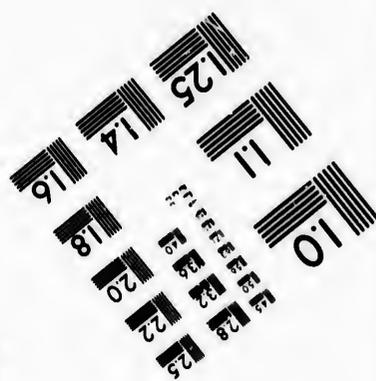
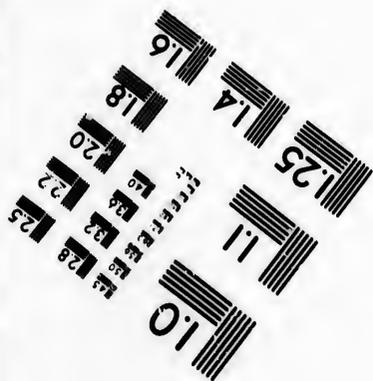
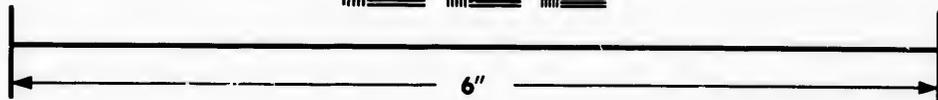
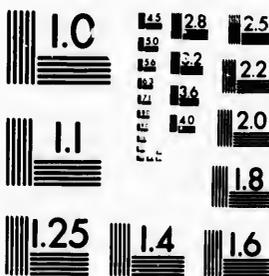


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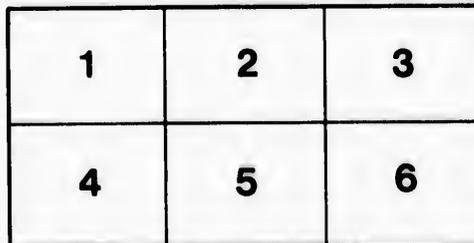
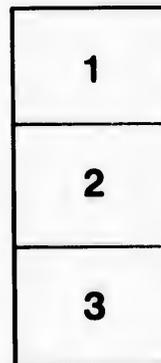
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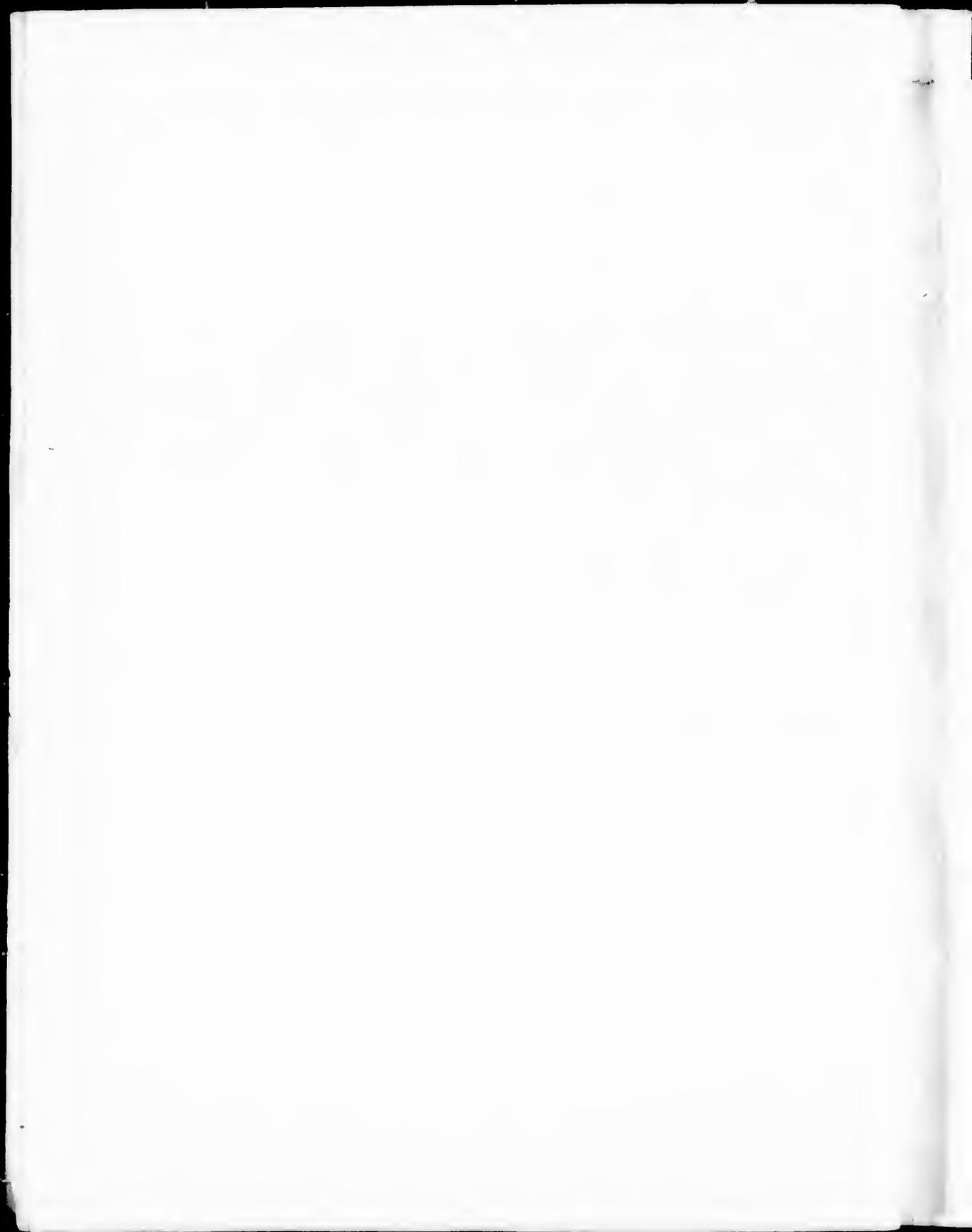


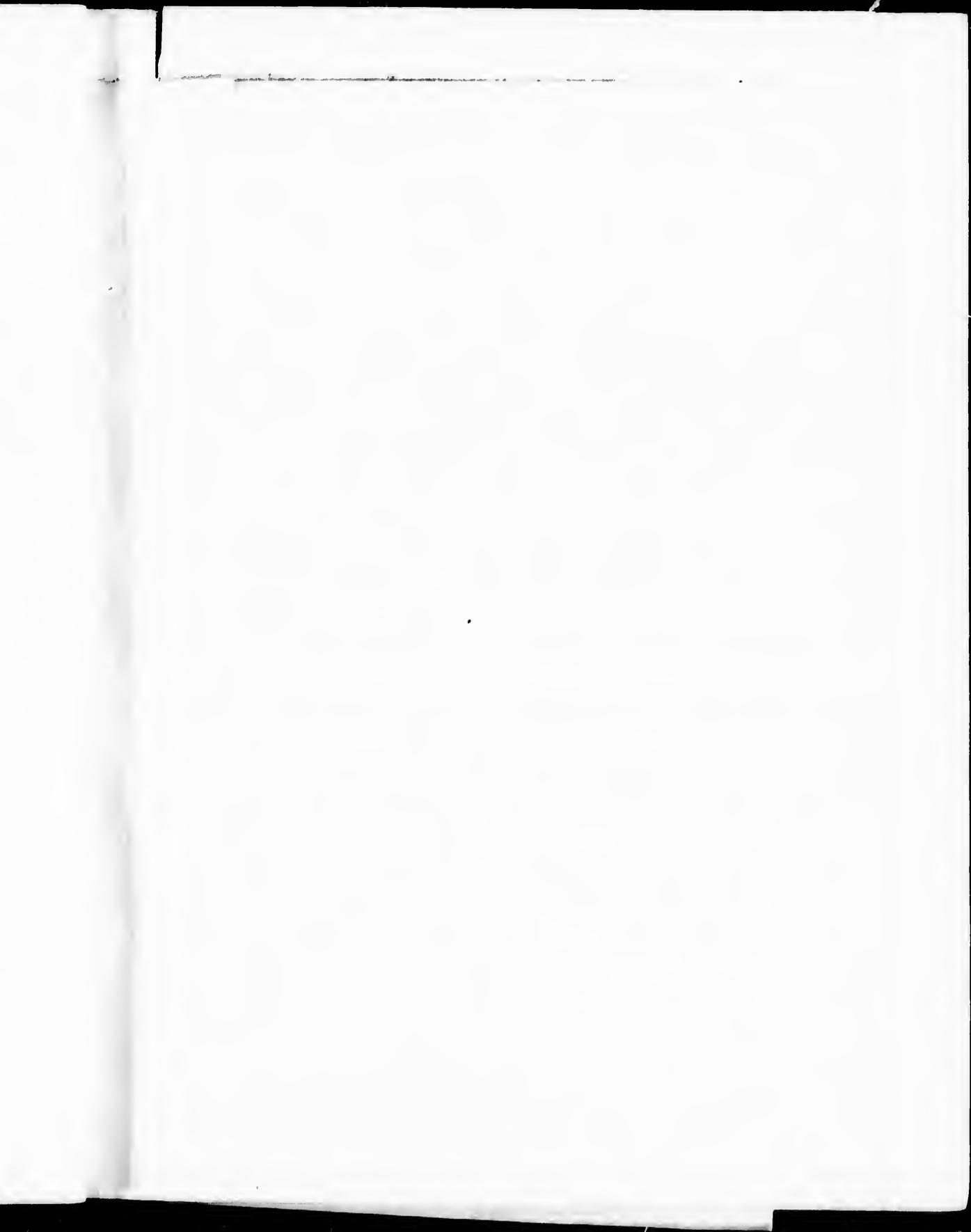
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**VOYAGE ROUND THE WORLD,**

PERFORMED IN 1785, 1786, 1787, AND 1788,

By **CAPT. GEO. DIXON.**





156 155 154 153



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A  
*VOYAGE ROUND THE WORLD;*

BUT MORE PARTICULARLY TO THE  
NORTH - WEST COAST OF AMERICA:

PERFORMED IN 1785, 1786, 1787, AND 1788,

IN

*THE KING GEORGE AND QUEEN CHARLOTTE,*

CAPTAINS PORTLOCK AND DIXON.

---

DEDICATED, BY PERMISSION, TO

SIR JOSEPH BANKS, BART.

---

BY CAPTAIN GEORGE DIXON.

---

LONDON:

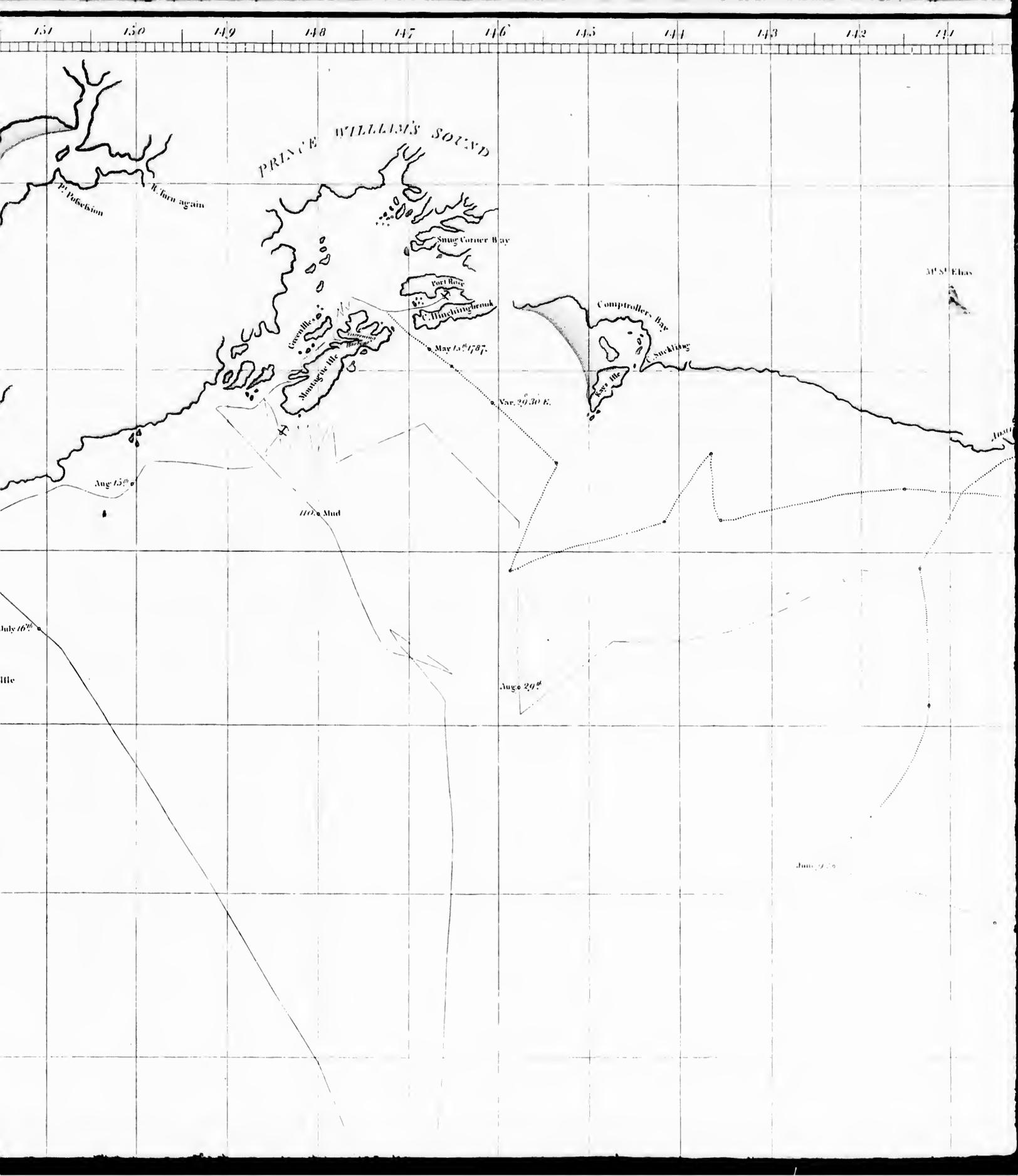
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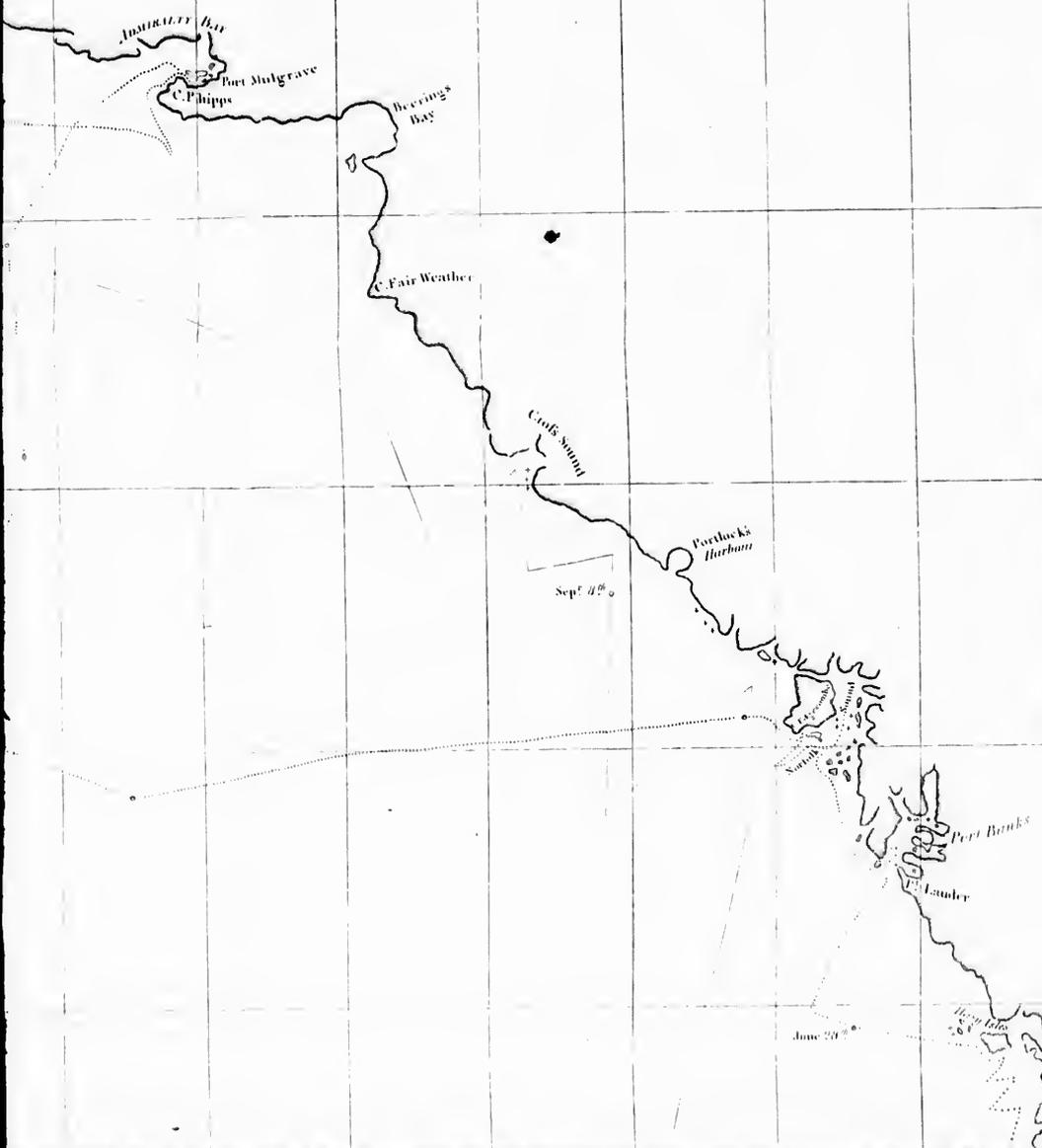
1789.





W. Long from the M

St. Elias



W. Long from the Meridian of Greenwich.

61

60

59

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EXPLANATION

— This the *Mer* Track of both Ships in Company  
 ..... This the *Gen Charlotte* after parting Company 13<sup>th</sup> May 17<sup>th</sup> 7

High Water full and change

In the Stream off Coal Harbour	3.00
S.E. End of Montague Ile	12.40
In Port Mulgrave	12.30
At Cape Edgercombe	12.30
In Port Banks	1.20
In King George's Sound	12.20

nk

Handwritten notes and scribbles at the bottom left corner.

55

Schumagina Isles

KODUC by COOK

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*Right Honourable*

EXECUTIVE

**LORD HIGH ADMIRAL**

*This CHART*

**A M**

*With the TRACKS of the King's*

**INSCRIBED**

*most Obedient*

*London Dec 29<sup>th</sup> 1788.*

Going to the Coast July 12<sup>th</sup> 1786.

Var. 19.32 E.

To the Coast April 23<sup>rd</sup> 1787.

TO THE  
*Right Honorable the Lords Commissioners,*  
FOR  
EXECUTING the OFFICE  
OF  
HIGH ADMIRAL of GREAT BRITAIN,  
A CHART of the NORTH WEST COAST  
OF  
AMERICA,

as surveyed by the King George and Queen Charlotte in 1786 & 1787.

INSCRIBED by their LORDSHIPS

most Obedient and Devoted Servants,

*George Dixon.*

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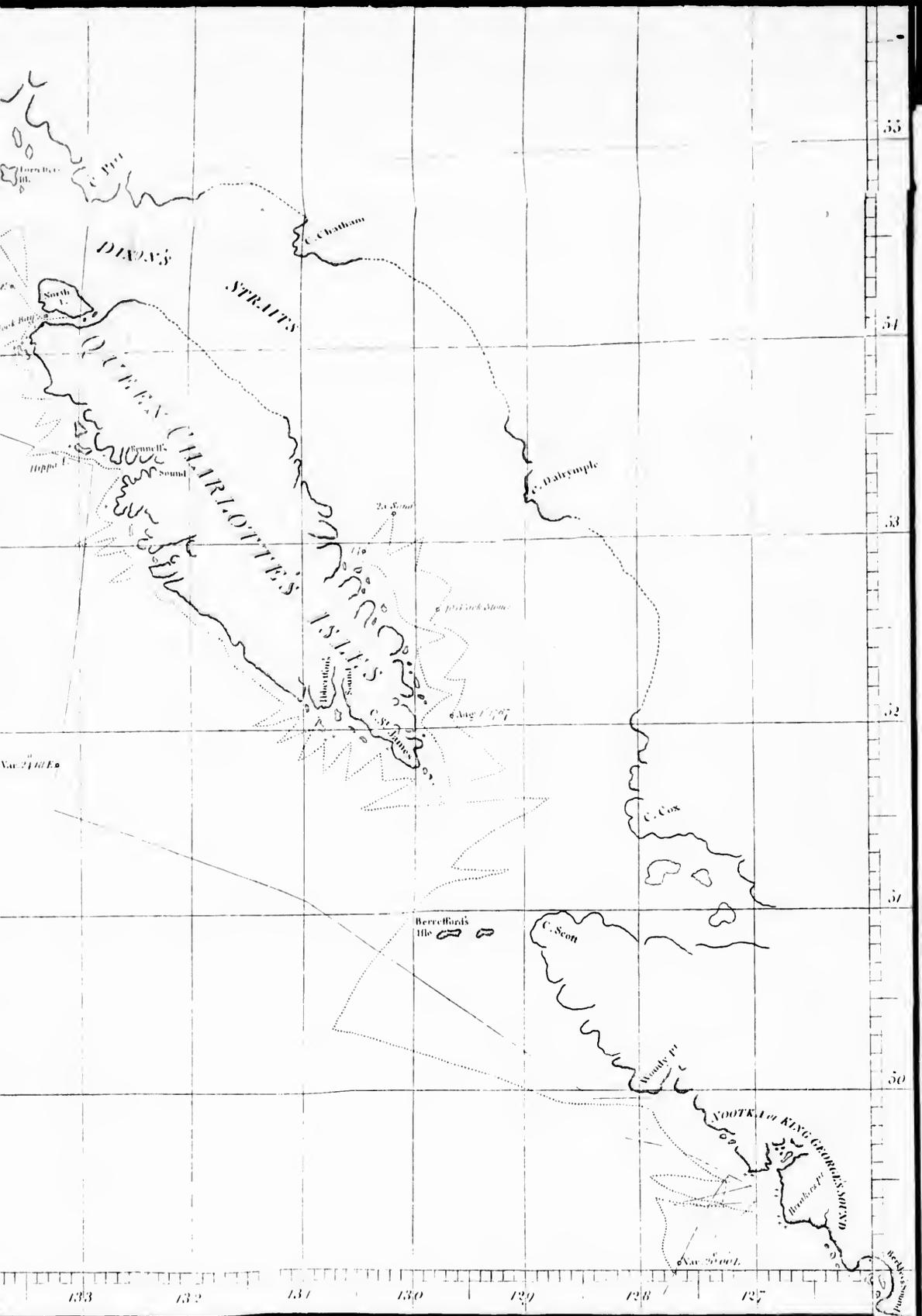


Chart of the Queen Charlotte Islands and Nootka Sound.



T O

SIR JOSEPH BANKS, BART.

PRESIDENT OF THE ROYAL SOCIETY.

S I R,

***A**MIDST the doubt and apprehension which naturally attend an author on submitting his publications to the world, I have the pleasure of reflecting, that by your permission I prefix to the following Work the name of a Person eminently distinguished in the literary world, and who, not satisfied with theoretical knowledge, has traversed the globe in pursuit of useful science. This permission, Sir, must stamp a value on the Work, and makes me less apprehensive for its success.*

*I beg*

## DEDICATION.

*I beg leave to present my most grateful acknowledgments for this public testimony of your favour; and am,*

*With great respect,*

S I R,

*Your most obedient*

*Humble Servant,*

George Dixon.

LONDON, }  
Jan. 1789. }

## INTRODUCTION.

---

**I**N the early periods of Navigation, it does not seem that the extension of *Commerce* was altogether the aim of the enterprising Adventurer; and though generally patronized by the reigning Powers, where these designs originated, yet, a thirst after glory, and a boundless ambition of adding to the strength and extent of territory, on one hand, or a rapacious desire of accumulating wealth, or, perhaps the fame of making discoveries, on the other, appear to have been the only objects in view.

There cannot be a greater proof of the truth of this position, than the uniform behaviour of the Spaniards, in the whole course of their almost unbounded acquisitions of discovery, conquest, and wealth. The shocking barbarities practised by them when they conquered what was then called the *New World*, cast such an indelible stain on that period of their annals, as *time* can never obliterate.

To

## I N T R O D U C T I O N.

To the honour of the *British Nation* be it said, their conduct has uniformly been the reverse: whatever unknown tracts of land they have explored; wherever they found inhabitants, their attention and humanity towards them have uniformly been such, as to gain their *affection*, and conciliate their *esteem*, instead of exciting their resentment, or incurring their hatred.

Indeed, if we regard adventurers from our own Country in a commercial point of view, even so lately as the latter part of the last, or beginning of the present century, we shall find the generality of them little better than *free-booters*; but on the other hand, were we to take a retrospective view of the several voyages made immediately under the patronage of Government, during the space of the last fifty years, we shall not only find them set on foot for the benefit of mankind in general, but that their endeavours to improve Navigation, and the different Sciences connected therewith, have been attended with the most brilliant success; and it is not easy to say, whether that zeal for the general good which first projected these voyages, or the constant wish to have the result of them made universally public, reflects the greatest lustre on their royal and munificent patrons.

Without

## INTRODUCTION.

is

Without entering into a particular enumeration of these Voyages here, which would be superfluous, let it suffice to say, that during the late Captain Cook's last Voyage to the Pacific Ocean, besides every scientific advantage which might be derived from it, a new and inexhaustible mine of wealth was laid open to future Navigators, by trading for furs of the most valuable kind, on the North West Coast of America.

This discovery, though obviously a source from whence immense riches might be expected, and communicated, no doubt, to numbers in the year 1780, was not immediately attended to. The prosecution of any effectual plan to carry on this novel undertaking, required not only patience and perseverance, but a degree of spirit and enterprize which does not often fall to the lot of individuals : however, in the Spring of 1785, a set of Gentlemen procured a Charter from the South Sea Company, (to whom the exclusive privilege of trading in the Northern Pacific Ocean belongs) for the sole right of carrying on this traffic to its utmost extent ; to facilitate which, two vessels were immediately purchased, and fitted out with all expedition, in order to proceed on a Voyage to the North West Coast of America, an account of which is the subject of the following sheets.

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So

## INTRODUCTION.

So laudable a desire of embarking in this new channel of commerce, naturally engaged the attention of the world in general, and the undertaking was approved of, and encouraged by Gentlemen whose names alone were sufficient to bring the Voyage into public notice. The Right Honourable Lord Mulgrave, Sir Joseph Banks, and Mr. Rose, honoured us with a visit on board; and with that degree of goodness which ever distinguishes their characters, signified their approbation of the plan, and best wishes for its success.

These very flattering encouragements were additional inducements for the Owners to prosecute the undertaking with vigour; and nothing was left unattempted, that could possibly be thought of, to render it successful. Whatever furs might be procured in our traffic on the American Coast, were to be disposed of in China, subject to the immediate controul of the East India Company's Supercargoes, and in consequence of this consignment, both vessels were to be freighted home on the Company's account.

But pecuniary emolument did not altogether engross the attention of the Owners on this occasion; for in addition to the provisions usually allowed in Merchants service, (and of which the greatest care was taken to procure  
the

## INTRODUCTION.

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the very best of every kind) a plentiful stock of all the various antiscorbutics was laid in which could be thought of, as preservatives to health. These, and an unremitting attention to the rules observed by Captain Cook, have, under Providence, been the means of preserving the health of the people, in every variety of climate; for during the present Voyage, which has been of more than three years continuance, the Queen Charlotte, out of thirty-three hands, lost only one person.

Though a knowledge of this circumstance is of the utmost importance to all persons who are engaged in a seafaring life, and therefore can never be made too public, yet that alone would scarcely have been thought a sufficient inducement to publish the following Work; but it is presumed that the advantages which both Geography and Commerce will derive from this Voyage, are neither uninteresting or unimportant; so that there perhaps will need no apology for laying the result of it before the world.

In order that the Reader may form a better idea of the advantages which may be derived from this publication, a brief recapitulation of what has been done by former Navigators on the American Coast, and particularly what

## I N T R O D U C T I O N .

addition we have made to the late Captain Cook's Discoveries, together with a short account of the fur trade, may perhaps not be improper in this place.

The Russian Navigator, Beering, seems to have been the first who explored this inhospitable coast to the Northward of King George's Sound : he is said to have fallen in with the land in 58 deg. 28 min. North latitude, and to have anchored in 59 deg. 18 min. Tschirikow, in 1741, anchored about the latitude 56 deg.

That both these Navigators fell in with the American Coast, is beyond a doubt ; but in what situation they made the land, or where they anchored, is by no means equally certain. The best accounts we have of these Voyages are very inaccurate ; and it should be remembered, that Navigation at that period of time was by no means brought to the perfection which it is in at present : add to this, the coast in the situation which Beering is said to have anchored in, viz. 59 degrees 18 minutes North latitude, trends nearly East and West ; so that in the state Navigation was in at that time, a mistake of six or eight degrees in longitude might be easily made ; and there is great reason to suppose, that though this celebrated Navigator might be correct in his latitude, yet the place he  
I actually

## INTRODUCTION.

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actually anchored in is much nearer Cook's River than is usually laid down in the charts.

But whilst we lament the imperfect state of Navigation, and the still more imperfect accounts given to us of this famous Russian's Voyages, which entirely prevent us to say what part of the coast, at least within our limits, he surveyed with any degree of precision, it is no less incumbent on me to detect the fallacy of a more modern Navigator on the same coast.

In the Journal of a Voyage to the North West Coast of America, by Don Francisco Antonio Maurelle, published by the Hon. Mr. Daines Barrington, after stating what they had already done, is the following passage :---  
“ We now attempted to find out the Strait of Admiral Fonte, though as yet we had not discovered the Archipelago of St. Lazarus, through which he is said to have failed. With this intent we searched *every bay and recess* on the coast, and failed round every *head-land, lying in the night*, that we might not lose sight of this entrance. After these pains taken, and being favoured by *a North West wind*, it may be pronounced that no such Straights are to be found.”\*

Why

\* See Barrington's Miscellanies, page 508.

## INTRODUCTION.

Why Maurelle should so positively assert a palpable falsehood, it is not easy to conceive. Indeed the inconsistency of this assertion may be easily seen, if we consider it but for one moment; for, if he actually had "*searched every bay and recess on the coast, and sailed round every head-land, lying-to in the night,*" even with the fair wind he speaks of, all this, I say, could not possibly have been done during twice the space of time he was on this part of the coast. But the discovery of Queen Charlotte's Islands during the present Voyage, incontestibly proves that Don Francisco Maurelle was never near the place which he boasts of having "*looked for in vain.*" The situation of these Islands, viz. from 54 deg. 20 min. to 51 deg. 56 min. North latitude, and from 130 to 133 deg. 30 min. West longitude, evidently shews that they are the Archipelago of St. Lazarus, and consequently near the Straight of De Fonte, though farther researches must be made before any degree of credibility can be given to his pompous account of the place.

However, if the Spaniards on *this occasion* could find no islands where they actually exist, at other times they have discovered land which we now find to be imaginary. The islands Los Majos, La Maso, and St. Maria la Gorta, laid down by Mr. Roberts, from 18 deg. 30 min. to 28 deg.

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deg. North latitude, and from 135 deg. to 149 deg. West longitude, and copied by him from a Spanish M.S. chart, were in vain looked for by us, and, to use Maudslowe's words, "*it may be pronounced that no such Islands are to be found*;" so that their intention has uniformly been to mislead rather than be of service to future Navigators.

To expatiate on the absurdity, not to call it by a worse name, of such conduct, would be painful; let us then turn from so disagreeable a subject, and say a few words respecting the Discoveries of our immortal countryman, the late Captain Cook.

This celebrated Navigator fell in with the American Coast in 44 deg. North latitude, but had no opportunity of coming to anchor till he arrived at Nootka, which he named King George's Sound. It is situated in 49 deg. 36 min. North latitude; and 126 deg. 42 min. West longitude.

On leaving this harbour, he was prevented by bad weather from keeping in with the coast,\* and did not again see

\* At noon on the 23<sup>th</sup> April, 1778, the latitude by observation was 51 deg. 1 min. North; longitude 229 deg. 26 min. East. I now steered North

## INTRODUCTION.

see the land till he was in the latitude of 55 deg. 20 min. North. After this, Captain Cook had generally an opportunity of keeping the coast a-board; he ascertained the situation of Cape Edgecumbe, discovered Kaye's Island, Prince William's Sound, and Cook's River, in which two last mentioned places he came to anchor.

To say that these different harbours are laid down with accuracy and precision, would be unnecessary; it is sufficient to observe, that they were surveyed by *Captain Cook*.

It

North West by North, with a fresh gale at South South East, and fair weather; but at nine in the evening it began again to blow hard and in squalls, with rain. With such weather, and the wind between South South East and South West, I continued the same course till the 30th, at four in the morning, when I steered North by West, in order to make the land. I regretted very much, indeed, that I could not do it sooner; for this obvious reason, that we were now passing the place where Geographers have placed the pretended Straight of Admiral de Fonte. For my own part, I give no credit to such vague and improbable stories, which carry their own confutation with them. Nevertheless, I was very desirous of keeping the American Coast a-board, in order to clear up this point beyond dispute. But it would have been highly imprudent in me to have engaged with the land in weather so exceedingly tempestuous, or to have lost the advantage of a fair wind, by waiting for better weather. This same day at noon we were in latitude 53 deg. 22 min. North; and longitude 225 deg. 14 min. East. See Cook's Voyage to the Pacific Ocean, Vol. ii. page 343.

## INTRODUCTION.

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It is needless to trace this excellent Navigator's Discoveries any farther to the Northward, as they are unconnected with the present Voyage, and their importance is well known to the world; but it may be necessary to observe, that Captain Cook met with furs only in Cook's River, Prince William's, and King George's Sounds, so that these places were most likely to engage the attention of any persons who should engage in that branch of commerce.

Who the Gentlemen were that first embarked in the fur-trade, is perhaps not generally known, though it is certain they were not hardy enough to send vessels in that employ directly from England; for we find, that the first vessel which engaged in this new trade was fitted out from China: she was a brig of sixty tons, commanded by a Captain Hanna, who left the *Typa* in April, 1785. His destination was for King George's Sound, where he arrived the following August.

Soon after his arrival, the natives attempted to board his vessel in open day, but were repulsed with considerable slaughter: this affair secured the friendship of the Indians, for they afterwards traded quietly and peaceably. Captain Hanna is said to have procured a valuable cargo

## INTRODUCTION.

of furs, though the number has never been mentioned.\* He left Nootka the latter end of September, and arrived at Macao the end of December of the same year. The same Gentleman failed again from Macao in May, 1786, in the Sea Otter, of one hundred and twenty tons, and arrived at King George's Sound in August. The success he met with in this expedition was never made known, but no doubt it was greatly inferior to that of his former voyage: he arrived at Macao in February, 1787.

The snow Lark, Captain Peters, of two hundred and twenty tons and forty men, failed from Macao in July, 1786. Captain Peters had orders to make the North West Coast, by way of Kamfchatka, and was directed to examine the islands to the Northward of Japan. He arrived at Kamfchatka the 20th of August, and left that place the 18th of September. Accounts have since been received, that this vessel was lost on Copper Island, and that only two of the people were saved.

In the beginning of 1786, the snow Captain Cook, of three hundred tons, and the snow Experiment, of one hundred

\* A particular account of the furs which have been collected on the North West Coast, will be given in the following Volume.

## INTRODUCTION.

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hundred tons, were fitted out from Bombay. These vessels arrived at Nootka the end of June following; from thence they proceeded to Prince William's Sound. After some stay there, they left the coast, and afterwards arrived safe at Macao; but the quantity of furs they procured is supposed to have been very inconsiderable.

In the Spring of the same year, 1786, two vessels were fitted out from Bengal, viz. the Nootka, of two hundred tons, Captain Meares, and the Sea Otter, of one hundred tons, Captain Tipping.

Captain Meares sailed from Bengal in March, and an account of his destination is given in the following Work, as he was met with by us in Prince William's Sound.

The Sea-Otter, Captain Tipping, left Calcutta a few days after the Nootka. Her destination was for Prince William's Sound, where she arrived in September, whilst the Captain Cook and the Experiment were there. She left the Sound the day after, supposed for Cook's River, but having never since been heard of, there can be but little doubt of her being lost.

## I N T R O D U C T I O N .

The Imperial Eagle, Captain Berkley, left Ostend the latter end of November, 1786, and arrived at Nootka the beginning of June, 1787. Some account of his expedition will be met with in the present Voyage.

Having given a brief abstract of the different Voyages which have hitherto been made to the North West Coast of America, I cannot help noticing an expedition that was planned prior to any of them, and which, had it been carried into execution, must have proved exceedingly advantageous to the Proprietors, and very probably would have entirely engrossed this lucrative branch of commerce.

So early as 1781, William Bolts, Esq; fitted out the Cobenzell, an armed ship of 700 tons, for the North-West Coast of America. She was to have sailed from Trieste (accompanied by a tender of forty-five tons) under Imperial colours, and was equally fitted out for trade or discovery: men of eminence in every department of science were engaged on board; all the maritime Courts of Europe were written to, in order to secure a good reception for these vessels, at their respective ports, and favourable answers were returned; yet, after all, this expedition, so exceedingly promising in every point of view,

## INTRODUCTION.

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view, was overturned by a set of interested men, then in power at Vienna.

This short sketch of what has yet been done in the fur trade, will serve to shew that the attention of every trader for skins on the American Coast has been fixed on Cook's River, Nootka, and Prince William's Sound; but the Reader will find, on perusing this Voyage, that a greater quantity of furs may reasonably be expected in many parts of the coast, than at the harbours just mentioned, and will not, I hope, accuse me of vanity in asserting, that a more spirited undertaking was never set on foot by individuals, on *true commercial principles*.

What additions we have made to the discoveries of Captain Cook, may easily be seen, by casting an eye on the annexed general chart. However, as the whole of it is not laid down from my own survey, it will be but justice for me to mention the different authorities from which I have taken the remainder.

From the Kodiak of Captain Cook, (which is the Westernmost part of the chart) to Whitfunday Bay, is the same as published from Captain Cook's survey; from thence to Cape Douglas I have taken from the track of the snow  
Nootka,

## I N T R O D U C T I O N.

Nootka, Captain Meares, which chart was put into my hands by Mr. Ross, Chief Mate, and the track is marked with a dotted line. From Cape Douglas to Cook's River, and as far to the Southward and Eastward as Portlock's Harbour, is laid down from Captain Portlock's and my own survey; and here we differ in several places from the general Chart of Captain Cook.

From Portlock's Harbour as far Southward as Beresford's Isle, is entirely laid down from my own survey.

The unshaded part of the chart, from Woody Point round to Cape Cox, is taken from two charts which Mr. Cox very obligingly favoured me with; the one by Captain Guise, Commander of the snow Experiment; the other by Captain Hanna, Commander of the snow Sea-Otter; and from Point Breakers South, is from a chart by Captain Berkley, Commander of the Imperial Eagle.

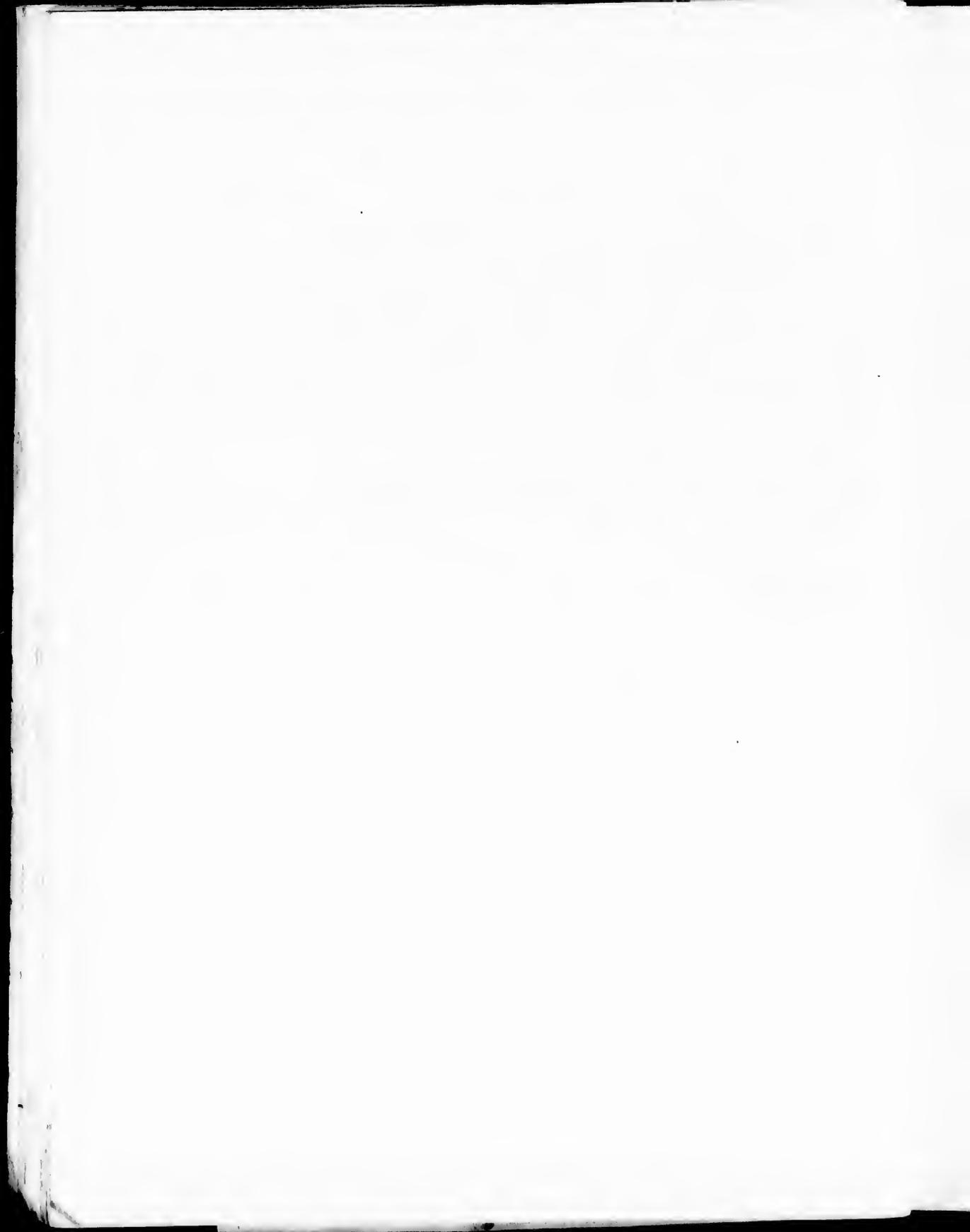
It yet remains for me to bespeak the candour and indulgence of the reader, in perusing the following Work, as it was written by a person on board the Queen Charlotte, who has been totally unused to literary pursuits, and equally so to a sea-faring life. However, to obviate any objection that might possibly arise from his deficiency in

## INTRODUCTION.

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nautical knowledge, I have been particularly careful in correcting that part of the Work, and by way of Appendix, have given every thing of the kind which, in my opinion, can be any way interesting to a seaman ; as also a short sketch of the few subjects we have met with in Natural History, that are likely to engage the attention of the curious ; and I hope that a plain narrative of *facts*, written at the time when the different occurrences happened, will prove interesting, though deficient in smoothness of language, or elegance of composition.

G. D.



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E R R A T A.



## E R R A T A.

- PAGE 56, line 23, for longitude 152 deg. 14 min. read 150 deg. 10 min.
- P. 57, l. 2, for latitude 51 deg. read 51 deg. 24 min. and longitude 149 deg. 35 min.
- Ibid. l. 13, for longitude 147 deg. 18 min. read 143 deg. 34 min.
- Ibid. l. 18, for longitude 149 deg. 50 min. read 149 deg. 22 min.
- Ibid. l. 24, for longitude 151 deg. 13 min. read 151 deg. 4 min. and for latitude 58 deg. 14 min. read 58 deg. 34 min.
- P. 73, l. 22 and 23, for latitude 58 deg. and longitude 137 deg. 38 min. read lat. 57 deg. 35 min. and long. 137 deg. 12 min.
- P. 76, l. 14, for longitude 134 deg. 22 min. read 133 deg. 53 min.
- P. 86, l. 25, for longitude 154 deg. 14 min. read 151 deg. 24 min.
- P. 196, l. 13, for longitude 134 deg. 54 min. read 135 deg. 12 min.
- P. 197, l. 19, for longitude 134 deg. 56 min. read 134 deg. 30 min.
- P. 198, l. 20, for longitude 137 deg. 50 min. read 134 deg.
- P. 205, l. 10, for latitude 53 deg. 16 min. read 53 deg. 28 min.
- P. 212, l. 3, for latitude 51 deg. 46 min. read 51 deg. 56 min.
- P. 214, l. 17, for latitude 51 deg. 56 min. read 51 deg. 48 min.
- P. 216, l. 11, for "our foundings *lessened*," read "our foundings *increased*."
- P. 222, l. 3, for South 5 deg. East, read South 5 deg. West.
- P. 247, l. 14, for "animal and vegetable substances," read "animal substances."
- P. 263, l. 25, read "cocoa-palm, banana, and paper-mulberry trees."

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A

# VOYAGE, &c.

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## LETTER I.

DEAR HAMLEN,

**W**HEN I took leave of thee at my departure from London, thou pressed me with all the warmth of friendship to send thee not only a description of every country and place I might have an opportunity of seeing, but a minute account of every circumstance (however trivial) that should occur during my naval peregrination. I shall endeavour to fulfill thy request with the greatest pleasure, and that not only for thy amusement, but for the employment of my own leisure hours. As thy *nautical* excursions (if I mistake not) never reached farther than Deptford or Black-wall, I am less apprehensive of any blunders I may make in the use of terms relating to navigation, as it will not be in thy power to laugh at my expence; and I know thy generosity too well, to think thee capable of exposing my ignorance to the ridicule

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August.

A

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## A VOYAGE TO THE

1785.  
August, } of professional men. However, what I may send, whether good or bad, will, I flatter myself, be acceptable to thee, if for no other reason but that it comes from assuredly thine,

W. B.

GRAVESEND, }  
29th August. }

## L E T T E R II.

DEAR HAMLEN,

**B**EFORE I proceed to inform thee of any sea occurrences, it will be necessary to mention a few previous particulars, for thy better information. Before I came on board, my idea of the Voyage was so very imperfect, that it was out of my power to give thee any notion of our destination. I now can tell thee, that during the late Captain Cook's last Voyage to the Pacific Ocean, it was found that it would be easily practicable to establish a valuable Fur Trade on the American Coast, and to dispose of them to great advantage at China. Though this was so long since as the year 1780, yet the prosecution of any plan lay dormant till Spring last, when a set of gentlemen procured a charter from the South Sea Company, and were incorporated for the express purpose of carrying on this trade to the best advantage; to facilitate which, they purchased two vessels, and got them ready for sailing with all expedition.

The

The larger ship is called the King George, and commanded by Captain Portlock (who is commander in chief for the voyage) and the smaller vessel (which I am on board) the Queen Charlotte, commanded by Captain Dixon.

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These gentlemen were appointed to the command of this expedition with peculiar propriety, not only as able navigators, but (having been this voyage with Captain Cook) they well knew what parts of the Continent were likely to afford us the best trade; and could also form a tolerable idea of the temper and disposition of the natives: add to this, they are men of feeling and humanity, and pay the most strict attention to the health of their ships companies, a circumstance of the utmost consequence in a voyage of such length as this seems likely to be. Having premised thus far, I shall proceed to acquaint thee of every circumstance relating to the Voyage, but having an opportunity of forwarding this, I have only time to say, that I am well and truly thine,

W. B.

GRAVESEND, }  
29th August. }

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### L E T T E R III.

I GOT on board the Queen on Saturday evening the 27th August, and was received with great civility by my mess-mates, who were the First, Second, and Third Mates, the Surgeon, and the

the

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the Captain's Clerk. The Doctor (a young Scotchman of two and twenty) very kindly explained to me the nature and œconomy of our mess, and every other particular as far as time would permit. When bed-time came on, I was in a sad dilemma, for my cot had been sent by mistake on board the King George; but my friend the Doctor very kindly offered me part of his, which I accepted with reluctance, as I was sensible it would greatly incommode him: however, we made tolerable shift. About midnight, the cot broke down, and my situation was truly disagreeable; but I chose to bear it patiently, rather than disturb my companion; but "the grey morn in russet mantle clad" was never more welcome to any one, than the approach of this was to me.

The situation of life which I am now entering upon, being altogether new to me, I must inform thee of the plan I have laid down for the regulation of my future conduct; and I hope thou wilt join with me in thinking it the most probable method of securing to myself a tolerable share of happiness and tranquillity during my voyage. As I am a perfect stranger to every person on board, and equally so to the manners and customs of a sea-faring life, I am determined to assimilate myself as much as possible to both, or, as Chesterfield phrases it, to be "All things to all men." This, I am afraid, will be no easy task, but surely the object in view is well worth any pains I can take to attain it.

I know thee to be so fond of characters, that thou art already impatient to be acquainted with those of my ship-mates; but don't be too much in a hurry; at a future opportunity I perhaps may oblige thee with an attempt of the descriptive kind.

Our

Our pilot being come on board, and every thing being ready for sailing, we weighed anchor on the 29th, at 9 o'clock in the morning, and stood down the river for Gravesend. The prospect on each side the river, though not so enriched with gentlemen's seats, or pleasure grounds, as beyond London the other way, is truly pleasing: it affords many extensive views, which are agreeably variegated, and incontestibly prove, that Nature alone is often superior to the utmost refinements of Art. The wind and tide being in our favour, we came to anchor at Gravesend about two o'clock. Near this place is Tilbury Fort, the sight of which reminded me of G. A. Stevens's Politician, in his celebrated Lecture on Heads. After dinner, I went with the Surgeon in one of our boats to Gravesend, to purchase some necessaries for our mess, and to gratify my curiosity with a sight of the place: but I can give thee no farther description of it, than that the streets are narrow and dirty, and the inhabitants chiefly those who gain a livelihood by employment either at sea, or on the river.

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Though we were got thus far, yet our voyage had like to have been greatly retarded, on the following account. The articles of agreement being read to the people this evening, they refused to sign them without a greater advance of wages than is usually given; but this Captain Portlock absolutely refused to comply with, and after reasoning with them some time, they cheerfully agreed to proceed on the voyage: thus, by the address of Captain Portlock was this hiatus got over, which otherwife would have proved very disagreeable, and possibly have lost us the season.

On the 30th in the morning, the people of both ships were paid what wages were due to them, together with a month's advance, which they presently laid out in purchasing necessaries of the shop-

boats

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August.

boats that came along-side us, and who never fail to attend on these occasions, well knowing that a proper sailor can never go to sea with a safe conscience, whilst he has any money in his pocket. The tide serving about eleven o'clock, we weighed anchor, and stood for the Downs. The water now began to have a greenish cast, and the ship having a good deal of motion, I began to feel myself rather sick, but it presently went off, and I never felt any thing of it afterwards, which was rather extraordinary, as there are few fresh water sailors who are not troubled with sea-sickness. The perspective might now be said to have rather a nautical appearance, as our distance from shore was considerable, though we never lost sight of land.

The day was agreeable and pleasant, and we came to anchor about eight o'clock in the evening (without any material occurrence) near Margate, that place so much frequented in the season by the wives and daughters of the better sort of London citizens, who resort here for the purposes of drinking sea-water, washing away the smoke and dust of London, aping the manners of people in high life, pulling to pieces the reputation of their neighbours, and carefully concealing any flaws in their own. The wind being fair, we again weighed anchor early in the morning, and after a pleasant day's sail, brought to a-breast of Deal in the evening.

The situation of Deal is pleasant enough, and particularly convenient for the contraband trade, which is carried on here to a very great extent, on account of its vicinity to the Downs, and the shelter it affords for homeward-bound ships. Add to this, the inhabitants are men of a most enterprising and undaunted spirit, despising all dangers, and will stick at nothing to accomplish any thing they undertake. Indeed no man can be a compleat smuggler without these characteristics.

The

The wind being against us, we lay here all the 1st of September; but in the morning of the 2d, a favourable breeze springing up, we weighed anchor, and made sail. The adjoining coast seems not to be in a high state of cultivation; yet at times it affords very agreeable prospects, particularly Dover, and its vicinity. I could not behold the Castle without calling to mind that celebrated description of the prospect from it in our immortal Shakspeare's *King Lear*. The day being pretty clear, we could plainly see the Coast of France, and were in full view of Albion's chalky cliffs, those objects so pleasing to a sailor, after a long voyage, and which I ardently hope to have the satisfaction of again beholding a few years hence. We had very little variety in our progress, till the 5th, when a very heavy gale of wind sprung up, and our vessel was tossed about at the mercy of the winds and waves. Every thing now was hurry and disorder; and the creaking of the ship's timbers, the noise of the people on deck running backwards and forwards, and the howling of the winds amongst the masts and yards added to the general confusion.

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September.

During this scene, I kept below in the steerage, in a situation; not very agreeable thou mayest be sure: indeed had I given way to the first impulses of fear, I should have been more dead than alive; but I had recollection enough to reflect, that our First and Second Mates were experienced seamen, and that if we were in any imminent danger, I should know it by their countenances, which were the barometer by which I regulated my feelings; and this prudent step a good deal lessened my anxiety, for I learned from their discourse that they did not apprehend any great danger, except from a lee shore, and we had day-light in our favour, and at a considerable distance from land. Towards the evening the storm abated, which eased my apprehensions, and I ventured on deck; but, good God! how was

I amazed

1785.  
September. } I amazed to see the sea rolling in billows mountains high, and roaring in a most tremendous manner, every wave sufficient to swallow up our little vessel.

The next day the waters had recovered their usual serenity, and all Nature seemed to be as it were renovated. How forcible is that simile of the good old Patriarch, when describing the fickleness of his son: "He shall be (says he) unstable as water." Thou wilt forgive me these trifling digressions; when they rise to the end of my pen, (if I may be allowed the expression) I never check them; and thou, perhaps, wilt like them better than the most studied paragraphs.

My letter seems swelled to an unreasonable length, therefore I shall only observe at present, that we came to anchor at this place on the 8th in the afternoon, after a very agreeable day's sail. Thou mayest expect a further continuation the first opportunity. Thine, &c.

W. B.

SPITHEAD, }  
9th September. }

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#### L E T T E R IV.

**T**HIS place is situated betwixt Portsmouth and the Isle of Wight, and is about eight or ten miles over. It is only a harbour for vessels that drop in occasionally, or such of his Majesty's

jefty's ships as are destined for immediate service. The place for vessels that are laid up, or repairing, being up a narrow creek, which divides Portsmouth from Gosport.

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September.

One of the first objects that presented itself to my view, on our first coming to anchor, was the masts of the Royal George, which ship, thou mayest remember, went to the bottom a few years ago. It is a melancholy reflection, that near fifteen hundred poor souls should perish in a moment, many of whom were of the first families. There are a number of line of battle ships at anchor here, the sight of which is quite a novelty to me; but that which renders the prospect from hence completely charming, is the beautiful landscape which the Isle of Wight affords. Nothing in Nature can present a more delectable appearance, than the enchanting verdure of its fields and meadows. I can say nothing of its insulated appearance, but am told, that it is at least equal to the coast; if so, it must be a most desirable residence for those who are fond of a country retirement.

Spithead is a most excellent market for the farmer to dispose of his various produce, the number of ships constantly lying here consuming more than they can possibly furnish them with, and for which they in general obtain good prices, (particularly in time of war) though we laid in both live stock and other necessaries for our messes very reasonable, such as hogs, geese, fowls, rabbits, ducks, and hams; cheese, butter, onions, potatoes, &c. &c.

Amongst the men of war at anchor here, is the Goliah, of 74 guns, Captain Sir Hyde Parker. Mr. Lauder, (our Surgeon) had been Surgeon's Mate on board her, and having a number of acquaintance there, he very kindly invited me to go on board along

B

with

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September.

with him. Thou mayest be sure that I was greatly pleased with such an opportunity of gratifying my curiosity, and readily accepted his invitation. We were on board several hours, but I am too great a novice in sea matters to give thee any tolerable description of a man of war: indeed I had it not in my power, if I had ability, for, being an absolute stranger to every body, (the Doctor totally engrossed by his old ship-mates) I could not with propriety ask any particular questions. Thus far I can tell thee, that the decks, and indeed every passage and gangway, are kept as neat and clean as a good country housewife would her trenchers: they have not near so many people on board as in time of war, but even then, I am told they are equally attentive in regard to cleanliness. This, I believe, was far from being the case formerly, till absolute necessity convinced them of its utility. In absolute governments one, perhaps, might see inferior ranks of people kept in due subordination, though an Englishman can ill brook it, liberty and freedom being with him innate principles; but the Captain of a man of war is, I understand, more absolute than the most despotic monarch. Prudence may, sometimes, make this exertion of power necessary, as a man of war, (like a common sewer) is the receptacle for the most profligate and abandoned of mankind. We dined on board, along with upwards of twenty Midshipmen, Doctor's Mates, &c. and every thing was conducted with the utmost regularity and decorum, accompanied with a politeness which I was far from expecting at sea, and which, I believe, is not always the case; harmony and decorum, nay, common decency, being pretty often kicked out of doors. In regard to Portsmouth I can say but little, being there only a few hours. I am told it is the best fortified of any place in the kingdom, and I am apt to believe it. Exclusive of the dock-yard, and other public works carried on here, the town is inconsiderable, though it is  
the

NORTH-WEST COAST OF AMERICA.

11

the largest in this part of the country. In time of war, the people at inns, and places of public resort, are particularly exorbitant in their charges, finding, I suppose, that proverb verified, that "Sailors get their money like horses, and spend it like asses." This, however, is not always the case, for I supped and spent a very convivial evening with our First Mate, and a relation of Captain Dixon's, at the Star and Garter, which is reckoned one of the dearest houses, and we found every accommodation excellent, and their charges very moderate. Here are a number of Jews, who principally live in one street, called Jews-street, and a great many prostitutes of the lowest class, who always have a plentiful harvest in time of war, from the wages and prize-money of unwary sailors.

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September.

Our business at this place (such as filling up our water, procuring ship's stores, &c.) being compleated, we shall sail from hence the first fair wind; but thou mayest expect a continuation from Guernsey, at which place we shall touch. Adieu, thine, &c.

W. B.

SPITHEAD, }  
14th Sept. }

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L E T T E R V.

**A** GREEABLE to my promise, I now sit down to give thee a continuation of our progress, though it blows so very hard, and the ship has so much motion, (notwithstanding our being at double anchor) that I scarcely can write intelligibly. We

B 2

left

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September.

left Spithead on the 16th inst. at eight o'clock in the morning, and passed by St. Helen's at eleven; but the wind proving contrary, and the weather wet and hazy, we returned to St. Helen's Road, and came to anchor there in the evening. At seven the next morning we weighed, and made sail. The weather during this, and the two following days, was moderate, and the winds variable. On board the King George were several ladies, who were going to Guernsey on a jaunt of pleasure; and a cutter, from Gosport, belonging to our owners, accompanied us for the purpose of bringing them back. On the 19th, in the evening, we were at anchor with what is called the kedge, (which is one of the small anchors) and the cutter was moored to our stern with a stout rope; but though the weather was very moderate, the tide run so strong, that the rope presently broke, and the cutter ran adrift: the fluke of our anchor was likewise carried away; this, however, was attended with no great inconveniency. Though I am so young a sailor, yet I had already been in some danger, as thou mayest recollect when we had a heavy gale of wind off Beachy; and I was again destined to be in a much worse situation, from quite a contrary cause, viz. a calm. This, to one like thee, will seem a paradox, as *you people who never saw salt water* must needs think it the best weather when the sky is clear, and the water smooth. On the 20th, in the afternoon, we saw the Calketts, which are a heap of rocks, so called by sailors, on account, I suppose, of their likeness. These rocks have been, perhaps, more fatal to mariners, than ever were the famed Scylla and Charibdis of the ancients. The tide drifted us right upon them: we were quite becalmed, so that our vessel was unmanageable; and at eight in the evening, they were within little more than a mile of us: we had soundings indeed in eighteen or twenty fathom water, but the bottom was nothing but sharp rocks, so that had we been reduced to the necessity

fity of letting go our anchor; there was scarcely a possibility of its doing us any service; but at nine o'clock the tide turned, and all our apprehensions were quickly over. This circumstance will at once shew thee, that *calms*, when near land, are oft times more dangerous than violent gales of wind.

1785.  
September.

On the 21st, about one o'clock, our owners brought us a pilot on board (the harbour of Guernsey being right a-head of us) to take us in; and it was rather a laughable circumstance, that the man pretended he could not speak any English, and we had nobody on board who understood French; but we soon found Monsieur knew something of English, when he understood, that if he was ignorant of our language, we must provide ourselves with another pilot.

We came to anchor in Guernsey Road about six o'clock in the evening, the weather wet and hazy. Thou wilt expect me to say something about this place, and I shall give thee every information in my power with the greatest pleasure, though my account will be much more circumscribed than I could wish; notwithstanding this, thou mayest be assured, that for the sake of swelling my narrative, I never will forsake the regions of truth, or overleap the bounds of probability. On a rock entirely surrounded by water, about three quarters of a mile from the town, stands the Castle, but its appearance has nothing of that Gothic cast, which edifices of that kind generally have; it is exceeding low, and I fancy very ancient, the greater part having been recently repaired, which makes it look like a piece of patch-work. It is defended by a number of guns, and a guard of soldiers; but what quantity of each I cannot inform thee. It is likewise the prison for all the island, either in civil, or criminal cases. The only thing to recommend the Road

where

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where we lay, as a place for ships to anchor in is, its excellent bottom ; in other respects, the situation is very bad, being very much exposed to the winds ; but the inhabitants have an excellent place close to the town, for their own vessels to lay in, well secured against any violent wind or weather whatsoever. Guernsey is situated on the side of a pretty steep hill, with a stony, or rather rocky bottom : it consists of several streets, which are dark, narrow, and inconvenient, but always clean, not only on account of their hard bottom, but also their declivity ; so that any dirt or filth is always washed away by the last shower of rain.

