speak to them in future. I afterwards had a conference with Captain Kendrick, he denied being accessary to my being taken; that the Spanish Commodore had mentioned to him he would take Captain Meares prisoner as soon as he arrived in the harbour; that he had said every thing, and had made use of all his interest to prevent my being taken prisoner: how far this is true, I shall leave it for him to discover.

On the 22d the irons arrived from Moweena, which were made by Captain Kendrick's armourer. We were now to proceed instantly to St. Blas, and I was once more requested to choose one half of my men, as the other half was to remain with my officers. Finding not one of them would enter, or desert me, I declined giving the preference to any. Before we sailed, I requested my own private papers might be delivered up, likewise a copy of my ship papers, which was promised me. The interpreter, when he came to that part which mentions my defending myself in case I was attacked, and, if I had the superiority, to carry the aggressors to Macoa to be tried for the insult, mentioned to the Commodore, in my presence, that he thought the papers very good. I told him if that was the only cause he had to alledge against me, it would not be difficult for me to cast him in any court of justice in Europe. He had now got every thing out of her that he took a liking to; and what things I had belonging to myself, he robbed me of in as gentle a manner as he possibly could, by letting me know he must have my gold watch, my servant, my stove, and all my charts; likewise all my long feathers, cloaks and caps, that Tianna and his relations presented me with; even my shoes and boots, and very bed cloaths went; as a reason for so doing, he told me some of those things could be got at Mexico. He now proposed to return the vessel, and supply me with provisions to carry me to the Sandwich Islands, if I would sign a paper that was already prepared and presented me. This I refused to comply with till I had witnesses, and knew the contents of the paper: Mr. How, supercargo of the Columbia, was requested to write a letter to Captain Kendrick and Mr. Ingraham, to come down from Moweena, to be witnesses to the papers I was to sign.

On the 24th they arrived; the papers were interpreted to me, which mentioned he arrived on such a day, and found me in the Bay of St. Lawrence, Nootka; that I was in distress, and in want of every thing; that he had not stopped my navigation but supplied me with every necessary I was in want of to carry me to the Sandwich Islands.

This

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This paper I refused signing, for two reasons; one was, he had not only stopped me in my navigation, but had taken possession of the ship, and every thing that belonged to her; another was, the Spaniards could lay no claim to a port they had never before seen, nor had any of the King of Spain's vessels ever entered. The Commodore said, in the year 1775 he was second officer* on board a king's frigate that was on discovery, that saw the port, and named it the Bay of St. Lawrence. I told him, having the chart of that voyage by me, I begged leave to differ in opinion from him. If I did not chuse to sign the papers, he told me he would keep the vessel and send her along the coast as a privateer to trade with the natives. The papers were instantly laid aside, and Captain Kendrick went up to Moweena. The same evening he told me his orders were to take Captain Kendrick if he should fall in with him any where in those seas; and mentioned it as a great secret that he would take both him and the sloop Washington as soon as she arrived in port.

The 24th and 25th, a heavy gale blew from the South West, the Spanish vessels had each four anchors a-head; the Commodore requested I would go on board the Iphigenia with my officers and people, and secure her; having nothing on board to secure her with, I declined having any thing to do with her; he was therefore under the necessity of sending two eight-inch hawsers, and making her fast to Hog Island. As I was not permitted to go on shore, I did not know much of what was carrying forward there; they were busy in erecting forts on Hog Island, and, by what I learned, they were cutting down large trees to build houses. The Commodore acquainted me, that last year, when he was at Oonalashka, Mr. Isnyloff told him he expected three vessels from Kamtschatka with a number of men; that on their arrival at Oonalashka, he was to take the command, and conduct them to Nootka Sound, where they were to form a settlement; that he expected to arrive at Nootka by the middle of July, or 1st of August, 1789; that two Russian frigates were to sail from Petersburg by the way of Cape Horn, and join them in Nootka Sound with stores and other necessaries that they might want. On his arrival at St. Blas last year he sent an express to the Viceroy, who ordered him to sail immediately for Nootka, and erect forts to keep the Russians out. He likewise acquainted me, that in the year 1786, two English vessels were cast away, one was drove ashore at her anchors on the island Maidenoi Ostroff; that all the hands perished except three men, that happened to be on shore; they were sent over land to Petersburg. The officers of the other vessel being on shore, they put to sea, and as there was no person on board that could navigate the vessel, she was never afterwards seen or heard of. As they now had got possession of my charts and journals, the Spanish Commodore intended to send the St. Carlos, Captain Arrow, to the Northward as soon as they could get her bottom cleaned and her sides caulked. Captain Kendrick was likewise ready for sea, and he was go-

ing

* This was Maurelle's ship the Commodore was in.

