William Barraclough
This evening, Mrs. Jordan, I think we're going to have a real historical talk about Captain George Vancouver. And I'm sure we're looking forwards, anticipating, a good address, Mrs. Jordan. And, ladies and gentlemen, our president of British Columbia Historical Association, Mrs. Jordan.

[applause]

M.E. Jordan
Thank you, Mr. Barraclough. With the audience's permission, I think I could do just as well if I sit down. Would the audience permit me to be seated? Thank you.

It certainly is a real pleasure and an honour to be here this evening. And to have the privilege of speaking to you. You're a very active group, and a very progressive member society of our association, and I take this opportunity to congratulate you on your many accomplishments. This evening, I've had the privilege of going up to see your Centennial Museum, and I was just absolutely delighted. I didn't realize it was such a lovely project. Mr. Parker was kind enough to take me up and Mr. Barraclough, because the hours were unsuitable for me. I really appreciate this.

Before I begin my address, I'd like to say that I'm sure the members of the British Columbia Historical Association are really looking forward to our next annual get together here in your city. With the one you hosted here in 1963, and I don't remember the previous one either, Mr. Barraclough did, is any criteria, and having heard on Sunday of the tentative plan [as] Mr. Schon is going to reveal one of these days, you can expect a really interesting, as well as an entertaining, conference. As president, let me assure you of the fullest support and cooperation in all ways of our association.

Now, any reference in my paper tonight in regard to Nootka, and what Mr. Schon spoke about is purely coincidental, because this project came like a bolt out of the blue at the meeting the other day, and had nothing to do with my paper. But of course, with Captain George Vancouver, you couldn't help mentioning Nootka.

I should also say at the outset that this paper I'm presenting deals in the main with the year 1792 of Vancouver's voyage. This was the season that Vancouver surveyed the area of Puget Sound, the Strait of Juan de Fuca, the Gulf of Georgia, Johnstone Strait, and so on, and circumnavigated this island. To cover even the highlights of his whole voyage, I should have to keep you here all night, and probably some of you want to get back to watch the moon men [run?], so I'd better not do that.

Some highlights of the 1793 and 1794 seasons are included, however. I had hoped to have a copy of Vancouver's chart here tonight, so we could follow some of his voyage, but this didn't materialize. I've called this paper: "Some Highlights of Vancouver's Voyage on the Pacific Coast." Can you all hear me?

The first president at the British Columbia Historical Association, the late Judge F.W. Howay, in his first presidential address to the association very ably stated what I now wish to express. He
said, and I quote, that "In the earliest days of our province, we had a story before the advent of the Canadian Pacific Railway, that we had a story before the Hudson's Bay trader, or North West trader, ever trod our soil. Not only so, but also that this story of our birth and infancy, is just as interesting and romantic as that of our adolescence." He continued, "I desire in this connection to stress the great influence exerted upon our story by the search for two things: the search for the Northwest Passage, and the search for the sea otter." End of quotation.

May I add that the focal point in both searches according to our early recorded history was at Nootka Sound, that inlet off the west coast of this, Vancouver Island. To Captain Cook, who visited this area in 1778, has often be given credit for the discovery of Nootka. True, he spent a month there at that time, but the Spanish explorers and traders had preceded him by four years; however, rough seas had prevented their landing. But bartering was carried on between them and the Nootka Indians, who went out to meet them in their canoes. It does seem most likely though, that Cook was the first European to actually land and stay for any length of time at Nootka.

To Cook also has gone the most credit and recognition for his explorations on our western shores, but it was Captain George Vancouver who polished off Cook's explorations a few years later, from 1791 to 1795. It is with Vancouver and his long and arduous voyage that we are concerned here. Now, I fully expect that much of what I have to say may not be new to you who live on this island. However, in researching the subject, one finds that outside of reference libraries and archives not very much authentic data is available on this man and his adventures. His own official account of the voyage is, of course, the pièce de résistance, but these volumes are extremely rare, and even the reprints are not readily accessible. The most recent books on George Vancouver were, I believe, by the Marshalls, but even these are out of print, as is George Godwin's biography.

We do know that George Vancouver was one of those characters whose life was crowded with achievements which received only passing approval at the time. But his brief sojourn on this planet of but 40 years rounded out one of the most honourable and useful careers in the annals of the sea. When he sailed from Falmouth, England on April 1, 1791, to begin his famous voyage of discovery to the west coast of North America, he was in command on the longest survey voyage in the world's history. And the Pacific coast was his living memorial. For he left behind a trail of literally hundreds of named geographic features while on this survey, from California to Alaska.

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Not very much is really known of his earliest years. He was born at the port of King's Lynn, in Norfolk, England, on June 22, 1757, the youngest of five children of Anglo-Dutch ancestry. His family was well established and completely anglicized at the time of his birth. The Dutch were apparently on the paternal side of his family, with the name of van Couverden, spelled: C-O-U-V-E-R-D-E-N, in contrast to C-O-U-V-O-R-D-E-N. This is quite important to historians, because one was the name of a place, and the other was a family name. This was obviously anglicized to Vancouver, the name George stored away in his memory, and later gave to a high promontory on the coast of Alaska.