The houses in general are built of a coarse kind of free-stone, and seldom appear commodious, but never elegant : indeed convenience alone seems to have been principally attended to, even in the most modern ones. The island, I believe, is not very populous, and most of the inhabitants are brought up to a sea-faring life ; so that the place, not affording every necessary of life in plenty, may, perhaps, be owing to proper want of cultivation, more than its natural sterility. This inconvenience is little felt, as the Guernsey cruizers being always on the coast of England, (whose fertile plains so amply reward the careful farmer's toil) bring back every thing they want at a cheap rate.

The merchants who reside at Guernsey are pretty numerous, and some of them considerable. In time of war, they fit out a number of privateers, and, in general, are pretty successful ; but I am inclined to think, that a *love of gain* prompts them to these undertakings more than love of their country. In regard to their trade, it is chiefly of the contraband kind, and that on a very extensive plan, not being confined to their neighbours, the French alone, but extending to Spain, Portugal, and the Streights. In their religion

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gion, (which is the Church of England) they are, I am told, very exact, and pay a most strict attention to the observance of the Sabbath: this thou wilt say but ill agrees with their living in constant violation of laws both divine and human. I am rather of the same opinion; but I endeavour to reconcile these contradictions, by supposing that the text of scripture about "rendering unto Cæsar, &c." is left out of their edition of the bible; and that liberty, property, and *no excise*, is the fundamental axiom of their Magna Charta. One benefit which they reap from their encounters with the myrmidons from the English customs is, that knowing they are acting contrary to law, their men become totally callous to the feelings of humanity, and being thus entirely divested of the milk of human kindness, they fight like devils; and this may, in a great measure, account for the great success the Guernsey privateers generally meet with. Wines, brandy, &c. &c. are the principal commodities they traffick in. These articles, thou well knowest, pay heavy duties in England, therefore are best worth their attention. Till lately the article of tea was a kind of staple commodity here, but Mr. Pitt's late bill having so greatly lowered the duties, it is no longer an object worth their attention. What few women I saw were very ordinary; indeed it was no easy matter to tell what complexion they were of, so liberally were they bedaubed with paint and powder. Their language seems to be a mixture of bad French, with a provincial dialect, which renders it unintelligible jargon to every body but themselves; however, the greater part of the people in town speak pretty good English. Our principal business here was to take some articles from the King George on board our vessel, and to lay in a stock of liquor for the people during the voyage, both which are completed, and we only wait for a fair wind to weigh anchor, and proceed on our

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voyage.

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September. } voyage.---Heigh-ho---I cannot help sighing to think what a distance I shall soon be from---but a truce with all melancholy reflections, and whilst I exist, believe me to be, &c.

W. B.

GUERNSEY, }  
25th September. }

## L E T T E R VI.

**A**T the conclusion of my last I informed thee, that we only waited for a fair wind to leave Guernsey, which fortunately happened the next day, (viz. the 26th September) when we weighed and made sail. On the 27th, we saw seven islands, at about seven leagues distance. On the 28th, salt provisions were served out to the ship's company. I already foresee, that in fulfilling thy request of mentioning every occurrence, I shall make my letters nothing but a dull repetition of tiresome and uninteresting circumstances. Here methinks I see thee make a full stop, and with a smile, mutter to thyself, "What the devil does the fellow mean? He surely has not the vanity to think that the best of his letters are any thing else than a heap of dull, tedious stuff?" Well, if this is thy opinion, I most cordially agree with thee: however, were my abilities greater, it would be out of my power to avoid tautology at all times. On the 30th, grog was served out, which made all hands look brisk and chearful: thou art not to imagine that I include our mess in this observation, as we had a plentiful stock of our own, independent of the ship's allowance. We had a strong gale of wind since our leaving Guernsey: this I was familiar

familiar to. Before I mention a circumstance that happened on Sunday the 2d of October, I must inform thee that we keep the Sabbath day in a decent and orderly manner: all hands appearing as the Spectator says of country villages on the same occasion, "with their cleaneſt looks and beſt cloaths, clearing away the ruſt of the week," and employ themſelves in reading good books, no duty being carried on that can be avoided.

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On the 2d, about noon, one of the people ſaw ſomething at a diſtance, floating on the water; this immediately excited every one's curioſity, and we wiſhed to have a nearer view of it, but having little or no wind, the ſhip would not obey the helm: we prepared to hoift out our boat, but the tackles for that purpoſe were not at hand. In this dilemma, ſeveral of the people wiſhed to jump over-board, in order to ſee what had ſo engaged our attention, and to ſave it if worth the trouble. At firſt Captain Dixon objected to this, for fear of ſharks, or other accidents; but there was no alternative, as the expected prize drifted from us every moment; ſo giving leave, two of the people were in the ſea in a moment, and found it to be a large caſk, entirely covered with a kind of ſhell-fiſh, called barnacles. They preſently brought it along ſide, and we hoifted it on board. There is no doubt but it had been in the water a long time, as the fiſh were with difficulty ſcraped off, having nearly eat holes through the caſk: on examination, it proved to be a hogſhead of claret. This might juſtly be reckoned an acquiſition, yet it is a melancholy reflection to think, that no veſſel would part with it but in the greateſt exigency, and that we only profited by the diſtreſs of others.

Till the 13th, nothing particular occurred; (we had ſeen ſtrange ſhips at two or three different times, but not near enough to diſ-

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cern what country they were from) but early in the morning we saw the Island of Porto Santo, at about six leagues distance; (thou art to understand, that a league at sea is three miles) and Madeira something nearer: the day being very fine and clear, we kept standing along the shore, within a mile of the land. This island, so famous in the commercial, or I might rather say, voluptuous world, for its wine, appears mountainous, but not disagreeably so, as the land slopes down by gentle declivities to the water's edge. The numerous vineyards teem with ripe clusters of the juicy grape, which seem to invite the pressure of the careful vintner: these are ever and anon interfectured by various plantations of other kinds, together with convents, and other public edifices, dedicated to religious seclusion, which appear to be very numerous here, and put me in mind of Foote's Mother Cole, when she complains of the cruel villains "immuring for life such sweet young things, &c." Funchall, the capital of the island, appears very full of places dedicated to public worship; and the streets seem regular. With this thou must be contented, for I have no other opportunity of seeing it than through a perspective glass, at three miles distance.

When I first began to write, I was not certain whether fortune would favour me with an opportunity of sending it from Madeira, but on our coming a-bread of this bay, we found here two of his Majesty's ships, bound for England; and we are now laying to, whilst the packets are getting ready.

If I recollect right, when I first gave thee an account of our vessels, and their destination, I did not mention what number of hands we had on board. In our ship we are thirty-two in all, including Captain Dixon. On board the King George, they are nearly (if not quite) double that number; but some of them are  
mere

mere children, and belong to people of consequence, who, intending them for the sea, I suppose, thought they could not do better than embrace this opportunity of initiating them early in their profession; to do which more compleatly, Captain Portlock has on board a youth from the Mathematical School in Christ's Hospital to instruct them in the theoretical, whilst he teaches them the practical part of navigation.

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Amongst the "changes and chances of this mortal life," behold thy friend, doomed to spend some years of his, if Providence allows him to exist, entirely secluded from the busy world. To the hermit, this might perhaps be a desirable event: I cannot say that is by any means the case with me. Thou mayest, indeed, say, that I am not entirely divested of the comforts of society;---true---but thou art to understand, that I have very little conversation with any except my mess-mates; and as sailors generally introduce *salt-water* subjects, and those handled so as to shew they have excluded logic from their studies, my entertainment cannot be great.

I frequently walk the deck for four hours, without speaking as many words: at these times my thoughts are employed on a variety of subjects, and I propose committing them to paper, both for my amusement, and to have the pleasure of thy remarks, which I beg thee always freely to make. Our Captain's letters are ready, and the boat is waiting.---Adieu.---Believe me thine,

W. B.

FUNCHALL-BAY, (*Madeira*)  
14th October.

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## LETTER VII.

**I**F any thing can exceed the pleasure I have in writing to thee, it is that I have just experienced, viz. the setting my feet on terra firma. By this thou wilt conclude I have been on shore, and consequently expect a description of this Island. As good a one as I can give is at thy service; but let me resume my narrative where I last left thee.

After sending our letters on board his Majesty's ship, we left Funchall-Bay, and steered for this place, with moderate breezes, and fine weather.

On the 16th we saw Palma and Ferro, (two of the Canary Islands) bearing South by East at about twelve leagues distance. Perhaps thou wilt smile at my mentioning the *bearings* and *distances*; but give me leave to tell thee, that it is methodical and seaman-like: this, I hope, will not only secure me from thy animadversions, but merit thy approbation.

On the 19th, we were in 22 degrees North latitude, and the weather being pretty clear, it was very hot and sultry. Our decks leaked very bad, and the carpenters were very busily employed in caulking.

Early in the morning of the 24th, we saw the Island Bonavista, at seven leagues distance. If I mistake not this is the island which the renowned Columbus first saw, when he sailed in quest of a *n<sup>w</sup>* world.

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*world.* At ten o'clock the Isle of Mayo bore N. N. E. four leagues, and St. Jago, (our intended port) at eight leagues distance.

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Thy knowledge in geography will inform thee, that these are part of the *Cape de Verde* Islands, and are subject to the Portuguese. At noon we came to anchor in Port Praya Bay, St. Jago, in eight fathom water. The extremes of the land which forms the Bay, bore from East by South, to South-West. The Castle and Fort, North-West by West, distance from shore near two miles.

The Island St. Jago is situated in near 14 degrees 54 minutes North latitude, and 23 degrees 29 minutes West longitude: I cannot speak with any degree of certainty in regard to its extent, but I think its utmost circumference cannot be one hundred miles.

It is natural to suppose, from its situation, that the climate is very hot, and this is greatly increased by Easterly winds, which are generally prevalent here; these constantly blowing from the sandy deserts of Africa, greatly add to the natural heat of the climate.

Our business at this place was to water our vessels, procure fresh provisions, and whatever necessaries the place afforded, that could by any means conduce to our present or future accommodation; in order to do which, our Captains took the first opportunity of going on shore to find out the best and easiest method of facilitating their purpose.

The Commander of the Fort treated them at first in rather a haughty manner, but on having a trifling present made him, he grew civil, and gave them leave to water the ships; this, it seems, being

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being all that is in his power, all other necessaries being furnished by a Portugueze merchant, who resides within a quarter of a mile from the beach.

Every thing for our dispatching business being settled, I had the pleasure of going on shore with our Captains. An old Negro (a native of the Island) received us on the beach; he could speak a little broken English, and on understanding our business, went along with us to the merchant's house, and proved very serviceable, for none of us knew a word of Portugueze, and he could speak no English, so that the old man served as an interpreter.

We were received with great civility and politeness, and treated with some excellent Madeira, Capilaire, oranges, &c. We paid a guinea for each vessel, as a kind of port charge, and entered their names in a book kept for that purpose, together with their destination, and from whence they came.

Captain Portlock agreed with this gentleman for some beef, and a few other necessaries; but our interpreter informed us, that the country people would furnish us with many things we wanted, on cheaper terms than this gentleman.

On going to Praya we found a kind of market held there, a number of people being assembled from various parts of the Island, with different articles to sell, such as hogs, sheep, goats, fowls, turkies, &c. together with oranges, lemons, limes, cocoa-nuts, bananas, a few pine-apples, and small quantities of clayed sugar, which they make up in parcels like our baskets of salt. The fruit of every kind was fine, and peculiarly acceptable to us, not only  
because

because they served in a most agreeable manner to quench thirst, but likewise as they are excellent anti-scorbutics.

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Of their live stock, the hogs and turkies are by far the best; their goats and sheep being very thin and spare, and their bullocks (for so it seems they call them) not so large as an English year-old calf; yet so poor are the people, that none of them could furnish us with any *beef*, the merchant, it seems, being the only person here able to carry on that traffic. We found old cloaths and toys in greater estimation than cash amongst these people, especially in exchange for their less valuable articles, such as goats, fowls, fruit, &c. This was a lucky circumstance for us, as English coin is not current here; however, it was necessary to have *some* cash, which we got by applying to the merchant, who exchanged our guineas for Spanish dollars, giving us four dollars, equal here to five shillings each, for a guinea; so that the course of exchange here is nearly fifteen per cent. against us. The best way for any Captain who proposes to touch at this place for a supply of provisions, &c. would be, to bring a few articles of hard-ware, such as knives, buckles, razors, &c. &c. these would fetch a good profit, and furnish him with whatever cash he might want.

I have not time to add more at present, but will finish my account of this place in my next. Thine, &c.

W. B.

PORT-PRAYA, (*St. Jago*), }  
20th October.

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## LETTER VIII.

**S**INCE the date of my last several ships have arrived here, viz. three sail from London, and an American brig.

The American's business, it seems, was to pick up horses, or any cattle he could lay hands on; but none being here, he weighed anchor after staying a few hours. The London vessels are employed in the Southern whale fishery; one of them, just come out, belongs to a Mr. Montgomery, in Prescott-street, Goodmans-Fields: the brig I have heard nothing about; and the other ship, to ----- Hamet, Esq; (now Sir Benjamin Hamet.) She is called the Hamet, after her owner, and commanded by a Captain Clarke, who is a good hearty kind of man, and so obliging as to take the charge of our letters.

I shall now proceed to finish what further account I am able to give thee of this place. The Fort and Castle (or rather the paltry places which serve as an apology for them) are situated on an eminence, near half a mile from the water side, and commanded by a Captain, with a detachment of soldiers, sufficient, no doubt, to keep the Island in proper subjugation, but surely unable to repel any foreign armament.

Immediately behind this fortress, on a large plain, stands the Town of Praya, consisting of about fifty or sixty huts, standing at a good distance from each other, and form a large quadrangle, where the market is held: near the center is a pile of stones, which

which serve as a cross. These huts (for I can call them no better) are built with stones, without any cement, and are perhaps as poorly constructed, as the most miserable out-house belonging to an English farmer. They consist only of a ground-floor, which is generally divided into two, or at most three rooms. 1785.  
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Beds are a luxury not known in general here, the people sleeping on mats: indeed I saw one at the merchant's before-mentioned, but scarcely a menial servant in England would sleep in it.

The natives are blacks, and generally servants to the Portuguese, many of whom reside here. They profess the Roman Catholic religion, of which they seem very tenacious. One day when I was at Praya, the people were going to public worship, and, impelled by curiosity, I was posting to the chapel, in order to see their method of saying mass; but the Commander of the Fort happening to see me, sent one of his soldiers to order me back. The Portuguese behave kindly to strangers, but, perhaps, this may proceed from interested motives, as we went to their houses to purchase fruit, &c. A good woman at one of the houses made me a mess of boiled Indian wheat, mixed up with goat's milk, and sweetened with sugar, much like a good English housewife's firmity: this she pressed me to partake of with so much good-nature, that I could not refuse eating, and found it a very agreeable mess. It might be imagined from the warmth of the climate, that the females are naturally amorous; yet both the natives and Portuguese constantly resisted every sollicitation of that kind from our gentlemen, though they enforced their rhetoric with very tempting presents: whether these constant denials proceeded from a real love of chastity, I shall leave thee to determine.

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I judge

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I judge the soil to be much the same with that of tropical islands in general; indeed were it capable of improvement equal to that of England, the people are too lazy to cultivate it. I have before mentioned the principal articles this place produces. These in general require little or no labour, except the cultivation of Indian wheat, and the manufacturing the small quantity of sugar-cane which the island affords: from this they make a kind of spirit, which is here called rum, but by sailors aqua dente. This they make into punch, and render it palatable by infusing plenty of lemon, or lime-juice, and sugar.

This island abounds with goats, and their milk seems to be a considerable part of the people's sustenance; for I observed in all the huts I went into, bowls filled with it, and generally a number of cheeses. I am the more apt to believe this, as I could see no preparations for cooking victuals in any of the houses, not even so much as a fire, though I visited many of them at different times of the day.

The heat of the climate requires but little cloathing, and in this respect suits the purses of the inhabitants; for the few cloaths they have (the soldiers excepted) seem to be purchased at second-hand, from ships that touch here for refreshment. I ought not to include the women, however, (the *fair sex* I had like to have said) in this remark: they wear a loose wrapper, of cotton manufacture, the produce of the island, generally striped with blue, after various patterns, as their fancy suggests; this wrapper, with a light petticoat, and a cap, chiefly constitute the women's dress. By way of ornament, their ears and neck are decorated with beads, or some toy of trifling value, and from the neck a cross is generally suspended. The Portuguese look the picture of ill-health; their countenances

tenances are wan, meagre, and fallow : whether or no this is peculiar to the people of that nation, or occasioned by the climate, I cannot say : the natives, however, in general are healthy looking people. Their government I can say nothing about, but I should suppose it in some measure similar to that of Portugal.

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So much for St. Jago. Our time will not permit us to stay longer than is necessary to complete our water, and let the people have a little recreation on shore, which is very necessary for the preservation of their health : most of this being already done, I expect every minute to hear " All hands up anchor a-hoy" vociferated by the Boatswain, with all the noisy bawl that a good pair of lungs can afford ; so that I shall finish with the words of Hamlet's father, " Farwel!---remember me ! Thine ever,

W. B.

ST. JAGO, }  
23th October. }

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## L E T T E R IX.

I HAVE before observed, that I correspond with thee as much for my own amusement as thy information---I beg pardon;---I meant to say the gratification of thy curiosity : so that thou art not to wonder at seeing my letters frequently dated at sea ; for, in committing our daily occurrences to paper, I am totally governed by good weather and opportunity. Indeed I know thee to be so ready to make every kind allowance, that this preamble was scarcely necessary,

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November. necessary; I shall therefore resume my narrative without further ceremony.

Having completed every object we had in view at St. Jago, and a favourable breeze springing up, we weighed anchor at ten o'clock in the morning of the 29th October, after taking leave, with three hearty cheers, of our good friend Captain Clarke, whom we left at anchor. We also left the ship belonging to Mr. Montgomery riding in the bay. The live stock we brought from the Isle of Wight being nearly expended, we had purchased several goats, turkeys, and sheep here, in order to make our voyage more comfortable, and to preserve us from the scurvy.

I have already mentioned the great heat of the weather at St. Jago, and endeavoured, in some measure, to account for it. Thou mayest easily imagine, that the nearer we approached the Equinoctial Line, the weather grew more intensely hot; and this is greatly increased by calms, which are very frequent in latitudes near the Line, whilst a fresh breeze always renders the heat more tolerable.

On the 3d November, being in eight degrees North latitude, and the weather most intensely hot, our people were busily employed in scrubbing and cleaning between decks, and every part of the vessel, with care, and afterwards washed it well with vinegar. This method was always used by the late Captain Cooke, in his long voyages, and he ever found it attended with the happiest effects, in regard to the preservation of health. Such kind and humane attentions to the health of people under the care of any Commander, must certainly place his character, as a man and a  
*Christian,*

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*Christian*, high in the estimation of every person of feeling and humanity. 1785.  
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Indeed I cannot help considering this attention as a duty absolutely incumbent on him; for, if the master of a family on shore considers it his duty to take care of his servants during sickness, when they have it in their power to procure relief by various other methods, how much more does it behove the Captain of a ship to bestow every attention in his power on his servants welfare? In the midst of the wide ocean, to whom can they seek for succour? They have no kind friend, no tender parent to apply to for relief? No generous Public, whose charity they might implore, and who rarely fail to assist the helpless in their distress! Yet notwithstanding these powerful motives, there are, I am afraid, too many Captains who do not trouble themselves about such (to them) trivial matters, but trust to chance for the health or sickness of their people.

From the 4th to the 12th of November, the weather was very variable; sometimes it was clear, and nearly calm, and presently it would change to strong squalls and heavy rain, attended with constant thunder and lightning. I had omitted to mention, that on the 9th the ship's company were served with peas, at an allowance of half a pint per man, for three days in the week: this addition to our salt pork, made a very comfortable mess. By the 13th we were in the latitude of 2 degrees North, and the weather grew more settled and favourable: we had a fresh Easterly breeze, with a clear sky, unattended with any sudden squalls, or thunder and lightning. On the 16th we crossed the Line, our latitude being 22 miles South.

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November.

It perhaps may be necessary to inform thee, that the method of finding what latitude the ship is in is, to take an altitude of the Sun when he is in the meridian, (which is always twelve o'clock at noon) and this altitude, after being wrought by an easy process, gives the latitude.

Sailors on crossing the Line, have a custom of plunging every person on board, who have never been to the Southward of it, over head and ears in a tub of water. This ceremony being but ill relished by some of our people, Captain Dixon promised all hands a double allowance of grog if they would desist: this was very willingly accepted, and harmony was soon restored: but alas! grog and good humour soon were at variance, and some of the people grew so quarrelsome and turbulent, that they were put in irons: this brought them to reason in a short time, and they were set at liberty on promise of better behaviour.

I was expressing my surprize and sorrow to my mess-mates, that so disturbing a circumstance should happen, but they laughed, and said, that things of this sort were so common at sea, that they were not worth taking the least notice of. On this I could not help reflecting with Solomon, that "there is nothing new under the sun."

At two o'clock in the afternoon of the 21st, we saw a sail to the Fairway, but at too great a distance to discern what country she belonged to. On the 24th, vinegar was served out to the ship's company, which made our salt provisions more wholesome and agreeable. It likewise proved a very good ingredient to eat with fish, which we frequently caught, such as bonettas, albacours, dolphins, &c. On the 27th, the people were served with what  
shops

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December.

stops they wanted, and so were rid of the fears they entertained at our first sailing, viz. that they should not be able to procure a supply of cloaths when their stock was worn out. On the 26th, tea and sugar were served to the ship's company, at an allowance sufficient for breakfast every morning. This made a very comfortable addition to our victuals, and was a very agreeable change: add to this, they are excellent anti-scorbutics, and as such, peculiarly desirable in long voyages. Indeed we had a plentiful stock both of tea, coffee, and sugar for our own mess, of a superior quality to what we had served out; but it was a most desirable acquisition to the people, as I believe it is never served out, either in the King's ships, or merchants service. On the 30th, we had a spare main-sail fitted over the quarter-deck, as a temporary awning. This not only rendered the heat of the weather more tolerable on deck, but was of great use in preserving it from the sun.

By the 6th of December we were well out of the Tropics, being in 26 deg. 16 min. South latitude. The weather now began to be agreeable and pleasant, with fresh steady Easterly breezes. At nine in the morning of the 7th, the King George made a signal for seeing a sail to the South-West; but she did not come near enough for us to discern what country she belonged to.

I believe Captain Portlock proposes touching at Falkland's Islands; if so, thou mayest depend on a further continuation from that place. Thine ever,

W. B.

AT SEA, }  
20th Dec. }

LETTER

A VOYAGE TO THE

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December.

LETTER X.

**T**HOUGH a sea life is in some degree become familiar to me, yet the sight of land fills me with a temporary pleasure; I say temporary, because it is soon stopped by reflecting, that some years must elapse before I shall have the heart-felt satisfaction of beholding my native country.

I am ashamed to trouble thee with such trifling digressions; but in future I will endeavour entirely to suppress them, and write nothing that concerns the past, or future, but confine myself to the present time.

On the 11th of December, being in 33 deg. 16 min. North latitude, we had a heavy gale of wind, which obliged us to close-reef our top-sails and main-sail: however, in a few hours the weather grew moderate. We have found the variation of the compass to be 11 deg. 16 min. Easterly. The 16th, being moderate and fine, we had a great quantity of spermaceti whales about the ship, latitude 41 deg. South. On the 21st, we had a very heavy gale of wind, which obliged us to hand our top-sails, and reef our courses: we also reeved preventer braces for the top sail yards, and preventer ballings to secure our boats: the main and fore hatches were battened down, and every precaution taken to keep the vessel snug and dry. This in all parts to the Southward of the Line, is the longest day: it would have been a matter of surprize for thee to have seen the Sun before four o'clock in the morning; and I dare say that  
there

there are numbers in London who will never be persuaded that the Sun rises before four o'clock in December.

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December.

On the 23d, being in 46 deg. South latitude, the sea had a very muddy, dirty appearance, we saw a seal, and a great quantity of various kinds of fish playing about the ship.

Early in the morning of the 24th, we had a heavy storm of snow and sleet: indeed since the 21st we had very little intermission from heavy gales of wind and squally weather. This forenoon our last goat died, being literally starved to death with cold, though we had taken every precaution in our power to keep her alive. We felt her loss very sensibly for some time, as she had given milk twice a day, which made our tea drink very agreeably. Latitude at noon 47 deg. 2 min.

On the former part of the 25th we had fresh breezes, and pretty clear weather; but at four in the afternoon a heavy gale of wind obliged us to hand our top-sails and reef the courses. This being Christmas Day, we celebrated it as well as our situation could afford, and more particularly as it is accounted by sailors a greater festival than even the Sabbath-Day, though their observance of it is not consistent with this opinion, as they generally spend it in noisy mirth, and tumultuous jollity, occasioned by drinking repeated bumpers of grog to the health of their absent friends and sweet-hearts. Latitude 48 deg. 14 min. South.

From the 26th to the 31st, the weather was variable: sometimes we had moderate breezes, and cloudy; and again, heavy gales of wind with rain. This is the Summer season in this part of the world, the latitude we were in (viz. 50 deg. 30 min. South) being

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January.

nearly the same climate as part of England ; yet the weather here is more like March than Midsummer.

On the 1st January, 1786, we had great numbers of seals and penguins about us, and a great variety of birds, which plainly indicated that we were not far from land.

At three o'clock in the morning of the 2d, we saw land, the extremes of which bore from South-East by South to South by West, at about nine leagues distance. At ten o'clock we founded in seventy-eight fathom water, over a fine sandy bottom, intermixed with black specks: the extremes of the land at noon bore from South-East to South-West; the weather thick and hazy with rain. During the afternoon, we had light winds, inclining to calm. In the evening we founded, and had again seventy-eight fathom water, with much the same bottom as before.

At eight in the morning of the 3d, we saw the land bearing East by North; and at ten, the extremes of the land in sight bore from South-East to South-West by South, distant from shore nine or ten leagues: the water appeared very black and muddy. At eleven o'clock we saw a rock, bearing South-East, at about seven leagues distance, which had very much the appearance of a ship under sail, and indeed we at first took it for a vessel. We have since learnt, that this rock is called the Eddystone. Our latitude at noon was 51 deg. 2 min. South, and the longitude 58 deg. 48 min. West.

I mention the latitude more frequently, that thou mayest form an idea of our progress; and also, by that and the longitude, (which I will mention in future at every opportunity) thou mayest find with ease the very spot of the globe that we are upon.

During

During the afternoon we had fresh breezes and cloudy weather, and, not willing to lose sight of the land, we stood in shore, and tacked occasionally. At eight o'clock in the evening, the Westernmost land bore West South-West, and the Eddystone North-East. We had fresh breezes, with thick hazy weather; at times a thick fog.

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In the forenoon of the 4th we saw two small islands, bearing South by East and South by West, with high land behind them. At noon, the Westernmost land in sight was about four leagues, and the Easternmost near eight leagues distance, latitude 51 deg. 10 min. South. During the afternoon we stood along shore, as we judged Port Egmont (the harbour we intended to anchor in) not to be far off. About midnight, being within three miles of the Westernmost land, Captain Portlock made signal to stand off shore. I have before observed, that we had very long days; in fact, we had no night, and the weather being moderate, might justly warrant our standing near the land during the night time.

At two o'clock in the morning of the 5th, we wore and made sail. At three Captain Portlock sent his whale-boat with Mr. Macleod, his First Mate, to sound a-head, and look out for a harbour. Mr. Macleod left a copy of the various signals he was to make on board the *Queen*, as a guide for us, our vessel being a-head of the *King George*.

At half past seven Mr. Macleod fired a musquet, as a signal for danger, which occasioned us to stand off the land, and tack occasionally, the better to observe the motions of the boat. Towards nine o'clock, being pretty near the place where Mr. Macleod made  
the

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January.

the signal for danger, our whale-boat was hoisted out, and sent a-head to sound.

About half past nine Mr. Macleod hoisted a flag at the top of the high land, which was a signal for a harbour: on this, both vessels stood in for the sound, and Captain Portland fired a gun as a signal for his boat to return.

Mr. Macleod informed us, that he had seen a small reef of rocks which occasioned him to fire the musquet; and that the harbour afforded an excellent place for watering. At eleven o'clock both ships came to anchor in Port Egmont, in seventeen fathom water over a sandy bottom.

I have endeavoured to mention every circumstance, however trivial; and I hope so strict an attention to minutiae will not only please thee, but in some measure atone for the defects that continually occur in the course of my narration. Thou mayest expect some account of this place, &c. in my next. Thine, &c.

W. B.

FALKLAND'S ISLANDS, }  
7th January. }

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L E T T E R XI.

**H**AVING handed the sails, and put every thing to rights, we moored with the stream-anchor and tow-line; but the next day, (the 6th) finding the wind blow fresh, and a heavy swell we took

took the stream-anchor up, and moored with both bowers. The principal object we had in view, was to water the ships; for this we were situated very conveniently, as I have before observed. We had also found during our cruize, that the Queen was not sufficiently deep in the water; so that some hands were employed in fetching stones to put in the hold, by way of ballast. These employments were set about without delay, and both would have been compleated in three or four days at farthest, had we not been frequently interrupted by blowing squally weather: however, by the 14th, both these objects were entirely compleated, besides fresh stowing the hold. During this time all the people had been on shore to recreate themselves, land air being reckoned exceeding salutary and wholesome for sailors.

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January.

On the 14th, the people were employed in setting up the rigging fore and aft, and other necessary business. On the 15th, an English sloop came to anchor in the harbour, and her boat going on board the King George, we learnt that she belonged to a ship commanded by a Captain Hufley, called the United States, but British property, which lay in Hufley Harbour, States-Bay, Swan-Island, in company with a ship from America. The United States was the property of Mrs. Hayley, relict of the late George Hayley, Esq; and sister to the celebrated Mr. Wilkes.

These vessels had been at Falkland's Islands occasionally for more than a year, and had wintered in Hufley Harbour before-mentioned; so that they were perfectly acquainted with the tides, the currents, and in short every circumstance necessary for the safely navigating a ship in any of the various roads, bays, and sounds, so numerous here.

During,

1786.  
January.

During the time our necessary business was carried on, both our Captains were employed in surveying the port, and various parts of the land. In one of these excursions, they fell in with a birth for the ships, greatly preferable to that we lay in, on the West side of the bay; and as they proposed staying here a few days longer, it was determined to take the vessels there: so early in the morning of the 16th we unmoored, and at eight o'clock made sail: at ten we came to anchor in seven fathom water. We soon found that our situation was changed for the best, being well sheltered from the wind, and no swell to incommode us. 'Tis most probable that this was near the place where Captain Macbride lay in the year 1766, when he wintered here, as we found on the adjacent shore the ruins of several houses, said to be built by him, but destroyed since by the Spaniards.

From the 16th to the 19th, the people of both ships were alternately on shore, to recreate themselves, land air (as I have already observed) being very salutary, and wholesome for people in our situations: indeed this place affords little refreshment of any other kind, as I shall take notice by and bye.

Having learnt from Mr. Coffin, Master of the sloop, that there was a good passage for us through the islands, and he kindly undertaking to lead the way as our pilot, our Captains determined to get to sea the first opportunity, as the season was already too far advanced for us to expect a good passage round Cape Horn. Accordingly we weighed anchor, and made sail early in the morning of the 19th of January. At eight o'clock, the flag-staff on Kappel's Island (the same on which Mr. Macleod hoisted the signal the morning we made Port Egmont) bore East by South; Sandy Bay, South-

South-East by South, and the Westernmost point of land, South-West, at about four leagues distance.

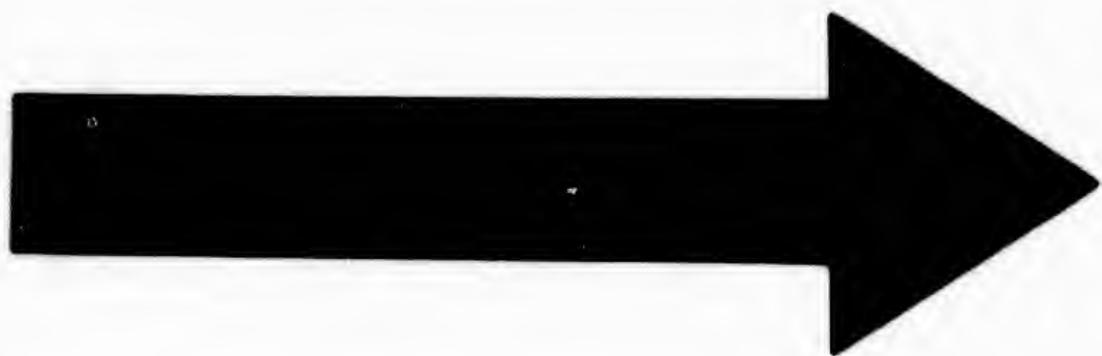
1786.  
January.

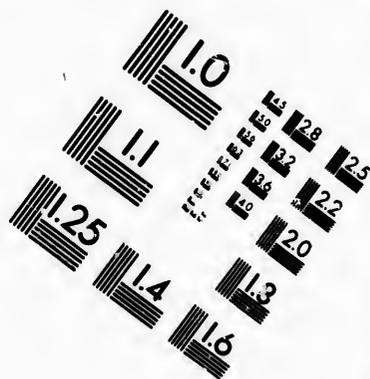
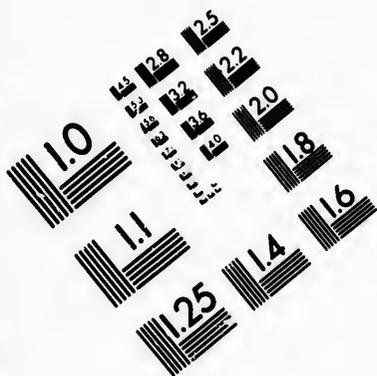
We came to anchor at half past eight in the evening, without any material occurrence, off the East end of Carcass Island, in twelve fathom water. In the morning of the 20th, we weighed and made sail, and came to anchor at noon in West-Point Harbour, in eight fathom water.

On the 21st, in the morning, we again made sail. Mr. Coffin cautioned us to be on our guard, in rounding West-Point, as the wind would pour upon us from the high land like a torrent. The morning was fine and clear, and the wind moderate; yet luckily, we did not despise his precaution, but had all hands ready to clue up the sails; and well it was that we had, for before we got well round the Point, the wind poured down upon us like a hurricane, and continued to blow with amazing impetuosity for near an hour, during which time we durst not shew a single yard of canvas; but as we got clear of the high land, the wind grew moderate. At one o'clock we saw the two ships before-mentioned, riding at anchor in Husley Harbour; and at three o'clock we came to anchor in States Bay, Swan Island, off Elephant Point, in seventeen fathom water, and about a mile from the American vessels.

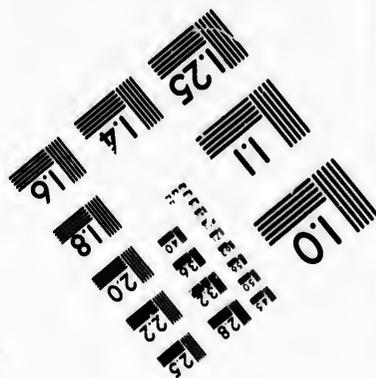
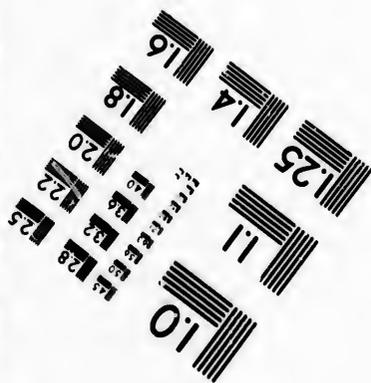
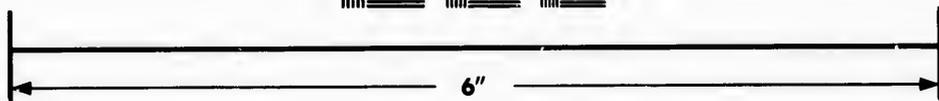
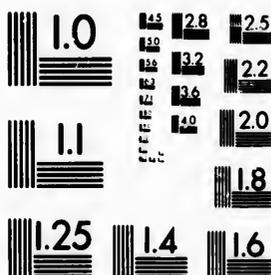
Before I conclude, let me give thee as good an account of these Islands as I am able, from what observations I have made during our stay here.

These Islands were first discovered by Sir Richard Hawkins, in 1594, but Captain Strong probably called them Falkland's Island, or  
more





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1785.  
January.

more properly, Falkland's Islands, as there are a considerable number of them. It should seem as if the English proposed settling a colony here, by Captain Macbride's staying here a whole season, and erecting several houses: these, however, were destroyed by the Spaniards, who dispossessed us of the place in 1770.

This affair made a great noise in London, and occasioned much clamour amongst the politicians at that time: but I shall say no more on this head, as thou art much better versed in the *political* history of this place than myself; only just observe, that we need not wonder at the Spaniards envying us the possession of these islands, as their situation commands the passage to the Spanish Settlements in the South Seas.

Port Egmont, (viz. that part of it where we last lay at anchor) is situated in 51 deg. 12 min. South latitude, and 59 deg. 54 min. West longitude, and is a most spacious harbour, perhaps large enough for all the ships belonging to Great Britain to ride at anchor.

How far these islands extend, I cannot pretend to say with any degree of certainty; but I imagine more than one degree in latitude, and two degrees in longitude.

The situation of Port Egmont seems to be nearly central; so by that, and the former conjecture, thou mayest form a pretty good idea of their extent:

Though these islands are universally known by the name of Falkland's, yet many of them are called by different names, just, I presume, as the fancy of different cruisers have suggested: I just  
men-

## NORTH-WEST COAST OF AMERICA.

41

mention this circumstance to prevent thy surprize, on seeing such names as Swan Island, Keppel's Island, &c. &c.

1786.  
January.

One would naturally suppose from the situation, that the climate here is much the same as that of England: this, however, seems far from being the case. Though this is nearly the height of Summer here, yet the weather is frequently cold and winterly, the thermometer being never higher than 53 deg. The winds have generally been westerly, with frequent squalls and heavy rain.

The soil seems of a light, free nature, and well calculated for meadow or pasture land; indeed in many places it is no easy matter to tell what nature the soil is of, for the vegetation has grown, and rotted, and grown again, till great numbers of large hillocks are formed, from the tops of which grow large blades of grass; these naturally inclining to each other, form a kind of arch, and afford occasional retreats for seals, sea-lions, penguins, &c. &c. which abound here.

Near the ruins of the town are a number of small pieces of ground, inclosed with turf, which, no doubt, were intended for gardens, as it might easily be perceived that they had been in a cultivated state. In one of them I found several sorts of flowers, and some fine horse-reddish. 'Tis something remarkable, that there grows not a tree, or any thing like it, on these islands: our people, after much searching, found some bruth-wood, but so small, that it would scarcely serve to make brooms for the ship's use.

There are few or no insects to be met with here, though Mr. Hogan, Surgeon of the King George, who is a considerable proficient in Natural History, took infinite pains to procure some.

F

On

1786.  
January.

On the beaches are great numbers of geese and ducks, but much smaller, and of a different species from our's : they are pretty tame, and easily run down. Our people were greatly elated on seeing them, imagining they should live luxuriously during our stay ; but here they were grievously disappointed, for both geese and ducks eat exceedingly rank and fishy, owing, no doubt, to their constantly feeding on marine productions ; so that they soon grew heartily tired of them as food, though the exercise of running them down was both agreeable and healthy.

Besides these, here are various other kinds of the feathered tribe, the principal of which are the Port Egmont hen, (called the skua-gull by Pennant) and the albatross. Pennant distinguishes the species found here by the name of the wandering albatross, though at what time of the year they migrate I cannot say : however, I am certain that this is the time of their incubation, as I saw several hundreds of them setting on their nests, and great numbers of young scarcely fledged. The Port Egmont hen is a very ravenous bird, something like a hawk, only larger ; they are very numerous here ; indeed so are many other kinds, though it is not in my power to particularize them. I shall, therefore, conclude this article with observing, that the only bird we caught here, which eat without any rank fishy taste, is called by sailors a seapie : this bird is not web-footed, but has claws much like our fowls, and subsists chiefly on worms, &c. seldom or never going far from the sea-side.

Our people frequently attempted to catch fish, but were always disappointed, so that we began to conclude these islands were not blessed with that capital part of the creation ; but Captain Huxley making us a present of some fine mullet, convinced us of our mistake.

take. It seems these are almost the only kind of fish found here, and they often caught them in large quantities. On many of the beaches are large beds of muscles and limpets, and various other marine productions, some of which serve as food for the penguins, geese, &c. &c. indeed there is no doubt but every one of them has its uses, as we are well assured, that the Almighty Creator of the Universe made nothing in vain.

1786.  
January.

I have endeavoured to take some notice of every thing that has come within my observation; and thou must attribute my not giving thee a better account of this place not only to want of opportunity, but to a much worse, viz. a want of ability.

Our business is all compleated, and every thing in readiness for us to put to sea, so that the first fair wind carries us from this place, in order to double Cape Horn, that place so much dreaded by many adventurers in the voyage of matrimony, and on which numbers of them founder: however, it is to be hoped this will never be the fortune of thine, &c.

W. B.

FALKLAND'S ISLANDS, }  
22d January.

LETTER

1786.  
January.

## L E T T E R XII.

**E**ARLY in the morning of the 23d January we weighed anchor and made sail. At nine o'clock the North-West end of New Island bore South-West by South, distance five miles. Our latitude at noon was 51 deg. 35 min. South, and longitude 60 deg. 54 min. West. During the afternoon and evening, the weather was thick and hazy, with small drizzling rain.

At eight o'clock in the morning of the 24th, the West end of Falkland's Islands bore North-East, at ten leagues distance: our latitude at noon 52 deg. 3 min. South. We kept standing to the Southward, it being our intention to get well clear of Cape Horn, that in case of contrary winds, we might double it with safety.

From the 24th to the 26th, we had moderate hazy weather, with North-westerly winds: latitude on the 26th, 53 deg. 39 min. South. We here found the variation of the compass to be 25 deg. to the Eastward. At ten o'clock in the evening of the 26th, we saw Staten's Land, bearing South-East. During the night we had frequent squalls, attended with lightning,

At eight in the morning of the 27th, the extremes of Staten's Land bore from South a quarter West, to West half South, distance from the shore about five miles. Towards nine o'clock we saw a rippling a-head, which occasioned us to shorten sail, and bear up; but soon afterwards we found it was occasioned by the current, on which we again hauled to the Southward and made sail.

The

The North-West side of Staten's Land is very mountainous, and appears extremely barren; but I am informed the East side is woody, and tolerably level. In the evening, the extremes of the land bore from West-North-West to North by West, at nine leagues distance. From the 28th to the 30th, we had heavy gales of wind, and frequent squalls; the wind veering from South by East to West.

1786.  
January.

The 31st, and to the 4th of February, was more moderate. We now had made a good offing from Cape Horn, our latitude at noon on the 4th being 60 deg. 14 min. South, and our longitude 67 deg. 30 min. West. Our course now changed to North-West, our Captains wishing to get still further to the Westward, that if we should have Westerly winds, we might keep well clear of the Continent. Since our leaving Falkland's Islands, the weather has been very cold and severe, with frequent storms of rain and sleet; the thermometer generally at 44 deg. Indeed we are later in the season than could have been wished, yet this is the Summer season in this part of the world. During the greatest part of February, we had constant and severe gales of wind from the North and North-West, with very heavy cross seas, which retarded our progress exceedingly, our latitude on the 28th being 52 deg. 14 min. South, and our longitude 84 deg. 34 min. West.

I have often admired that emphatic description of persons in a storm, recorded in the 107th Psalm; but its beauty now strikes me so forcibly, in consequence of our late situation, that I cannot forbear transcribing it.

“ They that go down to the sea in ships, and occupy their  
 “ business in great waters. These men see the works of the Lord,  
 “ and his wonders in the deep. For at his word, the stormy  
 “ wind

1783.  
March.

“wind ariseth, which lifteth up the waves thereof. They are carried up to the Heaven, and down again to the deep. Their soul melteth away because of the trouble. They reel to and fro, and stagger like a drunken man, and are at their wit’s end.”

I shall make no apology for troubling thee with this passage from Sacred Writ, not only because I know thou canst be serious upon occasion, but as it describes the feelings of people in distress at sea, better than a volume on the subject.

I forgot to mention, that on the 27th we found the gammoning of our bowsprit gone, on which we shortened sail, and got it secured with a new one.

The weather now grows more moderate, with fresh Westerly breezes, so that we proceed on our voyage a-pace. After I am a little recovered from the fatigue of the late tempestuous weather, thou wilt again hear from thine, &c.

W. B.

AT SEA, }  
6th March. }

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### L E T T E R XIII.

**I** OBSERVED to thee in the conclusion of my last, that the weather grew moderate, and tolerably fine, and every thing seemed now to promise a continuation of it. It being uncertain how

how long it would be before we came to anchor, Captain Dixon, on the 7th of March, put the ship's company to an allowance of water, at two quarts a man per day, besides an allowance for peas three times per week. Latitude at noon, 44 deg. 13 min. South, longitude 83 deg. 25 min. West.

1786.  
April.

On the 23d, at noon, we were in 34 deg. 8 min. South latitude. Though the trade winds can seldom be depended on out of the Tropics, yet we were lucky enough to meet with a pretty regular trade in this latitude : this determined our Captains to steer for Los Majos, (an Island, or rather a group of Islands seen by the Spaniards, and laid down by them in 20 deg. North latitude, and 130 deg. West longitude) as they were likely to afford every kind of refreshment we wanted, and at the same time were very little out of our course.

At six o'clock in the evening of the 25th, we saw a strange sail to the North-West, and at ten she passed us nearly within hail : we expected she would have spoke us, but this she declined. We could not see her distinctly enough to know what country she came from ; but it is very probable she was a Spaniard going to Baldivia. We brought out two casks of cyder, which began to be served out the 3d of April, at an allowance of a pint a day per man. This was a most agreeable beverage, as the weather now grew intensely hot and sultry ; the wind from East to North-East.

On the 5th, the armourer's forge was got upon deck, and fixed up. He immediately began to work, in making fundry things for the ship's use, and likewise toes for our future traffic. These toes are long flat pieces of iron, not much unlike a carpenter's plane-iron, only.

1786.  
 May. } only narrower: they are held in great estimation by the Indians, and as such we expect them to be singularly useful in our future trade.

On the 6th, the carpenters were employed in making ports for guns, and fixtures for swivels; and on the 10th we had two guns (four pounders) and eight swivels fixed on the quarter-deck.

On the 20th, being in 1 deg. North latitude, and the weather extremely sultry, our allowance of water was increased to three quarts a man per day. The latter end of this month we caught a number of sharks: these are reckoned very coarse, rank food, and they certainly are so; but to us, who had been so long on salt provisions, they were a prize, and by making a mess which sailors call choulder, of them, they eat very palatably. The weather was very hot and sultry, with frequent light airs, sometimes inclining to calm.

From the 1st to the 3d of May, we saw numbers of turtle, which gave us reason to hope that we should fall in with a turtle island, especially as Captain Cook, in his last voyage, fell in with one not many degrees from us; but in this we were disappointed.

With all our endeavours, we only caught one; but Captain Portlock was more lucky, owing to his whale-boat being fixed on the ship's quarter; so that when they saw any turtle, his people could launch the boat, and be after them in a minute; by which means they caught from ten to fourteen per day, part of which was always sent on board us: so that though turtle was a kind of luxury, yet we began to be pretty well satiated with it: this respite from salt provisions must, however, have been of singular service to both ships companies.

Our observation at noon, on the 8th of May, gave 17 deg. 4 min. North latitude, and 129 deg. 57 min. West longitude: in this situation we looked for an Island called by the Spaniards *Roco Partida*, but in vain; however, we stood to the Northward under an easy sail, and kept a good look out, expecting soon to fall in with the group of islands already mentioned.

1786.  
May.

From the 11th to the 14th, we lay to every night, and when we made sail in the morning, spread at the distance of eight or ten miles, standing Westerly: it being probable that though the Spaniards might have been pretty correct in the latitude of these islands, yet they might easily be mistaken several degrees in their longitude: but our latitude on the 15th, at noon, being 20 deg. 9 min. North, and 140 deg. 1 min. West longitude, which is considerably to the Westward of any island laid down by the Spaniards, we concluded, and with reason, that there must be some gross mistake in their chart.

Hitherto the people in general on board the *Queen* had enjoyed a pretty good state of health, except Mr. Turner, our Second Mate, who was taken ill soon after we left St. Jago, and Captain Dixon, who latterly had been attacked by a complication of disorders; but now the scurvy began to make its appearance amongst us, many of the people being affected more or less, and one man entirely laid up with it. Though every anti-scurbutic on board was used with the greatest care and regularity, yet we found all would be ineffectual, without the assistance of fresh air, fresh water, provisions, vegetables, &c. on which it was determined to make Sandwich Islands as soon as possible.

1786.

May.

Being already in our proper latitude, we kept standing to the Westward, with a fine leading breeze ; and at seven o'clock in the morning of the 24th, we saw Owhyhee, the principal of the Sandwich Islands, bearing West, distance about fourteen leagues. At noon, the North-East point bore North, at three leagues distance. As it was well known that this island afforded every thing we wanted in abundance, the sight of it put every person on board in fresh spirits. After standing along the shore two days, with light winds, frequently inclining to calm, we came to anchor on the West side of the island, in Karakkakooa Bay, at one o'clock on the 26th, in eight fathom water, the West point of the Bay bearing West by North, and the South point, South half West, at about a mile distant from shore. In the afternoon we were surrounded by an innumerable quantity of canoes, and vast numbers of both sexes, in the water ; many of these, no doubt, came to see us through curiosity, but numbers brought various commodities to sell, such as hogs, sweet potatoes, plaintains, bread, fruit, &c. these we purchased with toes, fish-hooks, nails, and other articles of trifling value : the people bought fishing-lines, mats, and various other curiosities.

Early in the morning of the 27th, we began to prepare for watering, intending to dispatch that with all expedition ; but Captain Dixon going on board the King George, was informed, to our very great disappointment, that the inhabitants were growing troublesome, and that they had already tabooed the watering place. This ceremony of tabooing is performed by their priests, and is done by sticking a number of small wands, tipped with a tuft of white hair, round any place they want to keep private, after which, no person presumes to approach the place, and I believe the punishment is death for an offence of this kind. We were afraid

afraid at first, that this treatment might proceed from a remembrance of the losses they sustained after the melancholy death of Captain Cook, who was killed in this harbour ; but that was not the case : the reason they gave for this proceeding was, that all their Chiefs being absent, engaged in war with a neighbouring island, they durst not, on any account, suffer strangers to come on shore.

1786.

May

One of our principal objects being thus frustrated, our Captains are determined to leave this place as soon as possible ; mean while, we keep purchasing hogs, fowls, vegetables, &c. in abundance ; and I believe every person on board has already began to feel the good effects of fresh victuals, but scarcely any one more than thine, &c.

W. B.

SANDWICH ISLANDS, }  
28th May.

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#### L E T T E R   X I V .

**B**EFORE I proceed with my narration, give me leave to observe to thee, that the Sandwich Islands were discovered by the late Captain Cooke, in his last Voyage to the Pacific Ocean. Owhvhee, the principal, is the first to the Southward and Eastward ; the rest run in a direction nearly North-West. The names of the principals are, Mowee, Moretoy, Ranai, Whahoo, Attooi, and Oneehow. This will, I presume, be sufficient for thy information at present.

At

1786.  
June.

At eight o'clock in the evening of the 27th, we weighed and made sail, tacking occasionally during the night, and the whole of the 28th, having light variable winds. The people were employed in killing hogs, and salting them for the ship's use. A number of canoes still kept following us with hogs, vegetables, &c.

At noon, on the 29th, Karakakooa bore North-East by East, distance seven or eight leagues; and the high land of Mowee, (the Island we intended next to touch at) in sight. A strong breeze during the whole of the 30th, prevented our touching at Mowee. In the morning the Island of Ranai bore North North-West, at six leagues distance; and at noon a high bluff to the Westward bore North by West, distance one league. We kept standing for Whahoo with a good Easterly breeze.

At eight in the morning of the 31st, the North East end of Moretoy bore North North East, distance about six leagues. At noon we saw Whahoo; the South East part bore West South West, and the North East part North West; latitude 21 deg. 14 min. North.

On the 1st of June, at one in the afternoon, we came to anchor in a bay on the South side of Whahoo, in eight and half fathom water, over a sandy bottom; the extremes of the land bearing from East South East to West by South, distance from shore near two miles. We had presently a number of canoes along-side, but hogs and vegetables were much scarcer here than at Owhyhee.

Early in the morning of the 2d, our Captains went on shore, in order to find a watering place, and procure accommodations for the sick: they soon met with good water, but the access to it was very

very difficult, occasioned by a reef of rocks which run almost the length of the bay, at a considerable distance from the shore, and so high, that it was scarcely practicable, and by no means safe for a loaded boat to venture over : this circumstance made us despair of filling our water at this island ; but Captain Dixon taking notice that most of the people in the canoes had several gourds, or calabashes full of water, he directed us to purchase them, which we easily did for nails, buttons, and such like trifles : indeed so fond were they of this traffic, that every other object was totally abandoned, and the whole Island, at least that part which lay next us, were employed in bringing water : for a small, or a middling-sized calabash, containing perhaps two or three gallons, we gave a small nail ; and for larger ones in proportion. Thus, in this very singular, and I may venture to say, unprecedented manner, were both ships compleatly supplied with water, not only at a trivial expence, but also saving our boats, casks, and tackling, and preserving the people from wet, and the danger of catching cold. During the time we were taking in water, &c. our people were busied in fettleing up the rigging fore and aft, scraping the ship's sides, and other necessary employments. The Surgeon took the sick people on shore on the 2d, expecting the land air would be of service to them ; but the weather was very sultry, and the inhabitants crowded about them in such numbers, that they were obliged to come on board, fatigued instead of being refreshed by their jaunt.

1785.  
June.

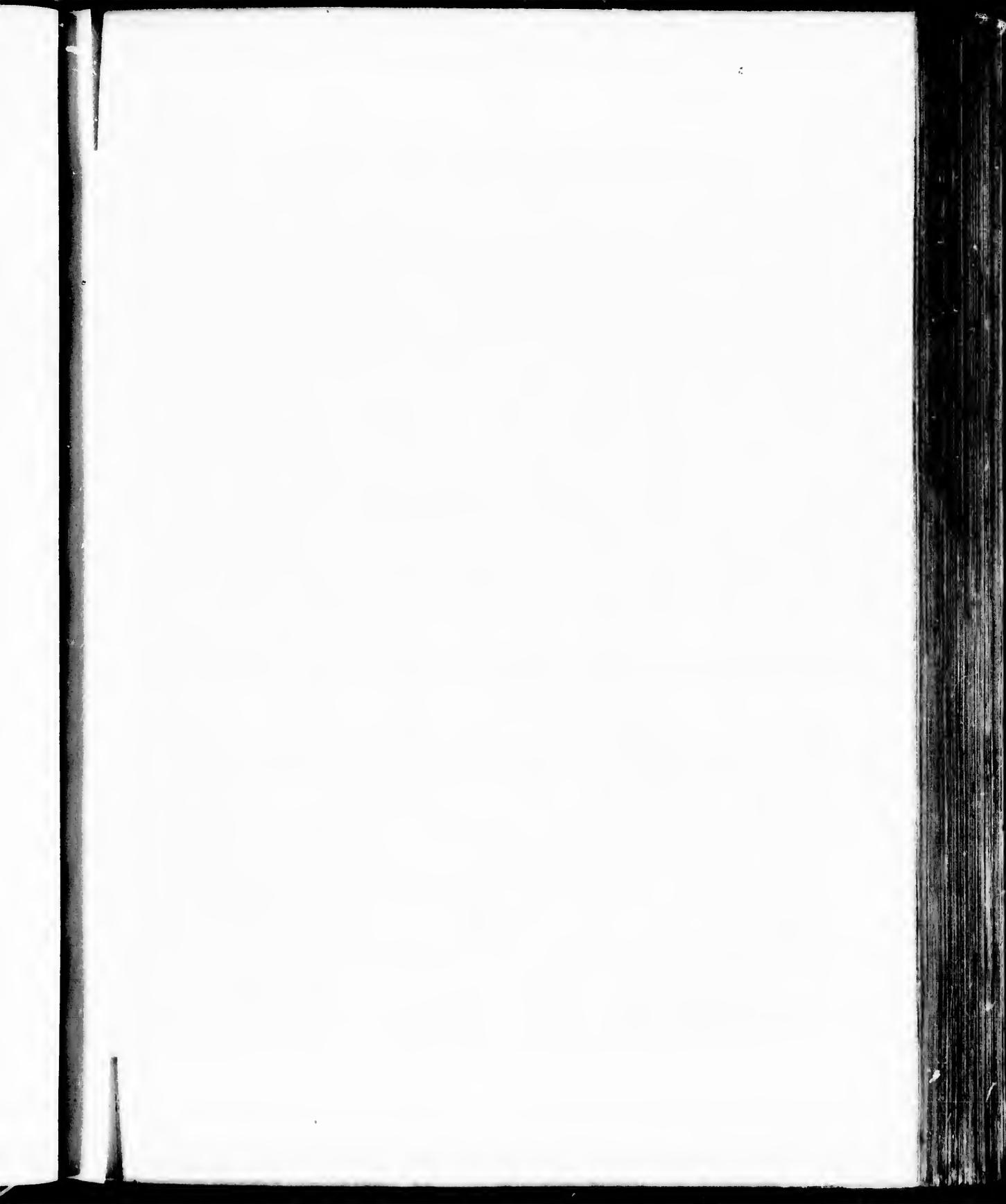
One of our grand objects was now compleated, and our sick people in some measure recovered ; but we wished, if possible, to procure a farther supply of hogs, vegetables, &c. and Whahoo affording but little of either, it was determined to make Attoui with all expedition, that island abounding with every thing we wished for.

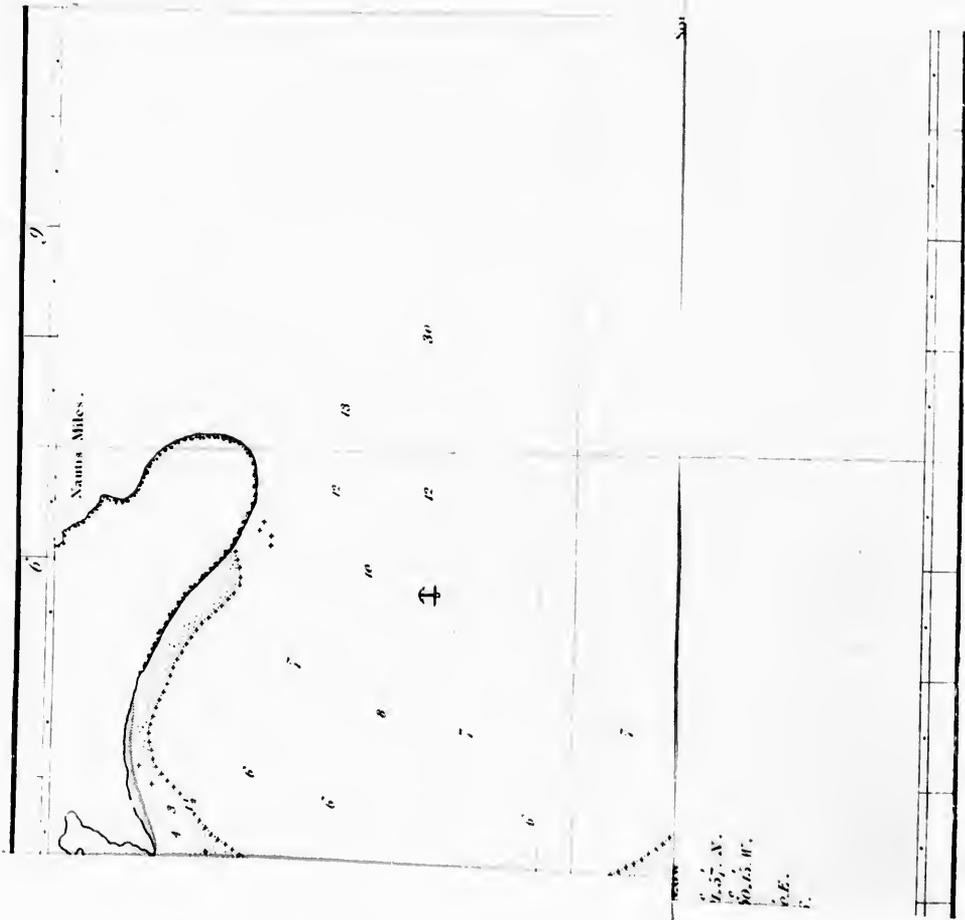
1786.  
June.

At seven in the morning of the 5th, we weighed anchor, and stood for Attoui, with moderate breezes and cloudy weather. At noon the South point of Whahoo bore East South East, distance six leagues, latitude 21 deg. 15 min. North.

In the morning of the 6th, we saw Attoui; and at noon, the high point upon the South-East end bore West North West, at nine leagues distance, Whahoo still in sight.