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ing to push to the Northward. My people were after me every hour of the day, requesting that I would sign the papers, that they might get on board their own vessel. Although the Commodore had promised to supply me with what he thought would be necessary to carry me to the Sandwich Islands, and made this promise before Mr. How and Mr. Ingraham, still there was no dependance to be put on his word; however, on the 26th this paper was once more produced, and I was under the necessity of signing it.

At eleven o'clock on the 26th, I carried my people on board, and took possession of the *Iphigenia*; I was not above half an hour on board when a message came that I was wanted on board the *Princessa*. When I went on board, I was told by Don Joseph Stephen Martinez (in the presence of Mr. Ingraham) that, although he had given me back the *Iphigenia*, he would not permit me to sail till the arrival of the schooner *North-West America*, and that I must sell her to him for the price that Captain Kendrick and his officers should set on her. I told him the schooner did not belong to me; that I had no power to sell her; and that he might act as he thought proper on the occasion. In the afternoon the Spaniards left the ship, each carrying off what he could lay his hands on.

May 27th—Cloudy weather, with the wind from the West; loosed the sails to dry; employed heaving out the sand ballast. In the evening the Commodore acquainted me he had intelligence from the natives that the schooner was in a port a little way to the Northward. He got out some ink and paper, and requested I would write a letter to Captain Funter to come into Nootka Sound. This I would not comply with, so that he refused to send my stores, or any of his own on board me.

28th.—Fresh breezes and fair weather; employed fitting the rigging in its old places.

29th.—I made out a list of what articles I was in want of; my chief demand was a cable of eleven inch, bread, some pitch and tar, together with forty fathoms of four-inch rope for top-sail sheets, and the rope that was woven when the vessel was in their possession. The Commodore sent me word he would let me have what things he thought necessary, and what he could best spare, so that I received on board the following articles, viz. one cask of beef for three casks of Sandwich Island pork that was kept; four bags, weighing each 20lb. one box of bread, weighing about 150lb. two bags of rice, four of beans; eight bags of flour; one chest of pitch; one bladder of tar; and one eighteen-gallon keg of Spanish Brandy; rope of three inch, eighteen fathoms; one coil of one and an half inch, containing fifty fathoms; and thirty fathoms of two inch. The rest of the cordage and other things were wove and sent on board when I was a prisoner.

30th.—Employed rigging the top-gallant masts. In the afternoon an account of the articles we had received was brought on board, charging five times the quantity, and five times the sum they cost; in short, I was going to return most of them, but I found if I returned any I must return the whole. As I had made no charge against him of my pork, iron, copper, watch, stove, sextant, cloaks, caps, and charts which he had deprived me of; on this account I granted him the bills he requested. There was another thing

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thing I was obliged to comply with; viz. by great promises he got my servant, who was a Manilla man, to enter on board the *Princessa*;—I was therefore under the necessity of discharging him, and paying his wages up to the day he was dismissed.

31st.—As I was determined to be detained no longer, I went on board in the morning of the 31st, and acquainted Don Stephen Joseph Martinez that the moment the wind favoured me, I would sail for the Sandwich Islands. I found there were objections made: the Commodore acquainted me he had information that I intended to go to the Northward. As I had taken great care not to give the least hint to any person of my future intentions, I mentioned, that whoever he was that told him so, could not be so well acquainted with the state of my vessel as he was himself; that by his own calculation I had not above six weeks provisions; that he had only left me ten or twelve bars of iron, which would only purchase me as many sea-otter skins, and if I was even to dispose of them, the consequence would be but small; we should only be starved before we got to Macao, as he had left us nothing else to purchase our hogs with at the Sandwich Islands; besides he had not left a chart to carry me to China, let alone along the coasts of America. My people, I told him, were on high wages, and that it was necessary for me to make the best of my way to Macao, having no other prospect but to lessen the expences of the voyage as much as lay in my power.