His father was customs collector at King's Lynn. And it has been noted that he was very active in the Tory interest, often being lampooned at "Little Van." On his mother's side, his forebears included such illustrious names as Sir Richard Grenville and Sir Bevil Grenville. These are a few of the fragmentary facts available, added to which is the fact that his mother died when George was but 11 years old.
With the smell of the North Sea in his nostrils from birth, and being familiar with weather beaten seamen and earringed sailors from distant lands who often landed at the port city of King's Lynn, it is small wonder that he chose the adventurous life of a seaman. At the age of 15, young George put to see aboard the *Resolution*, commanded by Captain James Cook, on the famous Antarctic expedition of 1772, Cook's second voyage.

This was George's introduction to the navy, in which he was rated an able seaman. Boys then entering the navy with the object of later taking a commissioned rank, were rated nominally able-bodied seaman for convenience. They were known aboard as the "young gentlemen" and belonged to the quarterdeck, receiving the treatment of midshipmen. Probationary period, leading to commissioned rank, was then six years.

This particular voyage of Cook's is said to have sailed enough miles to circumnavigate the Earth three times. The young Norfolk lad, so many marvels, he gazed up at icebergs a hundred feet above the ship, watched the resourceful Cook procure fresh water from ice encrusted riggings, marvelled at the weight of a shot penguin, and claimed to have been nearer the South Pole than any other man at that date by the feat of climbing out along the ice covered bowsprit at 67 degrees, 15 south, as the ship turned to steer north in its most southerly point.

He learned too, to eat weevil infested biscuits, to wash in briny water, and to know what it was to be freezing cold. He had left home a mere boy, and returned a seasoned sailor who could boast having circumnavigated the world, a proud boast for so young a lad in those days.

Vancouver learned much from Captain Cook, which stood him in good stead when he later made his own voyage of discovery. In particular, he learned the astronomical method for finding longitude at sea, a method which Cook was the first to use. Solving this problem of ascertaining longitude was a great milestone in the development of marine navigation. Vancouver was fortunate in having instructions from William Wales, the astronomer on Cook's expedition, who was one of the leading astronomers of that era, and who had a large part in developing the method.

Vancouver later remembered him on his own voyage by naming a headland in Alaska Point Wales, as he said, "After my much esteemed friend, Mr. Wales of Christ's Hospital, to whose kind instruction in the early part of my life I am indebted for the information which has enabled me to traverse these lonely regions." This is a quotation from his journal.

Aspiring young apprentices at sea had a daily session, even in those days, of studying trigonometry, navigation, and the marine arts and sciences then necessary. Vancouver also accompanied Cook on the latter's third and fateful journey aboard the *Discovery*, a tender with the *Resolution*. This began in 1776, and among the crew were several who later made history, for example: Portlock, Dixon, Roberts, Bligh (who was later on the *Bounty*), Broughton, Colnett, as well as Vancouver and others. None of them could have guessed that among them, an obscure, young midshipman named George Vancouver would become an honoured figure in history.

This third voyage of Cook's was inspired by the fact that the British government, long hoping to find a passage linking the Atlantic and Pacific Oceans, had now increased the reward of 5,000 pounds to 20,000 pounds to the discoverer, with the offer open to the navy. So, once again, Cook, and Vancouver, reached the west coast of Canada, putting in at Nootka, a place still considered part of the continental mainland at that time.
He went as far north as 69 degrees, about as near to the North Pole as he had earlier been to the South. Cook searched in vain for the illusive Northwest Passage along the Siberian coast. But, with every attempt, he was stopped by pack ice to the entrance to what he called Cook's River. Giving up the search for the season, Cook sailed for warmer climes in the Hawaiian Islands. There, he was cruelly murdered in 1779, a story now well-known. It is recorded that Vancouver was present when Cook was murdered, and was himself beaten and knocked down while trying to protect the ship from angry natives.

The two ships, with Captain Clerke now in command, had one more try to find the illusive Northwest Passage. But without any success whatever, and they arrived back in England in October 1780.

George Vancouver had then spent over seven years at sea. He passed his commission examination and received the rank of lieutenant. As such, he served on various ships of the British navy for the next 10 years or so, some of these years dark ones in British history of shipping. During this time, among Britain's many tribulations with France and Spain, arose a problem in the Pacific Northwest, which we know as the Nootka Controversy.

This involved Spain and the expedition of Captain José Martinez in 1789. Martinez had taken possession of Nootka for Spain and called it Puerto de San Lorenzo. With much pomp, religious ceremony, and fervour, and with a 21-gun salute and a banquet, the declaration was made in June 1789, and the Spanish proceeded to fortify the sound.

The famous Indian chief, Maquinna, who ruled supreme at Nootka, conceded sovereignty to Spain on terms which must have been suitable to him. What aroused the British government to action in the matter, and brought it to a head, was a report by one John Meares, a Pacific fur trader and formerly of the British navy. He presented a formal complaint to England to the effect that the Spanish at Nootka had seized his ships and property. After much diplomatic strategy, and rather than risk war with Spain, an agreement was signed by Britain and Spain, known at the Nootka Convention, whereby Spain would turn over the busy settlement of Nootka to a special representative to be sent there by Britain.

George Vancouver was chosen to be that representative. However, some months before this news of the capture of Meares' vessels at Nootka had reached England, the British government had already determined to continue the survey of the Northwest Coast, so well begun by Captain Cook. Vancouver was chosen to be second in command, but when the news came of the trouble at Nootka, the plans were hastily changed and Vancouver was put in full command.