By three o'clock in the afternoon of the 7th, we were a-breast of Wymoa-Bay, Attoui, the place we proposed coming to anchor in; but the wind blowing pretty strong from the South East, and the bay quite open to that quarter, Captain Portlock declined coming to here, and proposed standing for Oneehow, which at four o'clock bore West North West, at about five leagues distance. During the night, we tacked occasionally; and at ten in the morning of the 8th, we came to anchor in Yam Bay, Oneehow, in seventeen fathom water, over a sandy bottom. The North point of the bay bore North North East, and the South point South by East, at one and half mile distance from shore. This Island produces great quantities of excellent yams, and the inhabitants brought us a plentiful supply, which we purchased for nails, and such like trifles: indeed this place produces no great plenty of any thing besides, there being but few inhabitants here, compared with Attoui, Whahoo, &c. &c. Our sick were taken on shore here, and found great benefit from the land air, as they could walk about at their ease, without being molested by the inhabitants. The principal Chief at this island is called Abbenooe; he seems a very active, intelligent person, and Captain Portlock making him some trifling presents, was wholly attached to us; so that our sick were much better accommodated on his account. We got very few  
hogs







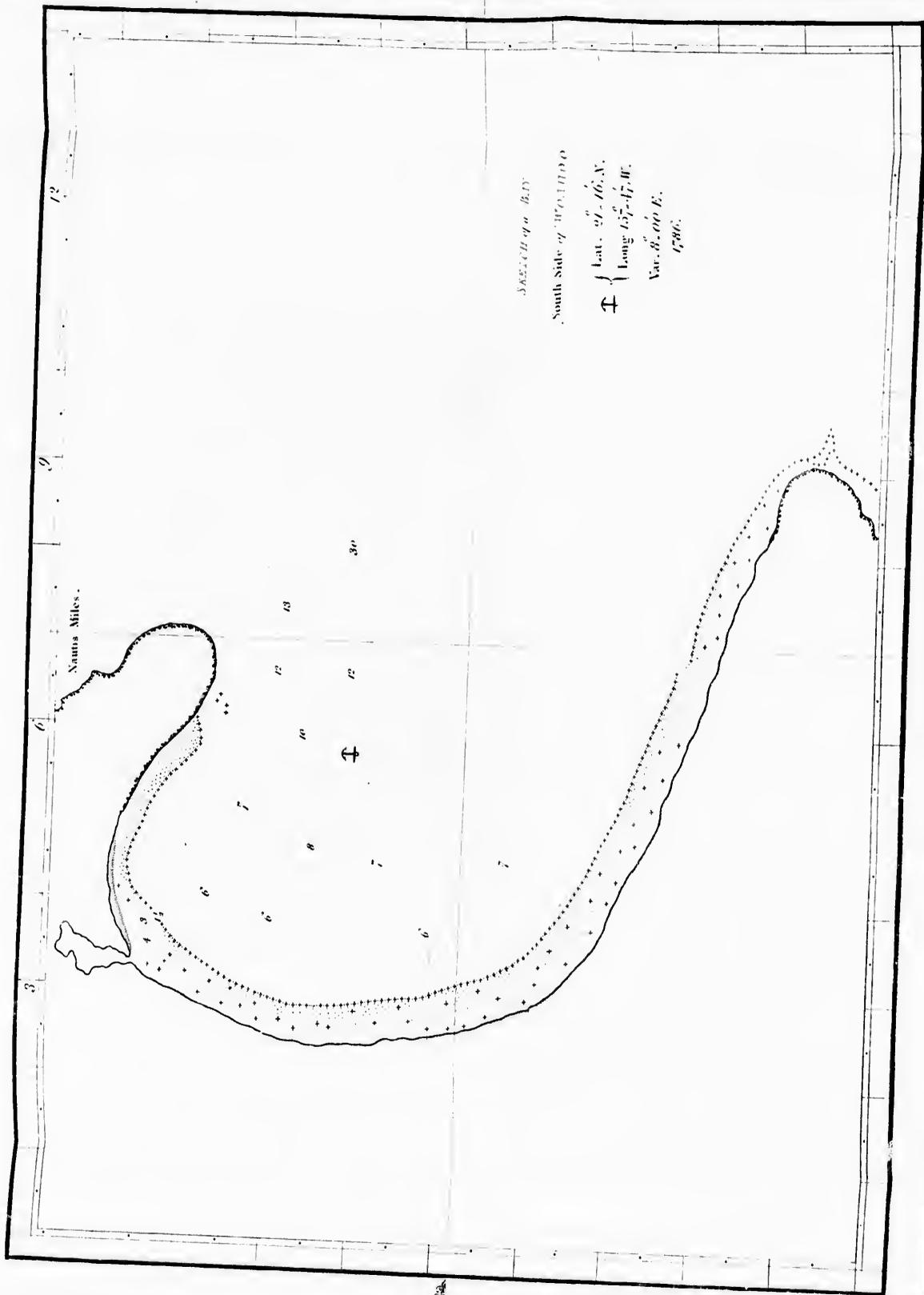


Chart of a Bay

South Side of

{ Lat.  $21^{\circ} 06' N.$   
 { Long.  $157^{\circ} 47' W.$   
 Var.  $8^{\circ} 00' E.$   
 1786.



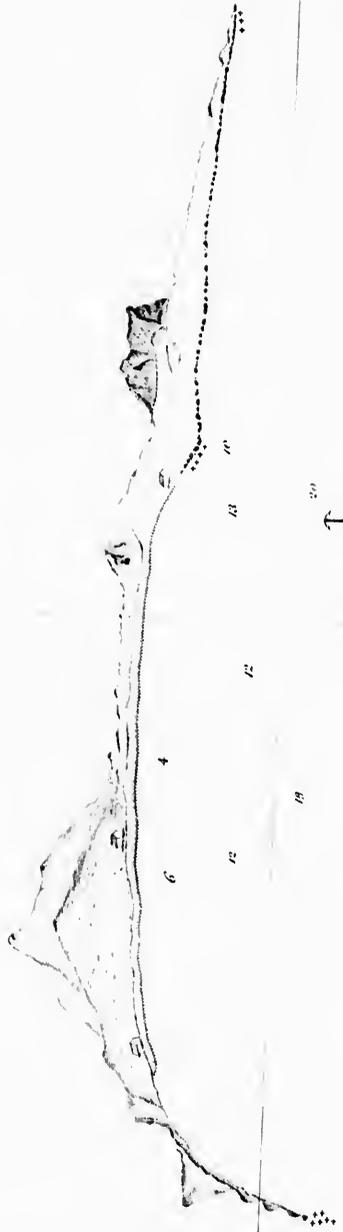
12

9

6

3

Nautic Miles.



J. J. J. J.

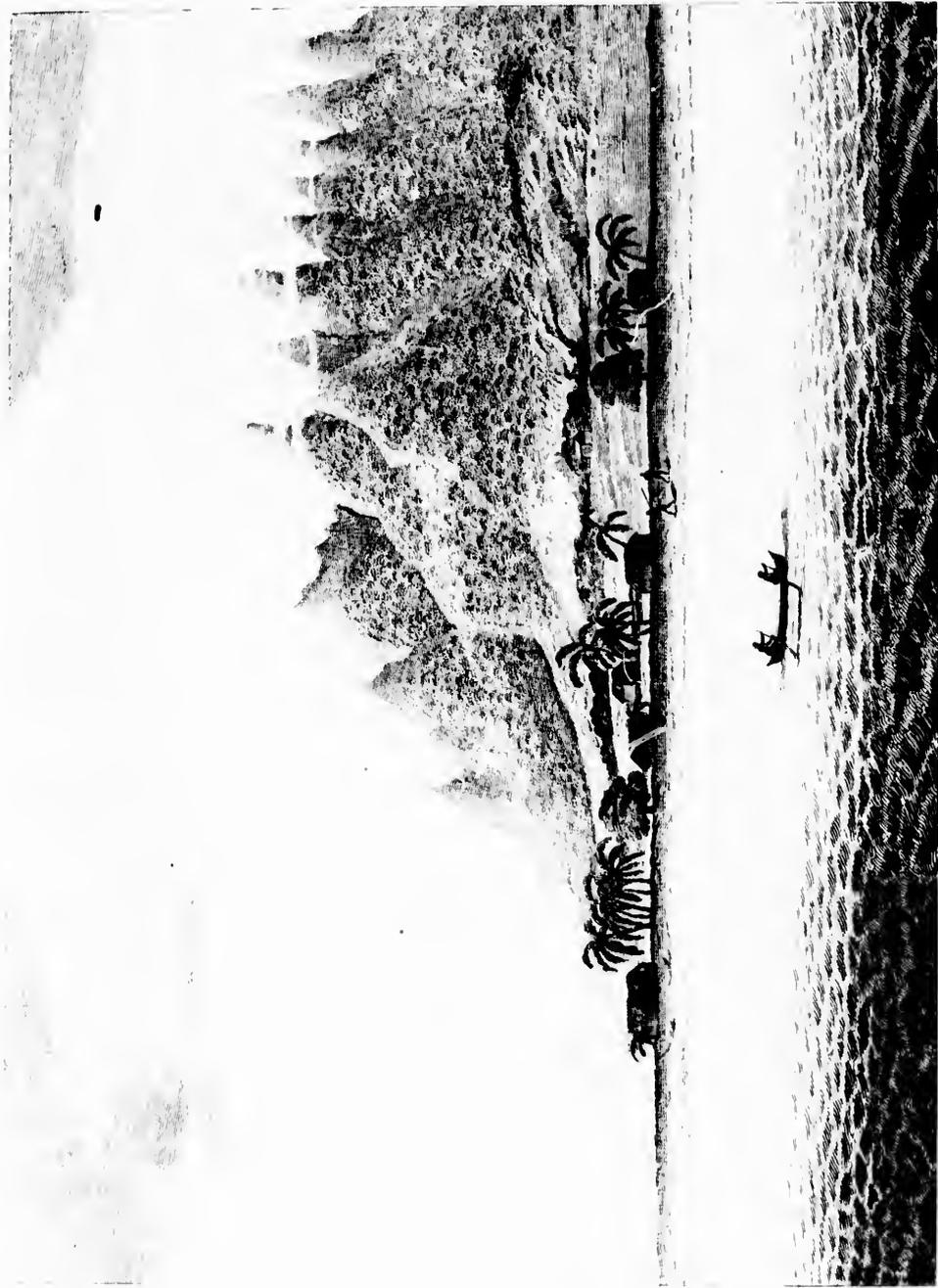
ONEGHEW

Lat. 26° 57' N.

Long. 160° 12' W.

Vic. S. C. E.

1786.



Barrow's Engraving

( ) A View in the Bay at Wooloo, Sandwich Islands.

Barrow's Engraving

hogs here, and these were chiefly brought from Attoui : however, as our people are pretty well recovered, and every necessary business on board the ships completed, we shall lose no time in the prosecution of our voyage, but get to sea as soon as possible. Thou mayest depend on a farther continuation the earliest opportunity, from

1786.  
June.

W. B.

SANDWICH ISLANDS, }  
12th June.

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L E T T E R   X V .

**T**HOU mayest see by the place from which this is dated, that we at last are arrived at the busy scene of action, and perhaps thou wilt infer, at the summit of our hopes, wishes, and expectations ; but have a little patience, my good friend, and thou wilt perceive, that “all is not gold that glitters.”

I informed thee at the conclusion of my last, that we were getting ready for sea with all expedition, our attention being as invariably fixed on the American Coast, as the needle is to the North. Having procured as many hogs as our time would permit, together with an excellent stock of yams, we weighed anchor on the 13th of June, at ten in the forenoon, and made sail, standing to the North-West, with moderate breezes, and fine weather.

As it is probable we shall touch at Sandwich Islands, perhaps more than once during the course of our voyage, I shall defer giving thee any further account of them at present, as in that case I shall

1786.  
July.

shall be able to describe them more particularly than I now have it in my power to do.

No very material occurrence happened during the greatest part of our passage from the Islands to Cook's River: however, as thou art fond of particulars, though ever so trifling, I will endeavour to oblige thee in that respect.

On the 15th, being well clear of the land, we changed our course to North and North by East, and from that to the 22d, had moderate breezes, with fine weather.

From the 23d to the 28th, frequent strong breezes with rain; the wind veering from South West to North West, but more frequently since the trade winds left us, which they did about the latitude 26 deg. North.

From the 29th of June to the 1st of July, we had light variable winds, with thick fogs, and drizzling rain; latitude on the 30th of June 40 deg. 30 min. North, longitude 151 deg. 42 min. West

On the 2d of July, the water changing its colour, and a number of seals being seen playing about us (one of which was struck and got on board the King George) we sounded with a line of 120 fathom, but got no bottom. On the 3d, we saw a piece of wood floating on the water, with a number of birds on it: we had frequent gales from the North West, with rain. On the 4th, being in 45 deg. 2 min. North latitude, and 152 deg. 14 min. West longitude, we found a strong current setting to the South West.

From the 5th to the 11th, we had variable winds from South East to South West, sometimes strong breezes, with foggy weather  
and

and much rain. On the 10th, our observation at noon gave 49 deg. 51 min. North latitude; and 147 deg. 14 min. West longitude; the weather thick and hazy.

1786.  
July.

We frequently saw large quantities of sea-weed, called by sailors sea-leeks, and a species of birds much resembling Cape pigeons. The 11th, in the evening, the moon was totally eclipsed, but the evening and night were so very thick and foggy, that we could not obtain the least sight of it.

By the 13th, our stock of yams was nearly expended, an inconvenience which we felt very heavily, as they answered every purpose, both of potatoes and bread. We frequently passed pieces of wood and sea-weed, and saw various species of birds. Latitude at noon on the 13th, 54 deg. 55 min. North; longitude 147 deg. 18 min. West.

On the 15th, the colour of the water altering very much, the King George frequently sounded with 90 to 120 fathom line, but found no bottom. Latitude at noon, 57 deg. 4 min. North; longitude 149 deg. 50 min. West.

On the 16th, we had a number of puffins, gulls, sea-parrots, and other birds about us; sea-leeks and pieces of wood continually passing us: on this we sounded at ten o'clock in the forenoon, with 120 fathom line, but got no bottom. Our observation at noon gave 58 deg. 14 min. North latitude, and our longitude was 151 deg. 13 min. West. At six in the afternoon, we sounded with 55 fathom line, over a bottom of black rock and sand, intermixed with a kind of black shells. At seven o'clock, being then standing nearly North, we saw the land to our great joy, bearing North West by West, at about eight leagues distance,

1786.  
July.

and which we judged to be near Cook's River. During the evening, we had a number of whales playing about the ship. I forgot to observe before, that our original destination was first to King George's Sound: but as we were considerably later in the season than we *once* expected to be, our Captains judged it most prudent to make Cook's River first, and stand along the coast to the Southward, as the season advanced.

The wind being right against us, we plied to windward during the 17th and 18th, when we found the land seen on the evening of the 16th, to be a group of islands, called by Captain Cook the Barren Islands, and situated at the entrance of Cook's River.

At four in the afternoon of the 18th, we saw the Island St. Hermogenes, bearing from South South West to West, at three leagues distance. The whales near the land were so numerous, that their blowing resembled a large reef of rocks.

At eleven o'clock in the forenoon of the 19th, we made the entrance of Cook's River, leaving the Barren Isles to the Southward and Eastward. Both wind and tide being now in our favour, we kept standing along the Eastern shore, intending, if possible, to make Anchor Point before we let go our anchor; but at seven in the afternoon we were surprized with the report of a gun, which proceeded from a bay nearly a-breast of us, at about four miles distance. Captain Portlock immediately fired a gun, by way of answering this signal, and there being every appearance of a good harbour, he determined to stand in, and come to anchor, in order that we might know what nation had got the start of us.

Various were our conjectures on this head; some thinking they might possibly be our own countrymen; others, that they were French,

French; and indeed this latter conjecture had a good deal of weight with us, as we had heard of two French ships fitting out for this coast, at the time we left England. However, all our surmises were soon changed into certainty, for as we were standing into the bay with a light breeze, a boat came from the shore to the King George, and the people proved to be Russians.

1786.  
July.

At eight o'clock, being well into the bay, we came to anchor in thirty-five fathom water, Point Bede bearing East North East, at three miles distance; and Mount St. Augustine South West by West.

Soon after our anchor was gone, four or five canoes, with a single person in each, came along-side us. We were so elated with this promising appearance, that an assortment of our various articles of trade was immediately got to hand, and abundance of furs were already on board, *in our imagination*: but these pleasing ideas soon vanished, for we soon found that these people belonged to the Russians.

Though our expectations of finding inhabitants here were disappointed, yet as the place was found very convenient for procuring a supply of wood and water, every necessary preparation was made for that purpose, and parties sent on shore in the morning of the 20th, to cut wood and fill water: in the mean time, our Captains went in the King George's whale-boat to the Russian Factory, in order to pick up what intelligence they could, respecting their business on this coast.

It ~~seem~~ the Russians had no fixed settlement here, and, in short, no other intelligence than a mere temporary one, which they had

1786.  
July.

made by hauling their boats on shore, and laying them on their beam-ends, with skins drawn fore and aft, to shelter them from the inclemency of the weather. All that could be learnt from them was, that they came in a sloop from Onalaska, and that the people we had seen in the canoes were Codiak Indians, which they had brought with them, the better to facilitate their traffic with the inhabitants of Cook's River, and the adjacent country; but notwithstanding this, they had frequently quarrelled and fought with the natives, and were at present on such bad terms with them, that they never went to sleep without their arms ready loaded by their side. However, the accounts we got seldom agreed, and gave us but an indifferent idea of their proceedings, though this might arise, in a great measure, from our having but a very imperfect knowledge of the Russian language: thus much we were pretty certain of, that they had met with very few, if any skins, though they had got nankeens, and Persian silks to traffic with.

The watering place here is so very convenient, that we completed our water in one day, viz. the 21st: from that to the 26th, the people were employed in cutting wood, and recreating themselves on shore.

On the 24th, our Captains went to survey the bay, and landing on the South-East point they found a vein of coals, some of which were brought on board: the bay from this circumstance obtained the name of Coal Harbour.

Our people frequently tried to catch fish with a hook and line, but to no purpose: however, Captain Portlock having a seine on board, it was frequently hauled with success, and large quantities of fine salmon caught, which were generally divided between the ships.

The

NORTH-WEST COAST OF AMERICA.

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The country here is very mountainous : the hills sloping down nearest the shore, are totally covered with pines, intermixed with birch, alder, and various other trees and shrubs, whilst the more distant mountains, whose lofty summits outreach the clouds, are totally covered with snow, and have the appearance of everlasting Winter. But I shall not at present attempt any further description of a country, which as yet I am so little acquainted with : let it suffice for thee at present to know, that though this is the latter end of July, the weather is in general cold, damp, and disagreeable, with frequent showers of snow or sleet ; and the surrounding prospect baren, dreary, and uncomfortable. So much at present for the *promised land*. Thine ever,

1786.  
July.

W. B.

COOK'S RIVER, }  
25th July. }

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L E T T E R X V I.

HAVING compleated our water, and got on board a sufficient quantity of wood for present use, we weighed anchor early in the morning of the 26th, and stood out for the main river, as our Captains knew we should find inhabitants farther to the Northward ; and there was not the least doubt of meeting with furs wherever we could find people. The tide in the river is very rapid, running at least four knots per hour ; so that there was a necessity of coming to anchor every tide, unless assisted by a fresh favourable breeze : this, however, was looked upon by us as a matter of little consequence, as we expected such plenty of traffic up the river, that our frequent anchoring would be absolutely necessary ; but in this we were disappointed.

During

1786.  
July.

During the 26th and 27th, we kept standing up the river with variable winds, and moderate weather : no inhabitants came near us, nor any particular occurrence happened. At noon on the 27th, the Burning Mountain bore South-West by West. A considerable smoke issued from its summit, which is very lofty, but we saw no fiery eruption ; nor did I find, on enquiry of Captain Dixon, that they ever saw any greater appearance of a volcano from this mountain, during their cruize up this river, their last Voyage, at which time it was discovered.

At three o'clock in the afternoon of the 28th, we came to anchor in eleven fathom water, over a sandy bottom, the adjacent coast to the Westward about three miles distance, tolerably level, and likely, in the opinion of our Captains, to produce Furs. In the evening, a single canoe, with one man in her, came along-side us, but brought nothing, except a little dried salmon, which we bought for a few beads, with which he seemed perfectly satisfied. 'Tis most probable this man came purposely to reconnoitre us, and learn our intentions ; for when he understood that we came to trade peaceably, and was shewn various articles we had to traffic with, he was very well pleased, and gave us to understand that the people (pointing to the shore) would bring us plenty of skins by the next day's sun. Early in the morning of the 29th, we had several canoes along-side us ; some so small, that they hold only one or two men, and others with from ten to fourteen people in them : they brought us skins of various sorts, such as land and sea otters, bears, racoons, marmotts, &c. &c. for which they took toes and blue beads, but the toes are held in the greatest estimation, a middling sized toe fetching the best otter skin they had got. During the greatest part of the day, we traded with pretty good success, the inhabitants behaving in a quiet, orderly manner, and

we



London, 1847.

J. Rogers del.

*A View of the VOLCANO, COOK'S RIVER, taken from Coal Harbour. —*

*Published at the request of the Capt. Boscawen, Dec. 17, 1799.*

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NORTH-WEST COAST OF AMERICA.

63

we kept up this friendly intercourse by every method in our power, being perfectly convinced, that a kind and mild treatment was the surest means of procuring what we wanted from these savages.

1786.

July.

Towards evening, the wind blowing fresh, no canoes ventured to come near us; but the weather proving moderate on the 30th, a number of small canoes, and two large ones, came along-side, from whom we purchased every thing they had worth picking up.

By our observation to-day at noon, the place where we now lay is in 60 deg. 48 min. North latitude; and 152 deg. 11 min. West longitude. From this to the 3d of August, the weather was moderate and fine: our friends kept bringing us skins of various kinds, but gave us to understand, that their own were all sold, and that they were obliged to trade with tribes in distant parts of the country, in order to supply us. They also brought us great plenty of excellent fresh salmon, which we bought very cheap, giving a single bead for a large fish; indeed they were so plentiful, that at any time if we refused to purchase, they would throw the fish on board, sooner than be at the pains to take them back. The salmon come into the river in innumerable shoals, at this season of the year, and are caught by the natives in weirs, with the greatest ease; they are smoked and dried in their huts, and make a very considerable part of their food during the Winter. What a fresh instance this of the goodness of Divine Providence towards his creatures! How bountifully he hath provided for these poor wretches, in this barren and inhospitable part of the world! Surely, after this no one can ask with the discontented Israelites, "Can God spread a table in the wilderness."

Or:

1786.  
August.

On the 4th of August, we had a strong breeze from the South South East, which prevented any canoes coming near us; but the weather, on the 5th, being pretty moderate, several canoes came along-side, but the people had very few ikins, and they gave us to understand, that the country was pretty well drained. We were moored with both bowers, but this morning we took up the best, in order to be ready for sea, when Captain Portlock should make the signal.

In the morning of the 6th, we had strong breezes from the South South West, with rain, which continued till noon on the 7th, when the weather turned moderate. In the afternoon, Captain Portlock came on board us, and proposed weighing anchor at four o'clock the next morning. Accordingly, we weighed, and were making sail, when Captain Portlock sent his Third Mate on board us, with a message, intimating, that as the weather promised very unfavourably, we had much better stay where we lay, than run the risque of getting a bad situation in a gale of wind; accordingly, we again let go our anchor, and soon found his suggestion a good one, for in the evening there came on a very heavy gale of wind, which continued the greatest part of the night. We again moored ship, with the best bower; but in the morning of the 9th, the weather growing moderate, we hove it up again, in order to be ready for sailing with the first fair wind. For several days past, but few canoes had been near us, and these brought us nothing but old tattered pieces, the remnants of dirty ikins which they had wore to defend themselves from the inclemency of the weather: indeed for some time past, what good ikins they brought were cut into strips, probably with a view to obtain better prices; but this practice we discountenanced as much as possible.

Before

Before I proceed farther, let me endeavour to give thee some idea of the country near the place we now lay; and surely a prospect more dreary and uncomfortable can scarcely be conceived, than that which presented itself to our view to the North West. The land, indeed, close by the sea-side, is tolerably level, affords a few pines, which, together with shrubs and underwoods, intermixed with long grass, make the landscape not altogether disagreeable; but the adjacent mountains, whose rugged tops far outreach the clouds, absolutely beggar all description: covered with eternal snow, except where the fierce North wind blows from their craggy summits, they entirely chill the blood of the beholder, and their prodigious extent and stupendous precipices, render them equally inaccessible to man or beast. I had forgot, that in my last I promised to attempt no more descriptions of the country at present, but the prospect just mentioned had something in it so awfully dreadful, that I could not avoid saying a few words respecting it, and I know thou wilt readily forgive any little inadvertencies of this sort, as my only wish is, to amuse and entertain---I wish I could add, and instruct thee. Thou mayest expect a continuation very soon. Adieu. Thine, &c,

1786.  
August.

W. B.

COOK'S RIVER, }  
10th August. }

1786.  
August.

## LETTER XVII.

**I** OBSERVED in my last, that we held ourselves in readiness to sail with the first fair wind; and at five o'clock in the morning of the 10th of August, we weighed and made sail with moderate breezes and fine weather. At eight o'clock, finding the tide set us strongly in for the land, and very near a long ridge of sand to the Southward, we let go an anchor in ten fathom water, over a stony bottom; an island to the Southward, at little more than a mile's distance. At five in the afternoon, we weighed and made sail, but the breeze not enabling us to stem the tide, at nine we were obliged to come to an anchor in twelve fathom water, over a rocky bottom; the North-West end of the small island to the Southward, bearing West North West; distance off shore to the Northward five miles; the weather moderate and fine.

At five in the morning of the 11th, we weighed anchor, and kept standing down the river. At eight o'clock we perceived two Russian boats, with eighteen men in each, steering for the island to the Southward. They, no doubt, were the same people we saw in coming up the river. It seems to be their plan to subjugate the poor Indians, and afterwards to exact what skins they can, by way of tribute; but the people are dispersed in so many different parts, that this scheme can surely never answer their purpose. At eleven o'clock we came to in nineteen fathom water, Anchor Point bearing South by East, distance from shore four miles. Our observation at noon gave 60 deg. 9 min. North latitude.

tude. Having but light breezes, we were obliged to wait for the tide in standing down the river.

1786.  
August.

At noon on the 12th, Cape Bede bore East South East, and Coal Harbour East by South. At two o'clock we came to in thirty-nine fathom water, the Barren Islands bearing South South East; the Burning Mountain West North West; Mount St. Augustine South West; and Coal Harbour East. Our observation gave 59 deg. 28 min. North latitude, and 151 deg. West longitude. The weather was moderate and fine, and we had great reason to hope that the next tide, with a tolerable breeze, would carry us clear of the river.

In regard to the extent of this river, I cannot speak with any degree of certainty; but we know that it reaches considerably farther to the Northward than where we lay at anchor. With respect to its breadth, it is seldom more than twenty miles over.

The inhabitants seem not to have fixed on any particular spot for their residence, but are scattered about here and there, as best suits their convenience or inclination. 'Tis most probable they are divided into clans or tribes, as in every large canoe we saw, there was at least one person of superior authority to the rest, who not only directed their traffic, but kept them in a proper degree of subordination. In their manners they seem harmless and inoffensive; but this might probably be occasioned by the different treatment they met with from us, to what the Russians had used them to. The weapons we saw are bows and arrows, and spears; these are very useful in hunting, as well as fighting; the flesh of the various beasts they kill serving them for food, as their skins do for  
cloath-

1786.  
August.

cloathing. One would reasonably suppose, that the skins of large beasts, as bears, wolves, &c. would be held in the greatest estimation as cloaths by these people: this, however, is not the case, the greater part wearing cloaks made of marmot-skins, very neatly sewed together, one cloak containing perhaps more than one hundred skins: it is most likely that their women's time is principally taken up in employments like these. Besides the sea-otter, here are bears, wolves, foxes, racoons, marmots, or field mice, musquash, ermine, &c. &c. but the marmot and fox seem to be in the greatest plenty. The trade these people are fondest of for their skins, is toes, and light blue beads, scarcely any other sort (though we had a very great variety) being taken the least notice of.

In their persons, these people are of a middle size, and well proportioned; their features appear regular, but their faces are so bedaubed with dirt and filth, that it is impossible to say what sort of complexion they have. That person seems to be reckoned the greatest beau amongst them, whose face is one entire piece of smut and grease, and his hair well daubed with the same composition. Their nose and ears are ornamented with beads, or teeth, if they cannot procure any thing else: they have likewise a long slit cut in the under lip, parallel with the mouth, which is ornamented much in the same manner with the nose and ears; but this I could observe was always in proportion to the person's wealth. We saw only one woman, and the people with her behaved with great civility, and attended her with great respect: her face, contrary to the general custom, was tolerably clean, and her complexion and features far from disagreeable: indeed I have often seen much worse-looking women in England. Their small canoes are so constructed, as to hold but one, or at most two persons; and both these and the large ones are covered with skins. It possibly may  
be

be in my power, before the conclusion of our Voyage, to give thee a farther account of these people; if so, thou mayest depend on it: in the mean time, let me proceed with our transactions.

1786.  
August.

I have observed, that the afternoon of the 12th was fine, and the weather continuing favourable, we weighed anchor at four o'clock in the morning of the 13th of August, having a fine leading breeze and clear weather. We stood down the river to the East North East, leaving the Barren Islands to the Southward.

Before noon we were clear of Cook's River, and our destination being for Prince William's Sound, we stood to the North East, at about two leagues distance from the shore. At noon, the Northernmost part of the Continent bore North East by North and Sugar Loaf Island (one of the Barren Islands) South West. Towards the evening our breeze died away, and during the night, we had light baffling winds.

During the former part of the 14th, we kept standing along the shore, latitude at noon 59 deg. 6 min. North. In the afternoon, the weather grew cloudy and hazy. At four o'clock we tacked, and stood to the North West, but being uncertain how we were situated in regard to the passage into Prince William's Sound, at eight we again tacked, and stood off shore till twelve o'clock.

On the 15th we had light airs, with hazy weather. We had lost sight of the land, but at two o'clock we again saw it, bearing from North North West to West North West. On sounding we found bottom with 103 fathom line, mud and clay.

Light

A VOYAGE TO THE

70

1786.  
August.

Light airs and hazy on the 16th. We still kept standing along the shore, at about two leagues distance; the land bearing from West South West to North. On the 17th, we still had light baffling winds, and cloudy weather. Having had no meridian altitude since the 14th, we could not be exactly certain as to our situation, but concluded the land which we now saw to the North East to be Montague Island. It being nearly calm, and our soundings greatly lessened, we came to anchor at three o'clock, in forty-three fathom water, over a sandy bottom; distance from shore about three miles. I should observe, that for some days past our soundings had varied from one hundred and twenty to twenty-eight fathom water, generally over a muddy bottom. An island to the Northward bore from North East by East to North North East. Another point of land due North, at six miles distance. Whilst we lay at anchor, many of our people got out their fishing-lines, thinking we lay on a cod-bank; they caught some sculpins, and a few halibut, but were disappointed in their expectations of catching cod.

The weather continued thick and foggy, but at six o'clock in the afternoon of the 18th, a breeze springing up from the South West by West, we weighed anchor, and stood in for the shore. At ten o'clock, we sounded with forty-five fathom line, over a bottom of sand mixed with shells; at twelve, we had no bottom with eighty fathom line.

The early part of the morning of the 19th was so foggy, that we lost sight of land, but at eight o'clock we saw land bearing North East by North. We kept plying to windward, in order to make, if possible, the South West passage into Prince William's Sound, which, at four in the afternoon, bore North East by North; the

Eastermost point of land in sight East by North ; Foot Island, from North by East, to West North West ; Leg Island, West, to North West by North ; the Continent South West. The wind blew fresh from the North East, and a heavy swell setting to the Westward, we gained little or nothing. At eight o'clock in the evening, the South West Point of Montague Island bore East North East, at four miles distance. The wind being variable during the night, we tacked occasionally. At ten o'clock we had soundings in forty fathom water, over a sandy bottom.

1786.  
August.

At eight in the morning of the 20th, the land in sight bore from North North East to North half West ; we had no bottom with a line of fifty fathom. Still we kept plying to windward, but with no better success than on the preceding days, owing to fresh North Easterly winds, and a current setting to the Westward.

The former part of the 21st was hazy, with rain. At four in the afternoon, we had great hopes of making a bay near the wished-for entrance, being in seventeen fathom water, and within a mile and half of the land ; but we found a strong current set us bodily to leeward, in addition to the swell from the Eastward. In the evening, and during the night, we had strong North Easterly breezes, with much rain ; and the former part of the 22d was thick and rainy, but the wind more moderate. We had a tolerable observation at noon, which gave 59 deg. 15 min. North latitude, being the only one we could get for ten days past.

During the afternoon, and the whole of the 23d, the weather was thick and hazy, with fresh variable breezes, though chiefly from the North East, and no land in sight.

At

1786.  
August.

At four o'clock in the morning of the 24th, the wind veered to the South East, on which we stood right in for the land, which we saw at three in the afternoon, bearing from North by East to West by North, at ten miles distance. We had soundings in seventy fathom water, over a muddy bottom. At eight in the evening, the wind changed to the North East again, and we stood off the land during the night, it being very uncertain how the currents set. I shall resume the subject very shortly. Thine, &c.

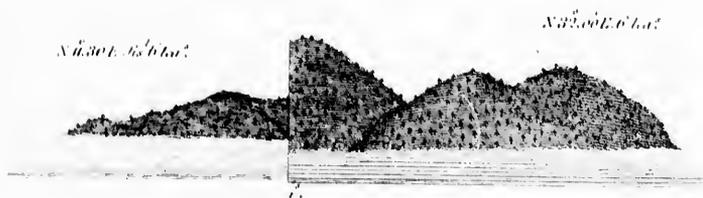
W. B.

OFF MONTAGUE ISLAND, }  
27th August.

### L E T T E R XVIII.

**D**URING the 25th and 26th of August, we had light winds, and hazy weather. At seven in the evening of the 26th, the wind shifted to the Southward, and we were in great hopes of getting in with the land next day. Towards ten o'clock it came on to blow very fresh, so that we hove to till three in the morning of the 27th, when we made sail, and stood to the Northward. At noon we saw the land, bearing due North. Our observation gave 59 deg. North latitude, being the only good one we had been able to make for the past fortnight. Longitude 145 deg. 44 min. West. Finding ourselves much too far to the Eastward, to have any hopes of getting into Prince William's Sound by the South West passage, our Captains determined to try for the entrance by Cape Hinchinbrooke, having a favourable breeze and moderate weather.

I should



*SWW*



Staten Land, when the Body of the Island is dis. 13

*SWW*



Montague Island

*SWW*



origines des 17 et 18 lieues

W.S.W.



Body of the Island is des 13 lieues.

W.S.W.



Montagne Island

N 72.00 E 6 1/2 L.



N 73.00 E des about 5 lie.

1786.  
September.

Having been at sea a month, when we expected only a cruize of two or three days, thou mayest imagine we were greatly elated with the prospect of speedily coming to anchor, and beginning to traffic; but all our expectations on this head soon vanished, for on standing in for the shore till four o'clock, and at less than three miles distance, we could not see any appearance of the sound mentioned by Captain Cook. The coast, indeed, formed a kind of bay, but afforded no place, in this situation, where a vessel could anchor, with any degree of safety. We sounded with a line of 110 fathom, but found no bottom, neither was the colour of the water in the least changed; so that there is reason to expect deep water quite close to the shore.

Being disappointed in our expectations of falling in with Cross Sound, it was judged a needless waste of time to look for it in any other situation, especially as Captain Cook never came to anchor there, but only saw it at a considerable distance; and we knew by experience, how deceitful the appearances of land are on this coast, occasioned by a constant haze, which perpetually changes its position, and renders it next to impossible to ascertain land at a distance, with any degree of certainty.

The *Bay of Islands* was the next eligible harbour for us to make; this lay about thirty miles to the Southward and Eastward. A favourable breeze springing up towards the evening, we stood under an easy sail during the night, with every prospect of making this harbour soon; but in the morning of the 10th, a very heavy gale of wind came on from the Southward, which continued till evening, when we had a flat calm for a few hours.

At

At two o'clock in the morning of the 11th, the gale came on heavier than before, with much rain, and continued without intermission till the 13th, at noon, when the weather grew moderate, and tolerably clear. During the gale, we had wore occasionally, to prevent our getting on a lee-shore, and when it subsided, we found ourselves more than ten leagues from Cape Edgecombe, (the nearest point of land to the Bay of Islands) our observation at noon giving 56 deg. 50 min. North latitude. However, it was determined to make this harbour if possible, our sails and rigging being pretty much damaged during the storm.

1786.  
September.

Accordingly, we steered East North East, with a moderate breeze from the Southward; and at six o'clock in the morning of the 14th, we saw land, bearing from East by North to North West, at fourteen miles distance. At noon, Cape Edgecombe bore South 60 deg. East, at ten miles distance. Our observation gave 57 deg. 6 min. North latitude. We kept steering to the Westward, in expectation of finding the Bay of Islands till five in the afternoon, but could not fall in with any such place to the Westward of the Cape. That part of the coast which we examined forms a kind of shallow bay, but affords not the least shelter for any vessel to lay at anchor, neither could we perceive the least sign of inhabitants. We had indeed heard, that the Spaniards anchored very near this place, in 1775, but this account we were afraid was not absolutely to be depended on. At six o'clock we hauled our wind to the Southward, intending to examine the South East side of the Cape; but at midnight a very heavy gale of wind sprung up from the South East, which continued during the whole of the 15th, with heavy and continued rain; this made us glad to keep off the land as much as possible, so that in the forenoon of the 16th, we were more than twenty leagues to the Southward of Cape Edge-

combe

1786.  
September.

combe. The wind grew more moderate, but variable, and frequently squally, with rain. The weather was thick, and so hazy, that we could not see a mile a-head. The season slipping away very fast, all hopes of making the Bay of Islands were given up, and it was determined to steer for King George's Sound, keeping in, however, with the coast, that no opportunity of accidentally meeting with a harbour might be lost.

The weather on the 17th grew moderate, and a fine Westerly breeze came on early in the morning: our latitude at noon was 55 deg. 15 min. North; and our longitude 136 deg. 14 min. West. We still had a fine North Westerly breeze, and at one o'clock on the 18th, being then steering due East, we saw land right a-head, on which we stood directly for it. Our latitude at noon was 53 deg. 46 min. North, and our longitude 134 deg. 22 min. West. At six o'clock we were well in with the land; but finding no harbour, nor the least sign of any inhabitants, we bore up, and stood to the Southward. The land we saw was high, and bore North 65 deg. East, at four miles distance. The evening was fine, clear, and serene. We saw a species of bird quite different from any we had hitherto seen: his make was long and slender, yet his flight was very heavy. The tips of his wings and tail were white, and his wings were finely variegated. He was nearly the size of a small gull. We likewise saw wild-geese of various species, in great numbers.

The fresh Northerly breeze continued during the 19th; the land in sight at six in the morning bore from North West to North East; distance off shore about nine leagues. Our observation at noon gave 51 deg. 56 min. North; and our longitude 133 deg. West.

The weather during the 20th and 21st was moderate, and we kept standing to the Eastward; the coast in sight at eight or nine leagues distance. On the 21st, at noon, being in 50 deg. 40 min. North latitude, we saw an island, bearing North 53 deg. East. In the afternoon we had a large shark along-side. I mention this as it is a fish rarely seen in such Northerly latitudes. At six o'clock the Island, or rather Islands we had seen at noon, bore from North 22 deg. East to North 43 deg. East, at three leagues distance.

1786.  
September.

During the 22d we stood to the Eastward, for King George's Sound, with a fresh breeze from the North West. At one o'clock Woody Point bore North West by West, at two miles distance. At some distance to the Westward of the Point is a rock, which obtained the name of Split-Rock, and appears joined by a low reef to the coast. The Eastermost point of land bore North North East, and from that to Woody Point, the coast forms a kind of bay, covered with pines, some of which have a very beautiful appearance, the land next the sea being pretty low, and tolerably level. The day being thick and hazy, we were not able to get any observation to determine our latitude, and it being impossible for us to make the sound by day-light, Captain Dixon judged it most prudent to stand off the shore during the night, as it abounds with rocks and breakers. Captain Portlock, however, hoisted out his boat, and sent his Third Mate round the Eastermost point of land, to look for an anchoring birth, but he not succeeding, we hauled to the South West, and stood off shore till the morning of the 23d. At sun-set, the nearest point of land was about six miles distant. We founded in forty-five fathom water, over a hard rocky bottom.

This harbour being our dernier resource for this season, thou mayest imagine we are extremely anxious to make it: what success

1786.  
September.

cess we may meet with, will be the subject of my next. Adieu.  
Thine ever,

OFF KING GEORGE'S SOUND. }  
24th September.

W. B.

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L E T T E R    X I X .

**A**T the conclusion of my last, we were flattered with hopes of speedily making our long wished for port: these hopes, I am sincerely sorry to tell thee, are now all over, for this year at least: however, anticipation apart---let me proceed to give thee a regular account of our ill fortune.

I observed before, that we were within six miles of the land in the evening of the 22d, and that we hauled to the Southward during the night. At six in the morning of the 23d, we made sail, and stood nearly North East, with a fresh breeze from the North West. At eight o'clock Split-Rock bore North 40 deg. West, at six leagues distance. Our observation at noon gave 49 deg. 50 min. North latitude, and our longitude was 127 deg. 52 min. West; so that we were near twenty miles to the Northward, and fifty miles to the Westward of our harbour. The Bluff Head to the Westward bore North 69 deg. West, and the Eastermost land South 60 deg. East, at six miles distance. During the afternoon, the breeze grew lighter, and towards five o'clock it was nearly calm, so that it was impossible to make the sound, on  
which

which we hauled our wind to the Southward. Our observation at noon had, however, enabled us to determine the entrance into the harbour to a certainty. At six o'clock, the point of the found bore North 60 deg. East; distance sixteen or seventeen miles. At eight we founded with a line of fifty-seven fathom, over a muddy bottom. During the night, we had light, variable winds, and sometimes squally, with rain.

1786.  
September.

In the morning of the 24th, we again stood for the land, steering North East by East, with a moderate breeze from South East by East, but we soon had light, baffling, variable winds, and frequently calm; so that we could not possibly make the harbour. Our observation at noon gave 49 deg. 28 min. North latitude. The point of land at the entrance of the found bore North East, at four leagues distance, and Point Breakers East 6 deg. South; distance six miles. At two o'clock we founded, with a line of 65 fathom, over a rocky bottom. At four o'clock the harbour bore North 55 deg. East; distance four leagues; and at six, the extremes of the land bore from East 9 deg. South to North, 25 deg. West. Nootka Point, North East by North; distance ten miles. We had foundings with a line of fifty-five fathoms, over a muddy bottom.

During the forenoon of the 25th, we had light variable airs, with frequent showers of rain. At noon, though we were not more than ten miles distant from the entrance into the found, yet frequent calms, with light baffling winds in every direction, together with a heavy rolling swell setting in right on the land, rendered it impracticable for us to stand in for the shore; so that at five o'clock we wore, and stood to the Southward. At six o'clock the extremes of the land bore from East by South to West North West, distant about eight miles. In the evening, the wind blew

1786.  
September.

fresh at South East ; and by ten at night, increased to a violent gale, attended with very heavy rain

About three in the morning of the 26th, a most tempestuous storm of thunder and lightning came on, the rain still continuing. The claps of thunder were astonishingly loud, and the lightning so very fierce, that it blinded the people on deck for a considerable time, and every flash left a strong sulphurous stench behind.

I was upon deck during the greatest part of the storm ; and I must own to thee, that the awful and tremendous appearance of the elements (if I may be allowed the expression) affected me greatly. How often have I thought, that nothing in nature could equal the thunder storm so beautifully described by Thomson, in his Seasons : but here, every awful situation in Thomson's picture was brought on the canvass in the most conspicuous point of view, and the majesty of the whole still heightened by the roaring of the wind, the raging of the sea, and a more than common darkness, which overspread the surrounding atmosphere.

Towards six in the morning the storm abated, and we again had light baffling winds, and a very heavy cross sea, which prevented us from standing in for the shore, especially as the morning was thick and hazy. At ten o'clock we saw the land, bearing from North West to East, about nine miles distant ; but frequent calms, and a heavy swell setting right in shore, made us glad to keep from the land as much as possible, and more especially, as from the point of the harbour, and at least two miles from shore, there runs a reef of breakers, for two miles to the Northward. During the afternoon and night, we had light variable winds, with rain.

At

At four in the morning of the 27th, a fresh breeze springing up from South South West, we made sail, and stood for the harbour; but by ten o'clock the breeze died away, and we had baffling winds, with a heavy swell from the Southward, which set us directly on the breakers just mentioned; so that our situation, for some time, was rather alarming. However, soon after eleven o'clock, we were pretty clear of the danger. The King George was to the Southward of us, so that Captain Portlock was under no great degree of apprehension on his own account. At noon, the West point of the harbour bore North 60 deg. East; and the extremes of the land, from West North West to East by South. The afternoon and evening were squally, with heavy storms of hail. At six o'clock, the entrance into Nootka Sound bore North, 55 deg. East; twelve miles distant. During the night, we had light variable airs.

1786.  
September.

At half past five in the morning of the 28th, we again bore up for the sound, but unfortunately had the same light airs, and heavy swell to encounter, as on the preceding day; so that finding it impossible to make the harbour, at eleven o'clock we hauled to the Southward. At noon, the point of the harbour bore North, 65 deg. East, seven miles distant. The wind, during the afternoon, being still light and variable, with a heavy swell, we kept standing to the Southward. At seven o'clock, Captain Portlock spoke us, and informed us, that he intended to quit the coast, and stand immediately for Sandwich Islands, directing us at the same time to steer South South West, or South by West, if the Wind permitted. The harbour at that time bore East North East, seven leagues distant. During the night we had light variable winds, with frequent showers of hail and rain; but at five in the morning of the 29th, a fresh breeze sprung up from the Westward, which

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enabled

1786.  
September.

enabled us to shape our course agreeably to Captain Portlock's direction, though I must own we left the coast reluctantly, and the more so, as the present wind was what we wanted to carry us into the sound. Indeed it should be remembered, that the wind for some days past had been as favourable as we could wish, when at a distance from the shore, but always grew light and variable, as we drew near the land; and there is every reason to imagine this would have been the case at present: so that on the whole, we probably may have cause to rejoice at this unexpected determination. At noon, the harbour bore North 40 deg. East, distant about twelve leagues; our latitude was 49 deg. 15 min. North; and the longitude 127 deg. 35 min. West. Before night we had entirely lost sight of the coast. Thus ended all our hopes of making King George's Sound this season.

If we take a retrospect view of occurrences since our leaving Cook's River, we seem to have been peculiarly unsuccessful in all our attempts to gain a second harbour on this inhospitable coast. Twice indeed, (viz. at Cross Sound, and the Bay of Islands) our miscarriage was owing, in a great measure, to misinformation; and that we did not make either Prince William's, or Nootka Sound, may justly be attributed to unfavourable winds, and bad weather, things which must ever baffle the strongest efforts of human wisdom; and, though we were unacquainted with Captain Portlock's motives for leaving the coast, yet he no doubt was convinced, that every attempt had been made that prudence could suggest, consistent with the safety of the vessels, or the lives of the people.

Thus ends our first trading campaign, and though not *absolutely* unsuccessful, yet it affords a most useful lesson for many situations  
in

in life, and would furnish me with an ample field for haranguing on the uncertainty and unstability of all *worldly* expectations, &c. <sup>1786.</sup> &c. but thou wilt suspect me of an attempt to palm a pack of <sup>September.</sup> rusty thread-bare moral sentences on thee; so that I shall conclude at once. Thine ever,

W. B.

AT SEA, }  
2d October. }

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## L E T T E R   X X.

**H**AVING pretty well reconciled ourselves to the unavoidable disappointments we met with on the American Coast, our thoughts, like the Israelites of old, were fixed on the flesh-pots of Egypt; or, to drop the metaphor, we comforted ourselves with the hope of many a delicious regale among the hogs, yams, and other good cheer of Sandwich Islands.

Perhaps from what I said in my last, respecting our bad success, thou wilt conclude we left the coast without any thing worth notice. To set thee right in that particular, I shall just observe, that we collected in Cook's River near sixty prime otter-skins; about the same quantity of an inferior kind; about twenty fine marmot cloaks, together with racoons, foxes, &c. &c. sufficient to fill three puncheons; so that our purchases, if not very great, were far from despicable. Captain Portlock's success was, I believe, nearly similar to our's.

We

1786.  
October.

We left King George's Sound, as I have already observed, on the 29th of September, with a fine Westerly breeze; but it shifted to the Eastward on the 30th, with moderate weather.

On the 31st, the wind again blew from the Westward, the weather was clear and fine. On the 4th of October, we had close foggy weather, with frequent squalls. On the 7th, at noon, our latitude was 43 deg. 8 min. and our longitude 131 deg. 59 min. West: we had variable winds, the weather still foggy. During the night the wind blew a strong gale from the Westward; but towards the morning of the 8th, it grew moderate.

About eight o'clock in the evening of the 11th, there was a kind of fiery meteor seen playing about the ship. As sailors have a tolerable share of superstition, an appearance of this kind is much dreaded by them, and is universally known by the appellation of Davy Jones. Davy's power is very great, but he is supposed to preside more immediately over the winds and waves, though he seldom or ever appears for any good purpose; and this I presume makes the honest tars afraid of his Worship.

'Tis somewhat strange, that a set of men, who despise *real* dangers, which might appall the *stoutest* heart, should be terrified with ideal fears of their own creating, and those raised by an object fit only for a bug-bear to children.

During the night we had a strong gale of wind from the Southward, with heavy rain. A circumstance of this sort happening so soon after the appearance of Davy Jones, serves greatly to strengthen the superstitious opinion which sailors already entertain of him.

In

In the morning of the 12th, the weather moderated ; and at ten o'clock the wind shifted to the Northward, blowing a fine fresh breeze.

1786.  
October.

At noon on the 13th, our latitude was 37 deg. 2 min. North ; and our longitude, being the mean of several sets of lunar observations, 134 deg. 47 min. West. In this situation we perceived a current setting pretty strong to the Eastward.

On the 14th, we caught three large sharks, which were very acceptable, on account of the oil they afforded us, and which we could use, not only for the binnacle, but to pay our masts, rigging, &c. our oil running short. From the 14th to the 24th, nothing occurred worth notice. During this time we had variable winds, and pretty moderate weather.

On the 25th, our latitude was 33 deg. North ; and the longitude 143 deg. 36 min. West. We had a moderate breeze from South South East, with frequent showers of rain. This afternoon we had a species of birds about the ship, which I take to be the striated sand-piper of Pennant, two of which were so tame, that our people had nearly caught them.

From this to the 31st, we had little variety. The weather in general was tolerably fine, though sometimes squally, with rain. Our observation at noon gave 29 deg. 5 min. North latitude ; and 148 deg. West longitude.

On the 1st of November, we looked out for St. Maria Le Gorta, which is laid down in Cook's Chart, in 27 deg. 50 min. North latitude ; and 149 deg. West longitude ; and the same afternoon, sailed directly over it. Indeed we scarcely expected to meet with any such place, as it is copied by Mr. Roberts into the above Chart, from the

1786.  
November.

same authority which we had already found to be erroneous, respecting Los Majos, and Roco Partida.

On the 5th of November, at noon, we were in 24 deg. 32 min. North latitude; and the wind blowing from the Eastward for some days past, gave us some hopes of a steady trade; but in this we were disappointed, for in the afternoon the wind hauled to the Southward, and we had a very material alteration in the weather, which was continually squally, with rain. This time of the year seems to be the stormy season near the Sandwich Islands; for though we had often strong gales of wind, yet they were never steady or lasting, but came on us suddenly, attended with impetuous torrents of rain.

The weather on the 8th and 9th, was extremely sultry, with lightning almost in every direction, particularly in the evening of the 9th. About four o'clock in the morning of the 10th, we had a violent gust of wind, which lasted about half an hour, attended with exceeding heavy rain, which greatly contributed to render the atmosphere cool and pleasant.

The scarcity of birds for many days past, was rather remarkable; and more particularly so, as the Tropic birds are peculiar to the latitude we were in: indeed on the 9th, we saw one solitary man of war bird, and the same day caught two dolphins, with hook and line, which were the only fish we had been able to lay hold of since our leaving the Continent. Our latitude at noon was 22 deg. 54 min. North; and the longitude 154 deg. 14 min. West.

In the forenoon of the 11th, the wind veered to the Northward, and the weather grew moderate and fine.

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On the 12th, we caught a shark, with a fowl, and part of a turtle in his belly: this plainly indicated that we were not far from land; and indeed we knew that the Island of Atoui was under our lee, our observation at noon giving 21 deg. 30 min. North latitude; and the mean of several sets of lunar observations, 152 deg. 4 min. West longitude. We had a fine North Easterly breeze, with clear weather.

1786.  
November.

Towards the evening, several flocks of sand-pipers were flying about the ship. For some time past we had steered well to the Southward, having been greatly retarded by Southerly winds; but this evening Captain Portlock spoke us, and directed us to steer South South West, as it appeared by our observations, that we were well to windward of all the islands.

On the 13th, at noon, our latitude was 20 deg. 36 min. North; and finding ourselves well to windward of Owhyhee, the island we first intended to touch at, we steered more to the Westward, with a moderate Easterly breeze, and fine weather.

On the 14th, at noon, we were in 20 deg. 6 min. North latitude; and the mean of several lunar observations giving 152 deg. 39 min. West longitude: we steered West by South. We had various species of birds flying about us, as sand-larks, man of war birds, &c. The dolphins were pretty numerous, and we caught several sharks, one of which had a large turtle entire in his belly. Our latitude on the 15th was 20 deg. 7 min. North. For some days past we had suspected a strong current to set to the Northward, between Owhyhee and Mowee; and this circumstance put the matter beyond a doubt, as our course from the 14th, at noon, to the 15th, gave a number of miles to the Southward. About five in the afternoon, we saw high land above the clouds, bearing South

1786.  
November.

South West, ten or twelve leagues distant, which we immediately knew to be Monakaah, a high mountain on Owhyhee. During the night, we stood to the West North West, under an easy sail; and at seven in the morning of the 16th, Monakaah bore South 25 deg. West. A considerable space on its summit was covered with snow; and I have every reason to think, that this mountain is never totally free.

During the forenoon, we steered nearly West by South, about three miles distant from shore, with a fine Easterly breeze; but the sea running pretty high, no canoes ventured off to us. At two o'clock we saw Mowee, bearing North 70 deg. West, about seven leagues distant. The day being now very clear, we had an uninterrupted view of Monakaah, the highest land in Owhyhee. This mountain, though undoubtedly very lofty, has nothing stupendous in its appearance, the ascent to it on all sides appearing gradual and easy.

That part of the island which we now coasted along, is very beautiful. The land appears to be laid out in distinct plantations, every one of which seemed in a high state of cultivation. The higher grounds are covered with trees, which yield a never-failing verdure; and in three or four places, there are abrupt breaks in the land. These chasms being well supplied with plentiful streams of fine water, render the landscape truly delightful.

As Karakakooa Bay had been found, on several accounts, an improper place to anchor in, it was determined to examine another bay, which lay round the South West. This bay had been looked into during Captain Cook's stay here, and we expected it would afford a good harbour; but about four in the afternoon the breeze died away, and several canoes coming from shore, we hove to, in  
order

order to trade with the natives, who brought hogs, plantains, bread-fruit, potatoes, &c. which were a most seasonable supply in our present situation, many of our people being affected with the scurvy: indeed, when we consider how much time had elapsed since our leaving these islands last, and how small a quantity of fresh provisions we had been able to procure during that time, it is almost a wonder that we should enjoy so good a state of health as we did; but this, under Providence, was owing, in some measure, to a free use of various antiseptics which we had in great plenty on board. In the evening, and during the night, we had a dead calm, with hot sultry weather, attended with a good deal of lightning.

1786.  
November.

In the morning of the 17th, a light breeze sprung up at South South West, and we stood for the bay before-mentioned. However, being willing to purchase as many necessaries as possible, Captain Portlock sent his First Mate (Mr. Macleod) in the whale boat, to examine the bay; mean while, the ships lay to, in order to trade with the natives. At five in the afternoon, Mr. Macleod returned, and reported, that there was no safe anchorage in the bay; and that not only from a bad bottom, but as the harbour was entirely exposed to South-Westerly winds. This being the case, our intention of anchoring at Owhyhee was laid aside: however, it was determined to keep near this part of the island some time, if the wind would permit, as it was known to afford hogs in abundance.

During the 18th we lay to, and plied occasionally, as suited our convenience, for trade. The people were busily employed in killing and salting hogs for sea-store.

1786.  
November.

This part of the island affords but few cocoa-nuts, or plantains; vegetables in the greatest plenty are bread-fruit, and sweet potatoes.

Among the various curiosities brought by the natives to sell, were a kind of baskets, about eighteen inches high, and five or six inches in diameter, of a circular form, and exceeding neatly made. The wicker work of which they were made was frequently variegated with twigs of a red colour, and had a pretty effect. These baskets were quite new to us, having seen nothing of this sort when at the islands before.

The morning of the 19th being very fine, and the weather promising, Captain Portlock paid us a visit, and proposed staying the greatest part of the day; but a strong breeze springing up from South West, he went on board his own ship early in the afternoon. Mowee at this time bearing West of us, it was determined to make the Eastermost point, and come to anchor there.

I shall conclude for the present; but notwithstanding the variety which surrounds us, will resume my pen very soon. Adieu. Thine, &c.

OFF SANDWICH ISLANDS, }  
20th November. }

W. B.

L E T T E R

1786.  
November.

## L E T T E R    X X I .

C O N T R A R Y winds, and unsettled weather, frustrated our design of anchoring at Mowee ; but let me lead thee to this disappointment in course.

In the afternoon of the 19th November, the wind blew fresh at South West ; and towards evening, increased to a strong gale, attended with thunder, lightning, and heavy rain ; on which we lay to during the night under a close-reefed main top-sail, wearing occasionally, and taking every method to guard against any mischief we might receive from sudden gusts of wind, which frequently are felt amongst these islands.

The morning of the 20th being pretty moderate, the wind still South West, we made sail, and stood for the Eastermost point of Mowee, steering West North West ; but about noon, as we got under the lee of the land, the breeze lessened, and we had nearly a calm. Several canoes came off to us, but what they brought to sell was very trifling, being only three or four small pigs, a few potatoes, and a little bread-fruit. At noon, the North West end of Mowee bore West North West, five or six leagues distant ; the weather was extremely hot and sultry ; the thermometer being 90 degrees. Having light baffling winds during the afternoon, we kept standing along shore, in order to purchase whatever refreshments the inhabitants brought to us.

1786.  
November.

The Island Mowee has nothing peculiarly striking in its appearance. The East end of the island is very high, but does not appear mountainous, as it descends in a pretty regular slope to the water's edge. The landscape is prettily diversified with trees of various kinds, plantations, &c. but these seem greatly inferior to those I saw at Owhyhee.

About five in the afternoon, we had a strong breeze at South West, and the weather grew very squally, on which we shortened sail, and stood to the North West. At eight o'clock the West end of Mowee bore South West, five leagues distant. During the night the weather was pretty moderate.

At six in the morning of the 21st, we wore and stood to the Southward. At eight, the East end of Mowee bore South 20 deg. East; and the Island Morotoy West South West. Our observation at noon gave 21 deg. 12 min. North latitude; the extremes of Mowee bore from South 15 deg. East to South 60 deg. West; the center of Morotoy South 76 deg. West. The weather during the afternoon and night was hot and sultry, with light variable winds.

In the morning of the 22d, we had a number of canoes alongside, from whom we purchased potatoes, taro, plantains, sugarcane, and many other articles for the ship's use. The wind continued light and variable, the ship's head frequently round the compass. At noon, the main land of Morotoy bore West by South, eight or nine miles distant.

I should observe, that the people who came to us from Mowee and Morotoy, seemed to admire our vessels more than any we had  
hitherto

hitherto met with: 'tis probable that many of them had never seen any ships before.

1786.  
November.

During the 23d, we had light winds, sometimes at East, or East South East, but frequently variable. Being a good distance from shore, no canoes came near us. At noon, the South end of Morotoy bore South 8 deg. East, five leagues distant; our latitude was 21 deg. 30 min. North. At six o'clock the body of Morotoy bore South three-quarters West; and Mowee South East by South; distant from shore about six leagues. During the greatest part of the night, we had a fresh breeze at South East; and at four o'clock in the morning of the 24th, we wore, and stood to the South South West. At noon, the East end of Mowee bore South 25 deg. East; but we were so far from land, that no canoes came near us. At five o'clock we saw Owhyhee, which bore South 25 deg. East; and the West end of Mowee South; distant about seven leagues.

During the night and greatest part of the 25th, we had light variable winds. Most of our hogs and vegetables being expended, it was our intention to make Owhyhee as soon as possible, in order to procure a fresh supply. In the evening of the 25th, a fresh breeze sprung up from the Southward, which continued with very little alteration during the 26th and 27th. Our latitude at noon, on the 26th, was 21 deg. 25 min. North. The East end of Mowee then bore South three quarters East. At noon on the 27th, Mowee bore South by East, and Morotoy South 24 deg. West; the weather tolerably fine, and the wind at South South West.

The wind amongst these Islands seems never to blow from one point for any length of time; nor can a steady trade wind, at this time of the year, by any means be depended on: sometimes we had

1786.  
November.

Easterly winds, then Southerly, South West, West, North West, North, and, in short, all round the compass, just as we opened different points of land.

The wind still hanging to the Southward, all intentions of making Owlyhee were given up.

On the 28th, being within four miles of Morotoy, we had several canoes along-side, which brought us a few small hogs, together with some taro and potatoes, but far from sufficient to supply us, so that it was determined to steer for Whahoo. It unluckily happened, that any fresh breezes we met with came on generally in the night, when prudence did not permit us to make much sail; and in the day-time we had generally light baffling winds.

At noon, on the 28th, the Bluff end of Morotoy bore South West by West, about twelve miles distant. In the afternoon, we had some fine cooling showers of rain, which made the weather much cooler, and more agreeable than it had been for some time past.

At eight o'clock in the morning of the 29th, we saw Whahoo, and at noon, the East Hummock bore West South West, about eight leagues distant. Our observation gave 21 deg. 26 min. North latitude. During the afternoon, we kept standing along the Coast of Morotoy. At eight o'clock the Round Hummock on Whahoo bore West South West, and the West end of Morotoy, South by East. We tacked, and stood to the North East till twelve o'clock, when we again tacked, and steered South West by West.

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In the forenoon of the 30th, we kept standing South West, with a fine breeze at South East. Our observation at noon gave 21 deg. 20 min. North latitude. The West end of Morotoy bore South 45 deg. East; and Whahoo South West, distant about two leagues.

1786.  
November.

At five in the afternoon we came to anchor in eight fathom water, in the bay we lay in before, and pretty near our old situation, the East extreme of the bay bearing East by South; and the Westernmost land West by South, half South, about two miles distant from shore. In the evening we moored ship, with the stream anchor and cable.

As it is more than a fortnight since we first made the islands, thou mayest think it somewhat extraordinary that we did not get into a harbour before; but thou must consider, that hogs and vegetables, being what we chiefly wanted, could in general be as easily procured, by plying off and on, as coming to anchor. Again, having a considerable time to spend among these islands, we were loth to leave those to windward, as in that case it would be next to impossible to fetch them again.

If these reasons, joined to the contrary and light winds we have had lately, are not sufficient for thee, it is out of my power to give thee any better: indeed I give myself little concern about the matter, generally thinking with Pope, that "*whatever is, is right.*"

However, I cannot help congratulating myself on our present situation, compared with what it would have been, had we wintered in King George's Sound: perhaps by this time the greatest part of us— but I will trouble thee with no perhaps; let it suffice,

1786.  
December.

suffice, that we are, to a man, in tolerable health, and excellent spirits.