June 1st.—I gave orders to unmoor, and requested he would let me have my great guns, small arms, and ammunition; which he complied with. Captain Kendrick and officers having come down from Moweena, they acquainted me the *Columbia* would sail the day following to the Northward. Another paper was produced, which the Commodore requested I would sign, and be witnessed by Captain Kendrick and Mr. Ingraham; the contents of this paper, they told me, was, if my papers were bad, the vessel was to be delivered up at Macao. It was easy to see through those artifices. I signed the paper, and requested a copy, but this was not complied with. A dinner being provided on board the *Princessa*, every method was made use of by Captain Kendrick and others to find out if I intended to touch to the Northward. I gave them the same answers as before, telling them I had no intention to throw away the lives of my people. On this day they drank my health, wishing me a good voyage to Macao, and accompanied it with thirteen guns. As soon as dinner was over I went on board, accompanied by Captain Kendrick and officers, and the Spanish Commodore. A light breeze springing up from the Northward, I gave orders to get under way. The Commodore told me I must leave a letter for Captain Funter, if he should arrive in Nootka Sound, to sell the schooner. I acquainted him, neither Captain Funter nor myself had power or authority to sell the schooner; that I would write a letter, and leave it with him, to be delivered in case of his returning to Nootka Sound. I shall here insert a copy of the letter I left.

A P P E N D I X.

To CAPT. ROBERT FUNTER, *Commander of the Schooner NORTH-WEST AMERICA.*

“ S I R,

“ ON the 6th of May, a Spanish ship of war arrived in Friendly Cove, Nootka Sound, commanded by Commodore Don Stephen Joseph Martinez; on the 13th the snow St. Carlos arrived; on the morning of the 14th the Iphigenia was seized, and we were made prisoners, it being alleged our papers were not good. This being cleared up, I am now permitted to sail to Macao, being supplied with stores and provisions to carry me to the Sandwich Islands. As there is no account of Captain Meares, I am afraid some accident has happened to him between the Sandwich Islands and China; if that is the case, you will be but poorly off for provisions. My own situation prevents me from giving you any assistance; I must therefore leave you to your own good conduct, being as much at a loss how to act as you can be. All that I have to say is, you will act to the best of your judgment for the benefit of your employers.

“ I am, &c.

“ IPHIGENIA, *Friendly Cove, Nootka*

“ *Sound, 1st June, 1789.*

“ WM. DOUGLAS.”

The moment I had finished my letter I gave orders to slip the hawser, and made sail out of the Cove, the fort on Little Hog Island saluting me with five guns, which I begged to be excused returning. At three P. M. the Spanish Commodore and Captain Kendrick left me and went on shore. As the wind was from the Northward, I stood to the Southward under all sail; at sun-set Nootka Sound bore North half West, distance seven or eight leagues.

June 2d.—Having got out of the hands of my enemies, I was now at liberty to judge for myself, knowing it would be a length of time before the Spaniards could have their snow ready which they intended to send to the Northward, and being of opinion they would not permit Captain Kendrick to sail before she was ready, the interval was therefore mine. I had no idea of running for Macao with only between sixty and seventy sea-otter skins which I had on board. My people had been accustomed to short allowance; I therefore gave orders, at midnight to put the ship on the other tack, and stand away to the Northward. I was in great hopes I should fall in with Captain Funter; and I was fully resolved, if I did, to take the people and cargo out of her, and set her on fire, if I found I could not carry her along with me. At noon we had hazy weather; Nootka Sound bore North East half East, distance fourteen leagues.

N^o XIII.

COPIES of LETTERS from MR. DUFFIN to MR. MEARES.

[In Mr. Meares's Memorial of 30th April, 1790. No. IX.]

Nootka Sound, July 12th, 1789.