In this regard, one writer states that it was not Meares' memo to London which immediately sparked this decision, but that merely brought the matter to a head. London already knew of the incident and of Spain's claim to the territory. And it was when the Nootka Convention was signed that the change was made for Vancouver to command the mission to Nootka, because the fleet, being organized by Britain in case of war with Spain over the Nootka affair was no longer needed, and was dispersed.

He was informed by the admiralty that an expedition was to be organized, the purpose of which was to proceed to Nootka, to receive back in form, a restitution of the territories, on which the Spaniards had seized. And also, to make an accurate survey of the coast from the 30th degree
of north latitude, north westward, towards Cook's River, and further, to obtain every possible information that could be collected, respecting the natural and political state of that country.

First and foremost, it appears from a study of the instructions from the admiralty, dated March 8, 1791, and August 20, 1791, that the following was equally, if not more important, and that was this: "The acquiring accurate information with respect to the nature and extent of any water communication which may tend, in any considerable degree, to facilitate an intercourse for the purpose of commerce between the Northwest Coast and the country upon the opposite side of the continent, which are inhabited by His Majesty's subjects." That was a quotation from the original instructions.

The admiralty's instructions continue at some length about the survey to be conducted, and the Nootka mission is outlined in minute detail. Thus, the great voyage began in April, as said earlier, of 1791. It comprised two vessels: the sloop *Discovery*, of 340 tonnes, with a complement of 100 men, Captain Vancouver in command; and the armed tender *Chatham*, of 135 tonnes, 45 men, and Lieutenant William Broughton in command.

After a long passage, in the course of which New Holland, Van Diemen's Land, and New Zealand were visited, the two vessels eventually arrived at the Sandwich Islands in January 1792. Departing from there in March, Vancouver sighted the coast of New Albion, now California, on the 17th of April in latitude 39°27'. This name of New Albion had been given to the northern coast of California two centuries earlier, in 1579, by Sir Francis Drake of the *Golden Hind*.

There is speculation that Drake sailed as far north as the 48th parallel, and even sighted the tip of Vancouver Island. A mountain of 7,219 feet altitude in the Nootka district is named Golden Hinde based on this speculation. It seems to have been proved that Drake was on the coast of California, and indeed, landed. A bay is named for him, as well as a stone memorial erected in that bay.

An interesting side [light] is that a brass plate was found about 20 years ago which Drake had left, probably fastened to a tree originally, whereby he took possession of that land in the name of Elizabeth I. This plate is now in the Bancroft Library in the University of California. The date on the plate is June 17, 1579.

Vancouver directed his course along the coast to the north, keeping in sight of land, and determining the position of its various capes and bays. At the 46th parallel, he sighted Cape Disappointment, named earlier by Meares when he could not find the great river he was seeking, the Columbia, and hopefully the Northwest Passage. Vancouver failed to discover this river's opening on this part of his voyage, but the American, Robert Gray, had done so.

By coincidence, Vancouver fell in with Gray's ship *Columbia*, for which the river was named, right at the entrance to the river, and was told that Gray claimed to have penetrated some 50 miles upstream. With elaborate care, Vancouver's expedition surveyed each bay, harbour, inlet, and sound. The nomenclature of these shores bears ample proof of his minute examination. Except for names previously bestowed by the Spaniards, by Meares, and by Cook, there is scarcely a large island, bay, sound, or a prominent cape that does not bear a name given by this British surveyor, although many of the lesser ones have been changed.

In April 1792, after exploring the coastline from the mouth of the Columbia to Cape Flattery, *Discovery* and *Chatham* sailed into the Strait of Juan de Fuca, named after San Juan de Fuca, who according to one of the several apocryphal accounts, may have entered this strait in 1592.
There has been much controversy about this, and also as to who actually named the strait after de Fuca. John Meares claims to have seen it and named it. And one source gives him the credit. But Meares' account of the incident is considered highly inaccurate by most authorities.

F.W. Howay, the historian, gives Captain Barkley the credit for its discovery and naming in 1787. Edmund S. Meany, the imminently historic from Washington, states that Barkley neither entered it nor named it, and Captain Cook denied its existence.

Vancouver's exploration made a permanent and positive record of the strait. Even though his charts showed it as the "supposed" Strait of Juan de Fuca, for he was sure that de Fuca never did see it.

In this inland sea that is a remarkable feature of this coast, Vancouver commenced his careful and laborious survey. He hugged the continental shoreline from point to point until he reached the maze of islands and inlets leading into Puget Sound. This he named after Peter Puget, his second lieutenant, much to the consternation of Zachary Mudge, the first lieutenant.

During the extensive survey of Puget Sound, they found themselves in one peculiar situation, probably unparalleled by any of the earlier explorers. Many times they met with bands of Indians in Puget Sound, most of them friendly, most of whom had never before set eyes on white men. In one place, Vancouver offered hospitality to some friendly Indians they encountered by offering to share their food. Part of their repast consisted of venison pasties, but on no account would the Indians partake of these. By signs and actions, Vancouver learned that the natives thought that the white men were cannibals and that the pasties contained human flesh.