I shall take the earliest opportunity to communicate our transactions at this place. Mean while believe me ever thine,

W. B.

WHAHOO, }  
2d Dec. }

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L E T T E R   X X I I .

**E**ARLY in the morning of the 1st of December, the people began to overhaul our rigging, fore and aft, it being very much out of order. By day-light we had a number of canoes along-side, chiefly loaded with water, which we purchased on the same easy terms as before, viz. a large calabash for an eight-penny or ten-penny nail, and smaller ones in proportion.

Many of these gourds, or calabashes, are very wide at the top, and used by the natives for various purposes, and particularly to hold a kind of pudding made of taro. So eagerly did they pursue this profitable traffic, that they seldom washed their vessels, and we unavoidably got taro pudding mixed among the water; but we found it of little or no prejudice, though the sight would perhaps not have been altogether pleasing to an epicure. The people brought some hogs, potatoes, and taro, but not a sufficient quantity to supply us from day to day: on our enquiring the reason,

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we were given to understand, that the hogs and vegetables were tabooed, till the King had been on board the ships, and that they expected him to pay us a visit very shortly. If I remember right, I mentioned the taboo when we were last at the Islands. I shall now only just observe, that its operation is very extensive, and regards not only places, but food, and, in short, every action of life.

1786.  
December.

In the afternoon of the 1st, we had frequent squalls, attended with a good deal of rain.

By noon on the 3d, we had completed our water, and could have procured a great deal more, the natives still bringing it with the greatest avidity. Indeed this is not to be wondered at, if we consider the great value they set on iron, and that water costs them only the trouble of fetching from shore.

Besides nails, we found buttons very useful in our traffic with these people. To the credit of the men be it spoken, they looked on them as things of no value; but the females saw them in a very different point of view, and were exceedingly fond of wearing them round their wrists and ancles as bracelets, calling them Booboo, and sometimes Porcema. As gallantry is perhaps equally prevalent here, as in more civilized nations, the men frequently preferred buttons to nails (contrary to their better judgment) in their traffic. This is an incontestible proof, that the power of beauty is not confined within the narrow limits of our polite European circles, but has equal influence all over the world.

In the forenoon of the 4th, Teereteere, the King, paid us a visit: He came in a large double canoe, attended by two young men,

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who

1785.  
December.

who we understood were his nephews, and a number of other Chiefs. The King is a good-looking man, and appears about forty-five or fifty years old: he is tall, straight, and well-made, but his eyes seem rather weak, and affected with a kind of rheum; but whether this is owing to disease, or a temporary cold, I cannot say. None of the Chiefs had any thing striking in their appearance, though it was easy to see that they were above the common rank.

The King's nephews were by far the finest men we had yet seen at any of the islands: they are not brothers. Piapia, the elder, being, if we understood right, son to the King of Atoui; and Myaro, the younger, son to a sister of Teereteere.

Piapia is about five feet nine inches high, straight, and well proportioned; his legs and thighs very muscular, his step firm, and rather graceful; and there is a dignity in his deportment which shews him to be a person of the first consequence. His countenance is free and open, but rather disfigured by the loss of three fore teeth, which, as I understood, were broke for the loss of a relation, it being the custom here for the Arees, or Chiefs, to part with a tooth at the death of a friend; his legs, thighs, arms, and various parts of his body, are tattooed in a very curious manner.

Myaro is nearly as tall as his cousin, but cast, (if I may be allowed the expression) in a more delicate mould: he walks erect and stately, and his step is very graceful and majestic. It would, I think, baffle the united powers of a Wilton, Bacon, and Roubiliac, to equal the exact symmetry and fine turn of his legs and thighs,

or indeed his whole body ; in short, his figure has something in it exceedingly prepossessing.

1786.  
December.

Teereteere, having satisfied his curiosity for the present, and Captain Dixon presenting him with some beads, and other trifles, left us about two in the afternoon ; and we soon felt the good effects of his visit, the inhabitants bringing hogs and vegetables in much greater plenty than before, though from the little respect they seemed to pay him, we were led to suppose, that his influence over them was not great ; in this point, however, we were mistaken.

To lead thee regularly to a circumstance, which I am now going to mention, it will be necessary to refer so far back as our fitting out.

When we left England, the quantity of coals our vessel was supplied with was very inadequate to a voyage like our's, though they were constantly used with the most scrupulous care.

As Falkland's Islands afforded *no wood*, the Coast of America was the only place where we could procure any Fully expecting to touch at several harbours, and perhaps *winter* in King George's Sound, what wood we got in Cook's River was soon expended.

It cannot be forgot, under what circumstances, and with what reluctance, we left the American Coast ; and the more, as fuel was one of our greatest wants ; for though we knew Sandwich Islands afforded most of the necessaries of life in great plenty, yet we almost despaired of getting a supply of fuel ; but in this respect were most agreeably disappointed ; for we no sooner made the natives understand

1780.  
December.

stand what we wanted, than they brought us plenty of wood, such as answered our purpose extremely well, and which we purchased on the same easy terms as the water.

During the 5th and 6th, we were all very busily employed; some taking in wood from the natives; others over-hauling the rigging, &c. and the rest killing and salting hogs for sea-store. The weather since the 1st has been fine and settled, with a steady breeze at North North East.

From the 7th to the 10th the wind blew fresh, at East North East; and the sea running pretty high, very few canoes came near us. This weather, however, did not prevent the King and his attendants from paying us frequent visits; but it was very apparent that interest, more than curiosity, induced him to come on board so often; for though he always brought something, by way of a Matano, or present, yet it was generally very trivial, such as a small hog, a few cocoa-nuts, and sometimes a few small barbel; and Captain Dixon always gave him ten times the value. Indeed it would have been extremely impolitic not to have paid him this mark of our respect and attention, as he could, by tabooing the inhabitants, have easily prevented a single canoe from coming near us; but by thus feeding his avarice, and gratifying his ambition, he not only allowed, but encouraged the people to bring us whatever the island afforded. The wind still continued at East North East; the weather moderate and fine.

Soon after we came to anchor, our whale-boat was hoisted out, to be in readiness whenever occasion required; and was generally secured by her painter to the ship's stern. A boy was ordered to look after her in the day-time, and in the night, the watch always

kept a good look out ; and having moon-light, the boat hitherto had been safe ; but in the evening of the 11th, some of the natives had formed a design to steal her, (the moon not rising till past midnight) and we saw several canoes busy about her painter. On this, Captain Dixon fired two musquets over their heads, which made them sheer off with precipitation, and we got her on board next day, for fear of a second visit of the like nature.

1786.  
December.

In the forenoon of the 12th, we caught a large shark, and knowing it would be a very acceptable present to the King, Captain Dixon sent to inform some of his people who happened to be on board the King George of it.

Tecreteere presently sent his son, with several attendants, in a large canoe, for the shark, which seemed to please them very much. The King sent a fine hog by his son, as an equivalent for our present ; but the young man, with a degree of honesty peculiar to his country, sold us the hog for a large toe.

The last time we were at Whahoo, in sailing from thence to Atoui, we passed a bay to the Westward of our present situation, which promised to afford a good harbour ; the surrounding country fertile, and full of inhabitants. At that time we had no opportunity of examining it, but now, having sufficient leisure, on the 13th Captain Portlock sent his long boat, (which had been decked, and schooner-rigged, since we came to Whahoo) with Mr. Hayward, his Third Mate, accompanied by our Third Mate, Mr. White, to survey the bay accurately.

Mr. Hayward returned in the morning of the 15th, and reported, that there was no convenient anchorage in any part of the bay ;  
and

1786.  
December.

and that there was from sixty-six to seventy fathom water close in shore. We now learnt, that Teeretere generally resided in this bay, which is called by the natives Whittette Bay.

Except the affair of the whale-boat, we had discovered very few thefts; but this, doubtless, has been owing to our keeping the vessel as clear of the natives as possible, more than their honest disposition, which we are assured is not at all to be depended on.

I shall embrace every opportunity of acquainting thee with our future proceedings; mean while, believe me thine, &c.

W. B.

WHAHOO, }  
16th Dec. }

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L E T T E R    X X I I I .

**A**MONGST the few visitors we admitted on board, (besides the King, and his attendants) was an old priest, who seemed to have considerable authority amongst the natives. He always brought two attendants with him; one purposely to prepare his Ava, and the other to be always near his person, whenever he should be wanted. The Ava is a root, somewhat resembling our liquorice in shape and colour, but totally different in taste. None but the Arees, or Chiefs, are permitted to use it, and they never prepare it themselves, but always keep a servant, whose sole business is

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(Ganymede like) to prepare and administer this delicious potation to his master. He first begins by chewing a sufficient quantity, till it is well masticated; this is put into a neat wooden bowl, made for the purpose, and a small quantity of water being poured over, it is well squeezed, and the liquor afterwards strained through a piece of cloth. The delicious beverage is now compleat, and is drank with the highest relish.

1786.  
December.

This root is of an intoxicating nature, but seems to stupify, rather than exhilarate the spirits. Its effects are very pernicious, if we may judge by the old priest, who appeared greatly emaciated, and his body was covered with a white scurf, which had the appearance of the leprosy. The wind still kept at North East, and East North East; but from the 13th to the 16th, a very heavy swell set into the bay from the South East, which caused the vessel to roll very much.

On the 14th, we perceived the natives very busily employed on the hill, at the South East extreme of the island; and by noon on the 15th, their work was so far advanced, that we could plainly discern they were erecting a house, though the distance from us was very considerable. The same afternoon, all the canoes left both ships, and not one returned in the evening, which, till now, had never been the case; for, as an intercourse with women was allowed, (indeed it could not easily be prevented) our people never failed to have a number on board every night. This made us suspect, that the people were tabooed; and our conjectures proved to be right, for during the whole of the 16th, not a single canoe appeared in the bay; but the summit of the mountain round the new erected edifice, was perfectly crowded with people the whole day;

1786.  
December.

day; and in the evening, a number of fires were lighted as near the place as the wind would permit.

In the morning of the 17th, we were in the same quiet situation; not a canoe to be seen, but the hill seemed pretty well cleared of its visitants. About ten o'clock in the forenoon, a man who was a stranger to us, came on board, bringing with him a very small pig, as a present, and a branch of the cocoa-palm to fix at the mast head. This made us hope that the taboo was taken off, and the more, as all our hogs and vegetables were consumed. Soon afterwards our old acquaintance the priest paid us a visit, bringing a few trifles, as usual, by way of present, and for which he always got five times the value. We had strongly suspected this old man to be the cause of the taboo, as he left the ship on the 15th, seemingly much dissatisfied with something or other, and had not been near us till now; but we were convinced, that our conjectures were ill-founded, though he gave no satisfactory account of the recent transactions on shore; but kept repeating with great vociferation, and for a considerable length of time, "*Teereeteere poonepoone, Teereeteere arroua,*" or that the King was a liar, scoundrel, and deceitful person; *Poonepoone* and *arroua*, being terms of reproach. From this it was evident, that something had been transacting contrary to established custom, or the rules of the country. About noon, *Teereeteere* came on board, bringing his usual present of a hog, some fish, and a few cocoa-nuts. A number of canoes now came along-side, from whom we bought a few hogs and vegetables, but could obtain no satisfactory account from any of them why the taboo was laid on. Some of them gave us to understand, that there had been a solemn festival at the top of the mountain; and, if we understood right, a human sacrifice offered, but whether  
a man

a man or woman, we could not learn. The women, however, were still tabooed, and none suffered to come near the ships.

1786.  
December.

About midnight, our small bower-cable parted in a sudden gust of wind, on which we let go the best bower. On heaving in the cable, we found it very much hurt, which we suspected to be done by the foulness of the bottom.

The former part of the 18th was spent in searching for our anchor, which we did not find till noon, the buoy being sunk. No time was lost in attempting to get it on board; and about six in the afternoon, we had nearly effected our purpose, when a sudden squall coming on, snapt the hauler which we had bent to that part of the cable remaining to the anchor, when it was almost at the bows. This was a vexatious circumstance, and we were afraid that the recovering our anchor would be attended with difficulty, as the evening was lowering, and seemed to forebode tempestuous weather; but as night came on, the sky cleared up, and the next morning proved fine, with little or no wind, so that we got the anchor on board by eleven o'clock.

We now were supplied with hogs and vegetables, in tolerable plenty, but no women were suffered to come on board the ships: the reason for this, we understood was, a woman had been detected eating pork on board one of the vessels. It seems the women are always tabooed from eating pork on shore, and breaking through restrictions of this sort, is reckoned a crime of the first magnitude; nay, we were assured, that the poor wretch had fallen a victim to the laws of her country, and had actually been offered as a sacrifice, to appease, I suppose, the wrath of their gods, for so heinous a crime. But besides this affair of the sacrifice, there was

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another

1786.  
December.

another motive, it seems, for the large concourse of people we had so lately seen at the top of the mountain, and which accounts for the strict taboo laid on the natives, during the time of this general assembly.

Teereteere had caused the house I have mentioned at the top of the hill, to be built as a kind of repository, or store-house, for such articles as the natives might obtain in the course of their traffic with our vessels: when this was compleated, he caused the bay to be tabooed, and convened a general assembly of the inhabitants at the top of this mountain, directing them at the same time, to bring whatever trade they had got, that it might be deposited in his new-erected edifice. This being effected, he found means, on some pretext or other, to appropriate one-half of these stores to his own use. We now no longer wondered at the old priest venting his reproaches so very liberally, as it was pretty evident Teereteere had exerted his authority contrary to the rules of justice and equity.

Though the little we saw of these transactions, or what information we got respecting them, is insufficient for me to draw any conclusive determination as to their laws; yet of this we are certain, that the horrid custom of offering up human sacrifices, on certain occasions, actually exists amongst these islands, and that the King's authority is absolute.

It was evident, from our late misfortune, that we could not keep our present situation without damaging the cables; so that it was determined to leave this island, and steer for Attoui the first opportunity.

At five o'clock in the afternoon of the 19th, Captain Portlock made the signal for weighing anchor, which we did in a short time, and stood out of the bay with a moderate easterly breeze. After standing on for some time, we could see nothing of the King George following us, on which we wore, and stretched again into the bay. On speaking Captain Portlock, we were informed that they had not yet purchased their anchor, and were doubtful whether they should be able to accomplish it in the course of the evening. However, we kept under an easy sail, making short boards, till past eight o'clock, when Captain Portlock made the signal for us to anchor.

1786.  
December.

About ten o'clock in the morning of the 20th, the King George being a-weigh, we weighed and made sail, standing out of the bay, with a moderate breeze at North East. By noon we were about ten miles from the bay. We learnt from Captain Portlock, that the Indians had cut his best bower-cable which had occasioned his delay the preceding evening, and this morning. Captain Portlock had Piapia, the King's nephew, on board, accompanied with the man who used to chew Ava for Teeretcere. It seems Piapia was so exceedingly attached to Captain Portlock, that he was determined to go with him to Pritane, as they call England; and the cup-bearer was inclined to follow the fortunes of his young master. The day being fine, several canoes, filled with the relations and friends of these new voyagers, followed the King George to a considerable distance from Whahoo; and when they took their leave of them for ever, as they thought, their grief was expressed in the most audible manner, wringing their hands, and making the most bitter lamentations all the time they were in sight of the vessel: neither did Piapia, and his servant take leave of their friends and country, without expressing some degree of concern; but their  
regret

1786.  
December.

regret was less at present, as their attention was, in a great measure, taken up with the novelty of their situation.

We had light baffling winds, till the evening of the 21st, when a strong breeze came on at North East, which brought us in sight of Atoui, in the morning of the 22d. At noon our latitude was 22 deg. 12 min. North; the East point of land bore East North East, about six miles distant from shore. The Island Onehow West South West; Wymoa Bay, the place where we proposed to anchor, being to the Southward and Westward. About two o'clock, being as yet considerably to the Eastward of our proposed anchoring place, we passed over a good deal of shoal water, having seldom more than five fathom, over a sandy bottom; the adjacent shore, which was not more than two miles distant, appeared level and well cultivated.

About three o'clock, Captain Portlock let go his anchor, and we having bottom in twenty-five fathom, and at a convenient distance from the King George, prepared to do the same, which, though we did with all expedition, and veered out fifty fathom cable, the anchor did not bring us up: this made us conjecture that we had drove off the bank, and our opinion was confirmed on heaving the lead over, as we found no bottom with eighty fathom line. Whilst our anchor was purchasing, we unavoidably drifted to leeward, so that it was impracticable to make the situation we first intended. On this we made several boards, and about five o'clock came to in a very good situation, near three miles North West of the King George, in eighteen and half fathom water, over a sandy bottom, inclining to mud. A long, low, sandy point to the South West, bearing West by South; the Eastermost point of the bay East South East; the mouth of a fresh water river North East by East,

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East, rather more than a mile distant from shore. The Island  
Onehow South South West.

1786.  
December.

Our transactions at this place shall be the subject of my next.  
Thine,

W. B.

ATOUI, }  
22d Dec. }

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L E T T E R XXIV.

**A**TOUI was the first place Captain Cook anchored at, when these islands were discovered by him; so that it was known to afford great plenty of hogs and vegetables: the former we wanted to cure for sea-store, as the hogs we had bought since our leaving Owhyhee afforded us little more than a daily supply.

Early in the morning of the 23d December, we were surrounded by a number of canoes, most of them well loaded with taro, potatoes, sugar-cane, and cocoa-nuts, and a good number of fine hogs. This plainly shewed us, that the inhabitants knew we were come for a supply of provisions, and had prepared themselves accordingly. We found the roots much cheaper, and in greater plenty than at Whahoo; but finding we were desirous of buying large hogs, they were at first exorbitant in their demands, at least in proportion to what we had given at the other islands, on which we  
feemed

1786.  
December.

seemed indifferent about the matter, and by this means soon bought the largest hogs for one large, or two middling-sized toes.

On our asking for water, they presently brought us some very excellent, indeed the best by far we had hitherto met with. This kind of traffic was entirely new to them, and they very gladly supplied us on the same easy terms we bought it for at Whahoo. Cocoa-nuts we found in the greatest plenty; the settled price for them was five for an eightpenny nail. The sugar-cane was exceeding fine, and equally cheap. The taro here is by far the finest of any we met with, and very plentiful; we commonly got five fine roots for an eightpenny or tenpenny nail. This island produces no yams, and very little, if any bread-fruit.

The weather till the 27th was moderate and fine; but on that day, a strong breeze sprung up at East North East, and a heavy swell set in from East South East, right along shore: we were moored with the stream-anchor, and rode much easier than at Whahoo; besides, the bottom here being free from rocks, we were under less anxiety in regard to our cables.

The 28th, and part of the 29th, were wet and dirty; but towards evening, the sky brightened up, and the weather grew moderate and fine.

This being Christmas, that season of the year so universally convivial throughout the civilized world, we spent our time as agreeably, and with plenty of as good cheer as we could procure, such as roast pig, sea-pie, &c. &c. and to shew our refined taste, even in our liquor, we no longer drank grog mixed with simple water, but offered our Christmas libations in punch, mixed with  
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the juice of the cocoa-nut, toasting our friends and mistresses in bumpers of this liquor, which, perhaps, pleased more on account of its novelty, than from any other circumstance.

1787.  
January.

The weather seldom continued settled for more than a day together; strong breezes at East North East, with a heavy South East swell, frequently intervening.

By the 4th of January, 1787, we had salted and packed five puncheons of pork for sea-store; but hogs now grew rather scarce, not that we supposed the scarcity real, but owing to some scheme or other of the petty Chiefs. We had for some time expected a visit from the King, and been given to understand, that his presence, like a cornucopia, would teem with plenty; but his Majesty had not as yet thought proper to favour us so far.

Abbenoue, the Chief, whom we met with at Onchow last year, was generally on board the King George, and being attached to Captain Portlock, caused plenty of fine hogs to be sent him; but at present we found very little of his influence reach on board our vessel.

From the 5th to the 9th, the weather was in an unsettled state, the wind frequently shifting to the Westward, but seldom blew from that quarter twelve hours together, and then only a moderate breeze. During this time, we were daily visited by the natives, who kept bringing us a few hogs, with taro, cocoa-nuts, &c. but barely sufficient to supply us from hand to mouth.

Besides this traffic, which was carried on for necessaries, the natives had a brisk trade for curiosities of various kinds, such as cloaks,

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January.

cloaks, caps, mats, fishing-lines and hooks, necklaces, &c. &c. I probably may attempt to describe them at a future opportunity. They likewise brought great numbers of beautiful bird-skins, in excellent preservation: these were generally made up in parcels of ten each, by a wooden skewer run through their beaks. On our wishing to procure some of them alive, we soon found plenty of bird-catchers, and the living birds were sold nearly as cheap as the preserved ones: they are near the size of a robin, the breast and throat of a most beautiful lively red, with a long beak, the wings and back a deep brown. I am informed by Mr. Hogan, Surgeon of the King George, who I before observed to thee, has studied Natural History, that they are a species of the humming-bird. These birds being purchased by us with great avidity, the natives were induced to bring every thing of the kind they could lay hold of, among which was a species of wild-duck. Captain Dixon, on seeing them, concluded the island afforded plenty of game, and being fond of shooting, took two or three opportunities of going on shore with his gun, attended only by a servant, in one of the Indian canoes. The man to whom the canoe belonged had been very assiduous in bringing off water, and such other articles for our use, as were in his power; indeed he had been greatly noticed by many of us, and treated kindly, particularly by Captain Dixon. on account of the great resemblance he bore to one of our people: the man seemed highly sensible of the preference given to him before his neighbours, and was not a little proud of his new office.

The first time our Captain went on shore, he was apprehensive that the natives, by crowding about him, would spoil his diversion; but he found himself agreeably mistaken. Curiosity was excited in a much less degree here than at Whahoo; instead of being surrounded by crowds of idle, inquisitive gazers, the people generally

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stuck close to whatever employments they were engaged in, such as manufacturing cloth, making lines, ropes, &c. so that he traversed the country with as much ease, as he could have done in England. Contrary to his expectation, he did not find game very plentiful, yet never returned without some spoils of the field, such as ducks, terns, a species like our water-hen, and various other kinds.

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By this time, the wood we procured at Whahoo began to grow short, on account of the constant fires we were obliged to keep for heating water to scald hogs, and various other purposes. On this we applied to the natives for some, though without any sanguine hopes of our application being successful, as the mountains where the woods grow are farther up the country on this island, than at any of the others; however, our application was very successful, the natives to a man engaging in this traffic, and every individual bringing us more or less of the article we wanted, though it was evident, from many poles and rafters brought for sale, and which had been recently pulled out of the ground, that their fences, and perhaps houses, had been demolished for our accommodation, and I may say, their profit; yet this proceeding serves to shew, that any thing whatever this island, or indeed any of the group affords, may easily be obtained, so great is the value they set on iron.

The weather continuing unsettled, and the supply of vegetables being insufficient to serve us daily, it was determined to make Oneehow the first opportunity: so early in the morning of the 10th January, Captain Portlock made the signal for weighing anchor. I have before observed, that he lay farther out at sea than we did, so that he was favoured with a good Easterly breeze, at the same time we were becalmed, and could not possibly answer his signal. After making a short board, finding the wind light and

P

baffling,

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January.

baffling, Captain Portlock came to anchor pretty near his old situation.

At five o'clock in the morning of the 11th, a strong breeze springing up at East South East, we weighed and made sail, standing directly for Onechow; the breeze continued during the forenoon, with thunder, lightning, and rain. At noon, the West end of Atoui bore North 21 deg. East, seven leagues distant; and the high land on the South end of Onechow, South 70 deg. West. We fully expected to have anchored at Onechow by three o'clock, but before that time, the wind veered to the Westward, which made it impossible for us to attempt it.

From the 11th to the 18th, we had fresh Westerly and Northerly breezes, light baffling winds intervening at times.

On the 15th, the King George weathered the South point of Onechow; and on the 16th, we lost sight of her, which made us conclude she had come to an anchor: our vessel being very foul, could not work to windward equal to the King George, so that we contented ourselves in plying between the islands, making longer or shorter boards, as circumstances required; however, we could not help repining at our situation, when compared with that of our fellow-voyagers; but the event shewed, that they were far from being in an enviable situation. During this time we took care to stretch well to the Southward and Eastward, a precaution which proved exceedingly necessary; for on the 19th, a strong gale of wind came on at South West, with a very heavy cross sea, which continued till noon on the 21st.

In the afternoon of the 20th, the weather being thick and hazy, we lost sight of land, and did not see it again till near noon on the 22d, when Atoui bore from North 15 deg. East, to North 55 deg. West; distant about four leagues.

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During this gale, we were under great apprehensions for Captain Portlock's safety, as his situation we knew must be a very critical one, no harbour at Onechow affording the least shelter from a Southerly or Westerly wind. But at one o'clock on the 22d, we saw the King George, to our great satisfaction, bearing West by North, about three leagues distant.

From her situation, it was evident, that she had sailed round Onechow, and we did not doubt but that she had been obliged, by the violence of the gale, to slip, or cut her cables, and run to sea. The wind continued westerly till the 25th, when it veered to South East, and soon afterwards to North North East; this being favourable for us, and likely to continue from that quarter, we again stood for Onechow, and in the evening of the 26th, came to anchor in Yam Bay, in twenty-nine fathom water, over a sandy bottom; the extremes of Onechow bore from South East to North by West, a mile and half distant from shore; the Island Tahoorā South 48 deg. West.

During the 27th, the wind kept at North North East, but blew so fresh, that our situation was by no means an eligible one. Our principal motive in coming to Onechow was, to procure a supply of yams, they being the only root this island affords, which will keep for any time; but the surf ran so high, that very few canoes ventured off to us. The same reason operated against our attempting to search for the anchors left here by Captain Portlock. The  
King

1787.  
January

King George laying near two miles from us, we hove up our anchor in the morning of the 28th, and after making a few boards, came to with our best bower, in twenty-seven fathom water, over a bottom of sand, mixed with coral, about two miles distant from shore, and at a convenient distance from the King George. Our fears for Captain Portlock during the gale, were but too well founded; he had been reduced to the necessity of cutting his cables, and running to sea; and though he embraced the most favourable opportunity of doing this, yet he had barely room to weather the breakers at the North point of the bay. This was a most striking lesson for us, in regard to our future conduct, and pointed to us the manifest impropriety of murmuring at---may I be allowed to say?---the dispensations of Providence!----Had we been fortunate enough to have made Yam-Bay at the time the King George did, 'tis impossible to say what our situation would have been, or where we might have drove, when necessity forced us to quit it: but *few* of us were philosophers enough to acknowledge with the Poet, that

“ The ways of Heaven are dark and intricate,  
“ Puzzl'd in mazes and perplex'd in errors,  
“ Our understanding traces 'em in vain,  
“ Lost and bewilder'd in the fruitless search;  
“ Nor sees with how much art the windings run,  
“ Nor where the regular confusion ends.”

'Tis impossible for me, when circumstances of this sort are immediately before my eyes, to avoid moralizing in some degree, especially when I meet with a set of men who attribute any *supposed* evil that befalls them to *misconduct*; any temporary success to *good-fortune*, entirely forgetting, that 'tis a gracious Providence who “ directs, impels, and rules the whole.”

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I shall therefore, in future, make no kind of apology for digressions of this sort, however foreign they may be to my narration, as I am sensible thou wilt make every kind allowance for the imperfections of thy assured friend,

1787.  
January.

W. B.

ONEHOW, }  
29th Jan. }

## L E T T E R   X X V .

**I**N the afternoon of the 28th of January, the wind veered to the Westward, blowing a fresh breeze; this made us apprehend a return of unsettled weather, and experience having taught us, that there was no laying here with a Westerly wind, it was determined to get to sea, should the breeze continue from that quarter.

On the 29th, about two o'clock, the wind still Westerly, Captain Portlock made the signal for weighing anchor: by three we made sail, and stood along the coast, intending to stretch well to the Southward and Eastward, that at all events, we might keep clear of the land

During the 30th, the weather was tolerably fine, and the wind shifting to North West, it was judged proper to make Wymoa-Bay, Atoui, which we did, and came to anchor about eleven o'clock, about two miles to the Eastward of our old situation, in twenty-five

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February.

five fathom water, over a sandy bottom; the extremes of the land from South East by East to West three quarters North.

On the 31<sup>st</sup>, we moored with both bowers, determining to stay here whilst the weather permitted, this bay being greatly preferable to the road at Oneehow; and as it was yet too soon by six weeks for us to think of prosecuting our Voyage to the Northward, the objects of our present concern were to station the vessels where they could lie with most safety, and at the same time, where the best supply of provisions and water could be procured; on these latter accounts, if we except the article of yams, Atoui was by far the most desirable situation now within our reach.

From the 1<sup>st</sup> to the 8<sup>th</sup> of February, we had light variable winds, with fine moderate weather. The vessels now laying much nearer to each other than before, we frequently were favoured with Abbenoue's company; with the help of a few presents, he became our very good friend, and we frequently found the good effects of his influence, which was not a little, in getting our various wants supplied.

Abbenoue is of a middle size, and appears to be about fifty years old: when we first saw him at Oneehow, his body was almost covered with a white scurf, and his eyes seemed weak, occasioned by an immoderate use of the Ava; but he then discontinued the drinking it at our request. The good effects of this moderation were visibly seen, for his skin began to resume its former colour, his eyes looked fresh and lively, and he had altogether the appearance of health and vigour. He has a son named Tyheira, whose authority seemed pretty extensive, and who seemed equally solicitous to render us friendly offices; but he was far  
from

from possessing the activity or intelligent powers of his father, nor was his friendship of the same free, disinterested kind, all his actions evidently being influenced by mercenary, interested views; and to effectually secure his attachment, it was sometimes necessary to have recourse to a bribe, and he would accept of a small toe, or even a nail, sooner than miss a Matano, or present. Besides the friendly offices of Abbenoue and Tyheira, we had frequent visits from two other Chiefs, who frequently supplied us with hogs and vegetables; their names were Toetoe, and Nomaitahaite; but the latter was always known by us under the denomination of Long-shanks, from his being remarkably tall and thin, and his legs and thighs appearing too long for his body. Toetoe is well advanced in years, and appears greatly debilitated by the immoderate use of Ava, but unlike Abbenoue, he cannot form a resolution to leave it off. He appears to possess a very large portion of taro plantations, and supplied us with larger quantities of that root, than any of the other Chiefs, and was always perfectly satisfied with whatever was offered him in return.

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February.

Long-shanks also, was very assiduous in supplying our wants; and though his authority is greatly inferior to that of Abbenoue, or Toetoe, yet we found him extremely useful on many occasions; though it must be confessed, that like Tyheira, he was mercenary in his demands, and continually begging something or other, by way of Matano. I had forgot to observe, that we had been frequently visited by a brother of the King, who always came in a fine large double canoe, attended by a number of inferior Chiefs; but, whether traffic was reckoned beneath his dignity, or from I know not what motive, he seldom brought any thing with him to dispose of; so that curiosity, no doubt, principally induced him to visit us. His daughter, a fine child about seven years old, generally came

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along with him; he treated her with a fondness truly paternal, carrying her for the most part in his arms, and when fatigued, his attendants anxiously strove which should have the honour of bearing little Miss, till the father again reassumed his pretty charge. On expressing a desire to come on board, she was handed over the side with the utmost care, and when on board, was never suffered to stand on the deck, but always kept in the arms of her father, or one of the attendants, who, we understood, was a relation. Captain Dixon made her a present of a bead *Eraie*, or necklace, with which she was wonderfully pleased.

The attention and tenderness shewn to this little girl, so totally different from what we had hitherto seen, gave us an idea of the manner in which the female children of the Arces are treated, and may serve to throw some light on the general character of these people.

For some days we were supplied by the Chiefs I have just mentioned, with a few hogs, taro, &c. sufficient, as they thought, for our daily consumption; none of the petty Chiefs, or common people coming near us. Abbenoue informed us, that the people were tabooed, and that nobody durst bring any thing to sell, not even water, till the King had paid us a visit, which he proposed to do very shortly.

We never could learn the true cause of this taboo being laid on, and which it seems did not extend to the principal Chiefs; though if we compare it to the same situation at Whaloo, under similar circumstances, there is good reason to suppose, that it is done in order to exact some tribute or acknowledgment from the people, for the privilege of trading with us.

On

On the 5th of February, the King paid us his promised visit. He came in a large double canoe, attended by a number of Chiefs, exclusive of the men who paddled the canoe. Amongst the attendants was Piapia, who, I informed thee, Captain Portlock brought from Whahoo. It seems Piapia had taken such a liking to his situation, that he was determined to stay at Atoui, and had entirely given up his intention of going to Pritane. Indeed Captain Portlock guessed this would be the case, and on that account the more readily brought him from Whahoo. His desire to leave his native country originated, no doubt, from a love of novelty; and this love of novelty, or variety, call it which thou wilt, shews itself amongst young people, in a greater or less degree, in the most civilized part of the world.

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The keen edge of this novelty was a good deal wore off, before we anchored at Atoui, and when Piapia went on shore there, and found himself in the midst of his friends and relations, whom he had not seen for a considerable time, some of them perhaps not at all, 'tis no wonder that the little predilection he now had for his new voyage, was entirely destroyed; and that he should resolve to take up his abode with his former friends.

But to return to his Majesty:---his name, if I understood him right, is Tiara; he is a good-looking middle aged man, and favours Teereteere, King of Whahoo, whose brother, it seems, he is very much, but he appears to be a man of superior knowledge, and a better capacity. He asked many questions about the vessel: In what manner we steered her? How we managed the sails? &c. He admired the compass very much, and seemed to comprehend, that it was our guide to various parts of the world: he was particularly anxious to know which part of the compass pointed to-

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wards

1787.  
February.

wards Pritane, and how far it was off: in short, he was very inquisitive; many of his questions were remarkably pertinent, and so far from being asked merely to gratify an idle curiosity, (though even then they would have been natural enough) that they manifested an eager desire of information, and evidently shewed, that the questioner was possessed of strong natural abilities.

Before his Majesty left the vessel, Captain Dixon made him a present of a few toes, and some beads, which pleased very much, and he told us the taboo should be taken off, and the people suffered to trade with us as before. He was as good as his word, and in a day or two, things were in their former channel, the natives bringing us hogs, taro, sugar-cane, cocoa-nuts, plantains, water, curiosities, &c. as usual.

I have before observed, that the weather was moderate and fine; and that this opportunity might be improved to the best advantage, the carpenters of both vessels were very busily employed in caulking the decks, sides, and wherever occasion required; the stern, and quarter-boards were fresh painted, and the sides paid with a composition of pitch, tar, and oil. The rigging was overhauled, and any occasional repairs made that were found necessary; and that nothing might be omitted which could possibly conduce towards perfectly establishing the health of our ships companies, and enable us to prosecute the approaching season with vigour, an agreement was made with Abbenoue for our people to recreate themselves on shore, without being molested by the natives; he also was to provide sufficient refreshments for them, when there.

I was

I was on shore in one of these parties of pleasure ; an account of which excursion, and the sumptuous dinner provided for us by Abbenoue, shall be the subject of my next. Mean while believe me to be sincerely thine,

1787.  
February.

W. B.

Atouï, }  
9th Feb. }

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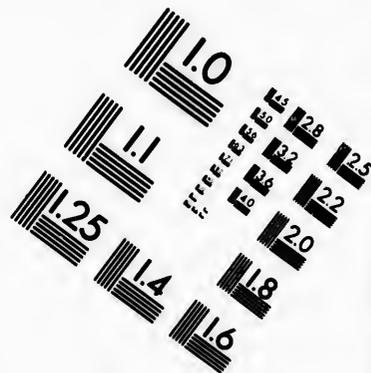
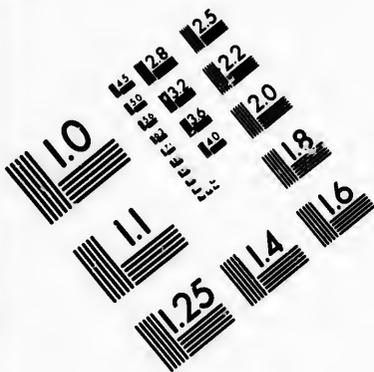
L E T T E R    X X V I .

**I**F my memory serves me right, I promised thee, at the conclusion of my last, some account of an excursion I had made on shore at Atouï, and the reception I met with there. Promises, in my humble opinion, whatever the generality of the world may think, should ever be held sacred and inviolable ; therefore I shall endeavour to fulfil mine, in the best manner I am able.

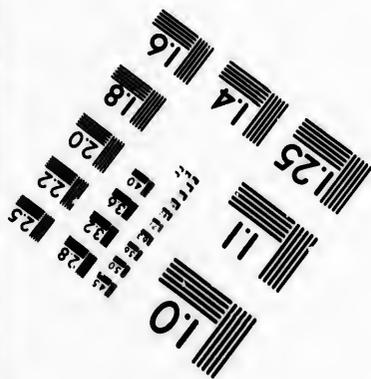
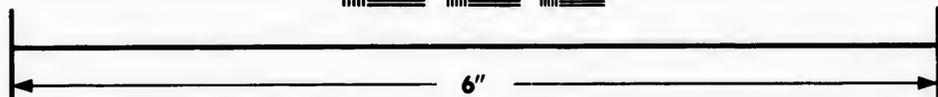
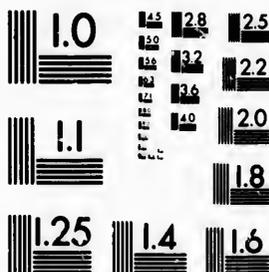
The weather, in the morning of the 9th of February, being fine, I went along with Mr. White, and several of our people, to take a day's recreation on shore. When we got near the beach, the surf ran so high, that we brought our boat to an anchor two cables length from it ; but our good friend Abbenoue had taken care to provide against this inconvenience, and got a number of his people ready with canoes to land us, which they did as safely, and with as much expedition, as a London Waterman could do at Tower Stairs.

We





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We landed close by the fresh water river I mentioned when we first came to anchor at this island, and which bore nearly North East from the ships. Before we walked into the country, ALoenoue took us to a place hard by, in order to shew us what was preparing for our dinner. We here found some of his servants cleaning a very fine hog, which he told us was to be baked, together with some taro; and that he hoped there would be *arouarou*, or, great plenty. We assured him there would be quite sufficient for us all, which seemed to please him greatly; and he cautioned us not to walk too far, as dinner would be ready by twelve o'clock: this he explained by pointing to the sun; after which, Abbenoue left the management of the feast to Tyheira, as he wanted to be on board the ships.

Having frequently heard our people who had been on shore speak of a village, called by the natives *A Tappa*, where a great number of people were commonly employed in manufacturing cloth, curiosity prompted me to walk to that place first, as I found it was not more than three miles distant, so that I could easily get back by Tyheira's dinner-time. Great numbers of the inhabitants crowded about us, when we first landed, but our people walking different ways, just as fancy or inclination led them, the natives were divided into different parties, and I was very little incommoded in my walk. One man was particularly assiduous in rendering me any little services; he not only offered to shew me the way to A Tappa, but to attend me the whole day, for a large nail: though I fully expected him to run away from me after he got his nail, which he stipulated to receive before we set out, yet I determined to try him, and at the same time endeavoured to secure his fidelity, by promising him a Matano in the evening.

The

The country, from the place where we landed to A Tappa, is tolerably level, and for the space of two miles, very dry. The soil here is a light red earth, and with proper cultivation, would produce excellent potatoes, or any thing that suits a dry soil; but at present, it is entirely covered with long coarse grass: the inhabitants, I suppose, finding plenty of ground near their habitations, more conveniently situated for their various purposes. So far, the space from the beach to the foot of the mountains, is about two miles in breadth; but from hence to A Tappa, it grows gradually narrower, till it terminates in a long sandy point, which I have already observed, is the West extreme of Wymoa Bay.

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A Tappa is a pretty large village, situated behind a long row of cocoa-nut trees, which afford the inhabitants a most excellent shelter from the scorching heat of the noon-day sun. Amongst these cocoa-trees is a good deal of wet swampy ground, which is well laid out in plantations of taro and sugar-cane.

I had laid my account in seeing their method of manufacturing cloth; but here I was mistaken; a number of our people, prompted by the same curiosity as myself, were got to A Tappa before me, where "Labour stood suspended as we passed." The people flocked eagerly about us; some asking us to repose ourselves under the shady branches of trees planted about their doors; others running to the trees for cocoa-nuts, and presenting them to us with every mark of kindness and good-nature; in short, every inhabitant of the village was fully employed, either in relieving our wants, or gratifying their curiosity in looking at us.

Whilst a party of us were busied at the door of one of these kind strangers, I heard a rattling of stones, as if thrown with violence; and

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and at the same moment all the natives ran away from us with precipitation. On turning about, I saw Tyheira coming towards us; it seems he was afraid that the people would be troublesome by crowding about us, and on that account he took this method of driving them away. This was the most convincing proof I had hitherto seen, of the very great power the Arces have over the common people. Any of the stones thrown by Tyheira were at least sufficient to have lamed any one they might happen to hit; yet the natives bore it with the most patient submission.

Tyheira informed us, that by the time we got back to our landing-place, dinner would be ready. For this piece of intelligence, we were obliged to him; but he presently spoiled all, by soliciting very earnestly for a Matano: however, it was not worth while to refuse him, so he collected six or eight nails, which satisfied him very well for the present.

The day being very sultry, we walked leisurely back, and I returned by a different path from that I had taken, in going to A Tappa. On examining the grass, which in most places is higher than the knee, I found it not altogether of a rough coarse sort, but intermixed with various sorts of flowers, together with different grasses, of the meadow kind; so that I have no doubt, with proper management, it would make excellent hay. By the time I got on the beach, dinner was nearly ready, and a large house, which Abbenoue had for stowing away his canoes, was appropriated for our reception.

During this time, Tyheira was busily employed in collecting our people together, which having done, he ordered dinner to be served up. It would have excited the laughter of a tavern-cook, in no  
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small degree, had he seen our dinner brought in ; and I can assure thee, the sight added greatly to my entertainment.

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February.

There were no less than four servants concerned in this business ; one brought in a large calabash of water ; another, a parcel of cocoa-nuts ; a third, a bowl full of fine baked taro ; and the last, ushered in by Tyheira himself, brought the hog, laid very decently on a large circular wooden dish. This done, the last man, who appeared to be the head cook, poured some water over the hog, and rubbed it with his hands, letting us understand, that by this means he should make excellent gravy. This part of the ceremony we could well have dispensed with, but it could not be avoided, without offending our host ; and indeed our appetites, at this time, were not remarkably delicate ; for my own part, I eat an exceeding hearty dinner, and I believe most of the party followed my example. All this time, Tyheira's attendants were ready to open cocoa-nuts for us, whenever we required to quench our thirst, and in short, paid every attention we could have expected, had we dined at a guinea ordinary.

I will take an opportunity of describing their method of cooking hereafter ; this I can tell thee, that the hog was done to a *turn*, as cooks phrase it : the taro much better baked than we could possibly do it on board ; and the whole repast, (if we except the method of making gravy) was managed with a degree of decency and cleanliness, little to be expected in a place so very remote from civilized refinements, and where nature and necessity alone have furnished the utensils for preparations of this sort.

After dinner I was determined to make an excursion in a different part of the country to that where I had been in the morning ;  
and



and the valley along the river side seeming to promise the greatest variety of any part within my reach, I fixed on that for my afternoon's ramble.

When I got on the banks of the river, one of the natives was paddling backwards and forwards in a small canoe, seemingly for his amusement: on this it occurred to me, that a cruise by water would be an agreeable variety, and perhaps give me an opportunity of seeing part of the country on the opposite shore, and more especially, as on the side of the hill directly facing me, there was a high wooden pile, seemingly of a quadrangular form, which I wished to examine. A couple of nails engaged my new waterman, and he took me with pleasure for a passenger.

I could not prevail on the man to land me near the place I have just been speaking of; he gave me to understand, that the pile I was desirous to see was a *Morai*, or place where they buried their dead, and that he durst not go near it.

Being disappointed in my expectation of examining this burying place, I directed the man to paddle leisurely up the river, that I might have an opportunity of viewing the surrounding prospects which presented themselves to me, though these are very confined, the valley being not more than a mile over, in its widest part, and narrowing gradually as you advance higher up.

The river is not one hundred yards over, in the widest part, but in many places much narrower; it glides along in a smooth pellucid stream, scarcely perceptible, though this, I should imagine, is not the case in rainy weather, as the Eastern shore is steep and rocky.

These

These rocks seem to be in a great measure covered with a thin strata of the light red earth I have before spoke of, and which, I doubt not, is washed into the river beneath by every hasty shower of rain; so that the water of this river is frequently muddy, and its stream rapid; how far it branches out into the island, I cannot say, but there is reason to suppose, from the appearance of the country, that its source is derived nearly from the center of the island.

1787.  
Febr ary.

After we had proceeded about half a mile up the river, my man jumped hastily out of the canoe, without giving me the least notice, by which means it was near being upset. I was not alarmed at this circumstance, as the water was not out of my depth; but I was rather surpris'd to hear *Berre, Berre*, called aloud, by a voice which I had some knowledge of: on looking round, I saw one of the natives making hastily towards us, through the water, and the same moment recognized the man I engaged to attend me in the morning. I had missed him during dinner time, and not seeing him afterwards, concluded he had left me; but it seems the Matano I had promised him, operated so powerfully, that he had watched my motions the whole afternoon, and now took an opportunity to remind me of his diligence in attending me, and his concern for my welfare whilst on the water.

My waterman (if I may so call the man who belonged to the canoe) now got into her, and we proceeded up the river; he jumped out only to bale the water, which, being leaky, she made pretty fast. By the time we had cruized about two miles up the river, the afternoon was pretty far spent; this made me think of returning, especially as the valley which lies to the West of the river, and through which I must pass in my way to the beach, seemed to promise a good deal of variety.

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The

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The land on the East side of the river is here much easier of access, than down at the Morai; so that I might have taken a walk into that part of the country, had time permitted. This, however, not being the case, I was obliged not only to relinquish that, but also my original intention, of tracing the river to its source, though from what I could discern, the passage is not sufficiently level for canoes much farther up the country than where I was at present, and which may be called about two miles from the sea-side.

Having dismissed the canoe, I went towards a straggling village, at a small distance from the river; here I met several of our people, who had walked up the valley amongst the plantations.

Some of them had been a considerable distance farther up, but none so far as the river head; they confirmed me, however, in my conjecture, that it was not navigable for canoes more than half a mile higher up.

We learnt that this village was the place of Abbenoue's residence, and were shewn several houses which belonged to him; but that he had not been on shore since the morning, having been all the day with Popote, or Captain Portlock.

There are a number of houses scattered here and there all the way, from this village to the beach; and as we walked leisurely along, the inhabitants were continually pressing us to stop a while, and repose ourselves under the trees, which generally grow about their habitations. It was evident that this was not done merely to gratify a wild impatient curiosity, but proceeded from a kindness and good-natured hospitality, which did them infinite credit. A heart-felt joy was visibly seen in the countenance of any one whose house

house we happened to stop at, and the whole family would crowd about us, bringing cocoa-nuts to quench our thirst, fanning such of us as seemed fatigued with walking, and in short, sedulously endeavouring to render us every kind office in their power.

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The valley all the way we walked along to the beach, is entirely planted with taro; and these plantations are laid out with a great deal of judgment.

The ground is very low, and the taro grounds are entirely covered with water, and surrounded with trenches, so that they can either be drained, or fresh watered, from the river at pleasure. They are laid out in a variety of forms, according to the fancy of the different owners, whose various shares are marked with the most scrupulous exactness: these are intersected at convenient distances by raised foot-paths, about two feet wide. I should observe, that these plantations range entirely along the river-side, and the houses I have been speaking of are situated to the Westward of the extreme path. The trees, which are pretty numerous about the houses, are generally the cloth mulberry.

The houses, and whatever else I saw worthy of notice, shall be the subject of a future letter; at present I shall close the subject, by observing, that whether we regard the sound judgment and (I had almost said scientific) skill with which these grounds are laid out, or the close attention and unremitting diligence shewn in their cultivation, in either of these points of view, they would reflect credit even on a *British* husbandman.

By the time we got to the beach, the day was far spent; our boat was already come for us, and lay at anchor much in the same situation

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situation as in the morning. Great numbers of the natives were collected together on the beach; many to take their leave of us, and others were very importunate for a Matano, amongst whom was the man I engaged to attend me in the morning: he got two nails from me, with which he was perfectly satisfied, a poor reward, thou wilt say, for a long, wearisome day's attendance! However, it served to remind me of those good old English times, when the diligent labourer had the alternative of a penny, or a peck of wheat for his day's hire.

Abbenoue's people attended with their canoes, to paddle us through the surf to our boat, as in the morning, and we got safe on board soon after sun-set.

The pleasure I experienced during this day's excursion, is infinitely superior to any thing of the kind I ever met with; and if this imperfect account gives thee the least satisfaction, it will still heighten that of thy assured friend,

W. B.

ΑΤΟΥΙ, }  
11th Feb. }

LETTER



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magnify this piece of service, and was rewarded accordingly, though we were not without roots, having luckily bought a large quantity of taro before the bad weather came on.

The weather being so exceedingly unpromising, it was determined to leave this place; so at three o'clock in the morning of the 12th, Captain Portlock making signal, we weighed anchor, and made sail, stretching to the Southward with a light breeze at North West.

From the 12th to the 15th, we kept plying towards Oneehow, but were prevented from making it, by light variable winds. During this time, we had close, sultry, cloudy weather.

In the forenoon of the 16th, a fresh breeze springing up at North East, we stood right for Oneehow; and in the afternoon, came to anchor in Yam Bay, in twenty-nine fathom water, over a sandy bottom; the extremes of the bay bore from South 20 deg. East to North 15 deg. East; the body of Oreehoura North 40 deg. East; and Tahoura South 30 deg. West, about two miles distant from shore.

Our grand object at this place was to recover the anchors which Captain Portlock left here; so at day-break in the morning of the 17th, the boats from both ships were sent to search for them: fortunately the weather was moderate, and the sea tolerably smooth, so that by two o'clock in the afternoon, the King George had got both her anchors on board, which was a most lucky circumstance, and more especially, as the anchor we had left at Atoui might almost be given over for lost.

During this time, we were busily employed on board, in purchasing yams and water from the natives, who had attended us pretty numerously, and brought a good quantity of yams, which proved a very seasonable supply, most of our roots being expended.

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About three o'clock in the afternoon, the wind shifting to the Southward, we weighed anchor, and stretched towards the North West, intending, should Southerly winds continue, to make Atoui, through the passage by Oreehoura, and try to recover our anchor; but we now had fresh reason to suppose, that the wind near these islands is always variable; for from the 17th to the 23d, we had light variable winds, frequent calms intervening, so that we kept standing to the Northward and Eastward, making longer or shorter boards, as occasion required. Atoui generally bore about South South East, and Onechow, South West.

Whilst we were plying in this uncertain state, we had an opportunity of viewing the North Coast of Atoui, or that part of the island directly opposite Wymoa Bay. The shore down to the water's edge, is in general mountainous, and difficult of access: I could not see any level ground, or the least sign of this part of the island being inhabited, at least by any considerable number of people; so that there is every reason to suppose the South side of the island contains nearly the whole of the inhabitants.

During the 24th and 25th, we had moderate weather, and generally light winds; a fresh breeze at East North East sometimes intervening.

In the morning of the 26th, we worked through the passage between Oreehoura and Atoui. At noon, the extremes of the latter

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latter island bore from North to North 58 deg. East; and Once-how West, 8 deg. South.

In the afternoon, and the whole of the 27th, we had fresh variable breezes; but the forenoon of the 28th, being fine, and the wind blowing a moderate breeze from the Eastward, we came to anchor in Wymoa Bay, in thirty-seven fathom water, over a sandy bottom.

Our motive for coming to this place was to search for our anchor, and the whale-boat was immediately hoisted out for that purpose; but all our endeavours were ineffectual, though we had taken exact bearings of the place where it was lost, and the water was tolerably smooth: the buoys we had left were either drifted away, or stolen by the natives.

The weather during the 1st of March was moderate and fine, so that we hoped to procure a supply of hogs and vegetables; but the inhabitants we found were tabooed, and nobody came near us except a few of the inferior Chiefs, who brought us a small quantity of taro.

We had reason to suppose, from every information we were able to procure, that the King grew tired of us, and had tabooed the people, in order to prevent any refreshments being brought on board the vessels, thinking from our frequent visits, that we intended to settle at Atoui: indeed appearances might warrant a supposition of this kind. We had repeatedly anchored on their coast; cruized backwards and forwards, in sight of their island; anchored there again; and, in short, been long enough amongst them

them to encourage a supposition, that we wished to fix our abode at this desirable spot.

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If these motives actually induced Tiara to taboo the inhabitants, and I make no doubt but they did, it confirms what I have already said, respecting his good sense and penetration; nay, the most refined politician could not take a better method to drive away any unwelcome intruders, and whom at the same time he could not openly quarrel with, than by *starving* them out---But to return:

The wind on the 2d shifting to the Westward, we weighed anchor at eight o'clock in the evening, and stood out to sea; it was very fortunate for us that we did so, for the next day proved very squally, with heavy rain; the wind nearly South West. At noon, Atoui bore from North North East to North 25 deg. West; and Oneehow from North 60 deg. West to 80 deg. West; about six leagues distant. The afternoon proving thick and foggy, we lost sight of both islands.

The same foggy weather continued during the 4th and 5th, with strong Westerly gales of wind, and heavy rain, attended with a very heavy cross sea: this made us judge it most prudent to lay to, as we were not certain how the currents set, and were unwilling to stand out far from the land.

In the morning of the 5th, we saw Atoui, which bore from West to West South West; and Whahoo, South South East. Towards the afternoon, the weather grew moderate, and the people were employed in getting in a new jigger-mast, the old one being carried away: some iron work being required, the armourer was busily employed about it, when a sudden roll of the ship

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threw

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threw his ravel over-board. This was looked on as a very bad accident, as we had few toes ready made, and we knew they would be singularly useful in our future traffic.

During the 6th and 7th, we had fresh Westerly breezes. In the morning of the 7th, Captain Dixon went on board the King George, and on his return, we steered East South East, our Captains having determined, if the wind kept to the Southward and Westward, to make Owhyhee; but all hopes of this sort quickly vanished, for in the forenoon of the 8th, the wind veered to East North East.

During the 9th and 10th, we plied to windward, expecting to find the wind still variable; but it now seemed set in for a constant steady trade, so that in the forenoon of the 11th, we gave up any intention of making Owhyhee, and stretched again to the South West.

Being favoured with a brisk, steady, Easterly breeze, early in the afternoon, we were within two miles of the North West side of Whahoo. On seeing a small village a little to the Westward, we lay to about three hours, expecting the inhabitants would bring us some hogs and vegetables, and more especially, as this was a part of the island we had not been near before, but we had only two small canoes come near us, and they bringing little or nothing, at five o'clock we made sail, and stood to the Westward.

The extremes of Whahoo now bore from South 50 deg. East, to South 35 deg. West; distant about three leagues. Excepting the small village I have just mentioned, the North side of Whahoo appears to be uninhabited; neither is there any good shelter for a vessel

vessel to anchor in ; the shore is generally steep and mountainous, and in that respect a good deal resembles the North side of Atoui.

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At seven o'clock in the morning of the 12th, we saw Atoui, and at noon, we were within a few miles of our anchoring birth, in Wymoa Bay. The weather was very fine, with a moderate Easterly breeze. We stood on under an easy sail, expecting the natives would bring us some refreshments, but not a single canoe appeared in the bay: this sufficiently confirmed our former opinion, that the King was determined to starve us from the island. At six o'clock, the extremes of Atoui bore from North 10 deg. West, to North 56 deg. East; and the North end of Oneehow, from West to West by South.

All hopes of procuring any quantity of hogs were now given up, and the only thing we waited for, previous to the prosecution of our Voyage to the Northward, was a supply of yams from Oneehow, which entirely depended on our meeting with a steady Easterly wind.

During the 13th, we had light variable winds; towards the evening, the sky grew black and lowering; the air was exceeding close and sultry, and the night was almost one continued storm of heavy rain, attended with violent thunder and lightning. Light airs, and intervening calms, attended us the greatest part of the 14th; but about six o'clock in the afternoon, a fresh breeze sprung up at East North East, on which we hauled our wind to the Southward during the night, expecting at day-break to bear away for Oneehow; but at six o'clock in the morning of the 15th, the wind shifting to East South East, Captain Portlock hauled his wind, contrary to our expectation, and steered North East. At noon,  
the

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the extremes of Atoui bore from North to North 35 deg. West. During the day, we had a fine breeze at South East, and clear weather. Our latitude at noon was 21 deg. 29 min. North, and 159 deg. West longitude. At six o'clock, the North East end of Atoui bore North 42 deg. West, thirteen leagues distant; and the body of Whahoo East. The breeze continued steady all night; and in the morning of the 16th, being quite clear of all the islands, we steered due North, with a brisk Southerly gale.

Thus have we left these islands a second time, and are now standing for the American Coast, on the pinnacle of expectation. My next shall be an account of our passage thither. Adieu.

W. B.

OFF ATOUI, }  
16th March. }

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L E T T E R    XXVIII.

**B**EFORE I proceed with my account of our passage to the North West Coast, let me say a few words respecting our departure from Oneehow, at a time when what we had been striving for weeks to obtain, was apparently within our reach.

As the weather in the night of the 14th, and during the 15th of March, was moderate and clear, attended with a favourable Easterly breeze, which would have enabled us to come to at Oneehow

how with ease; and as a supply of yams, which we were morally certain of procuring there, would have been highly serviceable, it may seem strange that Captain Portlock should stand to the Northward at the moment when his every wish appeared easy to be accomplished: but it should be remembered, that the weather previous to this time, had been very unsettled, and indeed we had ever found it so at Oneehow; that should we not meet with contrary winds, there was every probability of our being becalmed under the land, which would be attended with consequences equally disagreeable, as it began to be high time for us to sail to the Northward, in order to make up, if possible, for the deficiencies of last season: however, be all this as it may, the event proved this step to be extremely judicious, for the wind veering to the Southward, as I have already related, would have rendered it impracticable for us to lay at Oneehow. To return now to our Voyage.

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During the former part of the 17th, we had a strong Southerly breeze, with frequent showers of rain. In the afternoon, the wind grew light and variable. The night was squally, attended with thunder, lightning, and constant rain.

In the morning of the 18th, we had a heavy gale of wind at South South East, with a heavy swell, and constant rain. This was the first fair gale we had met with since our leaving England. The gale continued during the day and greatest part of the night, which being very dark, we lay to, and made sail at five o'clock in the morning of the 19th, the weather being pretty moderate. Our latitude at noon was 27 deg. 24 min. North; and the longitude 158 deg. 17 min. West.

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From this to the 23d, we had little variety, the wind fresh and variable, with cloudy weather. Our latitude at noon on the 22d, was 29 deg. 10 min. North; and the longitude being the mean of several sets of lunar observations, 158 deg. 27 min. West.

On the 24th and 25th, we had frequent squalls, attended with rain; the wind shifting from East South East to South South West; the weather thick and foggy.

The 26th was moderate. Our latitude at noon was 34 deg. 59 min. North; and our longitude 159 deg. 30 min. West. Contrary to our expectation, the fog cleared up on the 27th, and we had clear, moderate weather, with a fine Southerly breeze, which continued till the 29th, in the evening, when a fresh gale of wind came on from the Westward, with frequent showers of rain, and thick foggy weather. We have constantly remarked, that South Westerly winds, in these latitudes, viz. from 30 to 60 deg. North, never fail to bring thick fogs along with them.

In the morning of the 31st, the weather grew moderate. Our latitude at noon was 39 deg. 23 min. North; and the longitude 154 deg. 23 min. West. During the afternoon, we had light variable airs, and cloudy weather. Towards the evening we saw several puffins, and a young seal came along-side, which clearly indicated, that land could not be far off: indeed when we sailed last to the Northward, and nearly in the same situation, we were convinced, from similar circumstances, that there must be land not many leagues from us; but it was our misfortune, both at that time, and the present, to have such thick, foggy weather, that had we sailed within ten miles of high land, we should have passed it unseen.

From the 1st to the 4th of April, we had little variety; the wind generally blew fresh from South South East to South West; the weather wet and hazy. Our latitude at noon, on the 3d, was 44 deg. 4 min. North; and the longitude 151 deg. 59 min. West. The nights being very dark, we generally lay to, and made sail in the morning at day-break.

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On the 7th, at noon, our latitude was 47 deg. 21 min. North; and the longitude 148 deg. 39 min. West; we saw several gulls, divers, and various other species of birds; sea-weeds also frequently passed us.

In the afternoon of the 8th, we had a sea-lion playing about the vessel. From the 5th to the 9th, the wind was light, and chiefly to the Northward; but in the morning of the 9th, it shifted to South West, with moderate weather, squalls of hail and sleet sometimes intervening. Our latitude at noon, on the 12th, was 52 deg. 46 min. North; and the longitude, being the mean of some lunar observations, 145 deg. 43 min. West.

From this to the 16th, we had little variety; fresh variable winds and frequent squalls of snow and sleet intervening. We here found the variation of the compass 19 deg. Easterly. The weather was severely cold, the thermometer on the 16th being at 25 deg. which is two and half lower than it ever was during Captain Cook's last Voyage, though he sailed as far as 72 deg. North latitude.

On the 16th, at noon, our latitude was 58 deg. 9 min. North; and the longitude 149 deg. 23 min. West. From this to the 18th, the weather was so thick and hazy, that we were not able to get an observation; and as it was impossible to see land at any distance,

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rance, we plied occasionally, it being uncertain how far we were from the American Coast.

In the afternoon of the 18th, we had a sudden squall from the Westward; but our sails being handed in time, we did not receive the least damage. The wind blew a fresh gale the greatest part of the night; but in the forenoon of the 19th, it moderated, and the weather grew clear enough for us to get a meridian altitude, which gave 57 deg. 41 min. North latitude.

From the 20th to the 22d, we had thick hazy weather, with frequent squalls, and almost constant snow and sleet, the wind generally blowing fresh at South East, and South South East. Our latitude, by account at noon on the 22d, was 59 deg. 1 min. North. This made us ply with caution, as we were certain the coast could not be far off; and the weather was so very hazy, that we could not see land a league from the vessel.