DEAR SIR,

I BEG to inform you, per favour of Mr. Barnett, with our safe arrival in Nootka Sound, after a pleasant passage of nine weeks and four days, during which time nothing material happened. We lived in the greatest harmony and good friendship during the time we have been together, and every thing promised fair for a continuation of the same; every officer on board seeming strenuous for their employers' interest. We made the coast of America July 3d, at Woody Point, and stood along shore under an easy sail during the night. In the morning several natives came off, with the rest Comekela (that was brought by you from Macao to Nootka); from him we learnt there were five vessels in Friendly Cove, but could not learn of what nation they were; however he informed us they had captured the North-West American schooner, commanded by Mr. Funter. We immediately conjectured that the vessels were some belonging to Mr. Etches, and the American ship and sloop. We made all the sail we could, intending to get in that night if possible. On our nearing the Sound we saw a sloop coming out, which we were informed was the Princess Royal, belonging to our concern. We then had not the least doubt but there were some of Mr. Etches' vessels in the Cove. When we were about two miles from the entrance of the Sound, we saw a boat coming towards us; it was then between nine and ten o'clock, so that we could not discern of what country they were. They hailed us in Spanish, and asked if they might be permitted to come on board. They were answered in the affirmative; on which they came alongside, and the officer with several other gentlemen stepped up. We found the former to be the Spanish Commodore; those who accompanied him were of his ship. After having welcomed them on board, Captain Colnett asked them down into the great cabin; what their conversation was there I am unacquainted with; but Captain Colnett soon told me his intention was to go into Friendly Cove, and the Spanish launch took us in tow accordingly. About ten minutes after this, Mr. Barnett came on board, whom I directly introduced to Captain Colnett; who informed him that there was a Spanish frigate of twenty-six guns. and a snow of sixteen lying in the Cove, as also the American ship and sloop; that the former had erected a fort on Hog Island, on which sixteen guns were mounted, and had taken possession of the Sound in the name of his most Catholic Majesty

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Carolus III. King of Spain; that they had captured the schooner, and plundered the Iphigenia, but had permitted Captain Hudson to proceed without any molestation. As the Commodore heard this intelligence, he immediately gave Captain Colnett his word and honour that he would not offer to detain him, but give him every assistance in his power, in doing which, he only complied with the King of Spain's orders. Under these circumstances, and depending on his honour, Captain Colnett entered the Cove, and brought up between the frigate and snow; though I must add, that Mr. Barnett, with others of our well-wishers, advised us to anchor without side the Cove, that we might take a view of the surrounding objects in the morning. Every thing that night and the next morning seemed to wear a favourable aspect, no obstacle arising that might stop our departure.

In the afternoon Captain Colnett went on board the Commodore's ship, and requested his permission to go to sea immediately, which at first was granted, but on second consideration, the Commodore desired to see his papers. Captain Colnett left the Commodore, and came on board his own vessel; when, after having put on the Company's uniform, and his hanger, he took his papers on board the Commodore: he was then informed by that gentleman, that he could not sail that day; on which some high words ensued between them, and Captain Colnett insisted on going out immediately, which he said he would do unless the Commodore fired a shot at him; if so, he would then haul down his colours, and deliver himself up a prisoner: hardly had he uttered this, but he was put under an arrest, and his sword taken from him, the vessel seized, and the officers and crew taken out, and sent prisoners, some on board the ship, and the rest on board the snow; but what is most particular, he desired Captain Kendrick to load his guns with shot, to take a vessel that had only two swivels mounted; so that it was impossible to make any resistance against such superiority; indeed it would have been madness to have attempted it. The Commodore's passion now began to abate a little, and he sent for me from the St. Carlos, where I was imprisoned: when I came to him, he seemed to profess a very great friendship for me, and appeared to be exceedingly sorry for what, he said, his officers compelled him to do. He declared to me, that he had given Captain Colnett permission to depart, and would have assisted him all in his power, but that Captain Colnett insisted on erecting a fort opposite his; said he represented the King of Great Britain, and that he came to take possession in his Britannick Majesty's name. The Spaniard quoted the same, and said he was representative of his most Catholic Majesty the King of Spain: but I have every reason to suspect there was a misunderstanding between the two parties, for the linguist spoke English very imperfectly, and in all likelihood interpreted as many words wrong as right. This is as particular and impartial an account of the above transaction as it is in my power to relate; but as this will be accompanied by Messrs. Funter and Barnett, who are permitted to take their passage in the American ship, and who were eye-witnesses of every transaction, it will enable them to explain every particular concerning it more explicitly than I am able to do in writing.