About this incident, Vancouver's own account reads as follows: "About a dozen of these friendly Indians had attended at our dinner, one part of which was a venison pasty. Two of them, expressing a desire to pass the line of separation drawn between us, were permitted to do so. They sat down by us, and ate of the bread and fish that we gave them without the least hesitation. But on being offered some of the venison, though they saw us eat it with great relish, they could not be induced to taste it. They received it from us with great disgust, and presented it round to the rest of the party, by whom it underwent a very strict examination. Their conduct on this occasion left no doubt in our minds that they believed it to be human flesh, an impression which it was highly expedient should be done away. To satisfy them that it was the flesh of the deer, they pointed to each other and made signs that could not be misunderstood that it was the flesh of human beings and threw it down in the dirt, with gestures of great aversion and displeasure. At length, we happily convinced them of their mistake by showing them a haunch in the boat, by which means they were undeceived and some of them ate of a remainder of the pie with good appetite." End of quotation.

The exploration continued on in ideal conditions. Several small boats being sent out among the islands as needed. Vancouver devoted a large amount of space and time in his journal to the exploration of Puget Sound, and this is reprinted verbatim in Edmund S. Meany's book, Vancouver's Discovery of Puget Sound, first printed in 1907, and recently reprinted, I believe.

They re-entered de Fuca Strait by way of Admiralty Inlet, passed Whidbey Island, which Vancouver named for his chief navigator, and on by the lovely San Juan Archipelago. This group of islands became famous as the last place in the United States where the Union Jack was flown
until 1872, when the question of boundaries between the United States and Canada was settled by arbitration.

Vancouver left many names behind him in the state of Washington, one in the area being Bellingham Bay, on which the city of Bellingham now is. Named after Sir William Bellingham, controller of storekeeper's accounts in the Royal Navy. The survey now became even more important, as no European had seriously taken account of this more or less unknown territory.

HMS *Discovery* and her tender *Chatham* sailed on from Birch Bay into Boundary Bay, passing what we know as White Rock, Crescent Beach, and so on. Following the shore to Point Roberts, which Vancouver named, to use his words, "After my esteemed friend and predecessor in the discovery." Roberts had been a comrade of his on Cook's second and third voyages. And it was he who prepared the maps for the published account of Cook's three voyages.

Roberts had been originally designated to command this Pacific expedition when Vancouver was to be second, but the position was given to Vancouver because Roberts had been absent when the ships were ready.

From Point Roberts, they steered north along Roberts Bank, and strange as it may seem to us today, they failed to find the Fraser River, even when the strong current of the river and its vast sandbanks had forced the small boat in which the examination was being made far into the gulf. The delta of the river was not recognized as much and the opening was assumed to be [a sound].

On Vancouver's charts, the north and south arms of the Fraser are shown as inlets, and the centre one not at all. He observed the latitude and longitude of the area and his own description of the land between Point Roberts and Point Grey, may add some interest here. He wrote: "The intermediate space is occupied by very low land, apparently a swampy flat, that retires several miles before the country rises to meet the rugged, snowy mountains, which we found still continuing in a direction nearly along the coast. This low flat, being very much inundated and extending beyond Point Roberts to join the low land in the bay to the eastward of that point, gives its high land, when seen at a distance, the appearance of an island. This however is not the case. Notwithstanding, there are two openings between this point and Point Grey. These can only be navigable for canoes, as the shoal continues along the coast to the distance of seven or eight miles from the shore, on which were lodged, and especially before these opening, logs of wood and stumps of trees." That's the end of that quotation.

Leaving the unknown river, Vancouver proceeded to Point Grey, which he also named for an esteemed friend, Captain George Grey of the navy. Although it was a discoverer's prerogative to bestow names, it was jokingly suggested at the time that one need only be a friend of Vancouver's to have his name recorded for posterity. The Gulf of Georgia he named for the reigning monarch, although it is doubtful whether Vancouver could count George III among his esteemed friends.

It was now June 13, 1792, that he entered the narrow opening of First Narrows in his yawl for about a half mile or so, beholding the unbroken line of standing timber, silent and wild. Here I again resort to his words, which best describe some of this area. "The shores of this channel, which after Sir Harry Burrard of the navy I have distinguished by the name of Burrard's Channel, may be considered on the southern side of a moderate height, and though rocky, well covered with trees of large growth, principally of the pine tribe." End of quotation. This was his description of the site of Stanley Park. And of course, what is now the busy harbour of the city of Vancouver,
inside Burrard Inlet. It is doubtful that Vancouver could realize then that in this place was to rise a large city, named after him, and which was destined to become not only a great harbour, but the western metropolis of Canada.

About Sir Harry Burrard, it is probably safe to say that few people know who he was. Some of the names given were often unimaginative and inappropriate. Burrard actually changed his name later in life to Burrard-Neale, when he married a lady-in-waiting to Queen Charlotte. He later also became an admiral.

Vancouver was not the first white man to see this inlet, as some accounts claim. That credit goes to the Spanish, who were there a year before him. The navigator of that expedition was José Narváez, who had named the inlet Boca de Florida Blanca in honour of his Spanish prime minister.

While at Point Grey, Vancouver fell in with two small Spanish ships. One, the *Sutil*, commanded by Don Galiano, and the schooner *Mexicana*, commanded by Señor Valdés. It appears that Vancouver was not particularly pleased by this encounter, since it meant that what he thought was his priority as discoverer might be in jeopardy. But these two were very friendly. They compared charts and pooled their knowledge, Galiano hinting at a large river in the general area. The meeting with these Spaniards was observed by an interchange of the most polite courtesies. The well-equipped British vessels were in marked contrast to the small [galleons] of Spain.