In the morning of the 23d, the weather grew tolerably clear. Our latitude at noon was 59 deg. 9 min. and the longitude 147 deg. 55 min. West, being the mean of two sets of lunar observations. At one o'clock we saw land, bearing from North East by North to West, ten leagues distant. At seven in the evening, we perceived the land to the Westward to be Foot Island, and that to the Eastward, Montague Island; so that we were standing well for the passage into Prince William's Sound, which we in vain attempted to make, when lost on this coast. At sun-set, the entrance bore North 14 deg. East; and the South East part of Montague Island North 32 deg. East, about five leagues distant. The wind being light and variable, we stretched to the Eastward during the night; and in the morning of the 24th, a moderate breeze springing up  
from

from the Westward, we set all sail, and stood right in for the passage. At noon we were right in the entrance of the channel. Our observation gave 59 deg. 47 min. North latitude; and the longitude was 147 deg. 52 min. West.

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This place is laid down in Captain Cook's general chart, in 59 deg. 36 min. North latitude, which is eleven miles to the Southward of our observation, on which account, our gentlemen were particularly correct in taking their altitudes, and being favoured with a remarkably clear horizon, were able to determine the latitude to a certainty. This convinced Captain Dixon of the error in the chart above-mentioned, and evidently shewed, that the latitude had been settled by angles carried on from the sun's meridian altitude at a distance.

The land in this situation bore from North 34 deg. West to North by East; Green Islands North; distant from the South East point of Montague Island two miles. The breeze dying away in the afternoon, and there being no probability of our reaching the Sound, we stood into a deep bay, which now opened to the Eastward, and let go an anchor about five o'clock, in twenty-four fathom water, over a muddy bottom; the extremes of the land bearing from North West to South West.

Once more are we arrived at the busy scene of action; and here I will take my leave of thee for the present, with a sincere wish, that we may not verify the old adage, "The mountains labour," &c. Thine ever,

W. B.

MONTAGUE ISLAND, }  
25th April. }

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L E T-

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April.

## L E T T E R XXIX.

I LEFT thee at the conclusion of my last, immediately on our coming to anchor, and I doubt not by this time, thou art impatient to be acquainted with our proceedings. As I know nothing more disagreeable than a state of suspense, I will immediately endeavour to relieve thee from it, in the best manner I can.

It seems, Captain Portlock's motive for coming to anchor, as already mentioned, was a sight of two canoes, at some distance up the bay, which gave him reason to expect meeting with inhabitants, and consequently that some business might be done; a thing we were most particularly anxious about, as this, our last season, was already slipping away.

In the evening of the 24th, five canoes came along-side us, but brought no furs, or traffic of any kind. They saluted us by extending their arms, and a frequent repetition of the word *Lauleigh*, generally laying a great emphasis on the latter syllable. This we understood as a friendly salutation, and returned it by similar gesticulations, and a repetition of the word *Lauleigh*. On our enquiry for *Notoonefshuck*, which is the name they use for sea otter's skin, they immediately pointed towards Prince William's Sound, repeating the words "*Nootka Notoonefshuck*," plenty, very frequently, and in the most earnest manner. Some dogs we had on board, hearing strangers about the ship, ran upon the gun-wale, and began to bark at them, on which the Indians directly called out, "Towzer, Towzer, here, here," whistling at the same time, after

the manner used to coax dogs in England. We were pretty much puzzled to account for these circumstances, though it appeared very evident, from these people speaking English, and having some idea of our manners, that an English vessel either lay in the sound at the present moment, or had been there very recently; but none of us could guess at the meaning of *Noetka*, though they repeated that word much oftener than any of the rest.

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These canoes were covered with skins, the same as we had seen last season in Cook's River: three of them were built for two men each, and the two others held only a single person.

The ears of these Indians were ornamented with plenty of small blue beads, but these, we had reason to suppose, were procured from the Russians, as some knives and iron weapons which they shewed us, were evidently of Russian manufacture.

Early in the morning of the 25th, our boats were sent on shore for wood and water, both which were very easily procured. In the mean time, our Captains went all round the bay, and examined every adjacent creek and inlet, but found no inhabitants, nor any traces of recent habitations in this part, which made us conclude, that our visitors were only a hunting party from Prince William's Sound; however, we made them some trifling presents, hoping, that it might induce them not only to bring us furs, but also encourage their neighbours to follow their example: they seemed perfectly satisfied with the trifles we gave them, and told us, that they would return soon and bring *Notoonehuck*, plenty.

We waited till the 28th, with the greatest anxiety, in hopes that the Indians would return to trade with us; but in this we were disap-

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disappointed, so that it was determined to leave this bay the first fair wind.

At four o'clock in the morning of the 29th, a breeze springing up at South West, we unmoored, and stood out of the bay, but had scarcely reached the channel, which leads up into the sound, when we were becalmed, and the tide being against us, we were obliged to get the boats a-head, in order to tow the vessels in again, taking care, however, to come to as near mid-channel as was consistent with our safety. At ten o'clock we let go an anchor, in twenty-three fathom water, over a muddy bottom, the extremes of the bay bearing from North 40 deg. West to South 39 deg. West, a mile distant from shore.

The weather during the 30th, was moderate, the wind light and variable; no Indians came near us, so that what faint hopes we had hitherto entertained of their return, now entirely vanished.

This bay abounds with wild geese and ducks, but they were so very shy, that we could rarely come within musquet shot of them. There are also great numbers of gulls; some eagles of the white-headed species, and great plenty of smaller birds, of various kinds, such as sand-pipers, snipes, plovers, &c. &c.

Our hooks and lines were generally over-board, but the only kind of fish we caught was a sort greatly resembling a flounder, and called by the sailors sand-dabs. The other marine productions found here, are muscles, cockles, clams, crabs, and star-fish. I should not omit, that one of our people, in fishing with hook and line, caught a very remarkable subject, which I suppose to be a species of polypus: it seemed to be both of an animal and vegetable

table substance, and adhered to a small switch about three feet long.

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The wind still continuing light and variable, early in the morning of the 1st of May, both our Captains went in the whale-boats, on a survey, and Captain Portlock left orders with Mr. Macleod to weigh anchor during his absence, if the wind proved favourable. A number of the people from both vessels had liberty given to recreate themselves on shore; but a breeze coming on at South West, at eleven o'clock a signal was made for the people to come on board. At two o'clock we unmoored, and made sail, standing up the channel towards Prince William's Sound. At six o'clock, being close in shore, and the wind lessening, we came to anchor in a bay to the Eastward, in twenty-one fathom water, over a muddy bottom. At ten o'clock in the evening, our Captains returned; they had met with no furs, and seen but very few Indians, and those at a considerable distance from the place where we lay.

During the night we had light variable airs; but at ten in the morning of the 2d, a breeze coming on at South West, we weighed and made sail, standing for the channel, betwixt the Green and Montague Islands. By six o'clock in the afternoon, the Green Islands were on our larboard beam. This passage is dangerous in the night, or in bad weather, the channel not being a mile in the broadest part free from sunken rocks. In this situation we had soundings from twenty-five to six fathom water, over a sandy bottom. Our breeze dying away, at seven o'clock we let go an anchor, in thirteen fathom water; but finding we were situated very near a sunken rock, we hove it up again, and a light breeze springing up, we were enabled to get into a bay in Montague Island. At nine o'clock

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o'clock we again came to, in thirteen fathom water, over a muddy bottom, mooring the ship with the kedge and stream cable.

During the greatest part of the 3d, the weather was moderate; but in the night, a strong gale of wind came on, at North West, which making the vessel ride very heavy, and labour much, we unmoored ship at six o'clock in the morning of the 4th, and began to warp towards the head of the bay. In the afternoon we came to with the best bower, in eight fathom water, and moored the vessel with the stream cable, to a tree on shore.

It was the intention of our Captains, the first secure harbour we came into, to haul the vessels on shore, in order that their bottoms might be thoroughly scrubbed, and a fresh coat laid on. This place being peculiarly fit for the purpose, ear'v in the morning of the 5th, the King George was hauled on shore, and the people immediately set to work in scrubbing and cleaning her bottom; the carpenters were employed in repairing the damaged sheathing. Mean while, it not being prudent for both vessels to be on shore at the same time, our people were busily employed; some in clearing the hold, and over-hauling the provisions; others were sent on shore to fill water; and the coopers were employed in repairing some butts, and other casks that were faulty.

Whilst all this business was going forward, with every exertion in our power, in order that nothing might be left unattempted, nor any opportunity lost that we could possibly lay hold of, towards facilitating our grand object, early in the morning of the 5th, Captain Dixon took our whale boat, together with the King George's long boat and whale boat, all well manned and armed, in order to trade

trade in the adjacent sound, or wherever he judged it likely to meet with inhabitants.

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On the 6th, our cooper was employed in making spruce beer : as we expected to have frequent opportunities of supplying ourselves with this wholesome beverage on the American Coast, we brought out a quantity of yeast in bottles, prepared by a Mrs. Stainsby, of London ; and it would be doing her injustice not to say, that the yeast was now found to answer our most sanguine expectations, in working the spruce, being equally good as when first brought from England. The people were busied in bringing water from shore, and stowing it away in the hold, which, by this time, was compleatly over-hauled.

On the 7th, the King George's bottom being nearly compleated, we struck our top-masts, and got every thing clear for hauling our vessel on shore.

The tide serving at four o'clock in the morning of the 8th, we hauled on the graving bank. At eight o'clock we began to scrape her, and having cleaned one side, we breamed her, paying her afterwards with a composition of oil, tar, slush, and chalk, this being the best coat we had in our power to lay on. At five in the afternoon, being nearly high water we swung her, in order to clean the other side : we scraped it on the 9th, but the weather proving wet and unfavourable, she could not be compleated ; so that what hands could be spared, were sent on shore to cut wood.

Early in the morning of the 10th, Captain Dixon returned with the boats. As this excursion was attended with several interesting circum-

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circumstances, I shall give thee an account of it in the Captain's own words, as copied from his journal :

“ This morning, the 5th, I went with the two whale boats, and the King George's long boat, in order to search for Indians, and, if possible, to purchase some furs. My intention was to make Hinchinbrooke Cove first, and from thence proceed to Snug Corner Cove, as I knew they were the most likely places to meet with inhabitants. Bad weather coming on, at eight o'clock I put into a cove in Montague Island; but towards nine o'clock, the weather clearing up, I proceeded round the North East end of the island into a large bay : here I found some Indians on a hunting party, who gave me to understand, that they belonged to Cape Hinchinbrooke. It being late in the afternoon, I came to an anchor for the night in the long boat, and made the whale-boats fast, one on each side.

“ As the Indians did not leave us when night came on, I ordered six hands to keep watch, and the remainder to have their arms ready, so that I might call them at a moment's notice. The Indians sculked about us till near two o'clock, waiting, no doubt, for an opportunity to cut the boats off, but finding us attentive to all their motions, they then left us.

“ At four o'clock in the morning of the 6th, I weighed, and stood over for Cape Hinchinbrooke, where I came to anchor at half past ten. At this place I found several Indians, and purchased a few sea otter skins. The Indians frequently pointed towards Snug Corner Cove, and endeavoured to make me understand, that a vessel lay at anchor there. Though this circumstance strongly excited my curiosity, and made me particularly anxious to know whether

ther this piece of intelligence was true, yet the day being by this time far spent, I determined to keep my present situation during the night, as the weather was very unpromising; so that our standing for Snug Corner Cove, under such circumstances, would be attended with some degree of danger and difficulty.

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“ A strict and vigilant look-out was more necessary this night, if possible, than we had found it the preceding one. The Indians whom I had traded with for furs, during the afternoon, were a different tribe from that I met with in the bay at the North East end of Montague Island: their behaviour was very daring and insolent, though they did not directly attack us, and they did not leave the boats till day-light the next morning. I make no doubt but that a sight of the various articles I had brought to trade with these people, occasioned them to lurk about us the whole night, in hopes of obtaining a booty, but finding themselves disappointed, they paddled away, seemingly much discontented.

“ Early in the morning of the 7th, I set off for Snug Corner Cove; but the wind during the whole day being very light, the long boat made little way, so that the whale boats were obliged to take her in tow: this retarded my passage so much, that I did not arrive in the cove till eleven o'clock in the evening. Contrary to my expectation, I found no vessel in the cove, neither did I perceive any of the inhabitants; notwithstanding which, I ordered the same strict watch to be kept as before, well remembering, that the *Discovery* was boarded by the natives in this very cove, during Captain Cook's last Voyage, in open day.

“ During the night, none of the inhabitants came near us; but at day-light in the morning of the 8th, two Indians came along-

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side in a canoe, and gave me to understand, that there was a ship at no great distance; at the same time they offered to conduct me to her for a string of beads. Glad to accept this proposal, I willingly embraced their offer, and set off with the whale-boats, leaving the long boat at anchor, as I was afraid she would only retard my progress, and I was exceedingly anxious to know, whether there really was a vessel in this part, or that the Indians had been amusing me with a false report.

“ I had not got far before the weather grew very bad, and my guides gave me the slip: however, I continued the search along shore till twelve o'clock, by which time I had got into the entrance of a large bay, and the weather growing very squally, with heavy storms of snow and sleet, I thought it most adviseable to return to the long boat, where I arrived about three o'clock.

“ At half past six o'clock, six canoes came into the cove where we lay, and told me there was a ship not far off, to which they were going, and offered to shew me the way: the weather was then very bad, but as they were going up the inlet, and not out to sea, as my guides had done in the morning, I set out with them in my own whale-boat, leaving the other whale-boat, and the long boat, in the cove.

“ At ten o'clock in the evening, we arrived in the creek where the vessel I so much wished to see lay. I found her to be a snow called the *Nootka*, from Bengal, commanded by a Captain Meares, under English colours.

“ I learnt from Captain Meares, that he had sailed from Bengal in March, 1786, and that he touched at Oonalaska in August.

From thence he proceeded to Cook's River, which he intended to make by way of the Barren Islands; but the weather at that time being thick and hazy, he got into Whitsuntide Bay, through which he found a passage into Cook's River. In this strait he met with a party of Russian settlers, who informed him, that the land to the Eastward of the strait is called by them *Codiac*, and that they had a settlement there; likewise that two European vessels were then at anchor at *Codiac*, and that they had lately seen two other ships in Cook's River. This intelligence induced him to steer for Prince William's Sound, where he arrived the latter end of September.

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“ He had wintered in the creek where I now found him, and his vessel was still fast in the ice. The scurvy had made sad havock amongst his people, he having lost his Second and Third Mates, the Surgeon, Boatswain, Carpenter, Cooper, Sail-maker, and a great number of the foremast men, by that dreadful disorder; and the remaining part of his crew were so enfeebled at one time, that Captain Meares himself was the only person on board able to walk the deck.

“ It gave him very great pleasure to find two vessels so near, who could assist him in some measure in his distress; and I had no less satisfaction in assuring him, that he should be furnished with every necessary we could possibly spare. As Captain Meares's people were now getting better, he desired me not to take the trouble of sending any refreshments to him, as he would come on board us very shortly in his own boat.

“ I left the Nootka at three o'clock in the morning of the 9th, and got to my boats about eight: at ten o'clock I weighed, and stood down for our ships, being now convinced, that there was no prospect

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prospect of my meeting with any furs of consequence. Towards noon it grew nearly calm, and the whale boats were obliged to take the long boat in tow.

“ Whilst we were proceeding in this manner across the sound, some canoes joined us, and one of the Indians had a few sea-otter skins, which he offered to sell. Happening to cast his eyes on a frying-pan, which my people in the long boat had to dress their victuals with, he requested to have it in barter; accordingly, it was offered him, but he absolutely refused to take it entire, and desired us to break off the handle, which he seemed to regard as a thing of inestimable value, and rejected the bottom part with contempt.

“ Towards six o'clock, the wind freshening, the whale boats were cast off, and soon afterwards the weather grew very rough, with constant snow and sleet, which occasioned the boats to separate. The night was very stormy, and I did not get on board my own vessel till four o'clock in the morning of the 10th. The King George's boats arrived nearly about the same time.”

About eleven o'clock in the forenoon of the 10th, Captain Meares, accompanied by Mr. Rofs, his First Mate, came in their own boat on board the King George, bringing several bags of rice along with them, to exchange for various refreshments, which they stood greatly in need of.

From them we learnt, that the Fur-trade on this coast had been carried on from different parts of the East Indies for some years.

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They told us various stories respecting their success in trade, but on these much reliance was not to be placed, as the Captain and Mate seldom agreed in their accounts: at one time, they had purchased two thousand sea-otter skins; at another, not more than seven hundred. This, however, is pretty certain, that they had procured a considerable quantity of valuable furs, and these chiefly, if not altogether, in Prince William's Sound.

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It was Captain Meares's intention to have completed his Voyage in twelve months; but the frost setting in sooner than they expected, had unavoidably detained them in the sound during the winter. The great loss they sustained by sickness has already been related; unfortunately when the remaining part of Captain Meares's crew were weak and enfeebled to the last degree, they were greatly distressed for fuel; and for some time it was with the greatest difficulty that they got wood on board for their daily use.

On our enquiring whether the scurvy, unattended with any other complaint, had made such fatal havock amongst the people belonging to the Nootka, we were informed, that a free and unrestrained use of spirits had been indiscriminately allowed them during the extreme cold weather, which they had drunk to such excess about Christmas, that numbers of them kept their hammocks for a fortnight together; add to this, their liquor was of a very pernicious kind, so that there is reason to suppose its effects, when drunk to such an extreme, were not less fatal than the scurvy itself. Admitting this to be the case, it surely was ill-judged in Captain Meares to suffer such hurtful excesses amongst his people; and I am afraid that a scanty supply of the various antiscorbutics absolutely necessary for these voyages, put it out of their power to check this cruel disorder, so often fatal to sea-faring people.

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In the forenoon of the 11th, Captain Meares and Mr. Ross left us. They were supplied with what flour, sugar, molasses, brandy, &c. we could possibly spare; and in order to render them every assistance in our power, Captain Portlock spared Captain Meares two seamen, to assist in carrying his vessel to Sandwich Islands, where he proposed going as soon as the weather permitted.

We now were no longer at a loss to know what the Indians we saw in the first bay meant by pointing towards Prince William's Sound, and repeating the word *Nootka*; neither did we any longer wonder at their coaxing our dogs, and speaking English, as they are exceedingly articulate in their pronunciation, and one of them it seems, had been on board the *Nootka* several weeks. But to return to our business on board.

Towards noon on the 10th, the weather growing pretty moderate, we completed our bottom, and in the afternoon, hove to our moorings. We were busied on the 11th in stowing the hold, and getting in wood and water. The armourers of both ships had a tent on shore, and were busily employed in making toes, our anvil being lost; we likewise got in about a ton of stones for ballast, fayed up our top-masts, and set up the rigging. The 12th was taken up in completing our water, and getting every thing ready for sea.

Here I shall leave thee for the present. Happy shall I be to send thee a more favourable account of our good fortune in my next, than I have been hitherto able to do. Thine assuredly,

W. B.

MONTAGUE ISLAND, }  
May 13th. }

LETTER

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## L E T T E R   X X X .

OUR last season on the coast being now advancing very fast, a separation was agreed on as the most likely means of promoting our success for the remaining part of the year; accordingly, it was determined to send Captain Portlock's long boat, under the direction of Messrs. Hayward and Hill, to trade in Cook's River. The King George was to stay in Prince William's Sound, till the boat's return, and our vessel was to sail for King George's Sound, at the same time, keeping well in with the coast, that no opportunity of collecting Furs might be lost: this distribution of ourselves, thou wilt perhaps say, was judicious; and indeed it was high time for us to strain every nerve; for what with finding ourselves anticipated at this place, and the great probability of being served the same at King George's Sound, our best prospects were far from pleasing.

In the afternoon of the 12th of May, Messrs. Hayward and Hill set out in the long boat for Cook's River, taking with them a proper assortment of articles necessary for trading with the natives. Soon after they were gone, two canoes came along-side us, one of them with eight people in her, the other three, but brought nothing; however, they promised to come next day, with plenty of trade, accompanied by their Chief.

The morning of the 13th was fine and clear, but the wind being light and variable, and there being a *possibility* of the Indians returning,

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turning, five of our people were sent, with the Boatswain in the whale boat, on a fishing party, having orders not to lose sight of the ships, and others had liberty to recreate themselves on shore.

About one o'clock, we had the pleasure of seeing two large canoes, and several small ones, full of Indians, come round the North East point of the bay. When they came in sight of the vessels, they began to sing, keeping regular time with the strokes of their paddles in the water: their singing seemed to be in a great measure directed by the Chief, and the cadence was not without some degree of harmony.

When they came along-side the King George, they were profuse in their friendly salutations; at the same time their Chief, whose name was *Shanway*, shewed a letter for Captain Portlock, which came, he said, from the *Nootka*, on which he was admitted on board, together with a number of his people.

It seems the hunting party we saw at our first coming in, on the 24th of April, belonged to old Shanway's tribe; these people lived near Snug Corner Cove, and on their return had acquainted Captain Meares, that they had seen two ships at anchor a great distance down the channel; on which he immediately wrote the above-mentioned letter, without knowing whom particularly to address it to, and gave it to the Indians, who promised to return back to us immediately; but these trusty messengers never found their way till now, when the letter was of no consequence.

Captain Portlock's motive for admitting *Shanway's* people on board, was from a supposition that such an indulgence would encourage them to trade more freely; but to his great mortification,

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he soon found that traffic did not induce them to come near him, what little trade they brought being mere refuse, and that their bringing the letter now was only for an opportunity to get on board, in order to steal every thing which lay in their way. I could see most of their transactions from our quarter-deck, and must say, they were managed with a good deal of art. Shanway, and some of his attendants endeavoured to amuse the King George's people with singing and dancing, whilst others traversed the decks, and threw every thing which came in their way to their companions in the canoes. Captain Portlock was presently aware of his guests thievish disposition; but being unwilling to drive them away by force, he stationed his people in different parts of the vessel to watch their motions: notwithstanding this precaution, they stole a number of articles, and got them unperceived into their canoes. Whenever they were detected in a theft, they relinquished their booty with the utmost unconcern; but when any thing was once in their possession, it was with difficulty they were prevailed on to restore it. At first, the only articles they attempted to steal, were iron and cloaths; but finding themselves watched, they became indiscriminate plunderers, and seized on every thing in their power.

Having satisfied their curiosity, and found their depredations put a stop to, old Shanway and his people left us about five in the afternoon. Our whale-boat, at this time, lay at anchor about two miles distant from the vessels, the people in her busy fishing, which the Indians happening to see, as they paddled out of the bay, they directly made up to them. This alarmed Captain Portlock, who all along had been attentive to Shanway's motions, and he immediately manned his whale-boat and yawl, and went off to our people's assistance, being apprehensive not only for the boat, but that

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their lives would be in danger, as the Indians were well armed with knives and spears : our yawl was also dispatched to assist, if necessary ; and Captain Dixon, at the same moment, fired a swivel, the report of which, we could see, alarmed the Indians, who immediately paddled off with precipitation.

When our people came on board, we found our fears for their safety were not groundless. The Indians had attempted to steal their anchor, and had actually taken several of their fishing-lines ; nay, one of them attempted to run his spear through a young fellow, because he refused to give up his line, but was prevented by Shanway, who, fortunately for the people, was, it seems, of a pacific disposition, and contented himself with plundering in quiet.

These were sufficient cautions to us in future, not to trust any Indians, even to come on board : indeed Captain Meares had informed us, that a ship from China had a quarrel with the inhabitants of King George's Sound, in which several of the Indians lost their lives ; and that the natives afterwards traded with as much unconcern as if nothing had happened.

Our fishing party had tolerable success ; they caught a large quantity of sand-dabs, and a few rock-fish.

The birds and marine productions here are much the same as in the first bay we anchored in ; and it is probable there may be salmon farther on in the season, when the heat of the sun, by melting the snow, causes fresh water rivulets ; but at this time, it had scarcely made any impression on that dreary element ; and the surrounding prospect teemed with all the horrors of winter. The night-

night-tides flow here much higher than in the day-time, though I cannot say, with any degree of certainty, how high they rise.

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We now waited with an anxiety bordering on impatience, for a fair wind to carry us from this place, and a light breeze springing up at South East, at four o'clock in the morning of the 14th, we weighed anchor and stood out of the bay. Towards noon, the wind veered to South West, which was quite favourable for our standing up the channel into Prince William's Sound. By noon, we had the North point of Montague Island in sight, bearing North East: our observation gave 60 deg. 23 min. North latitude; and we found the variation of the compass 29 deg. 46 min. Easterly.

In the afternoon, the breeze freshening, Captain Dixon went on board the King George, to take leave of Captain Portlock, as we were drawing near the place where it was agreed for us to separate. At seven o'clock he returned on board, and we hoisted in our boats, parting company with our colours flying, and three hearty cheers. Captain Portlock steered for Hinchinbrooke Cove, and we kept standing for the passage between Cape Hinchinbrooke and Montague Island. During the night we had the wind at North West, still blowing a moderate breeze.

At four o'clock in the morning of the 15th, Cape Hinchinbrooke bore North West half West, about eight leagues distant, and the land to the Northward North 35 deg. East; the extremes of Montague Island bore from South 55 deg. West, to West North West. We sounded in thirty five fathom water, over a sandy bottom. At eight, Cape Hinchinbrooke bore North 63 deg. West. During the former part of the day, the wind lessened, and at noon

we

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we had light variable airs. Great numbers of whales were seen in almost every direction, but particularly towards the land. Our meridian altitude gave 59 deg. 48 min. North latitude. Cape Hinchinbrooke bore North 65 deg. West, about twelve leagues distant, and the South West point of Montague Island South 63 deg. West.

At seven in the afternoon we saw Kaye's Island, which bore North 40 deg. East; we still had light airs, with intervening calms. Our latitude on the 16th, at noon, was 59 deg. 28 min. North; and the longitude 145 deg. 20 min. West. Kaye's Island bore North 12 deg. East. We had soundings from fifty to eighty fathom water, over a muddy bottom. In the evening, the wind shifting to the Eastward, we tacked at ten o'clock, and stretched to the Southward during the night. We sounded at midnight, with a line of 140 fathom, but found no bottom.

During the 17th and 18th, we had light variable winds, with intervening calms; the weather tolerably fine. In the afternoon of the 18th, we saw Mount St. Elias, which at eight o'clock bore North 29 deg. East; and the South point of Kaye's Island West.

In the afternoon of the 19th a strong breeze came on at East North East, and a heavy swell set in from the Southward. This occasioned us to double-reef the top-sails; but towards evening, the weather grew moderate.

The greatest part of the 20th, we had light baffling winds, with frequent calms; our latitude at noon was 59 deg. 9 min. North; and our longitude 143 deg. 34 min. West. Mount St. Elias bore North by East. At eight o'clock in the evening, a breeze luckily  
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sprung up from the Westward, attended with clear weather, which enabled us again to stand in for the coast, which in this situation trends nearly East and West.

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The weather in the forenoon of the 21st was thick and hazy ; the wind still blowing a moderate Westerly breeze. Our observation at noon gave 59 deg. 21 min. North latitude ; and longitude 141 deg. 34 min West. At eight in the evening we hauled our wind to the Northward, on seeing a low point of land, which bore North 40 deg. East ; and the extremes of the land in sight bore from North 32 deg. West, to North 76 deg. East, about four miles distant. It not being prudent to stand for the shore during the night, at nine o'clock we tacked, and stretched to the Southward. On founding, we had sixty fathom water, over a muddy bottom.

Early in the morning of the 22d, we tacked and stood to the Northward, but unfortunately had light variable airs, and thick hazy weather ; however, at nine o'clock we saw land bearing from North West by North to East North East ; and there being every appearance of an inlet, Captain Dixon determined to examine it, as there was a probability of finding inhabitants, and consequently some trade might be expected.

Light airs, and intervening calms the whole day, prevented our getting in with the land ; the weather at the same time being thick and hazy. We had soundings from seventy to eighty-five fathom water, over a muddy bottom.

At half past two o'clock in the morning of the 23d, a light breeze springing up from the Eastward, we stood in for the Westermott point of land, which was then about five miles distant. At  
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four o'clock, being within two miles of shore, we founded in forty-two fathom water, over a bottom of soft mud. The morning proving very thick and hazy, at six o'clock the whale-boat was hoisted out, and Mr. Turner, our Second Mate, sent into a bay, which bore North North East, to look for anchoring ground. Soon after the boat was gone, we perceived a single canoe with one person in her, who seemed to be fishing at the entrance of the bay. We were greatly elated with this sight, as there was now a certainty of finding inhabitants in the adjacent harbour.

At eight o'clock Mr. Turner returned, and reported that he had found an excellent harbour, and seen a number of inhabitants. The breeze dying away, our yawl was hoisted out, and sent a-head with the whale boat, in order to tow the vessel into the bay; but by ten o'clock we found that all our towing was to no purpose, the tide running strongly against us. On this we immediately began to warp up the bay, but this got us a-head very slowly, as we had from forty-five to fifty fathom water, and as we advanced farther into the bay, our soundings increased.

The situation Mr. Turner had pitched on for us to anchor in, was round a low point to the Northward, about three miles up the bay; but finding it impracticable to get there by day-light, though every possible exertion was made to effect it, we came to at eight o'clock, with the small bower, in sixty-five fathom water, over a muddy bottom.

Our prospects now seem to brighten. Thou mayest depend on having an account of our success at this place the earliest opportunity. Thine, &c.

PORT MULGRAVE, }  
24th May.

W. B.

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## LETTER XXXI.

THE extremes of the bay we came to anchor in, the evening of the 23d of May, bore from West to North 42 deg. West; and the point round which our intended harbour lay, North 20 deg. East; our distance from the shore less than a mile. During the time we were warping into the bay, several canoes came alongside us. We accosted the people with some of the words in use amongst the natives of Prince William's Sound, but they had not the least idea of their meaning: indeed it was pretty evident at first sight, that these people were a different nation, from the construction of their canoes, which were altogether of wood, neatly finished, and in shape not very much unlike our whale-boats.

To the Southward of our present situation was a narrow creek, which appeared to lead a great distance into the country, and widened as it advanced in shore.

Early in the morning of the 24th, we saw a number of the natives on the beach, near the entrance of this creek, making signals for us to come on shore: a smoke was also seen, which proceeded from behind some pines, at a small distance round the point. On this Captain Dixon went in the whale-boat to survey the place, thinking it probable, from these circumstances, that the Indians chiefly resided here; and should there be convenient anchorage, the situation would be a more eligible one than that found out by Mr. Turner. He found a number of inhabitants, and two or three temporary huts; but the entrance into the creek was too shallow

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to admit our vessel; so at eight o'clock, having a fresh Easterly breeze, we weighed anchor, and began to ply into the harbour to the Northward. At two o'clock we came to anchor in eight fathom water, over a bottom of soft mud, within pistol shot of the shore, and very near two large Indian huts.

We were now compleatly land-locked, being entirely surrounded by low flat islands, where scarcely any snow could be seen, and well sheltered from any wind or weather whatever.

The people seemed very well pleased at our arrival, and a number of them presently came along-side us. They soon understood what we wanted, and an old man brought us eight or ten excellent sea otter skins. This circumstance, together with our having as yet seen no beads, or other ornaments, or any iron implements, gave us reason to conclude, that no trading party had ever been here, and consequently that we should reap a plentiful harvest; but our conjectures on this head were built on a sandy foundation; for on a further acquaintance with our neighbours, they shewed us plenty of beads, and the same kind of knives and spears we had seen in Prince William's Sound; and as a melancholy proof that we only gleaned after more fortunate traders, what furs they brought to sell, exclusive of the small quantity just mentioned, were of a very inferior kind.

From the 25th of May to the 1st of June, our trade was inconsiderable: we were frequently visited by the people who lived in the creek I just now spoke of, but they belonged to the same tribe with our neighbours, and possessed very few furs of any consequence.

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I have already observed, that we were surrounded by a number of small islands; these forming various creeks and harbours, Captain Dixon proposed surveying the whole, hoping that so extensive a sound as this appeared to be, contained a much greater number of inhabitants than we had hitherto seen; but as yet the weather had been so thick and hazy, attended with constant rain, that this design was frustrated. However, the morning of the 1st of June proving tolerably clear, he went in the whale-boat at ten o'clock, in order to examine the adjacent harbours, taking with him one of the Indians who had frequently been on board, and who was a tolerably intelligent fellow, as a guide.

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June.

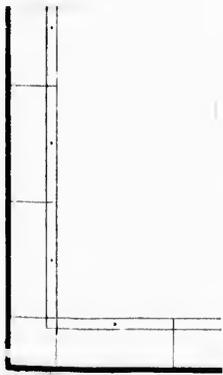
At five in the afternoon, Captain Dixon returned from his survey, which had by no means answered his expectations. He had found several huts scattered here and there, in various parts of the sound, but they were mostly inhabited by people whom we had already seen; and there was not a single skin of any value amongst them: indeed our success at this place fell greatly short of what we had reason to expect, from its promising situation, and the first appearance of inhabitants; but this poverty was not to be discovered on a sudden, for though the whole that we purchased here consisted only of about sixteen good sea otter skins, two fine cloaks of the earless marmot, a few racoons, and a parcel of very inferior pieces and slips of beaver, sufficient to fill *one single* puncheon; yet it was not till the 3d of June, (ten days from the time of our coming into the harbour) that we found the natives scanty stock of furs not only exhausted, but that they had stripped themselves almost naked, to spin out their trade as far as possible. This tedious delay was occasioned by the slow, deliberate manner in which these people conduct their traffic. Four or six people come along-side in a canoe, and wait perhaps an hour before they give the least intimation

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mation of having any thing to sell; they then, by significant shrugs and gestures, hint at having brought something valuable to dispose of, and wish to see what will be given in exchange, even before their commodity is exposed to view, for they are particularly careful in concealing every thing they bring to sell. Should this manœuvre not succeed, after much deliberation, their cargo is produced, and generally consists of a few trifling pieces of old sea otter skins, and even then, a considerable time is taken up before the bargain is concluded; so that a whole day would frequently be spent in picking up a few trifles. Such, however, was our present situation, in regard to trade, that we patiently submitted to the tantalizing method of these people, in hopes that something better might possibly be brought us; but finding they were stripped almost naked, and not the most distant probability of any better success, Captain Dixon determined to leave this place the first opportunity.

I shall now endeavour to give thee some account of this place, and its inhabitants. As there is good reason to suppose that we were the first discoverers of this harbour, Captain Dixon named it Port Mulgrave, in honour of the Right Honourable Lord Mulgrave. Our anchoring place is situated in 59 deg. 32 min. North latitude, and 140 deg. West longitude. How extensive the sound is, I cannot say; it contains a number of small low islands, but at intervals, when the fog cleared up, we could discern high mountainous land, to the Northward and Westward, at about ten leagues distant, entirely covered with snow, and which we judged to be part of the continent. These islands, in common with the rest of the coast, are entirely covered with pines, of two or three different species, intermixed here and there with witch hazle, and various kinds of brush-wood.

Shrubs





*SKETCH* by Compaſs  
of  
*PORT MULGRAVE*

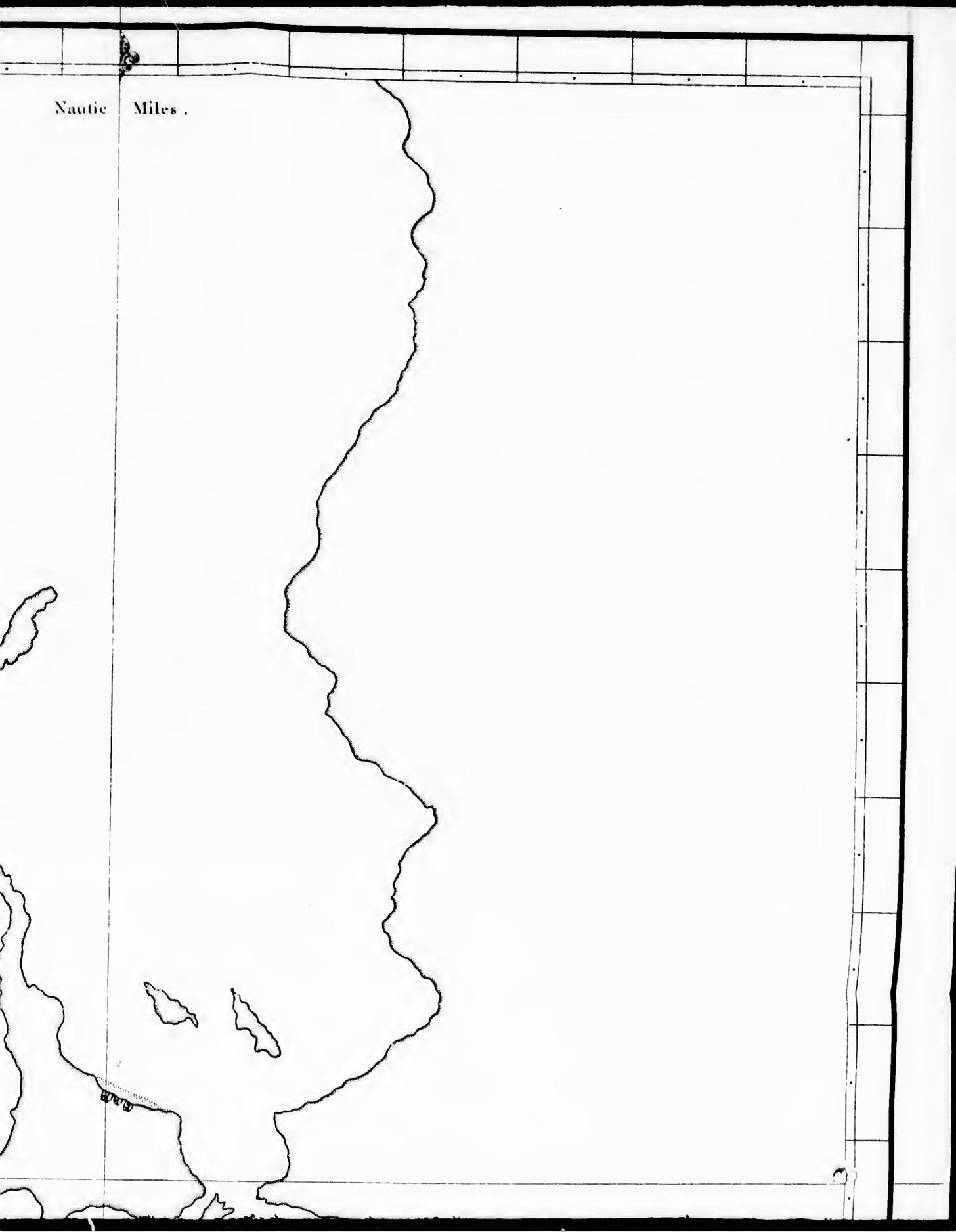
⊕ { Lat. 59. 33' N.  
Long. 140. 00' W.

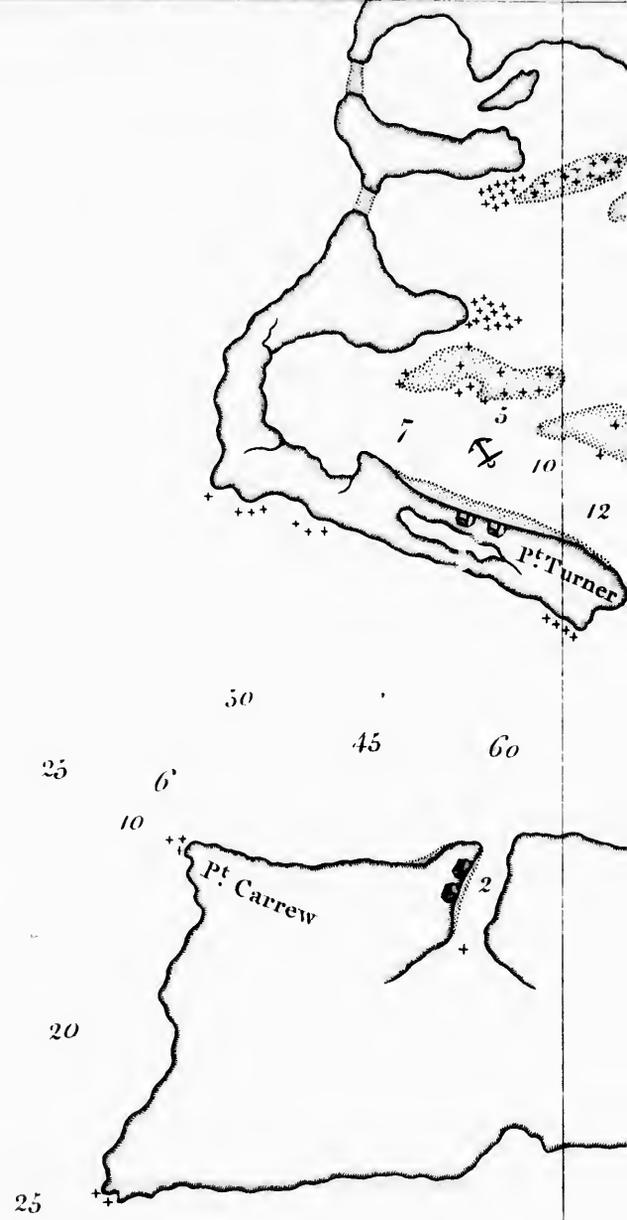
Var. 26. 00' E.

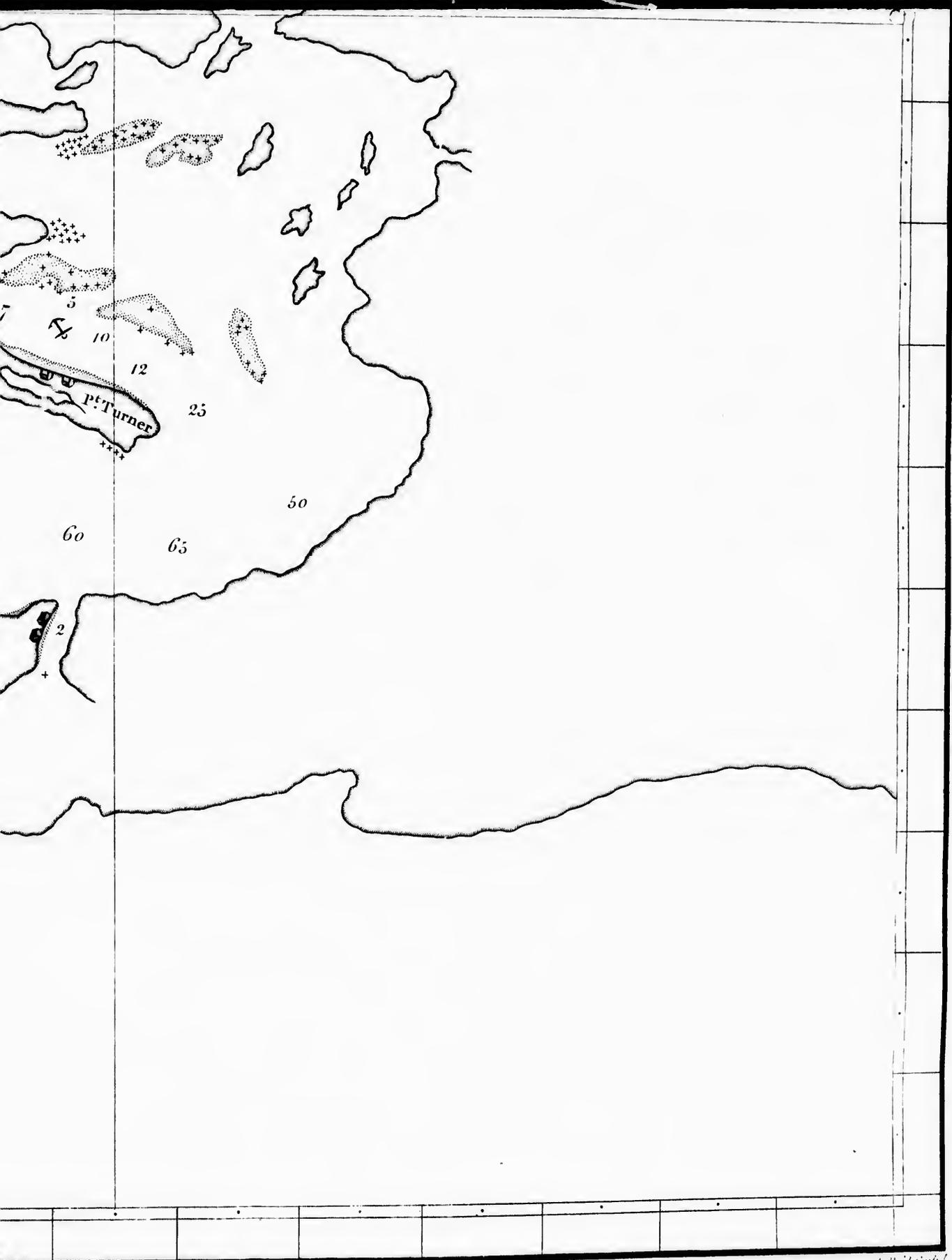
1787.



Nautic Miles .







As the chart directs by Capt. Dixon Oct. 11<sup>th</sup> 1788.

J. B. G. G. G.

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Shrubs of different sorts appeared to be springing up, but their vegetation was not sufficiently advanced for us to distinguish what they were; yet the weather was tolerably mild, the mean of the thermometer being 46 deg.

1787.

June.

We found some wild geese and ducks here, and though not near so numerous as at Montague Island, yet they were more easily come at. Captain Dixon frequently went on shore, to take the diversion of shooting, and seldom returned without some game, which not only proved an excellent treat for us, but at the same time gave the Indians such an idea of fire-arms, that their behaviour was perfectly quiet and inoffensive, and they never attempted to molest us.

The number of inhabitants contained in the whole sound, as near as I could calculate, amounted to about seventy, including women and children; they in general are about the middle size, their limbs straight and well shaped, but like the rest of the inhabitants we have seen on the coast, are particularly fond of painting their faces with a variety of colours, so that it is no easy matter to discover their real complexion; however, we prevailed on one woman, by persuasion, and a trifling present, to wash her face and hands, and the alteration it made in her appearance absolutely surprised us; her countenance had all the cheerful glow of an English milk-maid; and the healthy red which flushed her cheek, was even *beautifully* contrasted with the whiteness of her neck; her eyes were black and sparkling; her eye-brows the same colour, and most beautifully arched; her forehead so remarkably clear, that the translucent veins were seen meandering even in their minutest branches--in short, she was what would be reckoned handsome even in England: but this symmetry of features is entirely destroyed

1787.  
June.

stroyed by a custom extremely singular, and what we had never met with before, neither do I recollect having seen it mentioned by any Voyagers whatever.

An aperture is made in the thick part of the under lip, and increased by degrees in a line parallel with the mouth, and equally long: in this aperture, a piece of wood is constantly wore, of an elliptical form, about half an inch thick; the superficies not flat, but hollowed out on each side like a spoon, though not quite so deep; the edges are likewise hollowed in the form of a pulley, in order to fix this precious ornament more firmly in the lip, which by this means is frequently extended at least three inches horizontally, and consequently distorts every feature in the lower part of the face. This curious piece of wood is wore only by the women, and seems to be considered as a mark of distinction, it not being wore by all indiscriminately, but only those who appeared in a superior station to the rest.

The language here is different from that of Prince William's Sound, or Cook's River; it appears barbarous, uncouth, and difficult to pronounce: they frequently used the word *Ameou*, which signifies a Friend, or Chief, and their numerals reckon to ten; but I was not able to procure any farther specimen of their language, as they are very close and uncommunicative in their dispositions.

Their habitations are the most wretched hovels that can possibly be conceived; a few poles stuck in the ground, without order or regularity, enclosed and covered with loose boards, constitute an Indian hut, and so little care is taken in their construction, that they are quite insufficient to keep out the snow or rain: the nume-

rous chinks and crannies serve, however, to let out the smoke, no particular aperture being left for that purpose.

1787.  
June.

The inside of these dwellings exhibits a compleat picture of dirt and filth, indolence and laziness; in one corner are thrown the bones, and remaining fragments of victuals left at their meals; in another are heaps of fish, pieces of stinking flesh, grease, oil, &c. in short, the whole served to shew us, in how wretched a state it is possible for human beings to exist; and yet these people appear contented with their situation, and probably enjoy a much greater portion of happiness and tranquillity, than is to be found under the gilded roofs of the most despotic monarch.

'Tis probable, that the chief reason why these Indians take no greater pains in the structure of their habitations is, that their situation is merely temporary: no sooner does the master of a tribe find game begin to grow scarce, or fish not so plentiful as he expected, then he takes down his hut, puts the boards into his canoe, and paddles away to seek out for a spot better adapted to his various purposes, which, having found, he presently erects his dwelling in the same careles manner as before.

I before took notice, that their small canoes were neatly finished; \* the very reverse is the case with their large ones; they are made entirely of one large tree, rudely excavated and reduced to no particular shape, but each end has the resemblance of a butcher's tray, and generally are large enough to hold twelve or fourteen people. Whilst we lay here, these people supplied us very plentifully with halibut, which we bought of them for beads and small toys. The place

\* One of these was brought home by Captain Dixon, and is now in the possession of Sir Joseph Banks.

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June.

place where these halibut were caught, is in the offing round the point of land we first made in the morning of the 23d of May. Our whale-boat was one day sent with seven hands to this place, on a fishing party; but their success was greatly inferior to that of *two* Indians, who were fishing at the same time, which is rather extraordinary, if we consider the apparent inferiority of their tackle to our's. Their hook is a large simple piece of wood, the shank at least half an inch in diameter; that part which turns up, and which forms an acute angle, is considerably smaller, and brought gradually to a point: a flat piece of wood, about six inches long, and near two inches wide, is neatly lashed to the shank, on the back of which is rudely carved the representation of an human face.

I cannot think that this was altogether designed as an ornament to their hooks, but that it has some religious allusion, and possibly is intended as a kind of Deity, to ensure their success in fishing, which is conducted in a singular manner. They bait their hook with a kind of fish, called by the sailors *squids*, and having sunk it to the bottom, they fix a bladder to the end of the line as a buoy, and should that not watch sufficiently, they add another. Their lines are very strong, being made of the sinews or intestines of animals.

One man is sufficient to look after five or six of these buoys, when he perceives a fish bite, he is in no great hurry to haul up his line, but gives him time to be well hooked; and when he has hauled the fish up to the surface of the water, he knocks him on the head with a short club, provided for that purpose, and afterwards stows his prize away at his leisure: this is done to prevent the halibut (which sometimes are very large) from damaging, or perhaps upsetting his canoe in their dying struggles. Thus were we  
fairly

fairly beat at our own weapons, and the natives constantly bringing us plenty of fish, our boat was never sent on this business afterwards.

1787.

June.

They dress their victuals by putting heated stones into a kind of wicker basket, amongst pieces of fish, seal, porpoise, &c. and covered up close; sometimes they make broth and fish soup by the same method, which they always preferred to boiling, though we gave them some brass pans, and pointed out the mode of using them.

The Indians are particularly fond of chewing a plant, which appears to be a species of tobacco; not content, however, with chewing it in its simple state, they generally mix lime along with it, and sometimes the inner rind of the pine-tree, together with a resinous substance extracted from it.

When we came into this harbour, on the 23d of May, our attention was a good deal engaged by the sight of a number of white rails, on a level piece of ground, not far from the creek which I have already observed was situated to the Southward of us. These rails were about a mile and half from the vessel, and appeared, at that distance, to be constructed with such order and regularity, that we concluded them beyond the reach of Indian contrivance, and consequently that they were erected by some civilized nation. Captain Dixon, willing to be satisfied in this particular, took an opportunity of going to the spot, and to his great surprize, found it to be a kind of burying-place, if I may be allowed to call that so, where dead bodies are not deposited in the earth. The manner in which they dispose of their dead is very remarkable: they separate the head from the body, and wrapping them in furs,  
the

1787.  
June.

the head is put into a square box, the body in a kind of oblong chest. At each end of the chest which contains the body, a thick pole, about ten feet long, is drove into the earth in a slanting position, so that the upper ends meet together, and are very firmly lashed with a kind of rope prepared for the purpose.

About two feet from the top of this arch, a small piece of timber goes across, and is very neatly fitted to each pole: on this piece of timber the box which contains the head is fixed, and very strongly secured with rope; the box is frequently decorated with two or three rows of small shells, and sometimes teeth, which are let into the wood with great neatness and ingenuity; and as an additional ornament, is painted with a variety of colours; but the poles are uniformly painted white. Sometimes these poles are fixed upright in the earth, and on each side the body, but the head is always secured in the position already described.

What ceremony is used by these people, in depositing their dead in this manner; we never could learn, as nothing of the kind happened during our stay in the harbour.

Besides the skins I have mentioned already, we purchased a few bears, and some land beaver; but I rather think, that the marmot cloaks were procured by these people from some neighbouring tribe.

Toes were the article of trade held in the first estimation here, and next to these, pewter basons were best liked.

Beads served to purchase pieces of skins that were of little value; but the deep blue, and small green, were the only sorts that would

be taken in barter: indeed our traffic at this place was so very circumscribed, that there was not the least occasion to shew the people any great variety of articles, as it only served to distract them in their choice, and made their slow method of trading still more tedious.

1787.  
June.

I have now given thee such an account of this place, and its inhabitants, as my observations from time to time furnished me with: thou art not to expect them methodical, or well digested; however, the perusal may serve thee for a momentary amusement, and I perhaps may have an opportunity of adding a kind of supplement previous to our leaving the coast. We are now getting ready for sea. Adieu.

W. B.

PORT MULGRAVE, }  
3d June.

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L E T T E R   X X X I I .

THERE being no farther prospect of any trade in Port Mulgrave, Captain Dixon determined to leave it the first opportunity; and a breeze at South East springing up at four o'clock in the morning of the 4th of June, we carried a small anchor a-head, and warped out of the harbour. At eight we made sail, and stood out of the sound. At noon, the South point of the entrance into Port Mulgrave bore South East, and the North point North 85 deg. West; the Southern bluff about five miles distant.

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During

1787.  
June.

During this afternoon, and the whole of the 5th, we had light variable winds, with calms by turns.

In the morning of the 6th, the land in sight bore from North 78 deg. West, to North 50 deg. East; and the West point of the bay we had left North 10 deg. West, about five leagues distant. Our observation at noon gave 59 deg. 13 min. North latitude; and the longitude was 140 deg. 40 min. West. A fresh Easterly breeze now sprung up, and the day being tolerably clear, at four o'clock in the afternoon, we saw Mount St. Elias, which bore North West three quarters North, more than 20 leagues distant.

From the 7th to the 9th, the wind kept to the Eastward, with wet, hazy weather, during which time we plied to the Southward, and consequently stretched farther from the land than we could have wished; the coast in this part trending nearly from East South East to West North West. Our observation at noon, on the 8th, gave 57 deg. 59 n. n. North latitude; and 141 deg. 25 min. West longitude.

At one o'clock in the morning of the 10th, the wind shifted to South West, which enabled us to stand in for the coast, to our great satisfaction. Our meridian altitude at noon gave 56 deg. 49 min. North latitude; and the longitude 140 deg. 11 min. West.

During the remainder of the day, and the whole of the 11th, we had a fresh breeze from the Westward, and kept standing for the coast, which, however, we could not see at any considerable distance, the forenoon being thick and hazy. Our latitude at noon, 57 deg. 13 min. North; longitude 136 deg. 26 min. West. At

half

half past two in the afternoon, we saw land, bearing from West North West to East South East, about four miles distant. The Southermost point of land appeared to be Cape Edgcombe, which we stood in for, and presently found we were not mistaken. At six o'clock the cape bore North North West, and our distance from shore about a mile. We now opened a very large and extensive bay, which had every appearance of an excellent harbour. About a mile to the Southward of the cape is a small island, and we steered right for the passage betwixt that and the cape; but at seven o'clock, seeing a quantity of rock-weed right a-head, Captain Dixon judged it prudent to haul off shore to the Southward, during the night.

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June.

At one o'clock in the morning of the 12th, we tacked, and stood in for the bay, leaving the small island just mentioned to the Westward, with a light breeze from North West by West. At four o'clock our whale-boat was hoisted out, and sent a-head to sound. About six o'clock we saw a large boat full of people, at a very considerable distance out at sea, making towards us as fast as possible; she hoisted something which had the appearance of a white flag, but we could not distinguish, with the help of our glasses, what nation she belonged to; and various were our conjectures on this head. Some of us judged them to be Russians; and others thought they possibly might be Spaniards, who had been left here ever since the year 1775, at which time two Spanish vessels were at anchor near this place; or that they belonged to some ship, which probably lay here at present: however, as they came nearer, we perceived it to be an Indian canoe, and on their coming up with us, we had the pleasure to find, that they belonged to the sound we were steering for. They had seen our vessel the preceding evening,  
and

1787.  
June.

and on our standing out to sea, had followed us, but lost sight of the ship during the night.

Soon after six o'clock, the breeze dying away, our whale-boat came on board, the yawl was hoisted out, and both boats sent a-head, in order to tow the vessel into the bay. During this time, we bought a few furs of trifling value, from our new acquaintance; and they gave us to understand, that we should find a number of inhabitants, and plenty of furs, in the adjacent harbour. This piece of intelligence, though not absolutely to be depended on, elated us not a little. What we had taken for a white flag, on our first seeing the canoe, was a tuft of white feathers which they had hoisted at the top of a long pole, and which I understand to be an emblem of peace and friendship. At ten o'clock we saw a bay to the Northward, which appeared to be well sheltered from the wind; and a breeze springing up, we stood right in for it. Mr. Turner was sent in the whale-boat up the sound, to look for a harbour; and Mr. White, our Third Mate, was sent in the yawl, into the bay a-head, in order to examine the soundings. Soon after eleven o'clock Mr. White returned, and reported, that the bay appeared to be an excellent place for the vessel to lay in, there being good anchorage from eight to twelve fathom water, over a sandy bottom.

After making a few short boards, we came to anchor at twelve o'clock, in eight fathom water, over a sandy bottom; the extremes of the land forming the bay to the Northward, bore from South 3 deg. West to North 3 deg. East; the point of land to the South East, South East by South; about three quarters of a mile distant from shore. The harbour to the Southward, and South East by East, is well sheltered by great quantities of rock-weed.

About

About four in the afternoon, Mr. Turner returned from his survey in the whale-boat: he had found several harbours well sheltered from any wind, but the bottom in general rocky; so that Captain Dixon determined to keep his present situation, as it appeared well sheltered from bad weather, and convenient for the inhabitants to visit us.

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June.

Whilst Mr. Turner was out in the whale-boat, he saw a large cave, formed by nature in the side of a mountain, about four miles to the Northward of our anchoring birth: curiosity prompted him to go on shore, in order to examine it, as there appeared something which, at a distance, looked bright and sparkling. On getting into the cave, he found the object which attracted his attention to be a square box, with a human head in it, deposited in the manner already described at Port Mulgrave; the box was very beautifully ornamented with small shells, and seemed to have been left there very recently, being the only one in the place. This circumstance seems to shew, that the natives of this place dispose of their dead in the same manner as at Port Mulgrave, but probably make choice of caves for that purpose, in preference to the open air.

At day-light in the morning of the 13th, we had a number of canoes full of inhabitants along-side; after a considerable time spent in singing, a pretty brisk trade commenced, and we bought a number of excellent otter skins; the people seemed far more lively and alert than those we had left at Port Mulgrave; and from every appearance, we had reason to expect an excellent trade at this place.

From this to the 16th, our trade went briskly forward, but afterwards it began to decline, and several of the Indians left us, in order to bring a further supply of skins from their neighbours.

Toes

1787.  
June.

Toes are the article of traffic held in the first estimation at this place; but they always refused small ones, wanting them in general from eight to fourteen inches long. Besides these, we traded with pewter basons, hatchets, howels, buckles, rings, &c. Of these the basons were best liked; for though the hatchets and howels were obviously the most useful tools these people could possibly have, yet they were only taken in exchange for furs of inferior value. Beads of every sort were constantly refused with contempt, when offered by way of barter, and would scarcely be accepted as presents.

In the evening of the 16th, a fresh gale of wind came on from the Southward, which caused a very heavy sea to set into the bay. We were preparing to strike the top-masts, when fortunately, about midnight, the weather moderated. This circumstance, however, served to shew us, that the bay was not so securely sheltered from bad weather as we at first imagined.

From the 17th to the 21st, our trade gradually fell off; and towards the last, they brought us scarcely any thing but rubbish, being pieces of old cloaths nearly wore out; however, we had no reason to complain of their backwardness in parting with what little trade they had left; their conduct in this particular being quite the reverse to that of our old friends in Port Mulgrave.

Amongst the people who came to trade with us, was an old man, who seemed remarkably intelligent: he gave us to understand, that a good while ago there had been two vessels at anchor near this place, one of which was considerably larger than our's; that they carried a great number of guns, and that the people resembled us in colour and dress. He shewed us a white shirt they had

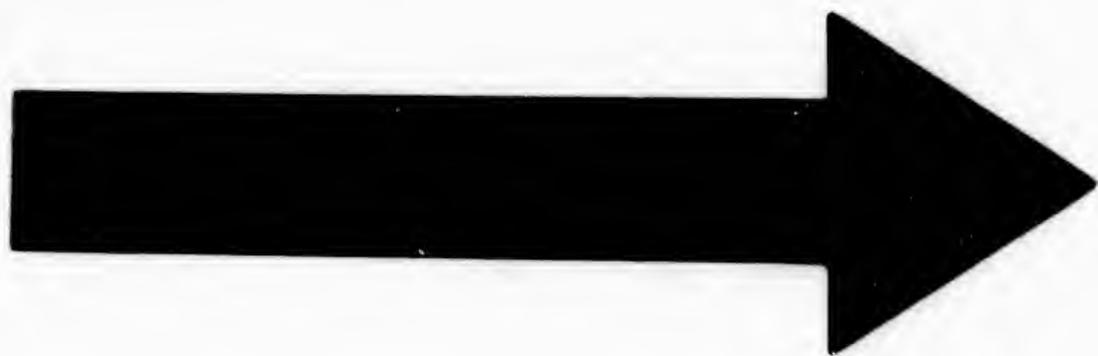
had given him, and which he seemed to regard as a great curiosity : on examining it, we found it made after the Spanish fashion, and immediately judged these vessels described by this Indian to be the Spaniards who (as I have already related) were on this coast in the year 1775.