Since

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Since our being captured, Captain Colnett has been in a high state of insanity; sometimes he starts, at others he asks how long he has to live? who is to be his executioner? what death he is to be put to? with all such delirious expressions, accompanied by a number of simple actions, which induces me, and every other person who sees him, to believe his brain is turned, owing to the great charge that was under his care; and I am sorry to add, that he has not fortitude enough, in this critical and disagreeable situation, to support this unexpected stroke. He has delivered me his instructions and the South Sea Company's grant, and requests I will act in his name. I have endeavoured to convince the Spaniards, had we known this place had been taken possession of by the King of Spain, we would not, on any consideration, have come near it: I have likewise wished to persuade him to peruse the South Sea Company's grant and our instructions; which he refuses, and tells me it would avail nothing now to do it, as his officers insist on his going on with what he acknowledges he too rashly and hastily began, and without deliberating what might hereafter be the consequence. He desired me to inclose the grant and our instructions in his presence; he took and put a small note with them, and afterwards sealed it with his own signet: he then put it under my care, desiring that I would deliver it to the Viceroy of Mexico. The vessel is going to St. Blas, a settlement they have in the latitude of $21^{\circ} 30'$ North, on the coast of California, where we are going, to determine whether we are a prize to the King of Spain or not; if we are not, as we have every reason to expect, she will be delivered up with every thing in her, and be answerable for all damages received or stores deficient, since his making a prize of us; but this undoubtedly will be settled between the two crowns.

Captain Colnett, myself, Mr. Temple, and Reid the carpenter, are permitted to remain on board the Argonaut; Mr. Hanson on board the Commodore's ship; and Messrs. Gibson and Ludlow on board the Spanish snow.

From what I can learn at present, all the Englishmen are to be sent in the Argonaut to St. Blas, and preparations are now making to accommodate us in that vessel: they have also built cabins between decks for the seamen, where they are to be confined in irons during the night, but suffered to walk out in the day; the officers, I believe, are also to be used in like manner. I am at present in possession of my cabin, as are also the rest of us, and the commodore behaves with great civility, by obliging us in every liberty that can be expected as prisoners. Whatever deficiency may be left concerning our present transactions, will be explained to you in its true light by Mr. Funter or Mr. Barnett; for I confess that I am very unhappy, unsettled, uneasy, and in short, feel every anxiety that is the companion of a person involved in so disagreeable a situation as I am.

I am,

Dear Sir,

Your's most obediently,

(Signed)

B. DUFFIN.

P. S.

A P P E N D I X.

P. S. I am sorry to inform you that the Spaniards have taken the chief part of our copper, all our guns, shot and powder, with the spare canvass, &c. The former he means to trade with, as I am informed he sends his furs to Macao by Captain Kendrick, who also trades for him on shares.

To Captain John Meares.

Nootka Sound, July 13th, 1789.

DEAR SIR,

CAPTAIN COLNETT has been in such a state of insanity ever since the vessel has been captured by the Spaniards, that we are obliged to confine him to his cabin; yesterday morning he jumped out of the cabin window, and it was with great difficulty his life was saved; his constant cry is, that he is condemned to be hanged. I sincerely hope for his speedy recovery, but am apprehensive he never will recover his former senses again: I understand from the boy Ruffel that it is a family disorder, and that they all have symptoms of madness, more or less. I have written the whole transaction concerning our being captured, &c. previously to this, as minutely as present circumstances will permit, for I am apprehensive, if I am seen writing, they will take my book, paper, pens, ink, &c. from me, so that whatever I have written is by stealth; but Mr. Barnett has been so obliging as to assist me as much as lay in his power to do it. Gibson was seen writing one day, and they immediately took the paper and ink from him, and told him prisoners had no business to write. We are to-morrow to sail for St. Blas, with all our officers and seamen both English and Portuguese, except those that have entered with the Spaniards. They have taken of our stores to themselves, all our pitch, tar, canvas, twine, some provisions of all kinds, guns, ammunition, the chief of our copper, and many other articles that we were not acquainted with. All the officers being prisoners, some on board one vessel, and some on board the other, we have great expectations that the vessel will be delivered up at St. Blas. The Commodore promises me if she is, every thing that he has taken to himself shall be replaced at that port; but there has been a number of things taken out of the vessel by theft that he knows nothing of; nevertheless, if any, and the vessel is returned, they must undoubtedly make it good: but you, Sir, and the rest of our employers must be great sufferers, as it has frustrated all our expectations: had we not met with this misfortune, there were strong appearances of our procuring a great quantity of furs, as the Americans have no copper to purchase with, so that the natives reserve all their prime skins expecting a copper ship.