Galiano and Valdés imparted to Vancouver at this time the news he had been waiting for regarding his Nootka mission. He learned that the Spanish commander from San Blas, Mexico, Don Juan de la Bodega y Quadra, was awaiting the arrival of the British representative at Nootka in order to restore the disputed territory to the Crown of Great Britain, in accordance with the terms of the Nootka Convention.

Obviously, however, Vancouver did not yet intend to digress from his plan of exploration, which he continued for almost two months more before sailing for Nootka. Proceeding north into the Gulf of Georgia, after leaving Burrard’s Canal with Galiano and Valdés, who were on a similar exploratory survey, Vancouver sent his master seaman from the *Chatham* on ahead, northward, in an open boat excursion to ascertain whether navigable communication could be found in that direction. Here, Johnstone discovered the passage to the Pacific Ocean, thus proving the insular character of Vancouver Island. Vancouver named that passage for its discoverer, Johnstone Strait.

Galiano and Valdés were kept informed of all the discoveries to date, now into July, but the Spanish now asked leave to part company, as they considered their vessels not equal to cooperating with the British any further. And so they separated.

As Vancouver was searching primarily for a waterway to the Atlantic, each meandering inlet had to be traced. The continental shoreline, with all its irregularities and indentations, was examined from the Strait of Juan de Fuca to not far from the Alaska boundary in that year of 1792. With many long summer days spent in open boats. As I said before, in the time allotted here, one could scarcely begin to cover all the highlights of the voyage of that year alone.

Digressing slightly, one might suggest here that a special study of the encounters with various Indian tribes during this voyage would be of great interest. Vancouver records many interesting accounts of these, most of which were friendly, with trading and gift giving most satisfactory.
One such encounter of special interest perhaps to Vancouver Islanders, apart from those at historic Nootka, was the visit of George Vancouver and some of his officers, including Mr. Menzies, the botanist for the expedition, to the Indian settlement of Cheslakees’ village on this island. I'm not sure that I'm pronouncing that correctly. Johnstone had visited here early in the course of his discovery of the strait. It was situated at the mouth of the Nimpkish River, towards the northeastern tip of this island. It is thought that descendants of these Indians now live opposite at Alert Bay on Cormorant Island.

Chief Cheslakees informed Vancouver that he was an independent chief and not under Chief Maquinna at Nootka, whom he knew, but admitted that Maquinna was a greater chief. They learned from him that Nootka was about 60 miles overland from Cheslakees’, or about four days’ journey.

This village consisted of some 34 houses, laid out in streets, terrace style, according to an interesting illustration in Howay and Scholefield’s *History of British Columbia, Volume One*. Vancouver stated that the larger houses were, I'm quoting Vancouver now, "Were habitations of the principal people who had them decorated with paintings and other ornaments, forming various figures, apparently, the rude designs of fancy. Though it is by no means improbable, they might annex some meaning to the figures they described too remote or hieroglyphical for our comprehension." End of quotation.

But he does compare them to those at Nootka as follows: "The houses were constructed after the manner of Nootka, but appeared rather less filthy, and the inhabitants were undoubtedly of the same nation, differing little in dress or general deportment. Several families lived under the same roof, but in their sleeping apartments were separated, and more decency seemed to be observed in their domestic economy than I recollected to be the practice at Nootka." End of quotation.

The British were entertained at the house of an elderly chief. Here, Vancouver observed that the many Indians who surrounded them carried spears pointed with iron, clubs, large knives, and other weapons, including muskets and other European articles. Obviously obtained from Nootka, most likely in trade for sea otter skins. Vancouver’s own party carried they thought what was an ample amount of items for trade, such as beads, hawk’s bells, and other trinkets, but these were soon depleted.

He noted that the natives had available then about 500 sea otter skins and recorded: "They were well versed in the principles of trade and carried it on in a very fair and honourable manner. Sea otter skins were the chief objects of our people's traffic, who purchased nearly 200 in the course of the afternoon."

Vancouver took this opportunity to have an Indian of some responsibility accept two letters for delivery overland to Quadra at Nootka. One from Galiano, and one from himself. *Discovery* then moved to an anchorage some distance away to await the arrival of *Chatham*. It was now July 21st. Chief Cheslakees decided to pay a visit to Vancouver while at anchor and was welcomed aboard the *Discovery*. He was permitted to sit and watch Vancouver writing. And while he was not looking, the chief stole his memorandum book. He was very ashamed when he was discovered, and even more mortified when Vancouver took away from him some of the presents he had given. But when he seemed penitent and apologized, these were restored to him.
Leaving the anchorage at Hanson Island a week later, and being joined now by Chatham, the two vessels continued through Fife Channel, and passed into Queen Charlotte Strait. About 15 miles beyond Wells Passage, Discovery grounded heavily on sunken rocks, and almost heeled over to starboard as the tide ebbed. Water, fuel, and ballast had to be thrown overboard. And the vessel shored up with spires and spare mast. It was an alarming situation. But fortunately, the sea was calm. A swell would have swept her over. With the incoming flood tide at 2 a.m., she floated free without apparent damage. The following day, Chatham suffered the same fate, but with some considerable damage to copper plating and keel.