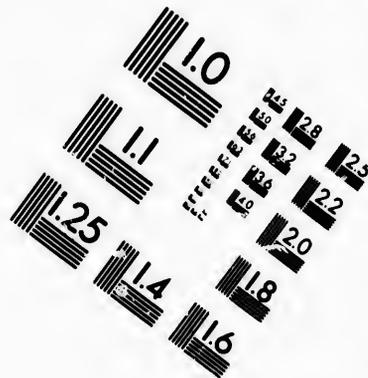
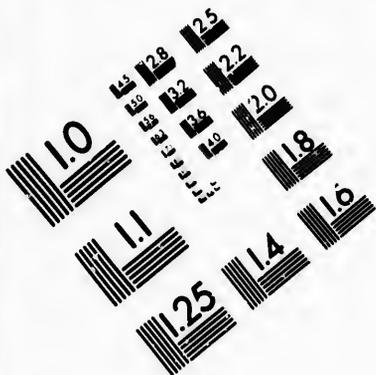
1787.  
June.

In the Journal of the Spanish Voyage, published by the Honorable Daines Barrington, the Spaniards are said to have anchored in 57 deg. 18 min. North latitude: we now lay in 57 deg. 3 min. North latitude; and the old man, when describing the situation of the above ships, always pointed up the sound, to the Northward, which helped to confirm us in our opinion, that the people described by him must have been the Spaniards. Should this conjecture be right, it sufficiently proves, that this place is seldom visited by Europeans; for in that case, a variety of ships would have rendered the accounts of our new acquaintance confused and imperfect: on the contrary, his remarks were always clear and pertinent, and uniformly tended to describe the same object.

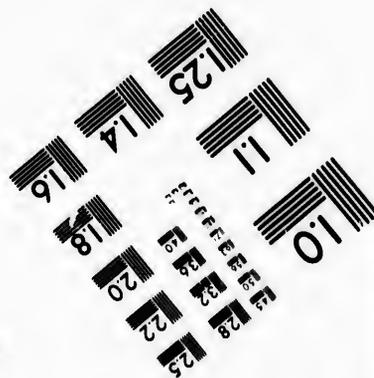
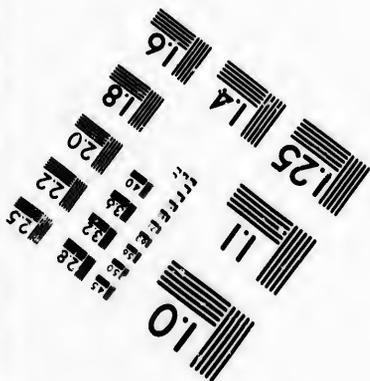
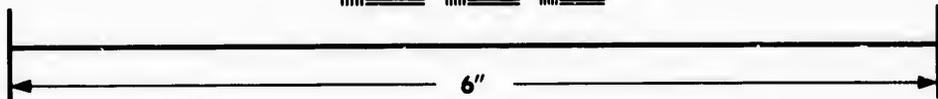
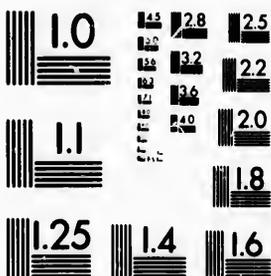
During this time, though trade principally engaged our attention, yet a number of subordinate, though necessary employments, were carried on; parties were frequently sent on shore, some to cut fire-wood, others to fill up our water, and the carpenters cut a spare top-mast, and several spars, for various purposes. The water was procured from a small river round a point of land, at the distance of a mile from the ship.

At first, the natives behaved civilly enough, and suffered our people to follow their various employments unmolested; but they soon grew very troublesome, and attempted to pick their pockets, and even to steal their saws and axes in the most open, during  
manner;





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



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1787.  
June.

manner ; indeed they could scarcely be restrained from these proceedings without violence ; but this it was neither our interest or inclination to offer, if it could possibly be avoided. Our people were never sent on shore without being well armed ; and luckily, the sight of a few musquets kept them in a kind of awe, as they had frequently seen Captain Dixon shoot birds, which had given them an idea of the fatal effects of fire-arms ; so that our business on shore was completed without coming to an open quarrel with these people

In my next I may, perhaps, give thee some further account of this place, which Captain Dixon distinguished by the name of Norfolk Sound, in honour of his Grace the Duke of Norfolk ; and I sincerely wish, that what little I have already said, respecting our success, may give thee half the pleasure it has given to thine assuredly,

W. B.

NORFOLK SOUND, }  
22d June.

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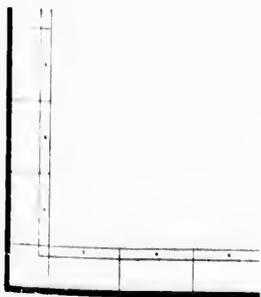
LETTER XXXIII.

**N**ORFOLK Sound, at least that part where we lay at anchor, is situated in 57 deg. 3 min. North latitude ; and 135 deg. 36 min. West longitude. In that situation, Mount Edgecombe bore from us West by South, a very few miles distant. It is a very extensive place, but how far it stretches to the Northward, I cannot say ; though I have no doubt of there being a passage through

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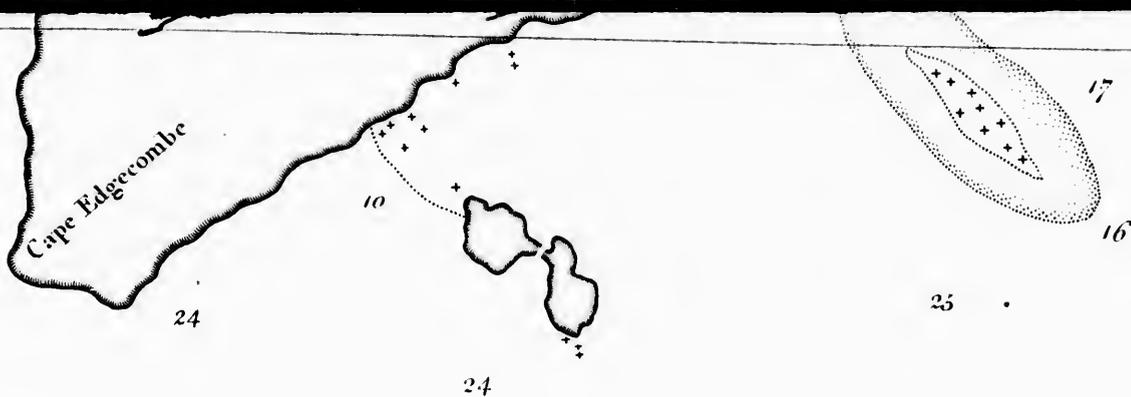
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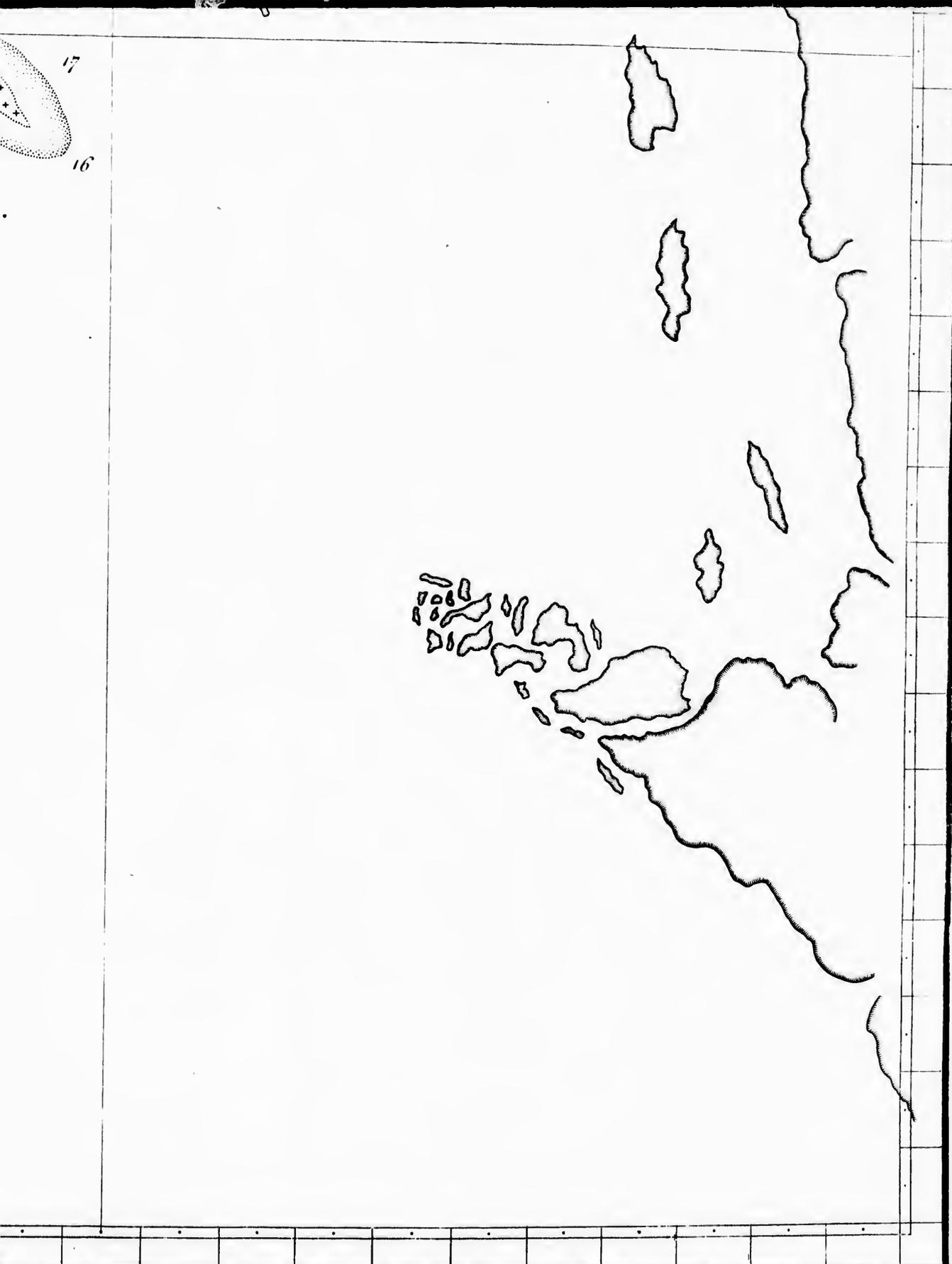


*SKETCH* by Compaſs  
of  
*NORFOLK SOUND*

⊕ { Lat.  $57^{\circ}.03' N.$   
Long.  $135^{\circ}.38' W.$

Var.  $24.00' E.$

1787.



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through to the *Bay of Islands*, which, thou mayest remember, we looked for in vain to the Westward of Cape Edgecombe, when on the coast last year. Had the wind permitted us, to have looked round the South East point of the cape, agreeable to our intention in the morning of the 15th of September last, we without doubt should have found our present harbour. During the greatest part of the time we lay here, the weather was pretty moderate, the mean of the thermometer 46 deg. the wind generally light, and varying from South East to South West.

1787.  
June.

The shore here, in common with the rest of the coast, abounds with pines; there is also greater quantities of the witch hazle here, than we had hitherto met with. We found various kinds of flowering trees and shrubs, amongst which were wild gooseberries, currants, and raspberries; wild parsley is found here in great plenty; we picked great quantities of it, and it eats excellently, either as a sallad, or boiled amongst soup. The *faranne*, or wild lilly-root, grows here in great plenty and perfection.

There are very few wild geese or ducks seen here, and those shy and difficult of approach. Captain Dixon, as I before observed, was frequently on shore with his fowling-piece; but he shot any thing that came in his way indiscriminately, his chief motive being rather to shew the Indians the effects of fire-arms, than to pursue game; and the event shewed that his intention was compleatly answered.

The inhabitants frequently caught halibut, and we saw large quantities of salmon frequently hung up on shore to dry, but they were not very willing to sell it, which shews, that fish is a principal and favourite article of food here: we indeed purchased a few

A a

salmon,

1787.  
June.

salmon, but they were of a very inferior kind to those we met with in Cook's River. Fish, however, being the only fresh provision in our power to obtain, our whale-boat was frequently sent out with six hands to catch fish for the ship's company; they were always tolerably successful, catching great numbers of fine rock-fish, and some hake, but very few halibut.

Whether the method of fishing here is the same with that at Port Mulgrave, I cannot say, as we never had an opportunity of seeing them at that employment. There are great quantities of muscles in some parts of the sound, together with a few crabs, star-fish, &c.

I endeavoured to make a calculation of the number of inhabitants who reside in the sound, and its environs; the greatest number I ever saw about the ship at one time, was 175, including women and children. Were I to estimate these at half the number who live here, it would perhaps not be far from the truth; but supposing an allowance to be made for the aged and infirm, and for those who were absent, engaged in hunting, fishing, &c. I think 450 people will be the whole of the natives found here, taking the computation in its utmost extent, and including men, women, and children.

These people in their make, shape, and features, are pretty much the same with those we saw in Port Mulgrave; their faces are also painted with a variety of colours; the women, too, ornament, or rather distort their lips in the same manner as I have already described; and it should seem, that the female who is ornamented with the largest piece of wood, is generally most respected by her friends, and by the community in general.

This

This curious operation of cutting the under lip of the females, never takes place during their infancy, but from every observation I was able to make, seems confined to a peculiar period of life. When the girls arrive to the age of fourteen or fifteen, the center of the under lip, in the thick part near the mouth, is simply perforated, and a piece of copper wire introduced to prevent the aperture from closing, the aperture afterwards is lengthened, from time to time, in a line parallel with the mouth, and the wooden ornaments are enlarged in proportion, till they are frequently increased to three, or even four inches in length, and nearly as wide, but this generally happens, when the matron is advanced in years, and consequently the muscles are relaxed; so that possibly old age may obtain greater respect than this very singular ornament.

1787.  
June.

The manners and disposition of the people here, approach nearer to those in Cook's River, and Prince William's Sound, than our friends in Port Mulgrave; but this may, perhaps, in some measure, be accounted for from their enlarged society, and their constant intercourse with each other.

Their traffic, and indeed all their concerns, so far as fell under my observation, appear to be conducted with great order and regularity; they constantly came along-side to trade with us at daylight in the morning, and never failed to spend more than half an hour in singing before the traffic commenced. The Chief of the tribe has always the entire management of all the trade belonging to his people, and takes infinite pains to dispose of their furs advantageously.

Should a different tribe come along-side to trade, whilst he is trading, they wait with patience till he has done, and if in their

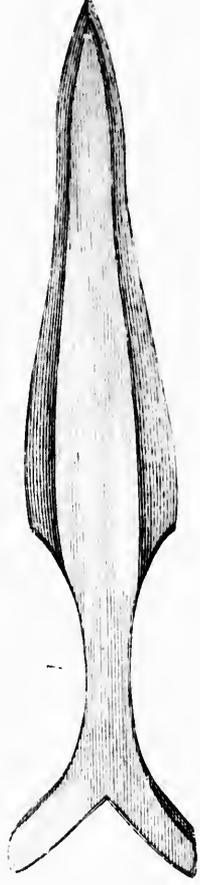
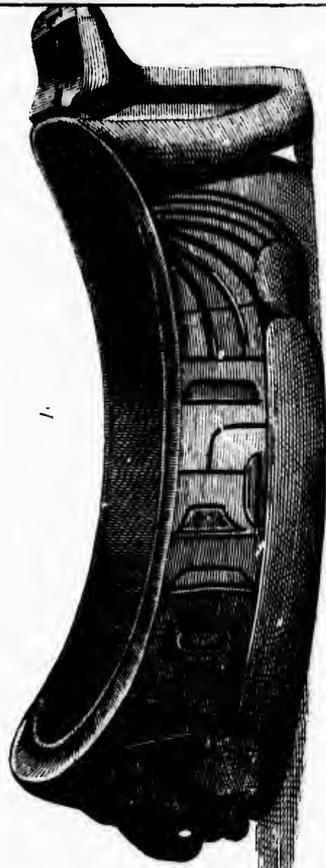
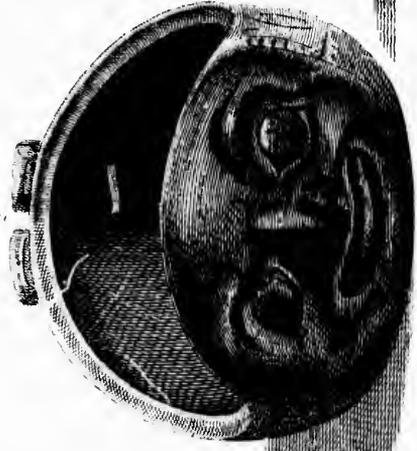
1787  
June

opinion he has made a good market, they frequently employ him to sell their skins: sometimes, indeed, they are extremely jealous of each other, and use every precaution to prevent their neighbours from observing what articles they obtain in exchange for their commodities.

About twelve o'clock they constantly left the ship, and went on shore, where they staid about an hour, which time, as we had frequent opportunities of observing, was taken up in eating. This evidently shews, that they have at least one *fixed* meal in the day, and that it is regulated by the sun. They likewise frequently left us about four in the afternoon; but this time was not so exactly observed as at noon. Towards the evening we in general had far the greatest number of visitants; but by this time the trade of the day was pretty well over, and numbers came only by way of relaxation, after the fatigue of their various employments, though sometimes we had excellent skins brought us in the evening, by traders who had been out during the day amongst their neighbours in the adjacent harbours.

It was one fine evening, when we were surrounded both by traders and people brought by curiosity, that I counted 175 people, as I have before observed; and I am pretty confident, that the conclusion I drew from that estimate, will be the extreme number of inhabitants living in this sound.

When the traffic of the day is pretty well over, they begin to sing, and never leave off till the approach of night; thus beginning and ending the day in the same manner.



1.-1. Carved Dilly, from Queen Charlotte's Isles.  
2.-1. Front View of D<sup>o</sup>, now in the Possession of Sir Joseph Banks Bart.  
3.-1. Dagger, from Port Molyneux.  
A. A. D. G.

Engraved by G. Kneller, del. G. Kneller, sculp.

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One peculiar custom I took notice of here, which as yet we had been strangers to. The moment a Chief has concluded a bargain, he repeats the word *Cocoo* thrice, with quickness, and is immediately answered by all the people in his canoe with the word *Wlech*, pronounced in a tone of exclamation, but with greater or less energy, in proportion as the bargain he has made is approved of.

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June.

The cloaths worn universally on the coast are made of skins sewed together in various forms, and which I will endeavour to describe more particularly by and bye; I just mention them now from a remarkable circumstance. One of the Chiefs who came to trade with us, happening one day to cast his eyes on a piece of Sandwich Island cloth, which hung up in the shrouds to dry, became very importunate to have it given him. The man to whom the cloth belonged, parted with it very willingly, and the Indian was perfectly overjoyed with his present. After selling what furs he had brought with great dispatch, he immediately left us, and paddled on shore, without favouring us with a parting song, as is generally the custom. Soon after day-light the next morning, our friend appeared along-side, dressed in a coat made of the Sandwich Island cloth given him the day before, and cut exactly in the form of their skin-coats, which greatly resemble a waggoner's frock, except the collar and wrist-bands. The Indian was more proud of his new acquired dress than ever London beau was of a birth-day suit, and we were greatly pleased with this proof of these people's ingenuity and dispatch; the coat fitted exceedingly well; the seams were sewed with all the strength the cloth would admit of, and with a degree of neatness equal to that of an English mantua-maker.

I was one day endeavouring to get the meaning of some words in their language from one of the Chiefs, and on pointing to the Sun,  
he

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June.

he took great pains to make me understand, that notwithstanding our apparent superiority in possessing various useful articles, which they did not, yet that our origin was the same with their's, that they came from above as well as we, and that the Sun animated and kept alive every creature in the universe. These notions of the Chief immediately brought to my recollection those beautiful lines of Pope, in his Essay on Man.

“ Lo! the poor Indian whose untutor'd mind,  
 “ Sees God in clouds, or hears him in the wind,  
 “ His soul, proud science never taught to stray,  
 “ Far as the solar walk or milky way,  
 “ Yet simple nature to his hope has giv'n  
 “ Behind the cloud-topt hill an humble Heav'n;  
 “ Some safer world in depth of woods embrac'd,  
 “ Some happier island in the watry waste,  
 “ Where slaves once more their native land behold,  
 “ No fiends torment, no Christians thirst for gold.  
 “ *To be*, contents his natural desire,  
 “ He asks no angel's wing, no seraph's fire,  
 “ But thinks admitted to that equal sky,  
 “ His faithful dog shall bear him company.”

The Indians here alluded to by Pope, are undoubtedly those of South America; yet many of these lines are applicable to the people on this side of the continent. The man I have just been speaking of had, no doubt, some idea of a Supreme Being; and if we admit the probability of their morning and evening songs being intended as a kind of adoration to that Supreme Being, it will serve to give us no very inadequate idea of their religion.

The canoes here are constructed in much the same manner as those at Port Mulgrave; but the large ones are finished in a more com-

compleat and workman-like manner, and hold from sixteen to twenty people.

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June.

Besides their ordinary drefs, the natives at this place have a peculiar kind of cloaks made purposely to defend them from the inclemency of the weather. I had no opportunity of examining them minutely, but they appear to be made of reeds sewed very closely together, and I was told by one of our gentlemen who was with Captain Cook during his last Voyage, that they are exactly the same with those wore by the inhabitants of New Zealand.

In regard to the language heard, I have some reason to think it is nearly the same with that at Port Mulgrave; however, as it may perhaps be in my power to obtain some further information respecting this article before we leave the coast, I will resume the subject at a future opportunity.

I have already mentioned, that our trade seemed nearly over by the 21st June, and we perceived on the 22d the natives were stripped of every thing worth carrying away, so that it was determined to leave this place the first fair wind.

Our success at this place, if it did not answer our most sanguine expectations, was nevertheless by far the most encouraging we had hitherto met with. We purchased about two hundred excellent sea otter skins, a good quantity of inferior pieces of sea otter, together with a large parcel of indifferent pieces and slips; about one hundred good seals, and a great number of fine beaver tails.

The various articles used by us in barter, I have already specified; as also the different degrees of estimation they are held in; iron,

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iron, however, may justly be reckoned the staple commodity, every thing else depending, in a great measure, on fancy and caprice. Seals and beaver tails we brought to a regular standard price, a ring being uniformly given for a tail or a seal-skin; so that *that* part of our traffic was quickly dispatched.

We now wait only for a fair wind to carry us from this place. Flushed with our late success, we are willing to hope, that the coast will yet afford us things of far greater consequence. Be this as it may, thou mayest expect at every opportunity to hear from thine ever,

W. B.

NORFOLK SOUND, }  
24th June.

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L E T T E R   X X X I V .

**E**ARLY in the morning of the 23d of June, a light Westerly breeze springing up, we unmoored, and at six o'clock weighed anchor, and made sail. On getting in our small bower, we found about twenty fathom of the cable cut by the rocks, and being unfit for service, it was condemned.

At noon, Cape Edgcombe bore North 65 deg. West, about three miles distant from shore, and our meridian altitude gave 56 deg. 48 min. North latitude. Captain Dixon's intention was to keep  
well



*Evening*

*Storm*



W. Dixon del.

*A View of MOUNT EDGCOMBE; taken from the Ship at A*

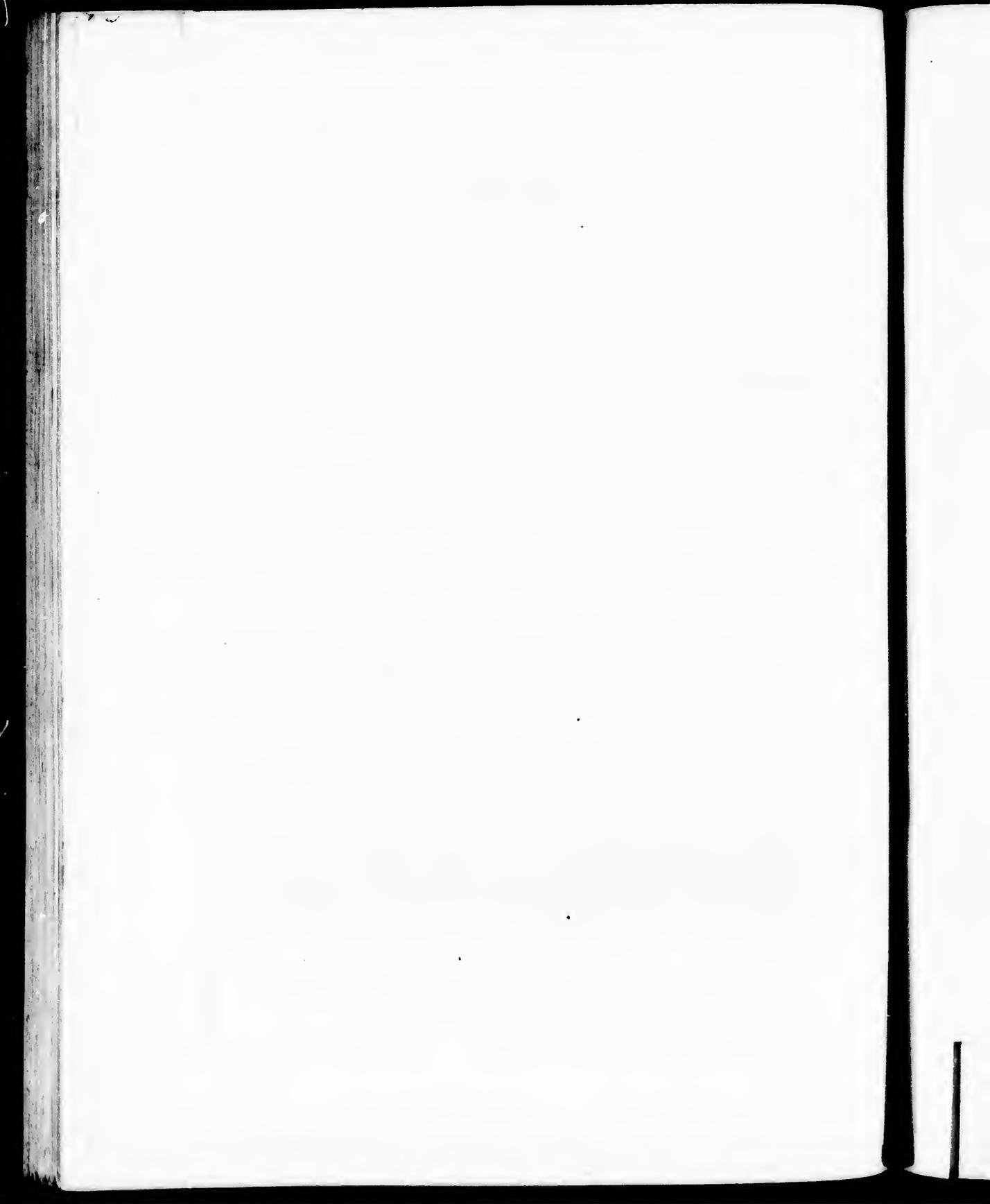
*Published as the Act directs by Capt. Dixon Jan 27 1799.*

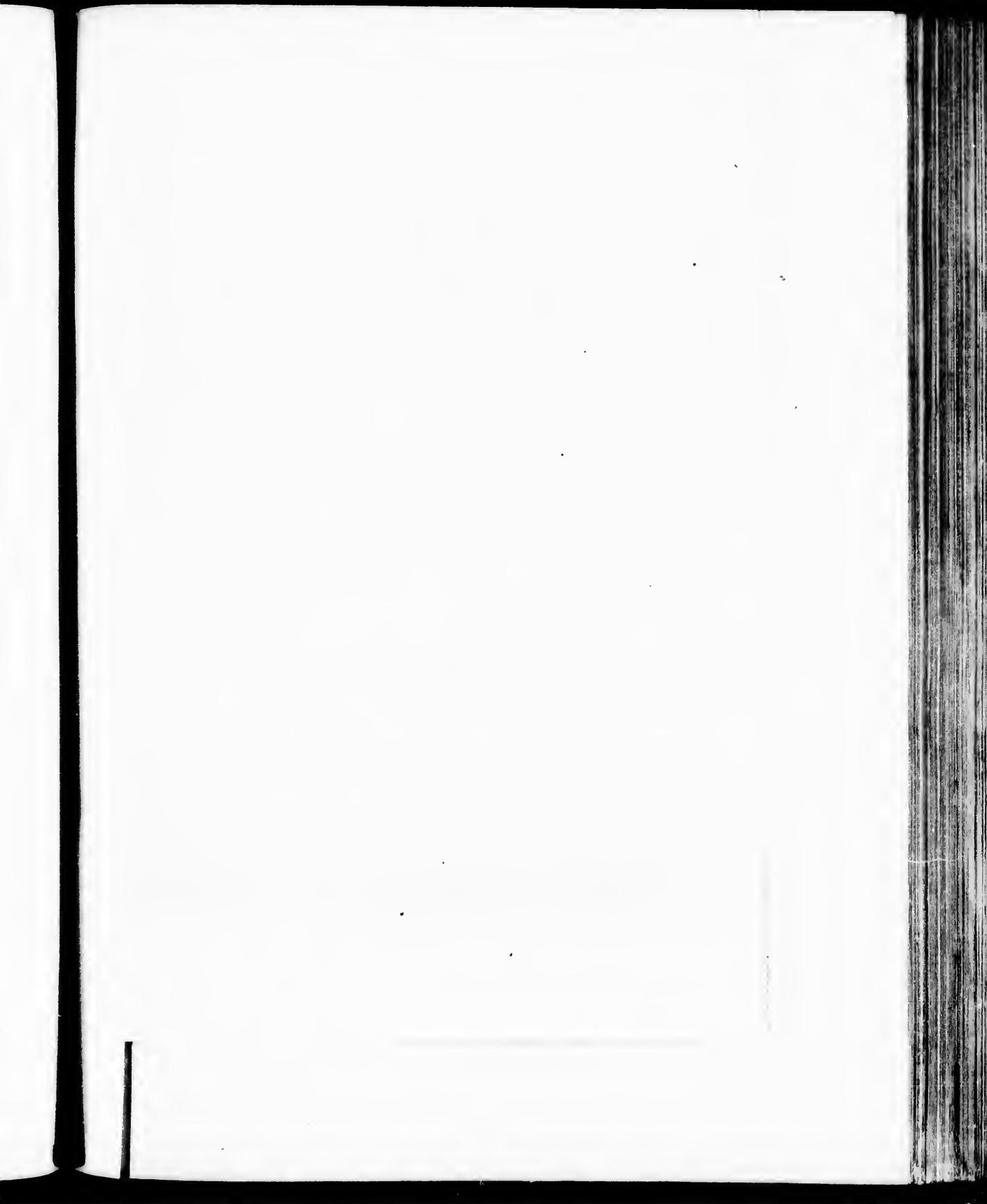


*Barlow, Engr.*

*View from the Ship at Anchor in Norfolk Sound.*

*Painted by Capt. Dixon Jan. 22<sup>d</sup> 1781.*







well in with the land all along the coast, in order to examine every place where there was a probability of finding inhabitants. In the afternoon the breeze freshened, and at six o'clock we saw a fine entrance, bearing East North East, on which we shortened sail, and stood in for it. On our approaching nearer in with the land, the channel a-head had the appearance of a river from the North; but the tide setting strongly out of it, and the wind shifting to the Northward, we stood into a fine harbour, which now opened to the South East. At the entrance we had soundings from fifty to sixty fathom water, over a rocky bottom; but as we advanced farther in, the soundings lessened to twenty-one fathom, with mud, on which we came to an anchor, being compleatly land-locked, and within musquet shot of the shore, both to the Southward and Northward.

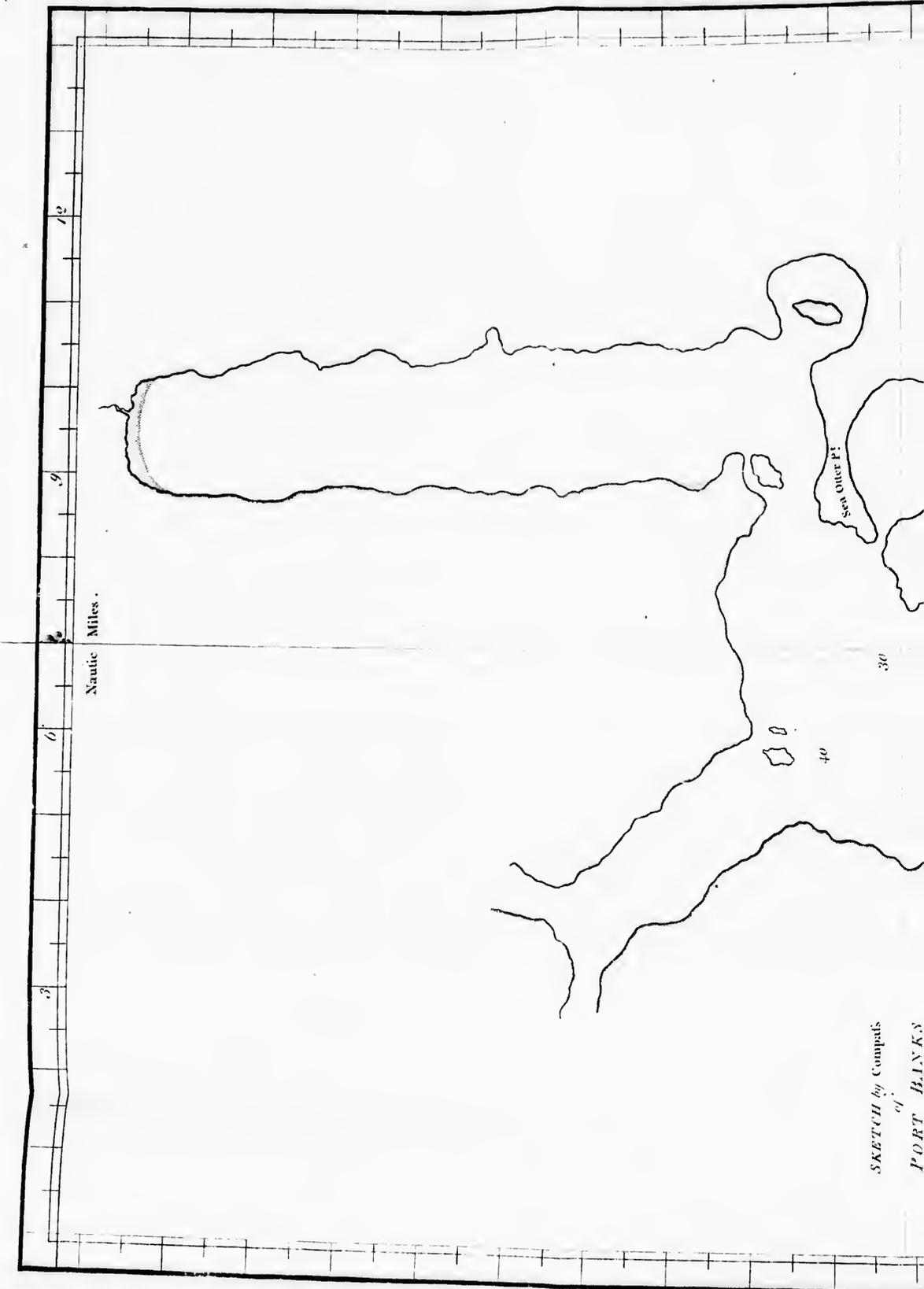
1737.  
June.

Though this appeared a most eligible spot for the natives to take up their abode in, yet no people were to be seen. On this, a four pounder was fired in the evening, in order to excite the curiosity of the inhabitants, if there should be any within hearing.

The morning of the 24th was very fine, but no Indians to be seen, on which the whale-boat was hoisted out, and Captain Dixon went in her to look for inhabitants, in the adjacent creeks and harbours. A passage up a corner of the bay, to the Eastward of our station, was the place which first engaged his attention: he returned from thence about twelve o'clock, but without success. The creek run a considerable distance in land, and terminated at the foot of a mountain, from whence it received a copious supply of fresh water, occasioned by the heat of the sun melting the snow on the tops of the mountains, and which now had such power as to supply a constant rivulet.

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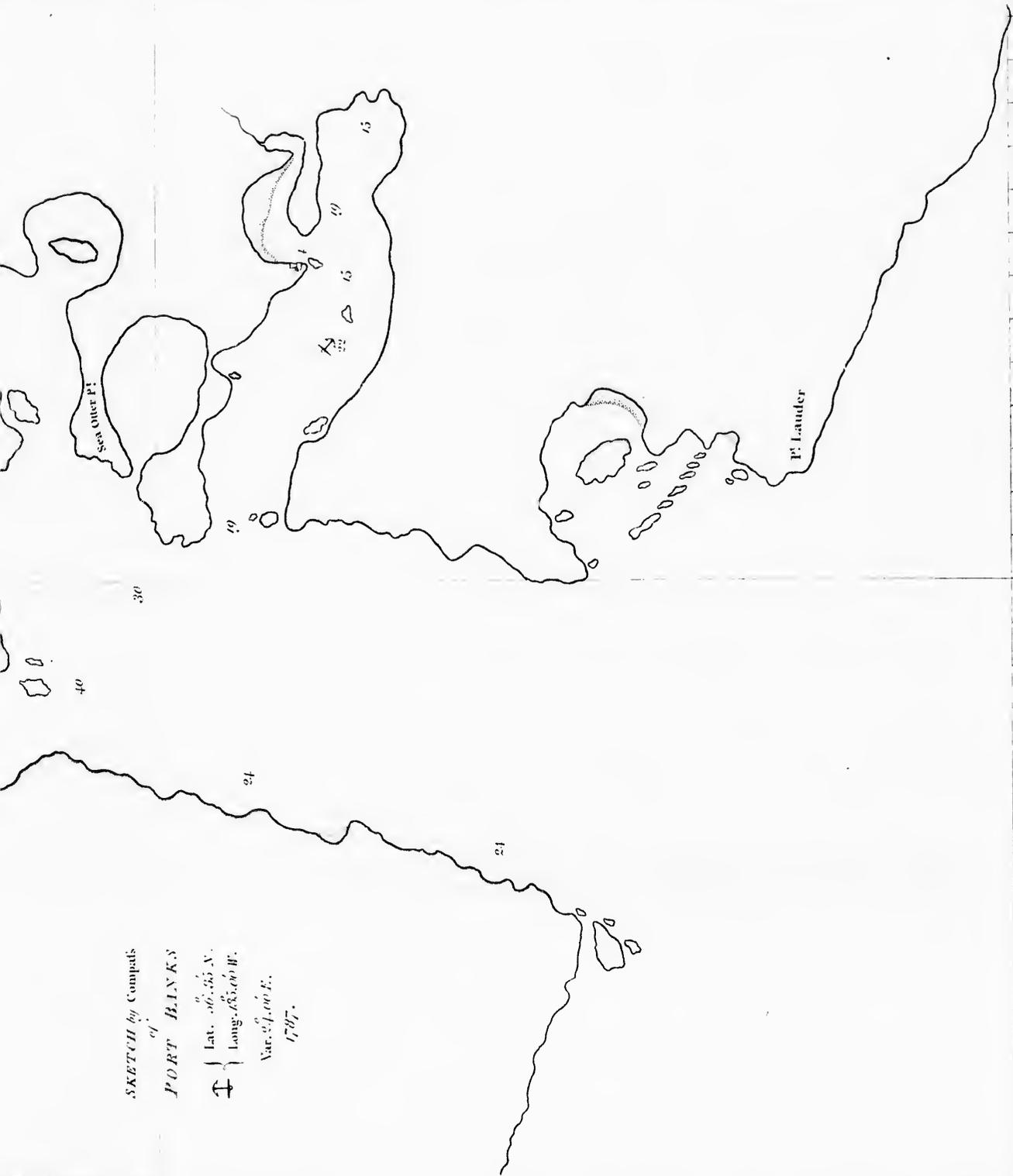
Lat.  $56^{\circ} 55' N.$

Long.  $63^{\circ} 00' W.$



Var.  $9^{\circ} 00' E.$

1797.



187.  
June.

Near this place were the vestiges of an Indian hut, which seemed to have been recently taken away, and probably had been the temporary habitation of some hunting party. Various kinds of flowers and flowering shrubs, were springing up in the valley near the rivulet, and though no inhabitants were found here, yet the place seems peculiarly eligible for a summer residence, and more so, as there is a probability of meeting with plenty of fine salmon; so that I have little doubt of its being constantly frequented by the natives, farther on in the season.

After dinner, Captain Dixon went to examine the passage to the Northward. The afternoon being very fine, our furs were got upon deck, and spread out to air; they had not received the least damage by being packed in puncheons; some of the inferior ones were grown mouldy, but that, when dry, was easily rubbed off. Captain Dixon not returning when the evening came on, we began to feel a good deal of anxiety for his safety, though he had seven people in the boat well armed; however, about eleven o'clock we were relieved from our fears by the boat's return; they had not met with the least vestige of any inhabitants, though they had been at least six leagues distant from the vessel.

Several of our powder-barrels being unhooped, and the powder grown wet and damp, this harbour was judged a most eligible spot to dry the powder, and get the barrels repaired, especially as the weather was remarkably clear and serene; so at eight in the morning of the 25th, the gunner took the powder on shore, and the cooper was sent to repair the calks. In the mean time, Captain Dixon went in the boat to examine about the entrance into this harbour, as we had taken notice, in the afternoon of the 23d, of some inlets to the Southward and Westward. The day proved remark-

remarkably fine. The powder was got into very good order, and brought on board early in the afternoon. The carpenters were on shore, and cut a top-mast, and some spars for various uses.

1787.  
June.

About seven o'clock Captain Dixon returned, having met with no better success than before; he had been in several bays at a considerable distance from the harbour, but could not perceive the least traces of people or habitations.

This harbour is situated in 56 deg. 35 min. North latitude; and 135 deg. West longitude: it obtained the name of Port Banks, in honour of Sir Joseph Banks. The prospect at Port Banks, though rather confined, yet has something in it more pleasing and romantic than any we had seen on the coast. The land to the Northward and Southward rises to an elevation sufficient to convey every idea of winter; and though its sides are perpetually covered with snow, yet the numerous pines which ever and anon pop out their bushy heads, entirely divest it of that dreary and horrid cast with the barren mountains to the North West of Cook's River. To the Eastward, the land is considerably lower, and the pines appear to grow in the most regular and exact order: these, together with the brush-wood and shrubs on the surrounding beaches, form a most beautiful contrast to the higher land, and render the appearance of the whole truly pleasing and delightful.

As our staying here any longer was only a needless waste of time, at half past three o'clock in the morning of the 26th, we weighed anchor, and, it being calm, sent the boats a-head to tow the vessel out of the bay. The weather had been very fine during the short time we lay here, and generally calm; the mean of the thermometer 50 deg.

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June.

About ten o'clock we were got well into the entrance we came in by, but the wind set right in, with a thick fog, so that we were obliged to make several boards before we could get clear of the land. Our meridian altitude gave 56 deg. 30 min. North latitude; and the longitude was 135 deg. 35 min. West.

The afternoon and evening continuing foggy, we stood to the Southward during the night, and at day-light in the morning of the 27th, stood again to the Eastward. At eleven in the forenoon, the day being tolerably clear, we saw land, which had the appearance of two rocky islands, bearing North East, on which we steered directly for them. At noon the land in sight bore from North 18 deg. East, to North 50 deg. East, four miles distant. Our latitude was 55 deg. 52 min. North; and our longitude 134 deg. 54 min. West.

On our approaching still nearer the land, there was every appearance of a fine bay, the furthest point to the Eastward bearing North 35 deg. East; and the Westermost point, which was very rocky, North 45 deg. West, two miles distant.

At three o'clock the whale-boat was hoisted out, and Mr. Turner sent to sound the entrance into the bay, and look for a harbour. He returned at five o'clock, and reported, that the greater part of the bay was shoal water, and that there was no probability of meeting with a convenient birth to anchor in.

At six o'clock the weather turned hazy, with frequent squalls, which caused us to double reef the top-sails, and haul by the wind to the Southward. At eight o'clock the land bore from North 60 deg.

deg. East to West; and the extremes of a large island from North 6 deg. East, to North 26 deg. West.

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June.

The weather in the morning of the 28th, was thick and hazy, attended with a fresh breeze from the Westward. In the course of the forenoon, we saw land to the Northward and Westward, about four miles distant; but the weather still continued so very hazy, that it was by no means prudent to stand close in with it.

About three in the afternoon, the day clearing up, we had a good view of the land, the extremes of which bore from North 12 deg. East to South 65 deg. East, and an opening, which had the appearance of a deep bay, North 47 deg. East, about three leagues distant.

We steered directly for this bay, expecting to find a harbour, but on approaching quite close to the land, we found it a straight bold shore, without the least shelter. The Northernmost point is a remarkably high barren rock, and was covered with an innumerable quantity of various kinds of birds.

During the night, and the forenoon of the 29th, we plied occasionally, the weather being thick and hazy. Our latitude at noon, was 55 deg. 18 min. North; and the longitude 134 deg. 56 min. West. At three o'clock in the afternoon, we had a sight of the land, the extremes of which bore from North West to South East by East.

During the night, and the forenoon of the 30th, we had light variable winds, the weather still thick and hazy, which occasioned us to make frequent boards, always endeavouring to keep as near the coast as was consistent with prudence. At noon we saw land

1787.  
June.

to the Northward and Eastward, about four leagues distant; our meridian altitude gave 55 deg. 13 min. North latitude. We saw the appearance of an inlet, bearing North 58 deg. East; but light variable winds prevented us from making any great progress towards it; however, a fresh Westerly breeze springing up at five o'clock, we were enabled to stand right in for the passage; but this was of short continuance, the breeze soon dying away, and was succeeded with light winds, in almost every direction.

At eight o'clock we saw an island to the Northward, which bore from North East by East, to East by North, about four leagues distant; the weather during the night was moderate and hazy.

At seven o'clock in the morning of the 1st of July, having a fresh Westerly breeze, we stretched to the South East, the land in sight bearing from North 22 deg. West, to South East half East, and the body of an island seen the preceding evening, North 30 deg. East, six miles distant. At noon, we saw a deep bay, which bore North East by East; the extreme point to the Northward North East by North; and the Eastermost land South East, about seven leagues distant. Our latitude was 54 deg. 22 min. North; and the longitude 133 deg. 50 min. West.

During the afternoon, we had light variable winds, on which we stood to the Northward, for fear we should get to leeward of the bay in sight, and we were determined to make it if possible, as there was every probability of meeting with inhabitants.

During the night we had light variable airs in every direction, together with a heavy swell from the South West; so that in the morning of the 2d, we found our every effort to reach the bay ineffectual;

effectual; however, a moderate breeze springing up at North East, we stood in for the land close by the wind with our starboard tacks on board. At seven o'clock, to our very great joy, we saw several canoes full of Indians, who appeared to have been out at sea, making towards us. On their coming up with the vessel, we found them to be a fishing party; but some of them wore excellent beaver cloaks, the sight of which---but at present I must lay down my pen, with a promise to resume it soon. Thine assuredly,

1787.  
July.

W. E.

OFF QUEEN CHARLOTTE'S ISLANDS, }  
July 4th.

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L E T T E R   X X X V .

**I** DOUBT not but thou hast censured me in "good, set, holiday terms," for the abrupt conclusion of my last, at a time when we were becoming the favourites of fortune; but I hope now to make thee ample amends for this *hiatus*, by an account of the success we have met with, and which equals our most sanguine expectations.

The Indians we fell in with in the morning of the 2d of July, did not seem inclined to dispose of their cloaks, though we endeavoured to tempt them by exhibiting various articles of trade, such as toes, hatchets, adzes, howels, tin kettles, pans, &c. their attention seemed entirely taken up with viewing the vessel, which they  
app-

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July.

apparently did with marks of wonder and surprize. This we looked on as a good omen, and the event shewed, that *for once* we were not mistaken.

After their curiosity, in some measure, subsided, they began to trade, and we presently bought what cloaks and skins they had got, in exchange for tocs, which they seemed to like very much.

They made signs for us to go in towards the shore, and gave us to understand, that we should find more inhabitants, and plenty of furs.

By ten o'clock we were within a mile of the shore, and saw the village where these Indians dwelt right a-breast of us: it consisted of about six huts, which appeared to be built in a more regular form than any we had yet seen, and the situation very pleasant, but the shore was rocky, and afforded no place for us to anchor in. A bay now opened to the Eastward, on which we hauled by the wind, which blew pretty fresh from the Northward and Eastward, and steered directly for it. During this time, several of the people whom we traded with in the morning, had been on shore, probably to shew their newly acquired bargains; but on seeing us steer for the bay, they presently pushed after us, joined by several other canoes.

As we advanced up the bay, there appeared to be an excellent harbour, well land-locked, about a league a-head; we had soundings from ten to twenty-five fathom water, over a rocky bottom, but unluckily, the harbour trended right in the wind, and at one o'clock the tide set so strongly against us, that we found it impossible to make the harbour, as we lost ground every board, on which

we

we hove the main top-sail to the mast, in order to trade with the Indians.

1787.  
July.

A scene now commenced, which absolutely beggars all description, and with which we were so overjoyed, that we could scarcely believe the evidence of our senses. There were ten canoes about the ship, which contained, as nearly as I could estimate, 120 people; many of these brought most beautiful beaver cloaks; others excellent skins, and, in short, none came empty handed, and the rapidity with which they sold them, was a circumstance additionally pleasing; they fairly quarrelled with each other about which should sell his cloak first; and some actually threw their furs on board, if nobody was at hand to receive them; but we took particular care to let none go from the vessel unpaid. Toes were almost the only article we bartered with on this occasion, and indeed they were taken so very eagerly, that there was not the least occasion to offer any thing else. In less than half an hour we purchased near 300 beaver skins, of an excellent quality; a circumstance which greatly raised our spirits, and the more, as both the plenty of fine furs, and the avidity of the natives in parting with them, were convincing proofs, that no traffic whatever had recently been carried on near this place, and consequently we might expect a continuation of this plentiful commerce. That thou mayest form some idea of the cloaks we purchased here, I shall just observe, that they generally contain three good sea otter skins, one of which is cut in two pieces, afterwards they are neatly sewed together, so as to form a square, and are loosely tied about the shoulders with fish-leather strings fastened on each side.

At three o'clock, our trade being entirely over, and the wind still against us, we made sail, and stood out of the bay, intending to

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try

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July.

try again for the harbour in the morning. At eight o'clock the points of the bay we had lately left, bore from North 19 deg. East to East, about three leagues distant. During the night we stretched to the Southward and Westward, plying as occasion required.

In the morning of the 3d, we had a fresh Easterly breeze, and squally weather, with rain; but as we approached the land, it grew calm; and at ten o'clock, being not more than a mile distant from shore, the tide set us strongly on a rocky point to the Northward of the bay, on which the whale-boat and yawl were hoisted out and sent a-head, to tow the vessel clear of the rocks.

Several canoes came along-side, but we knew them to be our friends whom we had traded with the day before, and found that they were stripped of every thing worth purchasing, which made us less anxious of getting into our proposed harbour, as there was a greater probability of our meeting with fresh supplies of furs to the Eastward. At three o'clock a fresh breeze springing up, we hoisted in the boats, and the weather turning hazy, we stretched to the South West, tacking occasionally during the night.

In the morning of the 4th the land in sight bore from North 75 deg. East to South 48 deg. East, about four leagues distant. At noon the head of the bay we first made, and which I shall distinguish by the name of *Cleak Bay*, bore nearly East, about four leagues distant. Our meridian altitude gave 54 deg. 14 min. North latitude, and the longitude was 133 deg. 23 min. West. We found the variation of the compass to be 24 deg. 28 min. Easterly.

During the afternoon we had a fresh Northerly breeze, and cloudy weather. At three o'clock we saw a bay to the Eastward,

on which we hauled on a wind; and stood towards it; but finding no appearance of a harbour, nor any sign of inhabitants, when at two miles distance from the land, we bore away to the Southward. At eight o'clock we tacked and stood to the Westward; the extremes of the land at that time bore from North to South 48 deg. East, about four miles distant from shore.

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July.

During the night we had light baffling winds, with intervening calms; but in the morning of the 5th, a breeze sprung up from the North West. During the forenoon we stood in for the shore, making occasional boards, in order that we might lose as little ground as possible. At noon the land in sight bore from South 58 deg. East to North 11 deg. West, distance from shore about three miles. Our meridian altitude gave 53 deg. 48 min. North latitude. In the afternoon several canoes came along-side, bringing a number of good cloaks, which they disposed of very eagerly; but trade seemed now to have taken a different turn; brass pans, pewter basons, and tin kettles, being the articles most esteemed by these people.

The wind continuing steady at North West, Captain Dixon judged it more advantageous for us to ply along shore, as circumstances required, than come to anchor, especially as we had every reason to conclude, that the natives did not live together in one social community, but were scattered about in different tribes, and probably at enmity with each other. At eight o'clock the extremes of the land in sight bore from North 20 deg. West to South 60 deg. East, and a kind of inlet or bay North 70 deg. East; four miles distant from shore.

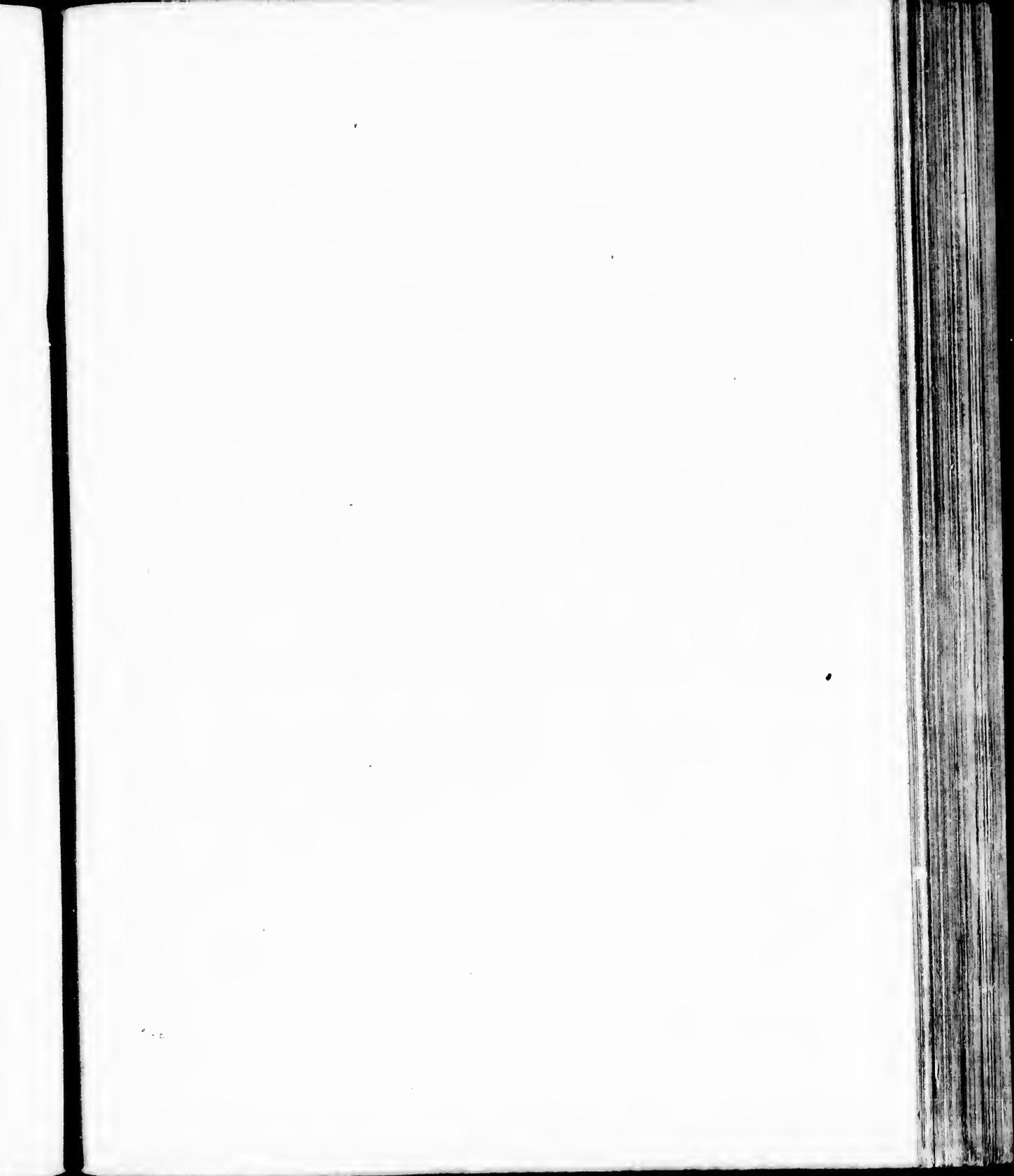
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July.

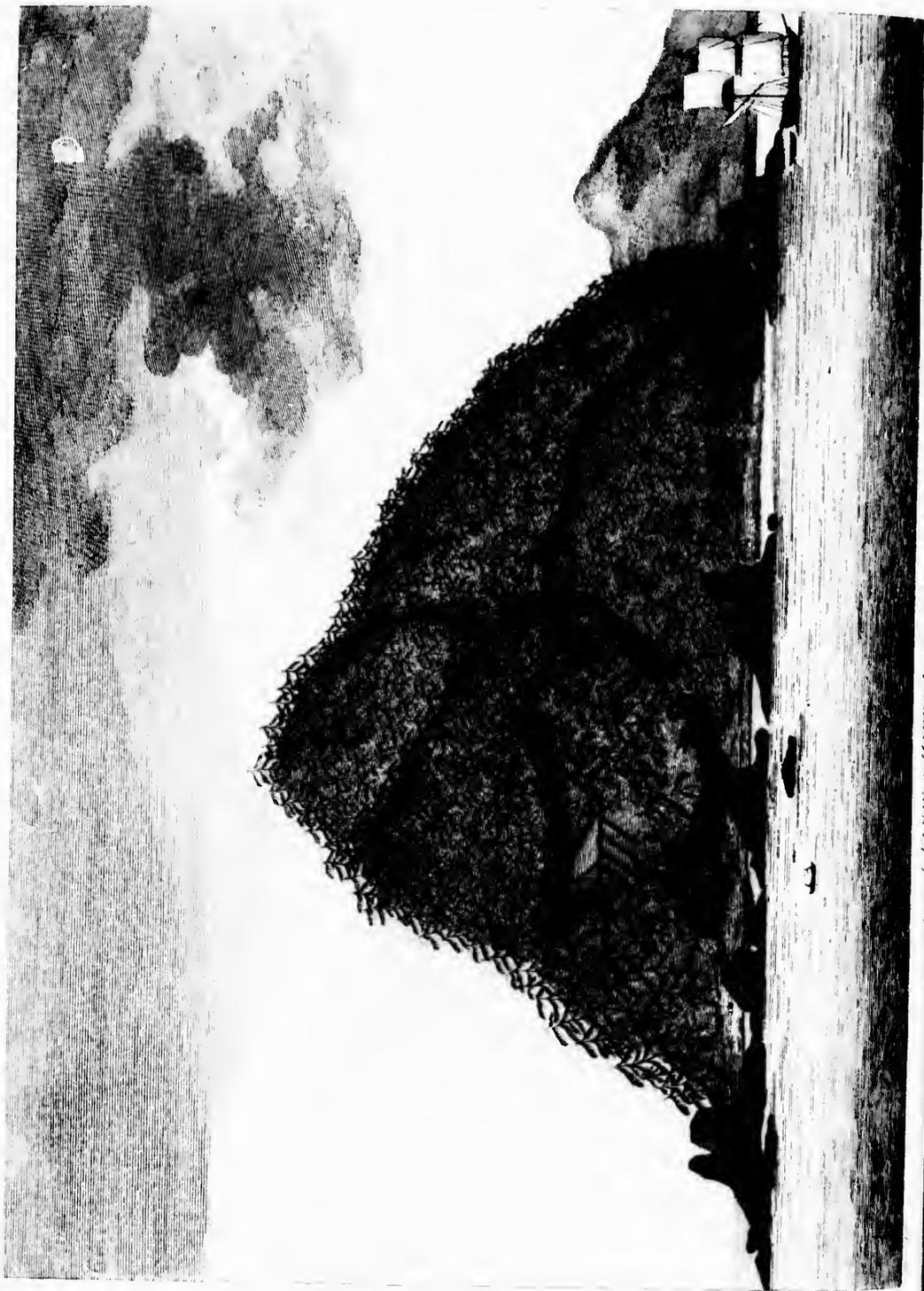
The Indians did not leave us till evening came on, and gave us to understand, that they would return in the morning with more furs.

During the night, the weather was moderate, with a steady North Westerly breeze; so that in the morning of the 6th, we were well in with the land. In the forenoon our new friends returned, according to their promise, with some excellent sea otter cloaks, which they disposed of with the same facility as before. Our latitude at noon was 53 deg. 34 min. North; the extremes of the land bore from South 58 deg. East to North 25 deg. West. The breeze freshening, we hove to in order to give the Indians a better opportunity of trading, and by two o'clock we had entirely stripped them.

These people were evidently a different tribe from that we met with in Cloak Bay, and not so numerous; I could not reckon up more than seventy-five or eighty persons along-side at one time. The furs in each canoe seemed to be a distinct property, and the people were particularly careful to prevent their neighbours from seeing what articles they bartered for. Soon after two o'clock the Indians left us; on which we made sail, and stood along shore, tacking as occasion required.

Since the 2d, we had coasted along shore more than thirty miles, and now meeting with a fresh tribe of Indians, we were convinced that this plan was attended with better and speedier success than our laying at anchor could possibly be. At eight o'clock the extremes of the land in sight bore from North 10 deg. East to South 75 deg. East; our distance from shore about six miles. The weather





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ther during the night was moderate, and we plied to the Southward and Westward, making boards as occasion required.

1787.  
July.

In the morning of the 7th we stood in for the land, and at ten o'clock, seeing a deep bay which bore North North West, we hauled on a wind, and steered directly for it, thinking it probably might be inhabited; but on approaching well in with the land, there was no appearance of a harbour, or any inhabitants, on which we bore away to the Southward. At noon the extremes of the land bore from South East to North 60 deg. West, four miles distant from shore. The latitude 53 deg. 16 min. and longitude 133 deg. 19 min. West.

About two o'clock in the afternoon, being close in shore, we saw several canoes putting off, on which we shortened sail, and lay to for them, as the wind blew pretty fresh. The place these people came from had a very singular appearance, and on examining it narrowly, we plainly perceived that they lived in a very large hut, built on a small island, and well fortified after the manner of an hippah, on which account we distinguished this place by the name of *Hippah Island*.

The tribe who inhabit this hippah, seem well defended by nature from any sudden assault of their enemies; for the ascent to it from the beach is steep, and difficult of access; and the other sides are well barricaded with pines and brush-wood; notwithstanding which, they have been at infinite pains in raising additional fences of rails and boards; so that I should think they cannot fail to repel any tribe that should dare to attack their fortification.

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J. 25.