If our vessel is delivered up to us, our stores, trade, &c. returned, you may rest assured I will do all that is in my power for the benefit of my employers, and the Captain remains in this state of insanity; if he recovers, he will undoubtedly do the same. I can say nothing more, but beg you will present my compliments to all enquiring friends, and remain,

Dear Sir,

Your's most obediently,

(Signed) B. DUFFIN.

To Captain John Meares.

A P P E N D I X.

Nootka Sound, July 14, 1789.

DEAR SIR,

YESTERDAY at two P. M. a sail was seen in the offing, coming round Breaker's Point from the Southward, standing into the Sound; as she neared the shore we perceived her to be the sloop *Princess Royal*, Captain Hudson: at seven she came to an anchor about two or three miles from the Cove, and Captain Hudson himself came into the Cove in his boat, with four of his people; when instantly as he made his appearance in the Cove, the Spanish boat boarded him, and took him and his people on board the *Commodore* as prisoners. His motive for coming in, from what I could learn from himself, was to see if Captain Colnett was there, in order to receive his orders how he was to proceed in future. Whether Captain Hudson's conduct in this proceeding was blameable or not, I leave to your superior judgment.

We are now out of the Cove in the mouth of the Sound, and are positively to sail tomorrow morning for *St. Blas*. The sloop is towed into the Cove within all the shipping; and the Spaniards, from every appearance, have finally captured her.

Captain Hudson seems very much hurt at his misfortune, and candidly declares that it is entirely from his own simplicity, and being too credulous of the Spaniard's honour, that has brought him into this disagreeable dilemma.

Captain Colnett is much better to-day, and in general discourses very rationally: I have endeavoured to persuade him to draw out every particular concerning our being captured, to send to his employers, which he refuses: his objection is, that he has involved himself and every one else in difficulties that he is not able to extricate himself from, and therefore declares to me, that he will have no more concern with the charge of the vessel, but leaves every thing entirely to me, which I have, but most reluctantly, complied with, knowing that I cannot acquit myself with satisfaction to myself, nor undoubtedly more so to my employers. Nevertheless, if the vessel is delivered up at *St. Blas*, as the *Commodore* gives me every reason to hope that she will, I will endeavour, to the utmost in my power, to do every thing that may be any ways beneficial to my employers.

The *Commodore* wanted Captain Colnett to sell all his copper to him, and he would give him bills for same, as he valued it; which Captain Colnett had complied with, but I objected, as I thought if his orders tolerated him to capture the vessel, they would undoubtedly tolerate him to capture the cargo likewise. We are deficient in a great deal of copper, as I mentioned in my former; but Mr. Barnett will be able to inform you, I imagine, where it goes to.

Accompanying this, I send, under the care of Mr. Barnett, a copy of my journal from *Macao*, wherein you will find the principal occurrences that have happened to us since our departure. I have nothing more to add; neither have I opportunity to do it, the vessel being continually crowded with people from different ships; so beg you will present my compliments to Mr. M^rIntire, and every other gentleman in *Macao*; and remain,

DEAR SIR,

Most obediently your's,

B. DUFFIN.

To Captain John Meares.

A P P E N D I X.

A STATEMENT of the ACTUAL and PROBABLE LOSSES sustained by the ASSOCIATED MERCHANTS of LONDON and INDIA, by the Capture of their Ships.