The expedition continued for three weeks more, sailing as far as Burke Channel above the 52nd parallel. With both his crews intact, Vancouver decided to abandon the exploration for the season, a month earlier than anticipated, knowing he was expected at Nootka. They turned southward, passing Scott's Islands, and Cape Scott, arriving at Friendly Cove, Nootka Sound, August 28, 1792. Here, he met with Quadra, who had been awaiting somewhat impatiently.

After an exchange of diplomatic greetings and letters, Vancouver decided he could not accept the terms of cession offered by Quadra, because they were not as agreed to by the British. This did not prevent him and Quadra from becoming close friends. Quadra was very profuse in his hospitality. The food was always the best and one [fur?] trader reported that the dinner service he used was of solid silver.

To perpetuate their friendship, they agreed to name this, Vancouver Island, Quadra and Vancouver's Island. And as such, it is shown on early maps. The name of Quadra was later dropped, and it became Vancouver's Island. Then simply, as we know it now, Vancouver Island.

On one occasion, Quadra suggested that he and Vancouver should pay a joint official visit to Chief Maquinna, some 20 miles up the sound at Tahsis. Maquinna, his four wives and their children, lived in a very long and large frame house. This visit became quite a celebration, with Quadra supplying the eatables and Vancouver the drinkables, all served in great style, almost European. It included entertainment Indian-style, consisting of songs and dances. And the latter of which developed into a mixture of American, Indian, and English dancing when some of the sailors took part.

Maquinna later returned the call aboard Vancouver’s ship, bringing two of his wives. Vancouver had cause to consider them perfect beggars, a disposition which he thought was fostered by the indulgences shown them by the Spaniards. Anyhow, he was able to satisfy their demands, and persuaded them to stay ’til dark and view a fireworks display, which they watched with some apprehension and wonder.

Vancouver stayed at Nootka until October 12th. There was some difficulty in communicating with Señor Quadra, as he could not speak English, nor could Vancouver understand Spanish. Quadra had a servant who spoke both languages, but could not write. Aboard HMS Daedalus, a storeship, was a young gentleman who could speak and translate both languages, and he offered his services to Vancouver. In this way, they were able to exchange letters with their respective governments, which of course, took much time.

To add to the problems, however, Mr. Dobson, the translator, became ill and was unable to perform his services for some time. No amount of disagreement as to negotiations affected the personal relations of Quadra and Vancouver, however. And Quadra did all he could to accommodate and speed these negotiations.
Regarding the name of Nootka. It was first named San Lorenzo in 1774 by Perez. Captain Cook named it King George's Sound in 1778. Then changed it to Nootka, thinking this an Indian name for the inlet: "Noot-ka-eh" meaning "go around" - presumably, some sort of direction being given by the Indians, and Nootka it has remained. But the origin of the name is still being questioned.

One imminent authority claims that Nootka was the birthplace of the Chinook Jargon, the unique esperanto of the western Indians which developed with the trade with the Spanish, British, French, and Americans.

As I just said, on October 12, 1792, Discovery left the port of Nootka for the Hawaiian Islands, with the intention of making explorations and calls at various Pacific Coast locations en route. In particular, at Grays Harbor as discovered by Captain Robert Gray, whom he had again met while at Nootka, and there received from him a chart of his discovery.

Along with the ship Discovery was Chatham, and the naval storeship Daedalus. After several unsuccessful tries in bad weather, Vancouver decided that Discovery could not possibly enter the river. And he sailed southwards, leaving Lieutenant Broughton to carry out the examination of the Columbia River.

Chatham was able to get about two miles from the inner part of Cape Disappointment, then Mr. Broughton decided to proceed up the river by small boat. On October 26th, with a week's provisions, and with a cutter and launch, they rode off. This was a truly adventurous journey for him and his men. They met with Indians whose language seemed entirely different from any they had heard before. And in the first 12 hours, had rode only 22 miles before camping for the night.

Indians with nine canoes camped near them. In fact, they were accompanied by different bands of Indians as far as they went up the river. They named rivers, islands, and mountains as they went. In particular, and familiar to us, he named Mount Hood after Admiral Lord Hood, a member of the Board of Admiralty who was a signatory to Vancouver's instructions for this voyage.

On the seventh day, Lieutenant Broughton gave up any idea of going further, having decided for one thing that the river was not navigable for shipping, and for another, the week's rations was almost exhausted. And also, from what they could understand from some of the Indians round about, there were falls further on which would probably cause them some difficulty.

They had reached a point which he named after his captain, Point Vancouver. Mr. Broughton reckoned he was now a hundred miles from the actual river entrance. Before turning about, Broughton formally took possession of the river, and the country in its vicinity in the name of His Britannic Majesty, believing that the subjects of no other civilized nation or state had ever entered the river, or this region, before. He was of the opinion that Captain Gray had not entered the river at all, but only the sound at the entrance.