A number of circumstances had occurred, since our first trade in Cloak Bay, which convinced us, that the natives at this place were of a more savage disposition, and had less intercourse with each other, than any Indians we had met with on the coast, and we began to suspect that they were cannibals in some degree. Captain Dixon no sooner saw the fortified hut just mentioned, than this suspicion was strengthened, as it was, he said, built exactly on the plan of the hippah of the savages at New Zealand. The people, on coming along-side, traded very quietly, and strongly importuned us by signs, to come on shore; at the same time giving us to understand (pointing towards the East) that if we visited that part of the coast, the inhabitants there would cut off our heads. This was an unquestionable proof, that they were at variance with their neighbours, and their hostile appearance sufficiently confirmed it, being well armed with knives and spears.

I am not fond of hazarding *conjectures*, yet I cannot help remarking, that though the behaviour of these people was harmless and inoffensive, yet their attempt to persuade us to go on shore, is an additional proof in favour of our suspicion; they certainly wanted to decoy us to the hippah, and there, no doubt, we should have been instantly butchered.

We purchased a number of excellent cloaks, and some good skins from these Indians, for which we gave a variety of articles, some chusing toes, and others pewter basons, tin kettles, knives, &c. This tribe appeared the least we had yet seen; I could not reckon more than thirty-four or thirty-six people in the whole party; but then it should be considered, that these were probably chosen men, who perhaps expected to meet with their enemies, as they were equally prepared for war or trade.

Having

Having purchased every thing these savages had to dispose of, and no more canoes coming near us, at eight o'clock we made sail. The extremes of the land in sight bore from East South East to North West by North; distance from shore about seven miles.

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During the night we stood off and on, with the wind at North West, and in the morning of the 8th, we stood in for the land; at eight o'clock, seeing some canoes coming from shore, we lay to, in order to trade with them. On their coming along-side, we found them to be our friends from Hippah Island; but what furs they now brought were of an inferior kind, they having sold us their prime skins the preceding afternoon. By ten o'clock, the Indians being entirely stripped, left us; on which we made sail. Our observation at noon gave 53 deg. 2 min. North latitude. Hippah Island bore North 28 deg. West; a little island North 11 deg. West, and the Southermost land in sight South 68 deg. East; the nearest shore about three leagues distant.

During the afternoon we kept close in with the land, tacking occasionally, but no canoes came near us. At eight o'clock, Hippah Island bore North West, and the Southermost land in sight South 73 deg. East; our distance from shore about four leagues.

During the night we stood off and on; our chief care being to keep so near the land, that we could be well in with it soon after day-light, and by that means, have an opportunity of inspecting every mile of the coast.

In the forenoon of the 9th, we had five canoes along-side, containing about thirty-eight or forty people, from whom we purchased some very good cloths, and a few good skins; they too were sent

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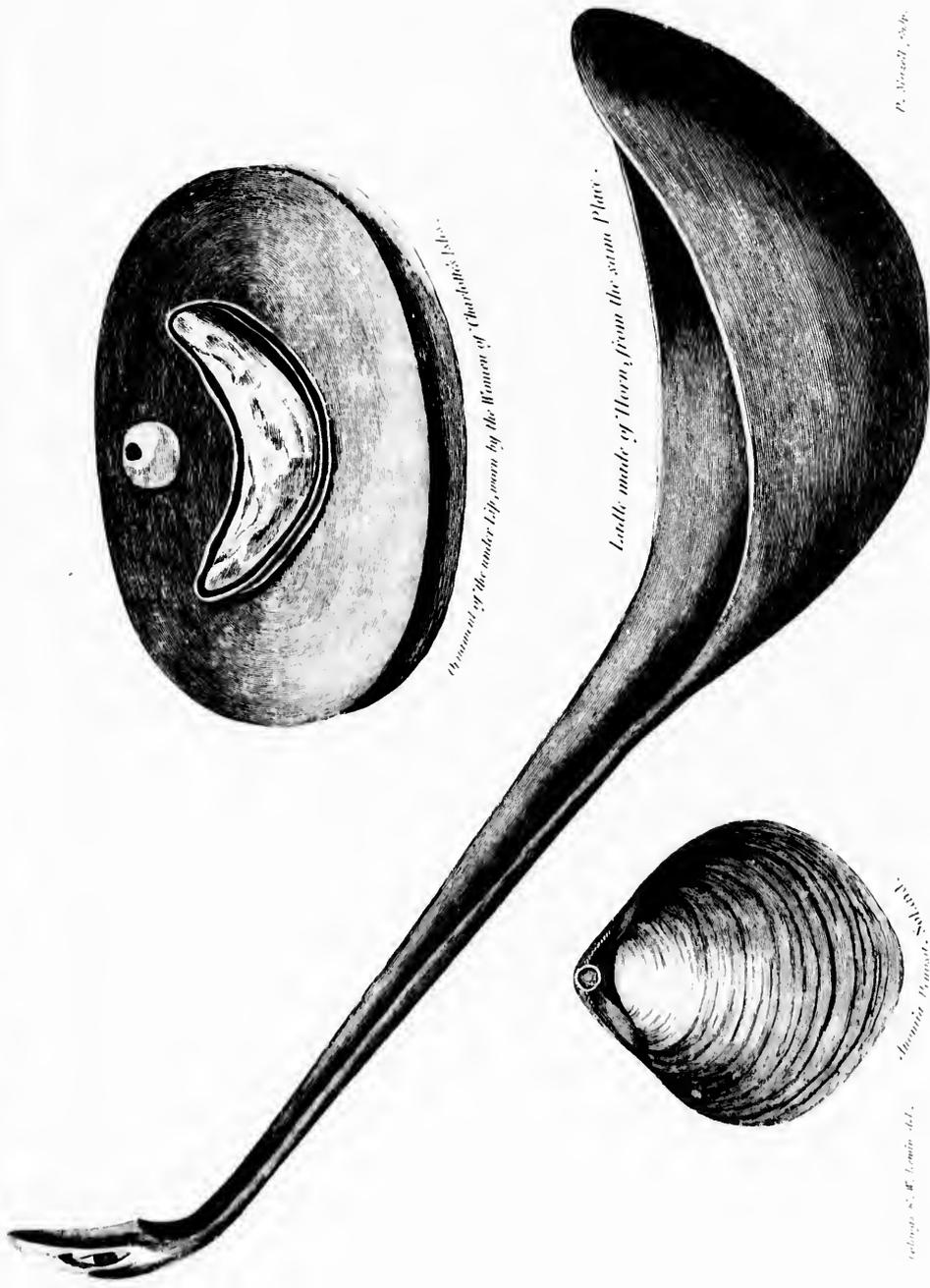
fond of variety, and did not fix on any particular article; but tin kettles and pewter basons seemed to have the preference to any thing we could shew them.

In one of the canoes was an old man, who appeared to have some authority over the rest, though he had nothing to dispose of: he gave us to understand, that in another part of these islands, (pointing to the Eastward) he could procure plenty of furs for us, on which Captain Dixon gave him a light horseman's cap: this present added greatly to his consequence, and procured him the envy of his companions in the other canoes, who beheld the cap with a longing eye, and seemed to wish it in their possession.

There were likewise a few women amongst them, who all seemed pretty well advanced in years; their under lips were distorted in the same manner as those of the women at Port Mulgrave, and Norfolk Sound, and the pieces of wood were particularly large. One of these lip-pieces appearing to be peculiarly ornamented, Captain Dixon wished to purchase it, and offered the old woman to whom it belonged a hatchet; but this she refused with contempt; toes, basons, and several other articles were afterwards shewn to her, and as constantly rejected. Our Captain began now to despair of making his wished-for purchase, and had nearly given it up, when one of our people happening to shew the old lady a few buttons, which looked remarkably bright, she eagerly embraced the offer, and was now altogether as ready to part with her wooden ornament, as before she was desirous of keeping it. This curious lip-piece measured three and seven-eighth inches long, and two and five-eighth inches in the widest part: it was inlaid with a small pearly shell, round which was a rim of copper.\*

These

\* This lip-piece is now in the possession of Sir Joseph Banks, Bart.



*View of the inner Lip, seen by the Women of Chaldeth & Akos.*

*Ladle made of Horn, from the same Place.*

*Human Remains.*

*Engraved by W. Lambart del.*

*Published as the Act directs by Capt. Dixon Junr. in 1799.*

*P. Marsell sculp.*

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These people were evidently a different tribe from that inhabiting Hippiah Island, but appeared equally savage and fierce in their dispositions, and were well provided with offensive weapons; however, they traded very quietly, and did not give us the least disturbance. When the furs which they brought for barter were disposed of, they left us, and paddled in for the shore. Our observation at noon gave 52 deg. 54 min. North latitude; and the longitude by lunar observation was 132 deg. 23 min. West. The extremes of the land bore from South 75 deg. East, to North 42 deg. West; and our distance from shore about six miles.

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In the afternoon, four canoes, containing about 32 people, came along-side, but they belonged to our morning visitants, and what cloaks they brought us were indifferent, being pretty much wore. By four o'clock the Indians, (having disposed of all their trade) left us, and made for the land.

During the night we had a strong breeze from the Westward, with constant rain, which continued till the forenoon of the 10th, when the wind grew light and variable, with thick hazy weather. Our observation at noon gave 52 deg. 48 min. North latitude. At six o'clock the extremes of the land bore from North East by North to North 75 deg. West; a small island North 22 deg. East, distant four leagues. In the night the wind again settled at North West, blowing a fresh breeze, the weather cloudy; we stood to the South West as usual.

I may now lay down the pen for a moment, with a good grace, as that plea so often used by *would be great men*, viz. "*Hurry of business*," will come with some degree of decency at this time, from thy sincere friend.

W. B.

OFF QUEEN CHARLOTTE'S }  
ISLANDS, 12th July.

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L E T-

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## L E T T E R   X X X V I .

**T**HOU mayest see by the whole tenor of my last, that our coasting along these islands was the best and most expeditious method of trading we could possibly have hit on.

In the morning of the 11th of July, having a steady breeze at North West, we stood in for the land, which at noon bore from North 55 deg. West to South 74 deg. East. Our meridian altitude gave 52 deg. 50 min. North latitude, and our distance from shore was about two miles. During the afternoon we kept close along shore, expecting some Indians would come off to us; but at six o'clock none appearing, we hauled our wind to the South West. At eight o'clock the land bore from East South East to North West by West, about three miles distant from shore. During the night we had a gale of wind at North West, attended with frequent heavy squalls, which occasioned us to hand the fore-top-sail, and close-reef the main top-sail.

In the morning of the 12th, the weather growing more moderate, we made sail, and stood towards the land. Our latitude at noon was 52 deg. 3 min. North. During the afternoon, the wind blew very fresh, so that no Indians came near us. At eight in the evening, the extremes of the land bore from East by North to North North West; distant from shore four leagues.

In the morning of the 13th, the weather was moderate, but very hazy; the land at noon bore from South 65 deg. East, to North 60 deg. West, about two miles distant from shore. Our observation gave 52 deg. 17 min. North latitude. We kept close in with the shore during the afternoon, though the weather was still very hazy. A little before seven o'clock, the fog clearing up, we saw several canoes making towards us, on which we hauled by the wind, and hove to, in order to give them an opportunity of coming up with us: they were a different tribe from our last traders, and brought us several excellent cloaks, and some very good skins, which we purchased on much the same terms as before. This party consisted of about thirty-six people, and, like the tribes we had recently traded with, were prepared for the reception of their adversaries.

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Before the day closed in, we had purchased every article the Indians had got to sell; yet they could not be prevailed on to quit the ship, though we made sail, and gave them to understand, that we should return the next day; yet they still kept up with the vessel. At length, about ten o'clock, a very thick fog coming on, they left us, and paddled towards the shore: we were now at least eight miles distant from the coast, and it was a matter of doubt with many of us, whether these poor fellows would ever be able to find their way on shore, it being impossible to distinguish any object twenty fathoms a-head of the vessel. During the night we hauled on a wind to the South West as usual.

From the 14th to the 20th, we had generally thick foggy weather, with a constant strong breeze at North West, and frequent intervening squalls. As we had reason to expect more trade from this quarter, it was judged most prudent to stand off and on occasionally, in order to prevent our getting too far to the Eastward;

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and at the same time to be well in with the land, whenever the fog should clear up.

We had a meridian altitude on the 18th, which gave 51 deg. 46 min. North latitude; and the mean of several sets of lunar observations gave 131 deg. 22 min. West longitude. The weather was not so constantly foggy, but that we frequently saw the land, and twice or thrice were close in with the shore, so that the natives might easily have come to us, but none appearing, we began seriously to think, that the Indians who left us in the evening of the 13th were lost at sea, and consequently no more would come near the vessel, as they might possibly conclude that we had destroyed their companions.

Our latitude at noon on the 20th was 52 deg. 1 min. North; so that we were only sixteen miles to the Southward of our observation on the 13th. The day being moderate and clear, we stood in for the land, and seeing several canoes making towards us, about one o'clock we hove to. When the canoes came along-side, we found the people to be the same that traded with us last, a circumstance which gave us great pleasure, our fears for their safety being groundless.

What furs they now brought were of an inferior kind, consisting chiefly of old cloaks, pretty much wore; these were generally purchased with brass pans, knives, and buckles. The Indians being stripped of all their furs, left the vessel immediately, and at four o'clock we made sail, stretching to the South West as usual.

During the night, and greatest part of the 21st, we had a strong North Westerly breeze, with frequent squalls. Our observation at

noon

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noon gave 51 deg. 54 min. North latitude. In the evening we had a very heavy swell from West South West, which being met by the tide, caused the heaviest cross sea we had seen during the Voyage.

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The weather on the 22d was moderate and hazy; our observation at noon gave 52 deg. 10 min. North latitude. During the afternoon we made short boards, in order to keep well in with the coast.

In the morning of the 23d we had light winds, the weather still hazy. Our latitude at noon was 52 deg. 13 min. North. The afternoon proving tolerably clear, about seven o'clock we saw several canoes making towards us, on which we heve to; our distance from shore was then about five miles. There were eight canoes, containing near one hundred people, many of whom had been with us on the 13th and 20th: they brought some pretty good cloaks, and a few good skins, which we purchased for tees and buckles. During the night we hauled by the wind as usual, tackling occasionally, so as to keep near the land; the weather moderate and hazy.

Towards noon on the 24th, the fog clearing up, we perceived several canoes putting off from shore, on which we lay to, in order to give them an opportunity of coming up with us. In less than an hour we had eleven canoes along-side, containing near 180 men, women, and children, which was by far the greatest concourse of people we had seen at any one time, since we had fallen in with these fortunate islands; but we soon found that curiosity had chiefly induced the natives to pay us this visit, what they now brought to sell being merely the gleanings of the harvest we had plentifully reaped before: indeed till now, we had seldom seen any women or children

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children in the trading parties; for the men probably expecting to meet with their enemies, for the most part left the women and children behind, as an useless incumbrance. The Indians having disposed of every trifling piece of rubbish they had got to sell by three o'clock, left us, and paddled for the shore, on which we made sail, and stood to the Eastward. At eight o'clock the Eastermost point of land bore North 40 deg. East, about four miles distant. From this point is a range of broken rocks, which run out more than a mile from the land.

It being evident that we could expect no more trade on this side the islands, Captain Dixon purposed standing round the point, in order to try what the opposite side afforded. During the night we made occasional boards, as it was judged most prudent to double the rocky point in the day-time.

The morning of the 25th was cloudy, with a moderate breeze at West North West. At noon the rocky point bore North 27 deg. West, about three miles distant. It is situated in 51 deg. 56 min. North latitude; and 130 deg. West longitude; and this being St. James's day, we distinguished the land off which these rocks lay, by the name of Cape St. James. In the afternoon we were visited by a single canoe, but the people in her were some of the friends we had lately left, and brought very little worth notice. During the night we had light variable winds, and moderate weather.

At noon on the 26th, the land bore from South 5 deg. West, to North 54 deg. West; the point to the Southward consists of several broken rocks, which extend to some distance from the shore, but not near so far as those off Cape St. James. The weather now was constantly thick and hazy, morning and evening, but generally cleared

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VIEWS of three Islands on the NW Coast of AMERICA

with  
CAPE ST. JAMES.

Berrelford's Isle.

Lat.  $50^{\circ} 30' N$ .  $N. 34^{\circ} 00' E$  dist 15 miles.  
Long.  $129^{\circ} 00' W$ .



CAPE ST. JAMES

$N. 44^{\circ} E$  dist 4 miles



Lat.  $54^{\circ} 00' N$ .  $N. N. E.$  dist 8 miles  
Long.  $133^{\circ} 30' W$ .



Forrester's Isle.

Lat.  $55^{\circ} 00' N$ .  $N. 10^{\circ} W$  dist 10 miles.  
Long.  $137^{\circ} 00' W$ .



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cleared up towards noon; the wind for the greatest part, light and variable.

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July.

It was Captain Dixon's intention, if the wind permitted, to go round these islands, that we might not only clear the inhabitants of their furs, but be able exactly to determine their extent, for the information of future navigators; at present, however, our progress was very slow.

About eleven o'clock on the 27th, we had four canoes along-side, containing about thirty people, several of whom we knew to be our old friends; they brought several good cloaks and skins, which shewed that the trade on this side of these islands was far from being exhausted. In the afternoon three other canoes came to us, bringing several excellent skins, which was an additional encouragement for us to proceed. Our latitude at noon was 52 deg. 18 min. North, about three miles distant from shore.

These people disposed of their furs in the same ready manner as our former traders, and preferred tin kettles and pewter basons to axes or howels.

Towards the evening we had a moderate Easterly breeze, with cloudy weather. At eight o'clock the Southernmost point of land bore South 43 deg. East, and the land to the Northward North 56 deg. West; seven miles distant from shore. During the night we tacked occasionally, in order to keep well in with the shore, which, in the morning of the 28th, was about five miles distant. Having a moderate Easterly breeze, we stood towards the land, and in the forenoon several canoes came along-side us; many of these people  
were

1777.  
 were entire strangers, but what furs they brought were in general indifferent, and were chiefly purchased with knives and buckles.

The day clearing up, we saw land to the Eastward, about ten leagues distant, on which we sounded with a line of thirty fathom, over a shingly bottom; our latitude at noon was 52 deg. 57 min. North. In the afternoon we had light baffling winds, with constant drizzling rain. The tide setting us to the Eastward, we had soundings from twenty-four to fourteen fathom water, over a bottom of sand and small pebble stones. The land in sight to the Eastward we judged to be the Continent, and the nearer we approached it, our soundings lessened.

Towards six o'clock the tide turned, and now setting from that land which we supposed to be the Continent, it frequently drove large patches of sea-weed, long grass, and pieces of wood, by the vessel, which made us conclude, that there is a large river setting out from that part of the coast. The river called Los Keys, by Du Fonte, is near this place;\* and though what he says about it is almost incredible, yet, from the above circumstance, it appears very probable, that there are deep inlets into the country; and it is to be lamented, that we had not an opportunity of examining that part of the coast.

The morning of the 29th was moderate and cloudy; the wind being light and variable, we tacked occasionally, in order to stand well in with the shore, that no opportunity of trading might be lost. Towards noon the weather cleared up; our meridian observation gave 52 deg. 59 min. North latitude; so that we were near the  
 middle

\* See Admiral de Fonte's letter in Dobbs's Account of the Countries adjoining to Hudson's Bay, page 124.

middle of the island towards the Northward and Eastward. In this situation we saw high land to the North West, near thirty leagues distant, and which evidently was the same we had seen on the 1st of July. This circumstance clearly proved, the land we had been coasting along for near a month, to be a group of islands.

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Early in the afternoon we saw several canoes coming from shore, and by three o'clock we had no less than eighteen along-side, containing more than 200 people, chiefly men: this was not only the greatest concourse of traders we had seen, but what rendered the circumstance additionally pleasing, was the quantity of excellent furs they brought us, our trade now being equal, if not superior to that we met with in Cloak Bay, both in number of skins, and the facility with which the natives traded, so that all of us were busily employed, and our articles of traffic exhibited in the greatest variety; toes, hatchets, hammers, tin kettles, pewter basons, brass pans, buckles, knives, rings, &c. being preferred by turns, according to the fancy of our numerous visitants.

Amongst these traders was the old Chief, whom we had seen on the other side these islands, and who now appearing to be a person of the first consequence, Captain Dixon permitted him to come on board. The moment he got on the quarter deck he began to tell a long story, the purport of which was, that he had lost in battle the cap which we had given him; and to convince us how true this story was, he shewed us several wounds he had received in defending his property; notwithstanding this, he begged for another cap, intimating at the same time, that he would never lose it but with his life. Our Captain, willing to gratify his ambition, made him a present of another cap, and we presently found it was not bestowed in vain, for he became extremely useful to us in our traf-

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fic; whenever any dispute or mistake arose in the unavoidable hurry occasioned by so great a number of traders, they always referred the matter to him, and were constantly satisfied with his determination.

On our pointing to the Eastward, and asking the old man whether we should meet with any furs there, he gave us to understand, that it was a different nation from his, and that he did not even understand their language, but was always at war with them; that he had killed great numbers, and had many of their heads in his possession.

The old fellow seemed to take particular pleasure in relating these circumstances, and took uncommon pains to make us comprehend his meaning; he closed his relation with advising us not to come near that part of the coast, for that the inhabitants would certainly destroy us. I endeavoured to learn how they disposed of the bodies of their enemies who were slain in battle; and though I could not understand the Chief clearly enough *positively* to assert, that they are feasted on by the victors; yet there is too much reason to fear, that this horrid custom is practised on this part of the coast; the heads are always preserved, as standing trophies of victory.

Of all the Indians we had seen, this Chief had the most savage aspect, and his whole appearance sufficiently marked him as a proper person to lead a tribe of cannibals. His stature was above the common size; his body spare and thin, and though at first sight he appeared lank and emaciated, yet his step was bold and firm, and his limbs apparently strong and muscular; his eyes were large and goggling, and seemed ready to start out of their sockets; his forehead deeply wrinkled,

wrinkled, not merely by age, but from a continual frown; all this, joined to a long visage, hollow cheeks, high elevated cheek bones, and a natural ferocity of temper, formed a countenance not easily beheld without some degree of emotion: however, he proved very useful in conducting our traffic with his people, and the intelligence he gave us, and the methods he took to make himself understood, shewed him to possess a strong natural capacity.

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Besides the large quantity of furs we got from this party, (at least 350 skins) they brought several racoon cloaks, each cloak consisting of seven racoon skins, neatly sewed together; they had also a good quantity of oil in bladders of various sizes, from a pint to near a gallon, which we purchased for rings and buttons: this oil appeared to be of a most excellent kind for the lamp, was perfectly sweet, and chiefly collected from the fat of animals.

By seven o'clock we had entirely stripped our numerous traders of every saleable article, on which they left us, and paddled for the shore. The wind during the night being variable, we tacked occasionally, in order to keep as near the coast as was consistent with prudence.

Every person on board is greatly elated with our present *charming* prospects, but no one more so than thy assured friend,

W. B.

OFF QUEEN CHARLOTTE'S ISLANDS, }  
July 30th.

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July.

## LETTER XXXVII.

I HAVE frequently observed, that people in general, when reading a history, whether real or fictitious, and whether the hero of it is fortunate or overwhelmed with misfortunes, are ever anxious to come at the catastrophe. Should this be thy case at present, and thou really art impatient to know the extent of our good fortune, the present epistle will serve to relieve thee in that particular.

In the morning of the 30th July, we had a moderate breeze at South, the weather tolerably fine. Our latitude at noon was 52 deg. 30 min. North; the shore about four miles distant. In the afternoon we had eight canoes along-side, but they brought very few skins, and those of an inferior quality; at the same time giving us to understand, that their stock was nearly exhausted: they were part of the traders who had been with us the day before; some of them had been on a fishing party, and caught a number of halibut, which proved a very seasonable supply, our fish having been expended some time.

Hitherto all the people we had met with at those islands, though evidently of a savage disposition, had behaved in a quiet orderly manner, but this evening they gave us a convincing proof of their mischievous disposition, and that in a manner which shewed a considerable degree of cunning.

The

The people who had got the halibut to sell, artfully prolonged their traffic more than was customary, and endeavoured by various methods, to engage our attention ; in the mean time, several canoes paddled sily a-stern, and seeing some skins piled against one of the cabin windows, one of the Indians thrust his spear through it, in order to steal the furs, but perceiving the noise alarmed us, they paddled away with precipitation ; however, to make them sensible that we were able to punish attempts of this sort, even at a distance, we fired several musquets after them, but did not perceive that they were attended with any fatal effects. At eight o'clock, the extremes of the land bore from North 53 deg. West to South 52 deg. East, about three miles distant from shore. During the night we had light winds, and cloudy weather.

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July.

It being pretty evident from our last traders, that few more furs could be expected from this part, and the time being nearly elapsed when we were to join the King George, at Nootka Sound, Captain Dixon judged it most prudent to make the best of his way thither, especially as the light variable winds, with frequent intervening calms, which now constantly attended us, made it very probable, that we should be some time in effecting our purpose ; the same reason equally operated against our making any further progress to the Northward.

In the forenoon of the 31st, we stood to the South East ; on sounding we struck the ground with a line of sixty fathom over a sandy bottom. At noon the Southermost land bore South by East, about ten leagues distant. Our latitude was 52 deg. 36 min North. During the afternoon and night we had light airs, the weather tolerably fine.

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August.

In the forenoon of the 1st of August, we had a heavy swell from the Southward. At noon we saw Cape St. James, which bore South 5 deg. East. Our latitude was 52 deg. 10 min. North; the nearest land three leagues distant. At eight in the evening, the extremes of the land bore from South 14 deg. West, to North 54 deg. West, two leagues distant.

Towards the close of the day, a canoe with fourteen people came along-side, but they had scarcely any thing to sell; they gave us to understand, that one of their companions was dead of the wounds he received from our musquets; and at the same time endeavoured to make us sensible, that they were not at variance with us on that account: indeed they came along-side the vessel without the least fear, and it is probable that the design of their visit was to inform us of the above circumstance.

During the night we had constant heavy rain, the weather thick and hazy.

In the morning of the 2d we had a light breeze from the Eastward, the weather still thick and hazy. At noon, Cape St. James bore South South West, about four leagues distant. At five in the afternoon the rocks off the Cape bore South 36 deg. West, two leagues distant; the weather was thick and hazy, the wind light and variable, and soon afterwards it fell calm, with a heavy swell from the South East. Our situation was now dangerous, for we had every reason to think, that the vessel was drifting directly upon the rocks, and the weather was so very hazy, that we could not discern any object a cable's length from the ship. A little after nine o'clock the fog rather dispersing, we saw the rocks off Cape St. James, bearing South West, within less than a mile of us; on this, the  
whale-

whale-boat and jolly-boat were hoisted out, and sent a-head to tow the vessel. Providentially about this time, the swell abated, and the sea grew tolerably smooth, so that the boats were of great service. At ten o'clock we had soundings with 100 fathom line, over a rocky bottom: at eleven we struck bottom with eighty-five fathom, and at twelve, with seventy-five fathom; afterwards we got no bottom with a line of 120 fathom, which gave us reason to hope that we were safely past the rocks

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August.

At one o'clock in the morning of the 3d, a light breeze springing up at North East, the boats were hoisted in, and all the people, except the watch on deck, sent to their hammocks; but at two o'clock, we plainly heard the surf beat against the rocks, on which, the people were immediately turned up, the boats again hoisted out, and sent to tow the vessel a-head; the weather was thick and hazy, attended with constant drizzling rain.

At four o'clock, a fresh breeze coming on from the Southward, the boats were again hoisted in. At five, we tacked and stood to the South West. At seven, we saw the rocks bearing West North West, about a mile distant. The forenoon was thick and hazy; but rather clearing at eleven o'clock, we saw the rocks bearing West by South, five miles distant. Our latitude at noon was 51 deg. 50 min. North. During the afternoon and evening, we had fresh breezes at South and South West, with hazy weather. At eight o'clock, Cape St. James bore West half South, distant five leagues; so that we now concluded ourselves well clear of that once formidable place.

As the islands we have just left proved so uncommonly fortunate to us, a few remarks concerning them will, perhaps, not be unacceptable.

1787.  
August.

acceptable to thee. There is every reason to suppose, not only from the number of inlets we met with in coasting along the shore, but from our meeting the same inhabitants on the opposite sides of the coast, that this is not one continued land, but rather forms a group of islands; and as such, we distinguished them by the name of *Queen Charlotte's Islands*. They are situated from 51 deg. 42 min. to 54 deg. 24 min. North latitude; and from 130 deg. to 133 deg. 30 min. West longitude. The land, in some places, is considerably elevated, but not mountainous, and is totally covered with pines, which in many places afford a pleasing contrast to the snow that perpetually covers the higher grounds.

The weather, whilst we were cruizing here, was generally mild and temperate, the mean of the thermometer 54 deg. The whole time we coasted along from Cloak Bay to Cape St. James, the wind was generally steady, at North West and West North West; but no sooner had we doubled the Cape, and got to the North East side of the land, than we fell in with light variable winds and intervening calms.

The number of people we saw during the whole of our traffic, was about eight hundred and fifty; and if we suppose an equal number to be left on shore, it will amount to one thousand seven hundred inhabitants, which, I have reason to think, will be found the extreme number of people inhabiting these islands, including women and children. The great plenty of furs we met with here, sufficiently indicated that these people have had no intercourse whatever with any civilized nation; and I doubt not, but we may justly claim the honour of adding these islands to the geography of this part of the coast. The ornaments seen amongst them were very few, and 'tis probable that their knives and spears have been obtained

tained by war rather than traffic, as there seems to be an universal variance amongst the different tribes; however, be all this as it may, they undoubtedly approach much nearer to a state of savage brutality than any Indians we have seen on the coast.

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The women distort the under lip in the same manner with those at Norfolk Sound, but with this difference, that here, this wooden ornament seems to be wore by all the sex indiscriminately, whereas at Norfolk Sound it is confined to those of superior rank.

The Indians in general are very jealous of their women, and would seldom permit them to come on board; but this was not altogether the case with these savages, many of whom not only permitted, but urged their females to come on board, whenever invited by our people; but we soon found that they were not instigated to pay these visits from any amorous disposition, but merely for the sake of plunder, as they were by far the most rapacious thieves we had seen, stealing every thing indiscriminately which they could lay their hands on, and that with a degree of dexterity which would not disgrace a disciple of the *Justitia bulk*.

Notwithstanding the general tenor of these women's behaviour, we met with one instance of feeling and sensibility amongst them which perfectly astonished us, and is not, perhaps, *always* to be seen amongst the sex in civilized countries.

It was on the 24th of July, (as I have already related) when the natives visited us principally through curiosity, that a Chief and his wife were very desirous to see the ship; Captain Dixon, willing to gratify them in this particular, and thinking that a sight of the vessel would be a standing subject for them to

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talk about, permitted them to come on board: they had a little child along with them of which they seemed particularly fond, and not caring to trust it with the people in their canoe, the Chief came on board by himself, leaving their tender charge with his wife. When the poor fellow first came on deck he was a good deal frightened, and began to sing and make a number of humiliating gestures, the intent of which was to impress us with a favourable opinion of him. By degrees he grew easy, and was prevailed on to go down into the cabin; having staid there some time, he came upon deck, and after satisfying his curiosity with looking at various things, went into his canoe very well pleased.

The woman, after giving her infant a maternal kiss, came over the side without the least hesitation, and when she got on the quarter deck gave us to understand that she was only come to see the vessel, and with a modest diffidence in her looks endeavoured to bespeak our indulgence and permission for that purpose. She was neatly dressed after their fashion; her under garment, which was made of fine tanned leather, sat close to her body, and reached from her neck to the calf of her leg: her cloak or upper garment was rather coarser, and sat loose like a petticoat, and tied with leather strings. Having taken notice of every thing which seemed to attract her attention, Captain Dixon made her a present of a string of beads for an ornament to each ear, and a number of buttons, with which she was highly pleased, and made her acknowledgments in the best manner she was able. She was scarcely got into the canoe before a number of women flocked about her, and seeing the beads in her ears began to talk very earnestly; most probably to tax her with incontinency, for she immediately clasped her infant to her breast with unspeakable fondness, burst into a flood of tears, and it was a considerable time before the footings  
of



A YOUNG WOMAN OF QUEEN CHARLOTTE'S ISLANDS.

*As taken & published under the direction of Captain Cook, January 28, 1779.*

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of her husband and the apologies of her friends could bring back her former cheerfulness and tranquility.

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Harmony being at length restored in the canoe, the Chief held up his child, and endeavoured to make us sensible that it was equally dear to him as his wife; intimating at the same time, that though he had received no present, yet he hoped we should remember his little one; on this Captain Dixon gave the child a couple of toes, which pleased the chief wonderfully; a few buttons were also distributed amongst the other women in the canoe, and they left us soon afterwards, perfectly satisfied with their presents.

To those who are fond of tracing human nature through all its various stages, a circumstance of this sort would be peculiarly pleasing, but I shall forbear to expatiate on the subject, and leave thee to make thy own comments on it.

Though every tribe we met with at these islands is governed by its respective Chief, yet they are divided into families, each of which appears to have regulations and a kind of subordinate government of its own: the Chief usually trades for the whole tribe; but I have sometimes observed that when his method of barter has been disapproved of, each separate family has claimed a right to dispose of their own furs, and the Chief always complied with this request; whether or no he receives any emolument on these occasions I cannot determine.

I often endeavoured to gain some knowledge of their language, but I never could so much as learn the numerals: every attempt I made of the kind either caused a sarcastic laugh amongst the In-

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Augul.

dians, or was treated by them with silent contempt; indeed many of the tribes who visited us, were busied in trading the moment they came along side, and hurried away as soon as their traffic was over: others, again, who staid with us for any length of time, were never of a communicative disposition, but certainly skulked about the vessel for some evil purpose, though they never attempted to board us, as we always kept the greatest part of our people on deck when a number of canoes were near us. If these circumstances are duly considered, I trust thou wilt not accuse me of inattention, though it is not in my power to give thee any specimen of the language spoken by these people; however, from what observations I was able to make, it seems something similar to that of the inhabitants in Norfolk Sound.

In addition to what I have occasionally said, respecting the savage temper and brutal disposition of the people at these islands, I cannot help remarking, that there is a kind of ferocity even in their manner of singing. It must be allowed, that their songs are performed with regularity, and in good time, but they are entirely destitute of that pleasing modulation and harmony of cadence, which we had invariably been accustomed to hear in the songs at other parts of the coast.

The number of sea-otter skins purchased by us at Queen Charlotte's Islands, was no less than 1,821, many of them very fine; other furs are found in less variety here than in many other parts of the coast, the few racoons before mentioned, a few pine martin, and some seals, being the only kinds we saw. Toes, at first, were quite a leading article in barter; but so great a number of traders required a variety of trade, and we were frequently obliged to produce every article in our possession, before we could please our numerous

NORTH-WEST COAST OF AMERICA.

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merous friends. Thus in one fortunate month, has our success been much greater than that probably of both vessels during the rest of the voyage.---So uncertain is the fur trade on this inhospitable coast.

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I shall now return to our proceedings. On the morning of the 4th we had a moderate breeze at South West, and cloudy weather. At noon we saw land, which we judged to be the main, bearing South 40 deg. East, about five leagues distant. In the afternoon, the wind veered to the Westward, and a heavy swell set in from the same quarter, the weather thick and hazy. During the night we hauled our wind, in order to clear the point of land to the Eastward. In the forenoon of the 5th, having still a fresh West-terly breeze, we bore away to the South East; and at four in the afternoon changed our course to East by North. The weather being thick and hazy, we tacked occasionally during the night. Early in the morning of the 6th, we made sail, and steered our course, with a fresh breeze at North-West. Our latitude at noon was 49 deg. 48 min. North, which was only twelve miles to the Northward of King George's Sound, but we were a considerable distance to the Westward of it. The afternoon being tolerably clear, at six o'clock, we saw Woody Point bearing North West by West, about four leagues distant, and a split rock off the point, North 28 deg. West. At eight o'clock, we hauled by the wind to the South West: during the night we had light airs, with calms by turns. The morning of the 7th was thick and foggy, with a heavy swell from the Westward, and quite calm. At ten o'clock a light breeze sprung up at South East, and the fog cleared up. The land at noon bore from North West to East South East, about two leagues distant: the latitude was 49 deg. 39 min. North. The breeze continuing very light during the afternoon,

our

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our progress towards the sound was very slow, and during the night, we plied to the South West, making boards as occasion required.

The morning of the 5th was moderate and cloudy, a light breeze still at South East.

A ten o'clock we saw a sail to the South East, and presently afterwards, a smaller vessel in company. This gave us some hopes that they might possibly be the King George and her long boat. We were steering East North East, and kept on our course, as we plainly saw the vessels were bearing down upon us: on their nearer approach, we found that it could not be Captain Portlock, as the small sail was much too large for his long boat. Various now were our conjectures who they could be, or what country they came from; and Captain Dixon wishing to be satisfied in this particular, gave orders to tack, and fire a gun to leeward. The small vessel immediately answered this signal, and hoisted our Company's colours: by twelve o'clock they spoke us, and we learned, to our great joy, that they were from London, and fitted out by our Owners. The ship was called the Prince of Wales, Captain Colnett; and the sloop, the Princess Royal, Captain Duncan.

We had the pleasure of hearing in general, that our friends in England were in good health; but few of us had such particulars as could have been wished for, as (by some mistake or other) we were expected to arrive in London river the latter end of this season.

These vessels left England in September, 1786, and had settled a factory at Statens land, for the purpose of collecting seal skin and oil, from thence they had made the best of their way to King George's Sound, without touching at any other place. During

so long a passage, the scurvy had got a great height among them, and though providentially no lives had been lost, yet many of their people recovered very slowly.

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On our enquiry what course they steered after doubling Cape Horn, we were informed that they crossed the line about 116 deg. West longitude. In this situation they fell in with light baffling winds and frequent calms, attended with close gloomy sultry weather, and much rain, which certainly occasioned the very severe sickness that had prevailed amongst them.

We crossed the line in April, 1786, nearly in the same longitude, and met with light variable winds and gloomy weather, till we stretched considerably to the Westward, when we again had a regular trade-wind. These circumstances evidently shew that such a course ought to be avoided; and Captain Dixon observed that it would be by far the best for all vessels bound to the North-West coast of America, after doubling Cape Horn, to steer directly for the Marquesas; there they might obtain refreshments, and at the same time would be so well to the Westward, that in the farther prosecution of their voyage, he had every reason to think, they would escape those climates which we had experimentally found to be so very unhealthy.

Mr. John Etches, brother to our managing owner, (who was on board the Prince of Wales) informed me that they had been near a month in King George's Sound, but had done very little business, having found a ship there called the Imperial Eagle, commanded by a Captain Berkley. She sailed from Otdend the latter end of November, 1786, and arrived at King George's Sound near a month before the Prince of Wales and Princess Royal.

Captain

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Captain Berkely frequently boasted to Mr. Etches what an excellent cargo of skins he had purchased, and indeed there is some reason to suppose that he had been tolerably successful from the following circumstance.

Two vessels from Bombay were at King George's Sound in the summer of 1786, and left one of their people behind; this man was found here by Captain Berkely, who gave the following account of him.

“ His name is John M<sup>r</sup>Key; he was born in Ireland, and went to Bombay in the East India Company's service. Two vessels (viz. the Captain Cook, Captain Lorie; and the Experiment, Captain Guise) were fitting out in 1785, on an expedition to the North West coast of America; that he engaged on board the Captain Cook as Surgeon. They sailed from Bombay the 28th of November, 1785, and arrived at King George's Sound the 27th of June, 1786. That being very ill of a purple fever he was left behind for the recovery of his health, at the request of Mr. Strange, the Supercargo to both vessels. Mr. Strange desired him to learn the language and to ingratiate himself with the natives, so that if any other vessels should touch there he might prevent them from purchasing any furs, promising at the same time to return for him the ensuing spring. That the two vessels procured 600 prime sea otter skins during their stay here, and left the Sound the 27th of July, intending to sail for Cook's River. That the Sea Otter, Captain Hanna, from China, arrived at King George's Sound in August, 1786, and that Captain Hanna offered to take him on board, which he refused, alledging, that he began to relish dried fish and whale oil, was satisfied with his way of life, and perfectly contented to stay till next year, when he had no doubt

of Mr. Strange sending for him: that Captain Hanna left the Sound in September. That the natives had stripped him of his cloaths, and obliged him to adopt their mode of dress and filthiness of manners; and that he was now a perfect master of their language, and well acquainted with their temper and disposition. He had made frequent incursions into the interior parts of the country about King George's Sound, and did not think any part of it was the Continent of America, but a chain of detached islands.

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Mr. Etches (from whom I had this intelligence) assured me that no great dependance could be placed on M<sup>r</sup>Key's story, he being a very ignorant young fellow, and frequently contradicting himself; but that entire credit might be given to that part of it respecting his adopting the manners of the natives, as he was equally slovenly and dirty with the filthiest of them all. His knowledge of the language was greatly short of what he boasted; neither was he very contented in his situation, for he gladly embraced Captain Berkley's offer of taking him on board, and seemed delighted to think he was going to leave so uncomfortable a place: however, admitting him to be possessed of but an ordinary capacity, he certainly must be better acquainted with the people here, from more than a year's residence amongst them, than any occasional visitor could possibly be; and there can be no doubt but that Captain Berkley found him extremely useful in managing his traffic with the natives.

Our meeting with these vessels was very fortunate, both on their account and our own. What we learnt from them rendered it entirely useless for us to make King George's Sound, and Prince William's Sound being their next destination, we not only could

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inform them that nothing could be expected from that quarter, but at the same time point out the likeliest situations where furs might be procured; and Captain Dixon urged them by all means to make the N. E. side of Queen Charlotte's Islands, and the opposite land, which we judged to be the main.

In the evening of the 8th, Mr. Etches and both the Captains came on board us, and staid all night; in order to lose no time in procuring a chart of the coast, and in procuring every information in our power. During the afternoon and night we lay to, and at times made occasional boards, as suited our conveniency for keeping company, and to be at a proper distance from the land.

At nine o'clock in the morning of the 9th, we parted company with our new brothers in trade, saluting them with three hearty cheers, and wishing them success at least equal to our own. My next shall be a few general remarks concerning the coast. Adieu. Thine,

W. B.

OFF KING GEORGE'S SOUND, }  
August 9th.

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L E T T E R    X X X V I I I .

**A**S we are now taking our final leave of the American coast a few remarks concerning it, in addition to what I have occasionally said, will, perhaps, not be unacceptable to thee.

Before

Before Captain Cook's last voyage to the Pacific Ocean, this part of the coast was little known. The celebrated Russian navigator, Beering, in the year 1741, fell in with the land in the latitude 58 deg. 28 min. North, and anchored in 59 deg. 18 min. But the account which is published of his voyage is very imperfect and inaccurate.

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The Spaniards too, are probably well acquainted with the coast a little to the Southward of King George's Sound, and about Cape Edgcombe, at both which places they anchored in 1775; and I have reason to think that their knowledge of this part of the continent is confined to those particular situations.

What has been already said will shew that the principal places ascertained with accuracy by Captain Cook, were King George's and Prince William's Sounds, and the river named after him; and no doubt it was from the plenty of furs he found in those harbours that this trade was first set on foot. Our rivals from the Indies certainly drew their information from the same source; and this, in some respects, has not been unlucky on our side; for they, not expecting to meet with furs in any other places than those mentioned by Cook, quietly sat down with what they could get in those harbours, and consequently we had to seek for other resources, or return home empty handed. By this means we fell in with Queen Charlotte's Islands, which (as I have already shewn) surpassed our most sanguine expectations, and afforded a greater quantity of furs than, perhaps, any place hitherto known.

That we have made considerable additions to the geography of this coast, cannot be denied, yet much remains to be done; indeed, so imperfectly do we still know it, that it is in some measure

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to be doubted whether we have yet seen the main land; certain it is that the coast abounds with islands, but *whether any land we have been near is really the continent*, remains to be determined by future navigators: Thus much we can venture to affirm, (and which is of the *first* consequence to this undertaking) that the fur trade is inexhaustible wherever there are inhabitants, and they (experience tells us) are not confined to any particular situation, but are scattered in tribes all along the coast, which (as far as concerns future traders to examine) extends from 40 to 61 deg. North latitude; and from 126 to 155 deg. West longitude.

This vast country (with very little deviation) has the appearance of one continued forest, being covered with pines of different species, and these intermixed with alder, birch, witch-hazle, &c. besides various kinds of brush-wood; and the vallies and low grounds, which are exposed to the sun, and sheltered from the wind, afford wild currants, gooseberries, raspberries, and various other flowery shrubs. The soil on the hills is a kind of compost, consisting of rotten moss and old decayed trees. This is frequently washed down into the vallies by the sudden melting of the snow, and there incorporating with a light sand, forms a soil in which most of our garden productions might be cultivated with success.

The climate, as may be expected, is various but; I do not think it so temperate even in King George's Sound as in England, for the hills of a moderate height are perpetually covered with snow.

I have already enumerated the various kinds of birds and marine productions we have met with. What account I can give of the quadrupeds thou mayest collect from the various skins purchased

chased by us. The only animals we saw amongst the natives, were dogs, they are of the wolf kind, very large, and appear quite domesticated. There is little doubt of variety of metals and minerals being found here. I have already observed, that we found a vein of coals in Cook's River. The paint used by the natives in daubing their faces and bodies, appears chiefly to be black lead and red oker; and we frequently saw large circular wreaths of copper both at Norfolk sound and Queen Charlotte's Islands, which did not appear to be foreign manufacture, but twisted into that shape by the natives themselves, to wear as an ornament about the neck.

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What number of inhabitants this extent of coast may contain, is not easy to determine with any degree of certainty; but from a moderate computation, there cannot be less than 10,000; indeed, appearances might warrant the conjecture of their being considerably more, as the women appear very prolific, (every tribe we saw having numbers of young children) and the people are totally free from that long catalogue of diseases, which luxury and intemperance have introduced amongst more civilized nations. But then it must be remembered, that neighbouring tribes are generally at war with each other, and these commotions, both from the nature of their weapons, and the savage disposition of the people, must be attended with fatal consequences; besides, there is reason to suppose that numbers are lost at sea, as they go out to a very considerable distance a fishing, and should bad weather suddenly come on, it is impossible for their canoes to live. These circumstances certainly tend to depopulate the country, and in some measure account for its being so thinly inhabited.

The

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The people in general are about the middle size, their limbs straight, and tolerably well-shaped; many of the older people are rather lean, but I never saw one person who could be called corpulent amongst them: both sexes are remarkably distinguished by high prominent cheek bones and small eyes. A love of dirt and filth is universally predominant all over the coast. In regard to their complexion, it is no easy matter to determine what cast that is; but if I may judge from the few people I saw tolerably clean, these Indians are very little darker than the Europeans in general.

The hair of both sexes is long and black, and would be an ornament to them, were it not for the large quantities of grease and red oker constantly rubbed into it, which not only gives it a disgusting appearance, but affords a never-failing harbour for vermin. Sometimes, indeed, the women keep their hair in decent order, parting it from the forehead to the crown, and tying it behind after the manner of a club.

The young men have no beards, and I was at first inclined to think that this arose from a natural want of hair on that part, but I was soon undeceived in this particular, for all the men we saw, who were advanced in years, had beards all over the chin, and some of them whiskers on each side the upper lip.

As this supposed defect amongst the natives of America has occasioned much speculative enquiry amongst the learned and ingenious, I took every opportunity of learning how it was occasioned, and was given to understand, that the young men got rid of their beards by plucking them out, but that as they advance in years, the hair is suffered to grow.

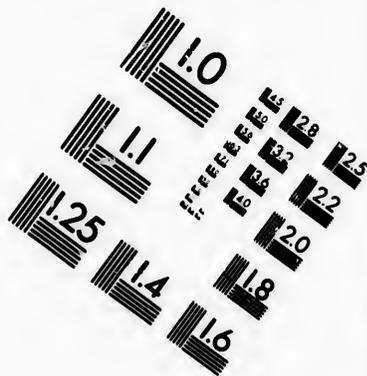
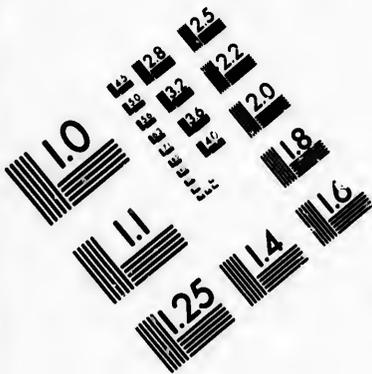
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In their drefs, there is little variety; the men generally wearing coats (such as I have already defcribed) made of fuch skins as fancy fuggelts, or their fuccels in hunting furnifhes them with, and fometimes the loofe cloak thrown over the foulders, and tied with fmall leather ftrings. Befides this, fome of the more civilized fort, particularly thofe in Cook's River, wear a fmall piece of fur tied round the waift, when the heat of the day caufes them to throw their coat afide, or they are difpofed to fell it. The drefs of the women differs in fome refpects from that of the men: their under garment is made of fine tanned leather, and covers the body from the neck to the ancle, being tied in different parts to make it fit clofe: over this is tied a piece of tanned leather like an apron, and which reaches no higher than the waift; the upper garment is made in much the fame manner as the men's coats, and generally of tanned leather, the women not caring to wear furs, as they were always unwilling to be ftripped of their garments, which, fhould they happen to be worth purchafing, their husbands alway infifted on their being fold; indeed, the deportment of the women in general was decent, modeft, and becoming.

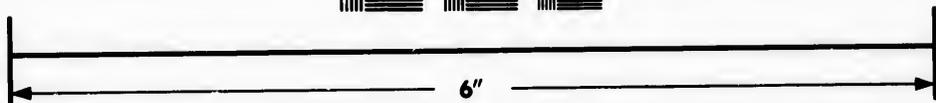
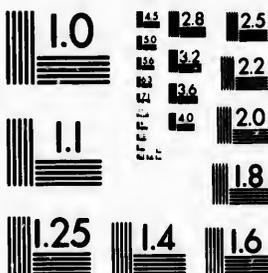
1787.  
August.

It might be imagined, that the children of thefe favages would enjoy the free and unreftained ufe of their limbs from their earlieft infancy; this, however, is not altogether the cafe: three pieces of bark are faftened together, fo as to form a kind of chair, the infant, after being wrapped in furs, is put into this chair, and fufhed fo clofe, that it cannot alter its pofture even with ftruggling; and the chair is fo contrived, that when a mother wants to feed her child, or give it the breaft, there is no occafion to releafe it from its shackles. Soft mofs is ufed by the Indian nurfe to keep her child clean; but little regard is paid to this article, and the poor  
infants





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infants are often terribly excoriated, nay, I have frequently seen boys of six or seven years old, whose posteriors have born evident marks of this neglect in their infancy.

Ornaments seem to differ in particular places more than dress; for instance---the aperture, or second mouth, a little above the chin, seems confined to the men of Cook's River and Prince William's Sound; whilst the wooden ornament in the under lip is wore by the women only, in that part of the coast from Port Mulgrave to Queen Charlotte's Islands.

Beads are held in much greater estimation in the harbours first mentioned than any where else within our observation. These ornaments were undoubtedly introduced here by the Russians, who have constantly traded with these people for many years past, and beads have been generally used in barter, so that if we make this a rule for judging how far the Russians have had a direct intercourse on the coast, it will appear that they have not been to the Eastward of Cape Hinchinbrook: and I think this conjecture far from improbable.

There is at least two or three different languages spoken on the coast, and yet probably they are all pretty generally understood; though if we may credit the old Chief at Queen Charlotte's Islands, his people were totally ignorant of that spoke by the inhabitants to the Eastward, and which we judged to be the continent: they all appear uncouth and difficult to pronounce; yet though they abound in consonants, the words have rather a labial and dental, than a guttural pronunciation: however, I shall subjoin the numerals used by the natives of Prince William's Sound, Norfolk Sound, and King George's Sound, which will give thee a better  
idea

idea of these different languages than any description of mine can possibly do; at the same time let me observe, that those used at King George's Sound were furnished me by a friend whom I met with on board the Prince of Wales, otherwise thou mightest wonder at my presumption in sending thee the language of a place I never saw.

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August.

	<i>Prince William's Sound and Cook's River.</i>	<i>Norfolk Sound.</i>	<i>King George's Sound.</i>
<i>One</i>	Athlenach	Tlaafch	Sorwock
<i>Two</i>	Malchnach	Taafch	Athlac
<i>Three</i>	Pinglulin	Noofch	Catfa
<i>Four</i>	Staaehman	Tackoon	Moo
<i>Five</i>	Talchman	Keichin	Soutcha
<i>Six</i>	Inglulin	Ctletufchush	Noctpoo
<i>Seven</i>	} could not } be ascertained.	Takatuschush	Athlapoo
<i>Eight</i>		Noofchatuschush	Athlaquell
<i>Nine</i>		Koofchush	Sarvacqueil
<i>Ten</i>	Coolin.	Chincart.	Highhoo.

These numerals are spelt as near the mode of pronunciation as I possibly can, and yet it is not in my power to speak them any thing like the natives. In regard to pronunciation, the inhabitants of Cook's River are the most perfect I ever met with or heard of; they will repeat the most difficult English words with great ease, and particularly those that begin or end with *th*, though Europeans in general are unable to do it.

I have already given thee some description of the canoes in general, and I shall just add, that the small ones in Cook's River are about eighteen or nineteen feet long, and curved at each end,

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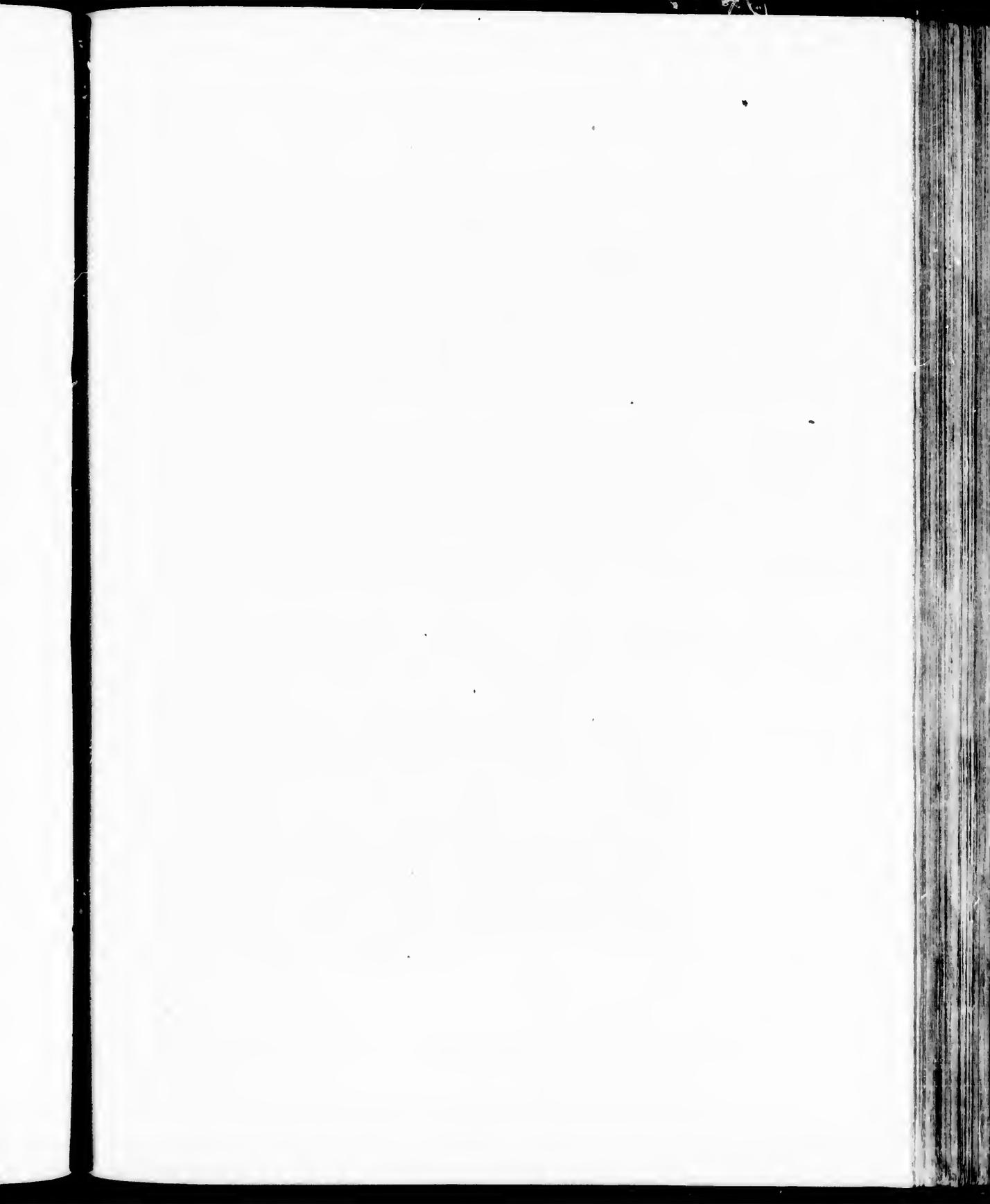
something like the neck of a violin; they are constructed of ribs of slender lath, and covered with seal skins. Their hunting and fishing implements are fastened with straps on the outside of the canoe, so as to be laid hold of the moment the hunter sees his prey. The single canoes are rowed with small double bladed paddles, and are managed by these people with great dexterity.

Besides the ornaments already mentioned, the Indians are very fond of masks or visors, and various kinds of caps, all of which are painted with different devices, such as birds, beasts, fishes, and sometimes representations of the human face; they have likewise many of these devices carved in wood, and some of them far from being ill executed.

These curiosities seem to be greatly valued, and are carefully packed in neat square boxes, that they may the more conveniently be carried about.

Whenever any large party came to trade, these treasures were first produced, and the principal persons dressed out in all their finery before the singing commenced. In addition to this, the Chief (who always conducts the vocal concert) puts on a large coat, made of the elk skin, tanned, round the lower part of which is one, or sometimes two rows of dried berries, or the beaks of birds, which make a rattling noise whenever he moves. In his hand he has a rattle, or more commonly a contrivance to answer the same end, which is of a circular form, about nine inches in diameter, and made of three small sticks bent round at different distances from each other: great numbers of birds beaks and dried berries are tied to this curious instrument, which is shook by the Chief with great glee, and in his opinion makes no small addition

to



Indian Song as generally Sung by the Natives of  
**NORFOLK SOUND**  
 previous to commencing trade

Chief of the tribe

Al-la coofch                      hoh hoh hoh

Women

Men                      Haigh al - la coofch al - la

hoh hoh hoh hoh                      hoh hoh hoh

coofch al - la haigh ha haigh haigh haigh haig - - ha

hoh hoh hoh hoh hoh hoh hoh hoh                      hoh hoh hoh hoh

haigh                      haigh                      haigh ha haigh ha haigh

hoh hoh hoh

haigh                      haigh ha haigh ha haigh haigh haigh

The musical score is presented in four systems, each with a grand staff (treble and bass clefs). The lyrics are written below the notes. The first system includes the title and the first line of music. The second system continues the melody with more lyrics. The third system features a more complex rhythmic pattern with repeated 'hoh' and 'haigh' sounds. The fourth system concludes the piece with a final line of music and lyrics.

to the concert. Their songs generally consist of several stanzas, to each of which is added a chorus. The beginning of each stanza is given out by the Chief alone, after which both men and women join and sing in octaves, beating time regularly with their hands, or paddles: meanwhile the Chief shakes his rattle, and makes a thousand ridiculous gesticulations, singing at intervals in different notes from the rest; and this mirth generally continues near half an hour without intermission.

1787.  
August.

I shall here write down, in notes, a song which I often heard whilst we lay in Norfolk Sound: my knowledge of the science is so very superficial that I can say but very little as to its accuracy; however, it will serve to convey a better idea of the music used on the American coast than any other mode of description can do; at the same time it should be observed, that they have a great variety of tunes, but the method of performing them is universally the same.

Whether or no they make use of any hieroglyphics to perpetuate the memory of events, I cannot say, though their numerous drawings of birds and fishes, and their carved representations of animals and human faces, might, perhaps, warrant a supposition of the kind. Many of these carvings are well proportioned, and executed with a considerable degree of ingenuity, which appears rather extraordinary amongst a people so remote from civilized refinement. But then we must consider that this art is far from being in its infancy; a fondness for carving and sculpture was discovered amongst these people by Captain Cook: iron implements were then also in use; and their knives are so very thin that they bend them into a variety of forms, which answer their every purpose nearly as well as if they had recourse to a carpenter's tool

1787.  
Aug. 31st.

chest. At what period iron was introduced on this coast is very uncertain, but it must doubtless be a considerable time ago; and I may venture to assert that their implements are not of English manufacture, so that there is little doubt of their being obtained from the Russians. The only implement I saw, (iron excepted) was a toe made of *jasper*, the same as those used by the New Zealanders.

The ingenuity of these people is not confined to devices in wood, or drawings on bark; they manufacture a kind of variegated blanket or cloak, something like our horse cloths; they do not appear to be wove, but made entirely by hand, and are neatly finished: I imagine these cloaks are made of wool collected from the skins of beasts killed in the chase; they are held in great estimation, and only wore on extraordinary occasions.

Besides the skin coats and cloaks wore in common, they have large coats purposely for war, made of the elk skin, tanned, and wore double, sometimes threefold. Their weapons are spears fixed to a pole six or eight feet long, and a kind of short dagger, which is wore in a leather case, and tied round the body: to this dagger a leather thong is fastened, at the end of which is a hole for the middle finger, the leather is afterwards twisted round the wrist, in order to fix the dagger firm in the hand; so that the warrior loses his weapon only with his life.

Food in the winter season consists chiefly of dried fish, but when the time of hunting comes on, they have greater variety, amongst which broiled seal seems to be reckoned a most delicious repast; they sometimes offered us pieces of it, and on our refusing this dainty, always looked at us with a mixture of astonishment and contempt.

contempt. In the spring, or rather summer, here are variety of herbs which the natives eat with great relish; and in Norfolk Sound, we saw the wild lilly root in abundance. Though these poor savages are in their general manners truly in a state of uncultivated barbarism, yet in *one* instance they can boast of a refinement equal to that of more polite nations, and that is *gaming*, which is carried on here to as great a pitch (comparatively speaking) as at any of our moderate fashionable clubs. The only gaming implements I saw, were fifty-two small round bits of wood, about the size of your middle finger, and differently marked with red paint. A game is played by two persons with these pieces of wood, and chiefly consists in placing them in a variety of positions, but I am unable to describe it minutely. The man whom I before mentioned our having on board at Port Mulgrave, lost a knife, a spear, and several toes at this game in less than an hour: though this loss was at least equal to an English gamester losing his estate, yet the poor fellow bore his ill-fortune with great patience and equanimity of temper.