<i>ACTUAL LOSSES.</i>	<i>Sp. Doll.</i>	<i>PROBABLE LOSSES.</i>	<i>Sp. Doll.</i>
To cash paid the crew of the Iphigenia, on their return to China, being near two years wages, and other incidental expences incurred, for which vouchers have been obtained	15,534	To the value of the cargo which probably would have been collected by the Iphigenia, 1000 sea otters skins, at 100 dollars per skin	100,000
To cash paid the crew of the N. W. America, being near two years wages, on their return to China; for which vouchers have been obtained	3,719	To the value of the cargo which would probably have been obtained by the North West America, 1000 sea otter skins, at 100 dollars per skin	100,000
To the equipment of the ship Argonaut; for which vouchers have been obtained	39,816	To the value of the cargo which would probably have been obtained by the Princess Royal, 1000 sea otters skins, at 100 dollars per skin	100,000
To the equipment of the Princess Royal; for which vouchers are ready to be produced		To the value of the cargo which would probably have been obtained by the Argonaut, 2000 skins, at 100 dollars per skin	200,000
To 473 sea otter skins, seized on board the Princess Royal, at 100 dollars per skin	47,300	To the loss and destruction of the commerce of the Associated Merchants	
To 12 sea otter skins detained for the particular use of Mr. Martinez, at the same valuation	1,200	To the particular loss of the vessel of 30 tons, in frame, on board the Argonaut, and of the furs she would probably have obtained	
To the agent's expences in returning to England	2,000		
To insurance on the principal stock, at 20 per cent. the usual premium	23,864		
To the loss of the officers' charts, journals, nautical instruments, cloathing, private goods, &c. the amount of which cannot now be ascertained			
To the amount of wages due to all the servants of the associated merchants now in captivity, from the time of their sailing to the time of their return			
To the value of the North West America, on the coast of America	20,000		
Spanish dollars,	153,433	Spanish dollars,	500,000

INVENTORY of the GOLETA, the Property of DON JUAN CAWALLO and Company, of MACAO; taken by Order of the Commandant DON STEPHEN JOSEPH MARTINEZ.

HER hull rotten, eaten through by the worm, as appears by the survey made by the master carpenter and caulker, Ferdinand Campufano and Francis Joseph de Castro.

Her main-mast, fore-mast, and bolt-sprit, without top-masts or poles.

Two hooks for fore-mast and main mast.

The tackle for both masts; which, being of hemp, can only serve for oakum or tow, being rotten.

Her rudder, or helm; serviceable.

Her binnacle, with a compass.

A small iron anchor.

Two pieces of cable, from 40 braces long, for cables (braces) of middle dimensions.

Two larger ones.

Two fore-sails, one round-sail, one top-sail, one togue.

Some pieces of old cable.

Six iron guns, caliber 2.

Six gun carriages, 20 balls of 2, and 20 ditto smaller.

Three copper swivel guns, with their keys; one ditto, without key.

Five musquets with bayonets, and 300 balls, and 6 pistols.

Half a cunete of fine gunpowder, which is supposed to weigh an arroba*; and another ditto of common gunpowder.

One hundred and sixty short iron swords.

Ten coopers hatchets; and 20 carpenters ditto.

Ten slips (or ingots) of the iron called platina, which are computed to weigh two quintals.

Seventy eight short pieces of iron, computed to weigh one quintal.

* About twenty-eight pounds.

Three large iron bars, computed to weigh 699lbs.

Thirteen small water casks; and 1 ditto for a provision of water.

One barrel of pork.

Two ditto empty, all in pieces.

Eight old small pewter dishes, some of them broken.

One pot of cast iron, frying-pan and stew-pan of ditto.

On board the vessel at anchor in the river of this port of St. Lawrence of Nootka, 11th June, 1789.—Signed
Jof. Tovar and Tamariz, Rob. Funter, Thos. Barnet,
RAPHAEL DE CANIZARES.

This is a copy of the original, triplicates whereof were signed by the above-mentioned persons, and which is left in my care to transmit to H. E. the Viceroy of New Spain, for his superior determination. Dated as above,
RAPHAEL DE CANIZARES.

I, Don Stephen Joseph Martinez, ensign of the ship belonging to the Royal Navy, and commander in chief of the vessels of his Catholic Majesty upon this coast, and in the port of St. Lawrence at Nootka, do declare, That I have received from Captain Dn. Robert Funter, and pilot Dn. Thomas Barnet, every article contained in the preceding inventory, as being the property of Dn. John Cawallo and Co. of Macao, until the determination of his Excellency the Viceroy of New Spain, to whom I have given an account by this date for his superior orders; and, at the request of the said concerned, I gave the present receipt on board this frigate, the Princess, under my command, in the port of St. Lawrence of Nootka, 13th July, 1789.

STEPHEN JOSEPH MARTINEZ.