Returning to Chatham, they continued on down the Pacific coast to rejoin Discovery. During this time, Discovery had proceeded along the coasts of Oregon and northern California, experiencing heavy gales and swells, which caused much distress. It was now into November. Adding to these troubles, and to Vancouver's dismay, the ugly signs of scurvy appeared amongst his crew. He had learned from Captain Cook, on the two earlier voyages with him, that good health was essential to the efficiency of a ship's crew. Scurvy, the curse of the sea in those days, was
combated by Cook, or perhaps I should say prevented, by the use of anti-scurvitic rations. Which he used regularly as and when obtainable.

One item was malt extract, and one account says that the men were issued a gallon of beer daily, while it lasted no doubt. Sauerkraut was another item used, as well as fresh orange and lemon juice when available, and fresh vegetables. Long voyages with only salt beef and pork, dried peas and beans, oatmeal, and hardtack - the usual diet at sea in those days - was the basic cause of scurvy. One other procedure for good health, which Cook insisted on was, in his words: "Airing and drying the ship with fires betwixt decks, smoking, and by obliging the people to air their bedding, wash and dry their clothes, whenever there was an opportunity." That's a quotation from Cook.

These measures Vancouver remembered and applied them on this voyage. Sauerkraut being one important item since it had fair keeping qualities. With 145 men in his care, and being well over four years at sea, he apparently lost only one man by sickness, in 1793, a Mr. Carter. And that was onshore, and caused by eating poisoned mussels. In consequence of this, Vancouver named a bay Carter Bay, a channel Mussel Channel, and the deadly place Poison Cove.

Vancouver's journal reveals that this outbreak of scurvy, and a subsequent one, was caused primarily by the cook's disobedience in serving forbidden food. The cook voluntarily confessed, for which reason he was forgiven and not punished, an unusual situation, since Vancouver was a strict disciplinarian.

At San Francisco, he was supplied by the Spanish on Quadra's order, with cattle, vegetables, and eggs for food. At Vancouver's request, he also gave live cattle for shipment to Hawaii. Four cows, two bulls, four ewes, and two rams, which were all Discovery could carry. These were to build up herds for the supply of future European visitors to these islands. And not necessarily 'tourists' as we know them today.

While wintering there, Vancouver found there was a civil war in progress. Hoping to settle this, he urged cession of the islands to Britain, thinking in terms of empire and British dominion. No agreement was reached until his return the following year. But the seeds had been planted. When he arrived there the following winter, that was 1793-94, the king and queen of the islands, and others, met onboard Discovery in the presence of Vancouver, Peter Puget, and other officers of the ship, and there they ceded Hawaii to Britain, whereupon Puget landed, displayed the British flag, and took formal possession of those islands for Great Britain.

This was the February 25, 1794. There arose doubts as to whether this was outright cession or a formal protectorate. As in other places in the Pacific area, arising from this voyage of Vancouver's and others', Britain did not exercise her sovereign right. At any rate, in the long history of Hawaii, now the 51st* [50th] state of the United States, the Union Jack has always been, and still is, part of its flag.

Regarding this act of taking possession, during the charting of Puget Sound, Vancouver decided to make one magnificent gesture towards his king. On June 4, 1792, the king's birthday, he records this, and I'll quote him once more: "Sunday, the 3rd. All hands were employed in fishing with tolerably good success, or in taking a little recreation on shore. And on Monday, the 4th, they were served as good a dinner as we were able to provide for them, with double allowance of grog to drink the king's health, it being the anniversary of His Majesty's birth, on which auspicious day
I had long since designed to take formal possession of all the countries we had lately been employed in exploring in the name of, and for, His Britannic Majesty, his heirs, and successors.

To execute this purpose, accompanied by Mr. Broughton and some of the officers, I went on shore about one o'clock, pursuing the usual formalities which are generally observed on such occasions, and under the discharge of a royal salute from the vessels, took possession accordingly of the coast, from that part of New Albion, in the latitude 39°20' north, and longitude 236°26' east, to the entrance of this inlet of the sea, said to be the supposed Straits of Juan de Fuca. As likewise, all the coast islands, etcetera, within the said straits, as well on the northern as on the southern shores. Together, with those situated in the interior sea we had discovered, extending from the said straits in various directions between the northwest, north, east, and southern quarters, which interior sea I have honoured with the name of the Gulf of Georgia, and the continent binding the said gulf and extending southward to the 45th degree of north latitude, with that of New Georgia, in honour of his present majesty.

This branch of Admiralty Inlet obtained the name of Possession Sound. Its western arm after Vice-Admiral Sir Alan Gardner, I distinguish by the name of Port Gardner, and its smaller, eastern one by that of Port Susan." The 'Susan' was presumed to be for Gardner's wife. End of quotation. A study of the foregoing declaration reveals the vast territory involved in this act of taking possession.

After spending the winter in Hawaii, the great survey of the Northwest Coast continued during 1793, which was also an eventful year. A brief call at Nootka was disappointing, for there was still no word from Britain for settlement of the sovereignty of that territory. The expedition continued north again, exploring the many waterways of our northern coast.

In that year, an odd coincidence in history occurred. Vancouver's survey took him into Burke Channel and on up into Bentinck Arm. Here, he found a settlement of Indians, with whom there was some argument, as they seemed not to have seen white men before. A few weeks later, to the astonishment of these same Indians, another white man appeared from the opposite direction, overland. He was Alexander Mackenzie, the first white man to come across Canada by land and reach the Pacific, who happened to make this same point his terminal of one of the most [revered] journeys in history. It was odd that Vancouver and Mackenzie, both adventuring by different routes, had started from the same small island halfway across the world, and almost met at the same point. Missing only by weeks at the Indian village of Bella Coola. But these two men never did meet. Nor did Vancouver then know that it was his own brother, Charles, who had proposed the Mackenzie expedition to the British government.

A remarkable open boat expedition of this survey was led by Vancouver himself. On this, they travelled about 700 miles in 23 days, and yet advanced the [map] only about 60 miles in a straight line from the ship's anchorage. During this single boat expedition in 1793, he had explored the Portland Canal and Behm's [Behm] Canal, both of which he named, and had circumnavigated the island which he named Revillagigedo, honouring the viceroy of Spain.

Altogether, in the whole of the four months spent upon the work that season, that is 1793, from the time they left Nootka until their return, they had delineated and chartered this rugged and crooked coastline to a point of 56 degrees north. In addition to Burke Channel, Dean Channel, and Bentinck Arm, they poked their way among the maze of islands south of Milbanke Sound, worked up the narrow neck of water between the mainland and Princess Royal Island, explored Gardner's Canal, and Douglas Channel. They cautiously crept up Grenville Canal, between the mainland and Pitt Island, into both prongs of the fork formed by Observatory Inlet and Portland
Canal, scattering names of naval friends, statesmen, Spanish nabobs, friends of early youth, and of a brother.

Yet, with all this, he failed to recognize the presence of another great river, even though he named Port Essington at its mouth. This is the Skeena River. It is thought that Vancouver’s expedition did not correctly interpret the signs as to the existence of rivers. Nevertheless as neither of those missed led to the Northwest Passage route for shipping to the Atlantic, it was not of vital consequence.

During the 1794 season, there were indications of Vancouver's failing health. But he still carried on. The Russian territory of Alaska was visited and the coastline surveyed. He found the Russians to be affable and friendly. Cook had been here, as mentioned earlier, and named Cook's River. Vancouver derived some satisfaction in discovering, paradoxically, that it was not a river at all, but an inlet. And he corrected Cook's chart accordingly.

The great survey finished at Port Conclusion. And Discovery and Chatham sailed from there on August 22, 1794, arriving at Nootka early in September. Here he learned of the death of his friend Quadra, who was replaced by General José Álava, and who had arrived only the day previous. He informed Captain Vancouver that he had as yet received no instructions regarding the settlement of Nootka, but expected them daily.

Vancouver stayed on for some time, hoping for documents to arrive which would enable him to complete this part of his mission. At the same time, he had his ships, which were badly in need of repair, prepared for the long voyage home.

Of this he wrote: "We arrived here Nootka this day month, all in high health and spirits, having truly determined the non-existence of any water communication between this and the opposite side of America, within the limits of our investigation." A fair statement for his failure to find the Northwest Passage.

They left Nootka for Monterey on the first leg of the journey home and encountered one of the worst storms of the whole expedition. They were more signs of Vancouver's failing health. For he wrote from Monterey of "The very debilitated state of my health under which I have severely laboured during the preceding months." Here he learned that London had issued a new commission to settle the Nootka dispute. This was a disappointment to him and the cause of some resentment. But, on arriving in England, he found some satisfaction on learning that originally the new instructions had been addressed to him. And that settlement was to be affected on much the same terms upon which he had insisted with Quadra.

When this was carried out in March 1795, the Spanish abandoned entirely their sovereignty to the Pacific. Nootka is now a quiet Indian village again. But for a few years it was known in every court in Europe, when the minor dispute there came close to causing a major war.

In August 1924, the Historic Sites and Monuments Board unveiled a cairn at the site with a plaque commemorating the meeting of Vancouver with Quadra. Earlier than that, in 1903, a granite monument was erected by the Washington University State Historical Society, to commemorate the meeting of those two men, under the treaty between Spain and Great Britain at Friendly Cove.

1:01:40

[tape stops and restarts]
William Barraclough

At this point, we ran out of tape near the end of Mrs. Jordan's address. We now continue from the original script.

Quoting: "On arrival home in Britain, Vancouver took a well-earned rest. His illness was more chronic and grew worse. Early in 1796, still only age 39, he realized he must get on with the preparation of his journals and charts for publication. Selecting the little village of Petersham in Surrey, England, he settled down in earnest to complete the work with the help of his brother John.

Before the final volume was finished, he became worse, and died May 12, 1798. His brother John, with the help of Peter Puget, finished this and the whole journal. And his chart was published that same year.

Unlike the accounts of Cook's voyages, which were edited by others, these were written by the captain himself. Vancouver was buried in the little churchyard at Petersham, and his grave is cared for by people from British Columbia who make frequent pilgrimages to that simple grave in remembrance of a great sailor.

Whatever may be said of Vancouver's failure to locate some of the rivers, the accuracy of his great survey has aroused the unqualified admiration of modern hydrographers who have checked his work. And his great chart is an enduring monument. If he missed the rivers, he missed little else. And he accomplished one of the most remarkable voyages in history." End of quote.

The secretary, Mr. William Barraclough, had the privilege of introducing Mrs. Jordan to the gathering, and Miss Elizabeth Norcross proposed a hardy vote of thanks for the excellent address, remarking on the great amount of effort and research Mrs. Jordan had put into the subject.

This was followed by a good round of applause.

[end of recording]