1787.  
August.

Time is calculated by moons, and remarkable events are remembered with ease for one generation, but whether for any longer period is very doubtful.

Sea otter skins are the staple commodity in the fur trade, the other varieties we have met with I have before enumerated, and I was informed by Mr. Etches, that King George's Sound produced as many different sorts of skins as Cook's River: I have also taken notice of the articles most acceptable in barter, and shall only add on that head, that copper is almost the only article in request at King George's Sound; and though saws are obviously of the greatest use to the Indians, yet we found them so little valued,

1787.  
August.

lued, that they would scarcely take a saw for a seal skin; but time and use will no doubt teach them the value both of these and other utensils left by us on the coast.

I have now taken notice of every circumstance respecting these people that fell within my immediate observation. I might indeed spin my letter into a volume, with notions merely conjectural; such as the origin of these people, from what country they first emigrated, &c. &c. but as conjectures are sometimes partial, often uncertain, and therefore inconclusive, I am sure thou wilt be pleased that I do not trouble thee with any thing of the kind, and wilt perhaps think me sufficiently tedious already—so that I shall conclude, with perfect assurances of unalterable esteem and attachment, thine, &c.

DATED AT SEA, }  
August 15th. }

W. B.

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L E T T E R   X X X I X .

**H**AVING already given thee every information in my power respecting the dreary and inhospitable American coast, I shall return to our proceedings on board. I have already observed, that we parted with our new friends in the morning of the 9th of August, they steering for Queen Charlotte's Islands, and we shaping our course for Sandwich Islands, in far better spirits than

NORTH-WEST COAST OF AMERICA.

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thru when we left the coast last year. At 10 o'clock, Woody Point bore North by East 7 leagues distant; our latitude at noon was 49 deg. 30 min. and the longitude 128 deg. 10 min. West.

1787.  
August.

From this to the 12th, we had a fresh steady breeze at North West, with moderate weather. Our latitude at noon on the 12th, was 44 deg. 22 min. North; and 131 deg. 59 min. West longitude.

From the 12th to the 15th, we had chiefly light variable winds, with calms by turns. Early in the morning of the 16th, a fresh breeze again sprung up at North North West. Our latitude at noon was 41 deg. 41 min. and the longitude by lunar observation, 131 deg. West.

For some days past, we had seen an innumerable quantity of curious animal and vegetable substances floating on the water, called by sailors, Portuguze men of war; the bottom part is about two inches long, oval, and of a purple colour; the upper part is quite thin and expanded, nearly in the shape of a fan. We found the variation of the compass here 16 deg. 16 min. Easterly. Our latitude at noon on the 17th, was 40 deg. 8 min. North; and the longitude 133 deg. 26 min. West.

The wind hauled gradually to the Northward and Eastward, and by the 21st we might be said to have a regular North East trade: our latitude at noon was 34 deg. 28 min. North; and the longitude by lunar observation 136 deg. 20 min. West. The wind continued pretty constant at North-East, and the weather in general moderate and fine.

On

1787.  
August.

On the 2d of September, being in 20 deg. 1 min. North latitude and 150 deg. 3 min. West longitude, we steered due West, in order to make Owhyhee, the principal of the Sandwich Islands.

Our latitude at noon on the 3d was 19 deg. 55 min. North, and our longitude, being the mean of several sets lunar observations, 152 deg. 9 min. West.

At six o'clock in the morning of the 5th we saw Owhyhee, which bore from South South West to West, one-fourth North, about fourteen leagues distant; the latitude at noon was 20 deg. 4 min. and the longitude, by lunar observation, 154 deg. 41 min. West. The breeze growing light, we could not fetch the land by day-light, so that at six o'clock we hauled our wind to the Northward, making occasional boards during the night.

This passage, from the American coast to Owhyhee, has been by far the most favourable of any we have experienced during the voyage; we have performed it in less than a month, whereas we expected to have been at least five weeks: however, we had fresh reason to admire the goodness of Providence, which had been with us during the whole of our voyage, and more particularly in this instance, for the scurvy had already made a rapid progress amongst the ship's company, scarcely a person on board being free from its baneful influence, and several of our people rendered incapable of doing their duty, so that had the passage hither been long and tedious, it doubtless would have proved fatal to many of us, notwithstanding every antiscorbutic on board was administered in the most liberal manner; but the hope of speedily procuring fresh pork and vegetables now infused new life and vigour into every person.

I shall

I shall just observe here, that our people, while on the coast, had salted large quantities of halibut, and always eat it in preference to the ship's beef and pork. Whether or no their devouring this salt fish, at no kind of allowance, might accelerate the scorbutic complaint, I leave to the faculty to determine.

1787.  
September.

But to return.---At seven o'clock in the morning of the 6th we bore away to the Westward, and seeing a number of canoes coming from the land, we hove to in order to trade with them: the people brought great plenty of small hogs and potatoes, and were as fond as ever of iron, though we were afraid that the Imperial Eagle, and several of the Bengal ships, touching here, would have been prejudicial to the trade.

By ten o'clock a vast number of canoes were along-side us, and the Indians traded very eagerly, many of them climbing up the ship's side for that purpose, and numbers merely to gratify their curiosity, and look for any thing they could run away with. One of this last description, watching his opportunity whilst all of us were busily engaged with the traders, snatched a poker from the Armourer's forge and jumped over board with it. We called to him repeatedly to bring it back, but all in vain, the fellow swam off with it, and seemed remarkably well pleased with his acquisition: presently one of the canoes picked him up, and they paddled away for the shore. On this our Captain determined to make an example of him, and the more so, as if he was suffered to escape with impunity, we should find it impossible to trade with such a multiplicity of people, without being continually subject to their depredations: on which several muskets were fired at the thief, and we presently saw that he was very severely wounded, by his bleeding profusely. After some time, his companions were per-

1787.  
September.

suaded to bring him along-side, and we got him on board. The ball had struck his under-jaw, and hurt part of the upper-lip. Our Surgeon dressed the wound in the best manner he was able, and we sent the poor fellow away; but before he left us, he petitioned the Captain for a toe, and received it.

The Indians were not in the least intimidated by this circumstance, but traded with us presently afterwards, as if nothing had happened.

It was not our Captain's intention to anchor at this island, but ply off and on occasionally, in order to procure a good supply of hogs and vegetables, and all the line we could meet with, this part of Owhyhee affording great plenty of fishing-lines, which we had found, by experience, to be particularly useful in making ropes for various purposes.

At noon we saw Mowee, the East end of which bore North 56 deg. West, about twelve leagues distant, and the extremes of Owhyhee, from South 76 deg. West to North 30 deg. East, about eight miles distant from shore: our latitude was 20 deg. 17 min. North.

The weather during the 7th being moderate, we plied occasionally, as best suited our conveniency for trading with the people, who kept supplying us with hogs and vegetables; so that by the evening we had got an ample supply of provisions.

At six o'clock in the morning of the 8th, having a fresh Easterly breeze and fine weather, we stood along the shore, for the Westernmost point of the island, which at noon bore South, about five leagues

leagues distant, and our distance from shore about four miles: a number of canoes followed us, but being favoured with a fresh steady breeze, we soon left them behind. About one o'clock, being well in with the South-West point, we hove to, in order to give the people an opportunity of trading for curiosities, our Captain having given them liberty for that purpose. A vast number of canoes came along-side us from this part of the island, and we purchased a good quantity of line for the ship's use. At three o'clock we made sail, and bore up for Whahoo, that being the place Captain Dixon intended to wood and water at. At six o'clock the small island Tahoura, bore North 60 deg. West, about 8 leagues distant. In the evening the breeze freshening, we double-reefed the topmasts and mainmast, and at ten o'clock hauled our wind to the Southward, it not being prudent to run in the night. At five o'clock in the morning of the 9th we wore and made sail; the weather was fine, with a fresh Easterly breeze, which continued during the former part of the day, but afterwards we had light baffling winds, with calms by turns. At noon, the West end of Ranai bore North 10 deg. West, about ten miles distant. During the afternoon we had several canoes from Ranai along-side, which brought us a number of fishing-lines, but little besides: these we purchased with small toes.

1787.  
September.

At six o'clock a bluff-head on the West side of Ranai, much resembling Beachy-Head, bore North 6 deg. East, five miles distant. In the evening we had several heavy squalls, which caused us to close-reef the topmasts, and single-reef the mainmast; but about midnight the weather grew moderate, and at day-light in the morning of the 10th, we set all sail on seeing Whahoo right a-head. We were favoured with a fresh Easterly breeze, and by half past eleven o'clock, being well into the bay we formerly anchored in,

1787.  
September.

we came to with the best bower, in eight and a half fathom water, over a sandy bottom interspersed with rocks. The extremes of the bay bore from South 80 deg. East, to South 68 deg. West, about two miles distant from shore.

Our intention was to stay here no longer than was necessary to procure wood and water, as we knew from sad experience that it was scarcely possible to lay here for any length of time without injuring our cables, not only on account of the foul bottom, but from the heavy swell constantly setting into the bay at South East.

There was several canoes along-side, some of which we sent on shore for water; but few of the people brought any, saying that every thing was tabooed.

During the afternoon our people were employed in setting up the rigging fore and aft. Towards the evening our visitants were pretty numerous, but they consisted chiefly of females who came along-side, expecting to get husbands for the night, so that though we at present were restricted from necessary articles, yet those who were disposed to solace themselves with the cheerful Whahoo damfels, had no reason to repine. In the morning of the 11th our old friend the Priest, with his usual attendants, paid us a visit. From him we learnt that the King proposed paying us a visit, before the natives were allowed to furnish us with water or provisions. Accordingly, about noon Teereteere came on board, attended by a number of Chiefs, and his nephew Myaro, whose shape and figure I had so greatly admired when last at this place. He was grown rather stouter than when I saw him last, but his skin was covered in several places with a kind of white scurf, which at first I ima-

gined to be the effect of his drinking ava. On asking him about it, he told me that it was a breaking out very common amongst them; and so far from being occasioned by drinking ava, that it was a crime for so young a person as himself to touch it.

1787.  
September..

The King brought a fine hog and some cocoa-nuts as a present: but it was evident that he meant to regulate his conduct towards us by the reception we gave him, and that we might expect our wants supplied in proportion as he approved of our presents: he enquired repeatedly after Captain Portlock, and appeared very anxious to see him. Myaro, and several of the Chiefs asked after Piapia, and seemed well pleased to hear of his being at Atoui.

After Teeretere had satisfied his curiosity, and Captain Dixon made him a present of some tocs and other trifling articles, he went on shore; and we presently found the good effects of our bounty, great numbers of the natives flocking to us with water, so that by sun-set we had filled fourteen butts.

By day-light in the morning of the 12th, we were surrounded by canoes full of water, so that the remainder of our empty casks were presently filled, and many of the poor Indians emptied their gourds into the sea, when they found we had no occasion for any more. Our next object was to procure wood, which our friends no sooner knew than they paddled away for the shore, and in less than an hour began to supply us very briskly. They also brought a great quantity of fruit, somewhat resembling a nectarine, and which I had not noticed when last at this island: they eat very agreeably, and are cool, juicy, and refreshing. The natives supplied us but sparingly with hogs and vegetables, but we had not the least want of either, the supply we got at Owhyhee being far from expended.

About

1787  
September.

About noon Tecreteere and his attendants paid us another visit, bringing two hogs and some cocoa-nuts as a present. The Armourer being at work, Captain Dixon ordered him to make a pahou for the King, which pleased him wonderfully, and he expressed his friendship for us in the most unreserved manner, promising to accommodate *Po Pote*, when he came, with every thing the island afforded.

By three in the afternoon we had got a sufficient quantity of wood on board, and our Captain determining to leave this place as soon as possible, the people were employed in clearing the decks, and getting every thing ready for sea. Thou wilt probably hear from me at Atoui. Thine,

W. B.

WHAHOO, }  
September 13th. }

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### LETTER XL.

**H**AVING a fresh Easterly breeze, we weighed anchor at five o'clock in the morning of the 13th, and made sail for Atoui. During our stay at Whahoo, the Wind had been steady at E. N. E. and the weather very moderate. The mean of the thermometer 79 deg. and the latitude of our anchoring birth 21 deg. 16 min. North.

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We

We had been favoured with the company of the old Priest and his attendants since the morning of the 12th; and no canoe now coming for him, we made several boards in the bay, being unwilling to take the old man to Atoui, if we could avoid it.

1787.  
September.

Towards seven o'clock the Priest's canoe came along-side; and presently afterwards we saw that of the King putting off in a great hurry, on which we backed the main-top-sail, and soon found it to be Tereteere and his attendants.

When the King came on board, he seemed to be sorry that we should leave Whahoo so soon, and endeavoured to persuade us that his only motive in paying this visit was to bid us farewell: but it was easy to perceive that interest principally brought him on board; and that he was unwilling we should leave the island, and have all our wants supplied so very expeditiously, without making some addition to our former presents; though, to do him justice, no demand of the kind was directly made; but he frequently insinuated, that our being so speedily supplied with wood and water, was in consequence of his immediate orders for that purpose; and that the same respectful attention should be shewn to Po Pote, whenever he arrived. As Tereteere seemed to lay great stress on this last circumstance, our Captain made him a present of a few axes and saws, with which he was pleased to the highest degree imaginable.

Our course being near that part of the island where the King usually resided, he staid on board some time, and was much delighted to see the ship under sail. As we were steering nearly before the wind, Captain Dixon ordered the man at the helm to luff up and bear away occasionally, a circumstance which engaged Tereteere's attention very much, and excited his surprize and admiration.

Towards

1787.  
 September.

Towards eleven o'clock, being nearly abreast *Whitite Bay*, the King's residence, he left us, with many professions of friendship, frequently repeating the word *proba*; or, I wish you a good voyage and a fair wind.

In the afternoon, and during the night, we had light variable winds, the weather close and sultry. In the morning of the 14th, a moderate breeze sprung up at N. N. E. At noon, the South West point of Whahoo bore South 75 degrees East; and the North West point North 83 degrees East, about eight leagues distant.

During the afternoon and night, we had light baffling winds, with intervening calms. At eight o'clock in the morning of the 15th, we saw King's Mount, Atoui, which bore North West by West half West, nine leagues distant. At noon we had a light Easterly breeze and clear weather. The meridian altitude gave 21 deg. 43 min. North latitude. At six in the afternoon, the extremes of Atoui bore from North 20 deg. West, to South 85 deg. West; distant from shore four or five leagues.

The evening being cloudy and dark, at seven o'clock we hauled by the wind to the Southward, and tacked occasionally during the night. At five in the morning of the 16th, we bore up and made sail, with a light Easterly breeze. By nine o'clock we were within two miles of the East side of Atoui. A number of the natives presently came along-side, bringing us potatoes and taro, which we purchased for nails. Our latitude at noon was 21 deg. 52 min. North. We kept standing along shore for Wymoa Bay; but the wind being light and variable, it was doubtful whether we should be able to effect our purpose. Great numbers of canoes now came along-side the vessel; and many of the people were rejoiced to see

us again: numbers of them asked after Po Pote, and seemed concerned that he was not in our company. On our asking after Abbenooe and his son Tyheira, the people told us they were both at Oncehow.

1787.  
September.

About five o'clock, our old friend Long-shanks came on board; he was so rejoiced to see his former acquaintance, that tears ran down his cheeks, and it was some time before he became perfectly calm and collected. From him we learned that Abbenooe was on shore at Attoui, and not at Oncehow, as we had been informed.

The little breeze we had during the afternoon dying away, at six o'clock we came to with the small bower, in nineteen fathom water, over a sandy bottom, about two miles to the Eastward of our former situation.

Soon after this Tyheira came on board, and (on our asking after Abbenooe) began to tell us a very lamentable story, the purport of which was, that since we left Atoui, a ship had been there; that the Captain used the inhabitants very ill, and even killed several of them; that on this account his father durst not come to us, not knowing our vessel at so great a distance. Captain Dixon told him, that no trade whatever should be carried on until Abbenooe had been on board; on which Tyheira immediately sent a canoe to fetch his father, and at the same time hoisted a signal, to let him know that he might come safely. This had the desired effect, for in less than half an hour we had the pleasure of seeing our good friend Abbenooe on board, and he was no less pleased to see his old acquaintance again; but seemed sorry that Captain Portlock (or Po Pote, as he called him) was not with us. From what Tyheira had told us respecting the strange vessel, we were inclined to think that it was Captain Meares who had quarrelled

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with

1787.  
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 September.

with the natives, especially as our Captain had recommended him to touch at Atoui in preference to any of the islands. On our asking Abbenooe about this circumstance, he informed us that the Nootka had left Atoui twenty days, and that the Captain was *enou*, or a bad man, and had not given any present whatever, though he had been plentifully supplied with every refreshment the island afforded.

Our Captain's intention was not to stay here any longer than was necessary to procure a good supply of hogs, and as many vegetables as would serve the ship's company whilst they kept good, and indeed this seemed likely to detain us but a very short time, for early in the morning of the 17th we were surrounded with canoes, filled with taro, potatoes, cocoa-nuts, and sugar-cane: many of them had fine large hogs, particularly Abbenooe, Tyheira, Long-shanks, and old Toe-Toe, the Chief who used formerly to supply us so plentifully with taro. We presently purchased more hogs than we could conveniently carry away alive: on this our Captain ordered the people to kill and salt as many for store as were sufficient to fill two puncheons.

Early in the morning of the 18th our decks were crowded with visitors; for, although it had been our constant custom when at these islands before, to admit very few people on board, yet at this time it could scarcely be avoided, especially as Captain Portlock was absent, and we were willing to shew every attention in our power to all those who had rendered any little services to either vessel.

Amongst the rest of our new guests, Tyheira introduced his wife and two little boys: the eldest is a sharp little fellow, about  
 four

four years old ; the younger, still in his mother's arms. She is a very pretty model looking woman, and seems to regard her children with a fondness truly maternal : Tyheira, by way of paying a compliment to our Captain, has named his eldest boy *Po Pote*, after Capt. Portlock, and the younger *Ditteana*, after Capt. Dixon.

1787.  
September.

Abbenooc informed us, that the King proposed coming on board in the course of the forenoon, and about ten o'clock *Tiara* made his appearance in a large double canoe, accompanied by another, in which were his daughter and two nieces. The attendants on these great persons were very numerous, and joined in a *heeva*, or song, on their coming on board, superior to any thing of the kind I ever heard at these islands.

The king was greatly pleased to see us again, and enquired particularly after *Po Pote*. On being told that we should stay no longer than to procure a supply of provisions, he seemed solicitous to accommodate us with every thing the island afforded, and indeed all the Chiefs vied with each other in speedily supplying our various wants ; even interest seemed to be forgot in the good natured bustle of kind and friendly offices.

Amongst the many instances of kindness and good natured attention we met with at this time from the Chiefs in general, I cannot omit mentioning an action of Long-shanks, as it does him the greatest honour, and would reflect credit even on a person of education and refined sensibility.

Long-shanks had been often on board when we were last at Atoui, and by that means was personally acquainted with all our people. Being naturally curious and inquisitive, he now

K k 2

took

1787.  
September.

took an opportunity of going amongst them to ask a number of questions about the voyage. On going down between decks, he met with the Carpenter, who had been troubled with a lingering disorder for a considerable time, and at present was very weak and poorly. His pale countenance and emaciated figure affected poor Long-thanks very sensibly; a tear of pity stole unheeded down his cheek, and he began to enquire about his complaint in a tone of tenderness and compassion: seeing him very weak and infirm, he gently chafed and pressed the sinews and muscles of his legs and thighs, and gave him all the consolation in his power. Presently afterwards he came upon deck, called his canoe, and went on shore in a hurry, without taking leave of any person on the quarter-deck, which was contrary to his usual custom; but he returned very shortly, bringing a fine fowl along with him, which he immediately carried down to the Carpenter, told him to have it dressed directly, and he hoped it would make him better in a day or two.

This circumstance shews, that these peopl: are far from being destitute of the fine feelings of human nature, and at the same time may lead one to imagine that diseases are not very uncommon amongst them.

About noon a fresh breeze springing up from the Northward, Captain Dixon wished to embrace this opportunity of weighing anchor; but on looking over our stock of vegetables, it was judged necessary to procure a further supply, as we not only wanted them for the ship's use, but also to feed the hogs, of which we had near eighty on board, large and small. No sooner was the king informed of what we wanted, than he immediately went on shore, together with Abbenooe, Toe-Toe, Tyheira, and Long-thanks, all of them promising to come back very soon with

*arou arou*, or great plenty of taro. In the mean time we unmoored, and got every thing ready for sea.

1787.  
September.

About three o'clock the King and Chiefs returned, each bringing a large double canoe loaded with taro and fugar-cane, so that we were now completely furnished with every necessary article the island afforded.

The expedition and dispatch with which we got this last taro, and their free and generous manner in bringing it on board, both surprized and pleased us; and our Captain was not slow in making suitable returns. To the King he gave a *pabou*, a large baize cloak edged with ribbon, and a very large toe, which pleased him so much, that he began to think himself the greatest monarch in the universe. The other Chiefs were rewarded with toes, axes, and saws, entirely to their satisfaction. The ladies, too, (of whom we had no small number of considerable rank on board) were liberally ornamented with buttons and beads. In short, all parties were perfectly pleased, and were profuse in their professions of kindness and acknowledgment.

Before we finally leave these islands, thou, perhaps, wilt expect a kind of supplementary account in addition to what I have occasionally said respecting them and their inhabitants. What few remarks I am able to make, are now very much at thy service.

These islands were discovered by the late Captain Cook, during his last voyage to the Pacific Ocean. He named them Sandwich Islands, in honour of the Earl of Sandwich, his particular patron, and who at that time presided at the Admiralty Board.

This

1787.  
September.

This discovery, sufficient alone to render his name immortal, may be said to have brought him to an untimely end, as he lost his life at Owhyhee, in consequence of a dispute with the natives.

\* They are situated from 18 deg. 54 min. to 22 deg. 15 min. North latitude; and from 154 deg. 56 min. to 160 deg. 24 min. West longitude, and are eleven in number; viz. Owhyhee, Mowee, Ranai, Morokinne, Tahoarua, Moretoi, Whahoo, Atoui, Onechoura, Nehow, or Onechow, and Tahoura. The particular extent of each island I cannot give thee, as thou mayest know from the tenor of my former letters that our acquaintance with the major part of them is very superficial: on this head I shall just observe, that Owhyhee is the farthest to the Southward and Eastward, the south point being in 18 deg. 54 min. North latitude; and the Easternmost part 154 deg. 56 min. West longitude. The rest trend in a direction nearly North West, and in the order already mentioned; the North point of Atoui being 22 deg. 15 min. North latitude; and the West part of Tahoura in 160 deg. 24 min. West longitude.

Mowee is situated next to Owhyhee, and appears to be about twenty miles long. According to Captain Cook's account there is a fine bay to the East side of this island, which we proposed making in November last, but were prevented by contrary winds. Tahoarua and Morokinne are situated betwixt Mowee and Ranai; they are mere garden spots, and I cannot say whether they are inhabited. Ranai is considerably smaller than Mowee; its produce is much the same with that of the islands in general. Mo-

\* See a chart of the island in Cook's last Voyage to the Pacific Ocean, vol. iii.

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retoi is the next to the Northward and Westward: its extent appears much the same as Mowee.

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Whahoo I am inclined to think is next to Owhyhee in point of extent, it being more than thirty miles long, and at least twenty miles over in the broadest part. The latitude of the bay in which we anchored is 21 deg. 15 min. North.

Atoui is rather more than a degree to the North West of Whahoo; it is about thirty miles long, and fifteen miles over in the broadest part. Oneehoura is very small, and is situated between Atoui and Oneehow; its chief produce is yams. Oneehow is considerably larger, being about ten miles over. Tahoura is the Westernmost island of the groupe, and I believe is uninhabited.

These islands in general are mountainous, and some of them remarkably so. Captain King\* estimates Monakaah and Monaroa, two mountains of Owhyhee, to be considerably higher than the famous Picque of Teneriffe and the high land on Mowee seem little inferior in height to either of them. I have before observed that the summits of the two former are perpetually covered with snow, and yet the numerous and well cultivated plantations round their base, and the exuberant foilage of the trees with which their sides are covered, totally destroy every idea of Winter. Nor is the prospect of the islands in general less variegated or pleasing; the country next the sea is generally crouded with villages, which are shaded from the scorching heat of the sun by the spreading branches of the cocoa, palm, clove, pepper, mulberry tree, &c. As your eye advances farther into the country, numerous plantations

\* See Cook's last Voyage to the Pacific Ocean, vol. iii. p. 104.

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tations, laid out in the most regular manner, engage your attention, till the landscape is finally closed by the mountains, which are cloathed to the very summit with all the verdure of everlasting spring.

Though these islands are situated within the tropics, yet experience has shewn us that trade winds are far from being constant here, particularly to the Westward of Whahoo: the weather too is frequently unsettled; and another very great inconvenience attending these islands, is the want of a good harbour; though in the summer months I doubt not but vessels may lay either in Karakakoa Bay, Owhyhee; or Wymoa Bay, Atoui, with great safety.

I imagine the climate is much the same as that of tropical islands in general. The mean of the thermometer during our stay here was 80 degrees.

Owhyhee is by far the most plentiful island of the whole; we may indeed assign as one reason for this, that it is larger than any two of the rest, but then its inhabitants are equally numerous in proportion to its extent, and I am inclined to think they are much more so, consequently the land is more universally cultivated than at any of the other islands, which at once accounts for the great plenty of vegetables, &c. met with here.

In my next thou wilt have what few remaining particulars I can furnish thee with respecting these islands; and thou mayest depend on their being such as have fallen within my immediate observation. Adieu. Thine, &c.

W. B.

Atoui, }  
 September 18th. }

LETTER

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## L E T T E R X L I .

**T**HE circumstance which renders Owwhyhee peculiarly eligible to touch at, is the great number of fine hogs it affords: fowls too are in great plenty here. In regard to vegetables, bread-fruit, potatoes, and plantains, are the most plentiful; taro is more scarce, and rather indifferent, and there are very few yams to be met with.

Atoui is certainly the second island for refreshments, and is in some respects superior to Owwhyhee: it produces many fine hogs, the greatest abundance of excellent taro, together with potatoes and plantains. Cocoa-nuts are met with here in greater abundance than, perhaps, at all the other islands together; and there is plenty of fine salt, which is peculiarly useful in curing pork for sea-store: add to this, plenty of excellent water is easily procured, and at least a temporary supply of wood. The Chiefs are easily attached to your interest, and by that means every business is carried on with the greatest order and regularity.

Whahoo, though greatly inferior to either of the islands just mentioned in regard to hogs or vegetables, yet it confessedly claims a first place for supplying those most necessary articles, wood and water; and I have reason to think that in a few years it will equal Atoui in point of fertility. A spirit of improvement seems to animate the people to a very great degree; and it is really astonishing

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nishing to see the different aspect many parts of the island now wear to what they did the first time we anchored there. The bay we lay in, and Whitte bay in particular, are crowded with new plantations, laid out in the most regular order, and which seem to be in a very flourishing state of cultivation.

Oonehow is remarkable for the great quantity of excellent yams it produces; there is also a sweet root called tee, or tea, found here: it is generally about the thickness of a person's wrist, but sometimes much larger, and is generally baked by the natives previous to their bringing it for barter. This root is of a wet, clammy nature, and with proper management makes excellent beer.—The other islands in general produce a few hogs, together with potatoes, bread-fruit, taro, plantains, and salt; which last article renders these islands superior to Otaheite, or any of the beautiful islands in the Southern Pacific Ocean, none of them producing any of this very useful article.

Hogs and dogs are the only quadrupeds we saw here. The dogs appear to be of the cur kind, dull and heavy; they have sharp pointed ears projecting towards the nose.

Birds are not in any great variety here: the humming-bird already mentioned, are by far the most numerous, and of which there are two species; viz. the red-bird before described, and another, the breast of a pale green, the back and wings of a light brown. There are also ducks, terns, owls, &c. Great numbers of the tropic bird and man of war bird breed at Tahoura, (which is uninhabited) and are frequently caught there by the natives. The fish most frequently met with here are dolphins, cavallies, sharks, &c. Sharks are much esteemed, probably on account of their

their teeth, and the food they afford to the *Towtows* or menial servants, who are restrained from eating the better kinds of fish.

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The wood at these islands is very plentiful on the mountains, and of various kinds; but the principal are chiefly two, one resembling mahogany, the other ebony.

What number of inhabitants these islands contain, is impossible for me to say with any degree of certainty. Captain King computes them at four hundred thousand, but, with all deference to such respectable authority, I cannot help thinking this account greatly exaggerated, and indeed this is pretty evident from similar passages in the same voyage. Captain Cook, when at Atoui in the beginning of the voyage, estimates that island to contain thirty thousand inhabitants, and this from a supposition that there are sixty villages on the island, each containing five hundred people. *This* calculation is certainly in the extreme, but Captain King makes it still greater, and concludes Atoui to contain fifty-four thousand inhabitants, which is surely too many by at least one half. If therefore we deduct from the remainder of his calculations in the same proportion, and reckon the whole number of inhabitants at two hundred thousand, I am persuaded it will be much nearer the truth than Captain King's calculation, which seems to be founded on opinion merely speculative, rather than the result of close observation.

These people in their temper and disposition are harmless, inoffensive, and friendly; not subject to passion, or easily provoked; in their manners they are lively and cheerful, ever ready to render any little service in their power even to strangers, and pursue every thing they undertake with unremitting diligence and ap-

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plication. When attached to any person, they are steady in their friendship, and are not easily tempted to neglect the interest of those for whom they have once professed a regard. In opposition to these good qualities, it must be confessed that they are guilty of theft, and will not scruple to plunder whenever they have an opportunity; but this is most frequently practised by the *Towtows*; and from the imperfect knowledge we have of their customs, it is impossible to say how far theft is reckoned a crime. Yet with all this propensity to thieving, we never met with an instance of dishonesty whenever any thing was committed to their charge, however valuable it might be to them.

Their language is soft, smooth, and abounds with vowels. In their conversation with each other it appears very copious, and they speak with great volubility; but when conversing with us, they only make use of those words which are most expressive and significant, purposely omitting the many articles and conjunctions made use of when speaking to each other. But as a specimen will give thee a much better idea of the language than any description can possibly do, I shall here subjoin a vocabulary of words which I collected the meaning of during our stay here.

Tanie, *a husband.*

Whaheene, *a wife or woman.*

Madoo a tanie, *father.*

Madoo a whaheene, *mother.*

Titu nanie, *brother.*

Titu whaheene, *sister.*

Titu, *child.*

Myre, *a king.*

Aree, *a chief.*

Towtow, { *a slave or menial  
servant.*

Tata, *a man or Mr.*

Boa, *a bog.*

Manu, *a fowl.*

Ei ha, *fish in general.*

Wharra, *potatoes.*

Neehu, *cocoa nuts.*

To, *sugar cane.*

Vy,

Vy, <i>water.</i>	Ahou, { <i>a piece of cloth wore by</i>	1787.
Taro, <i>a large root so called.</i>	{ <i>the women round the</i>	September.
Poe, <i>taro pudding.</i>	{ <i>waist.</i>	
Maia, <i>plantains.</i>	Enou, <i>bad.</i>	
Mano, <i>a shark.</i>	Myty, <i>good, pretty, fine, right.</i>	
Patai, <i>salt.</i>	Areaa, <i>presently, by and bye.</i>	
Oofe, or ooughe, <i>yams.</i>	Pe emy, <i>come here, bring it here.</i>	
Malama, <i>the sun.</i>	Mere mere, <i>show me.</i>	
Maheina, <i>the moon.</i>	Arre, <i>get away, march off.</i>	
Booboo, <i>a button.</i>	Areuta, <i>on shore.</i>	
Poreema, { <i>a number of buttons</i>	Abbobo, <i>to-morrow.</i>	
{ <i>on a string.</i>	Heeva, <i>a song in chorus.</i>	
Hou, <i>a nail.</i>	Ete, <i>small.</i>	
Mattou, <i>a fish-hook.</i>	Nooe, <i>large.</i>	
Araia, <i>a feather necklace.</i>	Oe, <i>you.</i>	
Taheidy, <i>a fan or fly-flap.</i>	Moe, <i>to sleep.</i>	
Pahou, <i>a spear.</i>	Porore, <i>hungry.</i>	
Tooheihe, <i>wood.</i>	Pooninne, <i>sick.</i>	
Ava, <i>an intoxicating root.</i>	Meme, <i>to make water.</i>	
Matano, <i>a present.</i>	Tooti, <i>to ease nature.</i>	
Avaha, <i>a canoe.</i>	Hone hone, <i>to salute.</i>	
Toa, <i>a paddle.</i>	Paha, <i>may be, perhaps.</i>	
Tibo, <i>a gourd or calabash.</i>	Arou arou, <i>great plenty.</i>	
Hi dirro, <i>go below.</i>	Emotoo, <i>old, broke, much wore.</i>	
Tabahou, <i>a pail or bucket.</i>	Matte matte, <i>dead, to kill.</i>	
Taboo, <i>an interdiction.</i>	Oure, <i>a denial of any kind.</i>	
Touro, <i>rope or line of any kind.</i>	Owhytoenoa, <i>what is your name.</i>	
Toe, { <i>a stone in the shape of</i>	Poota poota, <i>a hole.</i>	
{ <i>an adze, a flat piece</i>	Poone poone, { <i>a liar or deceitful</i>	
{ <i>of iron.</i>	{ <i>person.</i>	
Marow, <i>cloth wore by the men.</i>	Tihi, <i>one.</i>	

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Earna, *two*.  
 Toro, *three*.  
 Iah, *four*.  
 Areema, *five*.  
 Ahono, *six*.

Aheto, *seven*.  
 Ahanou, *eight*.  
 Hceva, *nine*.  
 Hoome, *ten*.

In writing these words, I have spelt them as near the pronunciation as I possibly could; and yet it is probable many of them might strike the ear of another person very differently. The same may be said in regard to the names of their Chiefs. I shall just observe, that where the accent falls on the letter *a*, it is generally pronounced broad.

These people in general are about the middle size, rather slender, their limbs straight and well proportioned. Some of the Arees are inclined to corpulency, particularly the Aree women, and their skin is smoother and softer than those of the common rank, but this is owing to want of exercise, and an unlimited indulgence in the article of food. They are in general of a nut colour, though some of the women are fairer, and their hands and fingers are remarkably small and delicate.

Both sexes go naked, except about the waist. The men wear a narrow piece of cloth, called a *marow*, barely sufficient to cover the adjacent parts: the *abou*, or women's dress, is much larger, and generally reaches from the waist to the middle of the thigh.

The beards of the men are suffered to grow; their hair is cut close on each side the head, but grows long from the forehead to the back of the neck, somewhat resembling a helmet. The women cut theirs quite close behind, and on the top of the head;

the front is turned up like the toupee of an English beau, and is frequently daubed with cocoa-nut oil, and lime made from shells, which often gives it a sandy disagreeable colour. Sometimes, by way of ornament, they wear a wreath of flowers fancifully disposed about the head; instead of a bracelet, a shell is tied round the wrist, and a fondness for this ornament has rendered buttons so much esteemed by these gay damsels in general; the neck, too, is adorned with various sorts of shells, fastened on strings, after the manner of a necklace. But the most beautiful ornament wore by the women is a necklace or araña, made from the variegated feathers of the humming-bird, which are fixed on strings so regular and even, as to have a surface equally smooth as velvet; and the rich colours of the feathers gives it an appearance equally rich and elegant.

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The caps and cloaks wore by the men are still superior in beauty and elegance. The cloaks are in general about the size of those wore by the Spaniards; the ground is net-work, and the feathers are sewed on in alternate squares, or triangular forms of red and yellow, which have a most brilliant appearance. The ground of the caps is wicker-work, in the form of a helmet; the elevated part from the forehead to the hind part of the neck, is about a hand's breadth, and generally covered with yellow feathers, the sides of the cap with red. This cap, together with the cloak, has an appearance equally splendid, if not superior to any scarlet and gold whatever.

These truly elegant ornaments are scarce, and only possessed by Chiefs of the highest rank, who wear them on extraordinary occasions. There are cloaks of an inferior kind, which have only  
a narrow

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a narrow border of red and yellow feathers, the rest being covered with feathers of the tropic and man of war bird.

Nor are these caps and cloaks, though confessedly elegant in a superior degree, the only proofs of invention and ingenuity shewn by these people in matters of ornament. Their mats are made with a degree of neatness equal to any of European manufacture, and prettily diversified with a variety of figures stained with red. Those used to sleep on are plain, and of a coarser kind, but made with an equal degree of neatness and regularity.

Cloth is another article which gives these Indians equal scope for fancy and invention. It is made from the Chinese paper mulberry-tree, and when wet, (being of a soft, malleable substance) is beat out with small square pieces of wood, to from twelve to eighteen inches wide, and afterwards stamped with various colours and a diversity of patterns, the neatness and elegance of which would not disgrace the window of a London linen-draper.

How this cloth is stamped I never could learn; the different colours are extracted from vegetables found in the woods. There is another kind of cloth much finer than the above, and beat out to a greater extent: it is of a white colour, and frequently wore by the Aree women, in addition to the ahou. Fans and fly-flaps are used by both sexes.

The fans are usually made of the cocoa-nut fibres, neatly wove; the mounting is of a square form, and the handle frequently decorated with hair. The fly-flaps are very curious; the handles are decorated with alternate pieces of wood and bone, which at a distance

distance has the appearance of finiered work; the upper part or flap is the feathers of the man of war bird.

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Fish-hooks are made of the pearl oyster-shell, and so contrived as to serve for both hook and bait. Those intended for sharks are considerably larger, and made of wood.

Besides the variety of fishing-lines already mentioned, they have various other kinds of cordage, and made of different materials. The worst sorts were found useful in rounding our cables; that of a better kind was appropriated to other purposes; and the fishing-lines made excellent tackle-falls, top-gallant haul-yards, &c. I have already taken notice of the baskets we saw at Owhyhee: at the same place we saw some square pillows, made nearly of the same materials as the mats, and which I am informed resemble those used in China.

Nets are made here with great ingenuity, and very large. I cannot inform thee what use they make of them, but they certainly are not altogether for ornament.

The form of their gourds or calabashes is so very various, that they certainly make use of art to give them different shapes. Some are of a globular form, with a long narrow neck, like a bottle; others are tall and circular, but of equal width from top to bottom. Others again, though narrower towards the mouth, yet are sufficiently wide to admit the hand: many of these are very prettily stained in undulated lines, which at a distance appear like paint.

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What little account I can give thee of their plantations thou hast already had, and I had no opportunity of seeing any other cultivation than taro; but every thing else, I doubt not, is managed with equal care and attention.

Their houses greatly resemble an hay-stack in shape, and are neatly thatched with flags, or rushes; the door place is so very low that you are almost obliged to enter on all fours. They have no better contrivance for a door than a few temporary boards. The inside of their dwellings are kept neat and clean; a coarse mat is spread on the floor; and as they have no separate apartments, that part of the room appropriated for repose is rather elevated, and covered with mats of a finer sort. The household utensils are placed on a wooden bench, and consist of gourds, and wooden bowls and dishes, which in general constitute the whole of their furniture. Those who are possessed of hogs or fowls, keep them in small out-houses appropriated for that purpose.

The method universally practised to dress their victuals is baking, which is done in the following maner: a hole is dug in the ground sufficiently deep to answer the purpose of an oven, at the bottom of which a number of hot stones are laid; these being covered with leaves, whatever they want dressed is laid on them; more leaves are now laid on, and another layer of hot stones being added, the oven is covered. If a hog is baked, the belly is always filled with hot stones. Custom has rendered this mode of dressing victuals so very familiar, that they can tell the exact time when any thing is sufficiently done; and I must own that in baking taro or yams, they far excelled our people: they also dress the young tops of taro so as to be an excellent substitute for greens, though we never could boil them so as to eat palatably

The

The better sorts of food, such as hogs and fowls, are confined entirely to the *Arees*; but baked dog is reckoned a peculiar delicacy.

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The *Towtows*, and the women in general, live on fish and vegetables. A kind of pudding made of taro constitutes a principal part of their food. The fish most esteemed is dolphin, and they have an excellent method of curing them, so as to keep good for any length of time. Why the women should be tabooed from flesh I never could learn; but it cannot surely proceed from scarcity; and the *Aree* women are sometimes indulged with it.

The knives used in killing and dressing hogs are made of shark's teeth, and so contrived as to be used in this business with equal dexterity and dispatch.

The canoes are not only finished with neatness and ingenuity, but at the same time are lasting proofs of perseverance and industry. They are made of a single tree, and are from twelve feet to forty or fifty feet long. The hollowing these trees, and bringing each end to a proper point with their rude unfashioned tools, must be a work of time and unremitting attention: they are in general about an inch thick, and heightened with additional boards neatly fitted round the sides. The single canoes are steadied by an outrigger, and the double ones are held together by semi-circular poles, firmly lashed to each part of the canoe; over these, and parallel with the canoe, is a kind of platform, which serves to carry hogs, vegetables, or any thing they want to convey from one place to another, and at the same time is a convenient seat for the principal persons of both sexes, whilst the *Towtows*, who

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paddle, always fit in the body of the canoc. Their paddles are about four or five feet long, and greatly resemble a baker's pail.

These people are very dexterous in catching fish, two instances of which I had an opportunity of seeing. One day, when a number of Indians were along-side the vessel, one of our people, who was fishing with a small hook and line, had his bait taken by a large fish; being unwilling to lose his line (which being a Sandwich Island one, was regarded as a curiosity) he veered it away, but was afraid to haul it again; on this an Indian requested to have the management of it, which being granted, he played the fish with ease, and in a short time got it safe into his canoe. It proved to be a large cavallie, and weighed one hundred pounds. Another time, a large shark laid hold of a small line, which was immediately given to an Indian who happened to be along-side; he played the shark for at least two miles, without hurting the line, and he only got away at last by drawing the hook straight as wire.

Another species of ingenuity met with amongst these people is carving: they have a number of wooden images representing human figures, which they esteem as their gods; but I greatly doubt whether religion is held in any great estimation amongst them, for I could purchase every god amongst the islands for a few tocs. Sometimes their ava dishes are supported by three of these little wooden images, and this I reckon a master-piece in their carving. The bowls and dishes are made of a kind of wood resembling ebony, and are finished with a proportion and polish equal, if not superior, to any thing made by our turners:

The inhabitants of these islands appear subject to very few diseases; and though they doubtless have been injured by their connection with

Europeans, yet so simple is their manner of living, that they pay little regard to this circumstance, and seem to think it an affair of no consequence. <sup>1787.</sup> September.

I am inclined to think that most of their disorders proceed from an immoderate use of *ava*; it weakens the eyes, covers the body with a kind of leprosy, debilitates and emaciates the whole frame, makes the body paralytic, hastens old age, and no doubt brings on death itself.

The taboo I have before taken notice of: this is generally laid on by the priests, and sometimes by a person appointed particularly for that purpose, who is called *Tonata* (or the taboo) man. When any particular spot of ground is tabooed, the wands used in marking the bounds resemble our gun-rods, and are tipped with a tuft of dog's hair.

The heevas, or songs, cannot be described by notes, as they rather resemble a quick energetic manner of speaking, than singing; and the performers seem to pay more attention to the motions of the body than the modulations of the voice. The women are the most frequent performers in this kind of merriment; they begin their performance slow and regular, but by degrees it grows brisker and more animated, 'till it terminates in convulsions of laughter.

It is very evident that these people have not the least idea of melody, as the tones and modulation in all their songs are invariably the same; however, there seems to be some degree of invention (I had almost said poetry) in the composition of the words, which are often on temporary subjects; and the frequent  
peaks

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The warlike implements in use among these people are spears, slings, and bows and arrows.

The spears are made of a kind of mahogany, about six feet long; one end is barbed, the other tapered nearly to a point: they throw them at each other, and those that are expert oft-times wound their adversary at a considerable distance. The slings too are used with equal dexterity and effect. The bows and arrows are made of reeds, and so slender, that I cannot think they are of any great use, however, as I had no opportunity of seeing their engagements, I can say little on that head; what information I got being collected from the imperfect accounts of the natives.

They have drums which are beat by way of addition to their heevas; these are about twelve or sixteen inches high; several holes are cut in the sides, and a hog's skin is strained over one end, but they produce but a very heavy dull sound.

The bodies of both sexes are tattooed; but this custom is more generally practised by the men, whose bodies are frequently punctured in a very curious manner. Whether or no this serves as any distinguishing mark, or is done merely for ornament, I never could learn. The method of saluting here is by joining noses together, and is looked on as a certain token and assurance of friendship.

Both sexes are exceeding expert in swimming; and what is very remarkable, are not the least intimidated at the sight of a shark

when in the water. I have frequently seen Indians jump out of their canoes and snatch hogs entrails, which have been thrown overboard by our people, at the very moment when a shark has been endeavouring to seize them.

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That these people have some idea of a *Supreme Being*, or rather of a multiplicity of beings, superior to themselves, there is not the least doubt. The business of their priests is chiefly to superintend and regulate the worship to their gods; to direct the ceremonies at their funerals, and probably to repeat orations or prayers upon these occasions: but the very short time any of us were on shore, gave us no opportunities of seeing these ceremonies performed, and therefore I shall not attempt to describe them; as any account I could give would be equally partial and uncertain.

I have before mentioned the circumstance of a human sacrifice being offered; and we are perfectly assured this horrid custom still exists among these people, though their dispositions are kind, friendly, and humane, and they undoubtedly approach many degrees nearer to civilization than the poor wretches we met with on the inhospitable coast of America. On this head I shall make no remarks, but leave thee to draw thy own conclusions; and shall (by way of closing my account) lay open a still larger field for speculative enquiry.

Capt. Cook, in his last voyage to the Pacific Ocean, has shewn, from that most indubitable of all proofs, affinity of language, that the Sandwich Islanders are descended from the Malaysians, and are the same race of people as those who inhabit New Zealand, the New Hebrides, the Marquesas, &c. which extend from 20 deg. North to 47 deg. South Latitude, and from 100 to 176 deg. West Longitude.

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How many people are there in the learned world, who have employed a considerable portion of their time, and made use of many ingenious arguments to point out in what manner the remote parts of the world have been peopled? The continent of America, for instance, has puzzled most of our learned historians ever since it was discovered, to account for it's population; and yet, now the geography of that part of the globe is so well known, how much easier is that to be accounted for than the tract of Islands so amazingly distant from each other as those just mentioned?

I shall conclude with a full conviction that “the ways of Providence are unsearchable and past finding out.” Thine ever,

W. B.

Atoui,  
September 18th. }

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## L E T T E R XLII.

**I** Before observed that our very good friends at Atoui had furnished us with a most plentiful supply of hogs, taro, and sugar cane, in the afternoon of the 18th of September.

Having every thing ready for sea, we weighed anchor, and made sail. By the time we had cleared Wymoa Bay, our friends wished to leave us, on which we hove to whilst they got into their canoes. They took their leave with a universal *proha*, or a wish for a good voyage, and the most unreserved marks of friendship and attachment.

At

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At six o'clock King's Mount bore North, 66 deg. East, distant eight leagues; and the South end of Onechow, West. During the night we steered South by East, with a fresh breeze at East North East. At six in the morning of the 19th we changed our course to South South West.

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China was the place of our next destination, and we were already in the same latitude, and consequently had only the longitude to run down; but our Captain judged it most prudent to steer to the Southward, 'till we were in about 13 deg. 30 min. North latitude, and then bear away to the Westward; as that track was the most likely for a true trade, and it had been found in Captain Cook's last voyage, that in the latitude 20 and 21 deg. to leeward of these islands, the winds are at best but light, and often variable.

During the 19th and 20th we had a fine steady Easterly breeze. During the night we hauled our wind to South, and at day-light again steered South South West.

The night of the 20th was squally, with rain; and during the 21st we had light breezes and cloudy weather: our latitude at noon was 18 deg. 23 min. North; and the longitude 161 deg. 13 min. West. The variation of the compass is here 8 deg. Easterly.

From the 21st to the 25th we had a fresh Easterly breeze: our latitude at noon on the 25th was 13 deg. 22 min. which being as far as we intended to sail to the Southward, our course was changed to West by South; the variation of the compass being near 12 deg. Easterly:

N n

From

1787.  
October.

From this to the 8th of October we had little variety. The weather was intensely hot, the thermometer being from 88 to 91 degrees. We had frequent heavy squalls, particularly in the night-time, attended with lightning. Our latitude at noon on the 8th, was 13 deg. 24 min. North; and the longitude 187 deg. 37 min. West. At nine o'clock in the evening we had a very hard squall, attended with heavy rain, which obliged us to clue all up and run right before it; but towards eleven o'clock the weather moderated. As this part of the ocean seemed particularly subject to squalls, especially in the night-time, we every day at sunset had the precaution to reef our topsails and make every thing snug, so that we might be ready for these sudden gusts, and run no danger of carrying any thing away.

In the night of the 12th, we had two very severe squalls, but fortunately they did us no damage. They were attended with much thunder, lightning, and violent rain.

I cannot help thinking part of the celebrated simile in the ingenious Mr. Addison's "*Campaign*," particularly applicable to circumstances of this sort. Such sudden and impetuous torrents of wind must certainly baffle the utmost efforts of human skill to guard against their dire effects, were they not guided by an Almighty power; and surely we may say of the ministering Angel, that

"Calm and serene he drives the furious blast,  
And pleas'd th' Almighty's orders to perform,  
Rides in the whirlwind, and directs the storm."

From the 12th to the 20th, we had a steady Easterly breeze and cloudy weather. The nights were frequently squally, but not

so violent as before. Our latitude at noon on the 20th, was 41 deg. 1 min. North, and the longitude 210 deg. 24 min. West. The variation of the compass about 7 deg. Easterly.

1787.  
October.

At noon, on the 21st, our latitude was 14 deg. 11 min. and the longitude 212 deg. 16 min. We lay to during the night, with the ship's head to the Northward, as we expected to fall in with some of the Ladrone Islands; and it was necessary to take every precaution in our power to avoid danger.

At day-light in the morning of the 22d, we bore up and made sail, steering West by North. We still had a constant steady Easterly breeze, with fine settled weather. At half past ten o'clock we saw land, bearing North 58 deg. West. During the forenoon we had great quantities of small bonetta about the ship, and our people caught several with hook and line. There were vast numbers of ganetts flying near the land, and indeed they were the only birds we saw. These birds feed on the small bonetta, as we frequently saw them dart into the water with astonishing rapidity, and they generally devoured their prey on the surface before they took wing again. At noon we saw two islands, one bearing North, 55 deg. West; the other North, 80 deg. West, about four leagues distant. Our latitude was 14 deg. 46 min. North.

On coming near the land, we saw three islands which we took to be Tinian, Aguigan, and Saypan, according to the description of them by Anson. At four o'clock the East end of Tinian bore North 30 deg. East, distant four leagues; the peak of Saypan, North North East; and the West end of Aguigan, North West by North, about four miles distant.

N n 2

At

1787.  
September. } At the West end of Aguigan is a very small island, or rather a large rock, not more than a cable's length from it.

According to our observations, Tinian is situated in 15 deg. North latitude; and 214 deg. 30 min. West longitude.

These islands are remarkably free from rocks or shoals, so that vessels may safely run by them in the night-time with moderate weather. Tinian is far the largest, and trends nearly from South-East to North-West. Saypan seems the next in point of extent, but lying the farthest from our course, I can give thee very little idea of it. Aguigan does not appear to be more than six miles long, and is very narrow. They are all tolerably level except the peak on Saypan before mentioned.

The author of Anson's Voyage round the World gives a most enchanting description of Tinian, not only from its beautiful appearance, but from the plenty and variety of refreshments it affords. 'Tis possible that this account may be exaggerated, as those navigators were in the greatest distress for want of refreshments, and falling in with an island where all their necessities were plentifully supplied, the place would appear to them little less than a terrestrial paradise. However, be this as it may, we, thank God, had no occasion to touch here, having upwards of thirty live hogs on board, and all our people in high health and spirits, with every prospect of a speedy passage to China.

At six in the afternoon, the center of Aguigan bore North, 33 deg. East, about five leagues distant; and the weather being fine, we stood on during the night, steering West and by North.

From

From this to the 31st we had little variety. A constant Easterly trade caused a heavy swell to set in from East North East, and we had frequent squalls with heavy rain. On the 31st at noon, our latitude was 19 deg. 52 min. and the longitude, by lunar observation, 232 deg. The variation of the compass is here little or nothing.

1787.  
November.

On the 1st of November we had a moderate breeze and fine weather. Our latitude at noon was 20 deg. 18 min. and the longitude 233 deg. 12 min. West. The variation of the compass about 1 deg. *Westerly*.

The weather growing squally towards the evening, we double-reefed the topsails, and reefed the mainfail: a very heavy swell set in from the Northward, and we had much lightning all round the compass. In the night, the wind increased to a strong gale, which continued with very little intermission during the whole of the 2d. Our observation at noon gave 21 deg. 2 min. latitude. Being now pretty near the latitude of the Bashee Islands, at eight o'clock we hauled our wind to the Eastward, not thinking it prudent to run in the night. At midnight we wore to the North North West, and at day-light in the morning of the 3d, the weather being pretty moderate, we made sail and bore up to the Westward. The latitude at noon was 21 deg. 5 min. North; and the longitude 237 deg. 24 min. West. During the afternoon we had a strong Easterly breeze. Some of our people imagined they saw land towards North West, but this was very doubtful. At nine in the evening we shortened sail and hauled our wind to the Northward, wearing occasionally during the night. At day-light in the morning of the 4th, we made sail and bore up to the Westward. The forenoon

1787.  
November.

forenoon was moderate, the weather thick and hazy, with a very heavy swell from the North North East.

At two o'clock we saw a small island bearing North 40 deg. West, about five leagues distant; and presently afterwards higher land appeared behind it, which we soon found to be an island, but considerably larger than the first. As we had no observation at noon to determine the latitude, we had various conjectures at first what land this could be, some thinking the large island to be the South point of *Formosa*, and the smaller one *Villa-Rete*, but we soon found these islands to be *Botel Tobago Xima*.

At six o'clock the land bore North 24 deg. West, 12 miles distant, the weather still thick and hazy. Towards nine o'clock we hauled by the wind to the Southward, making occasional boards during the night, as we judged *Villa-Rete* to be to the Westward, and consequently it was not prudent to stand on.

In the forenoon of the 5th, we had frequent squalls with rain, a heavy swell setting in from the Northward. Our latitude at noon was 21 deg. 35 min. North; and the longitude 239 deg. 37 min. West. The wind blowing a fresh gale towards evening, we close-reefed the top-sails, and apprehending ourselves clear of any danger, we stood on during the night, steering West North West, with a fresh breeze at North North East.

At day-light in the morning of the 6th, we made sail, the weather being pretty moderate, the wind still hauling to the Northward. Our latitude at noon was 21 deg. 37 min. and the longitude 241 deg. 55 min. West. During the afternoon we had a strong breeze and cloudy weather, a heavy swell still setting

from the Northward. The nights being dark, and generally squally, in the evening we close-reefed the topsails and reefed the mainfail. 1787.  
November.

At eight o'clock in the morning of the 7th, we saw land, bearing North West, four or five leagues distant. On sounding, we struck the bottom with a line of twenty-five fathom, grey sand. In the forenoon we passed six Chinese fishing-boats. Our latitude at noon was 22 deg. 22 min. North. In the afternoon we saw a great number of fishing-boats, and at five o'clock saw *Pedro Blanco*, a large rock, which has the appearance of a hay-stack, bearing West, about ten miles distant. In the evening we shortened sail, and hauled by the wind to the Southward, making occasional boards during the night.

At six o'clock in the morning of the 8th, we made sail. The land in sight proved to be the *Lema Islands*, the extremes of which bore from North East to West North West, about five leagues distant. On sounding, we had a sandy bottom with twenty-four fathom line. Though there was a great number of Chinese boats at a small distance from us, yet no pilot coming on board, at eleven o'clock we made a signal for one, and presently afterwards an old Chinaman came on board as a pilot, bringing certificates from a number of Captains whom he had taken to Macao. He gave us to understand that he could take the vessel no farther than Macao, and demanded fifty dollars to carry us there, but at length agreed for thirty dollars. Our latitude at noon was 22 deg. 7 min. North. By this time we were near the entrance of the *Lema Islands*, which are very numerous, and have a most uncomfortable, barren, and dreary appearance.

During

1787.  
November.

During the afternoon several pilots came on board. One of them who could speak English informed us, that we must come to anchor at Macao, and get a *cheppe* or permit from the Custom-house there, before we could proceed to Canton. Our breeze grew light and variable, yet we kept standing on, and near midnight came to anchor in Macao Roads, in six fathom water, over a soft muddy bottom. Our soundings amongst the Lema Islands were, from fifteen to five fathom, over a soft bottom.

In my next I hope to give thee an account of our arrival at Canton, and our proceedings there. Adieu.

Thine ever,

W. B.

Macao. }  
November 9th. }

### L E T T E R XLIII.

**T**HE situation of our anchoring birth in Macao Road, was 22 deg. 9 min. North latitude, Macao bearing West one-half South, about eight miles distant, the grand Ladrone South by East, and the peak of Lintin nearly East.

At day-light in the morning of the 9th, we saw a large ship at anchor, about three miles off our lee-quarter. On hoisting our colours, she shewed English ones in return, so that we took her for

for an East Indianan just arrived. At eight o'clock our Captain went in the whale-boat to Macao, in order to procure a cheppe for our passage to Canton, and to learn the best method of expediting our business. Towards afternoon the wind blew very fresh from North North East and North East, and in the evening increased to a gale, on which we let go the best bower.

1787.  
November.

During the night, and former part of the 10th, the wind continued to blow very fresh from the same quarter, which caused the vessel to pitch very much, but growing moderate towards the afternoon, we took up the best bower.

At ten o'clock in the evening a Chinese boat came along-side, bringing a Mr. Folger on board; he was Chief Mate of the vessel we had seen in the Roads, and which proved to be the Imperial Eagle, Captain Berkley, who, thou mayest remember, was seen by Captain Colinett in King George's Sound. In consequence of a quarrel with Captain Berkley, he had left him and been at Macao, where, meeting with Captain Dixon, he had procured a passage with us to Canton.

We learnt from Mr. Folger, that the Imperial Eagle left Ostend the 23d of November, 1786, and that King George's Sound was the farthest they had been to the Northward on the coast. They procured a good many valuable skins a degree or two to the Southward of King George's Sound; and their cargo consisted of nearly seven hundred prime skins, and many of inferior value. In the course of their trade they met with a most melancholy accident. Captain Berkley frequently sent his long boat with his Second Mate, Mr. Mackie, and ten or twelve of his people, to trade with the Indians in places on the coast where the ship had not

1787.  
November.

accels. In one of these excursions, Mr. Miller, Second Mate, Mr. Beale, Purser, and two of the people, left the boat, and went in an Indian canoe to trade with the inhabitants on shore, taking with them a sheet of copper for that purpose, but were never seen afterwards. Some of the Imperial Eagle's people landed at the place next day, and found some pieces of their cloaths and linen mangled and bloody, but no part of their bodies, so that they doubtless had been murdered, and their bodies either eat or burnt.

This sad catastrophe sufficiently evinces the cruelty of these people, and at the same time may teach all future navigators never to put too much confidence in these Savages, however friendly they may seem to be.

About noon on the 11th our Captain returned from Macao, bringing a pilot with him to take the vessel to Canton, on which we immediately discharged our former pilot. We had been under some degree of anxiety on account of Captain Dixon's long absence; but it seems the Chinese are not very expeditious in transacting their business, and there is no remedy for these delays but patience. There came with the Captain from Macao, Mr. Ross, First Mate of the Nootka, (which vessel arrived here some time before us) a Mr. Moore, the Purser, and *Tyana*, a Sandwich Island Chief whom Captain Meares had brought from Atoui, as passengers to Canton.

It seems the Nootka received considerable damage on first coming into Macao Roads in a gale of wind, in consequence of which their furs had been sent to Canton in another vessel.

The

The tide being in our favour, we weighed anchor at one o'clock, and made sail, with light variable winds and fine weather. From Macao Roads to Wampo, the place of our destination, the course is nearly North North West, and the distance about twenty-three leagues.

1787.  
November.

Near the midway is a narrow passage called the Bocca Tigris, defended by a paltry fort on each side the river.

From the 11th to the 12th we were employed in working up to this passage, the wind being constantly against us, so that we were obliged to anchor every tide.

At four in the afternoon of the 14th, we passed the Bocca Tigris, and soon after, the tide being done, came to anchor in five fathom and a half water. The soundings up the river from Macao are from eight to four fathom, over a soft bottom.

A Mandarine boat now came along-side us, with a person sent by Government to attend our vessel, much of the same nature as the Custom-house Officers in England, as we were informed his business was to prevent any illicit trade from being carried on.

At one o'clock in the morning of the 15th, we weighed and made sail. Having light variable airs, our boats were hoisted out and sent a-head to tow the vessel. We kept working up the river in this manner during the whole of the 15th, and at six o'clock in the morning of the 16th, came to anchor at the bottom of Wampo Roads, in four fathom and a half water. Soon afterwards our passengers left us; and towards noon, after giving orders for the vessel to proceed to the upper end of the fleet,

1787.  
November.

Captain Dixon went in a Chinese passage-boat to Canton, in order to learn from the East India Company's Supercargoes the best method of facilitating our business.

At eleven o'clock we weighed and began to warp through the fleet up the river. At three in the afternoon we anchored with the small bower, in four fathom and a half water, over a muddy bottom, mooring with the stream anchor; the village of Wampo bore West North West. Canton is about fourteen miles higher up the river, but the ships of the different countries who trade to China are not admitted farther than Wampo. Indeed I believe the river is not navigable for large vessels so far as Canton.

As it was Captain Dixon's wish to procure fresh provisions for the ship's company as soon as possible, no time was lost in making every necessary enquiry for that purpose, and we soon learnt, that in spite of our utmost care it would be impossible to avoid a number of impositions: that every vessel was supplied with whatever provisions they wanted by an officer, called a *Comprador*, who always demanded a *cumshau*, or gratuity of three hundred dollars, exclusive of the profit which would accrue to him from serving us with provisions.

A demand of this nature appeared so very exorbitant, that we determined, if possible, to avoid it; and a Captain Taker, from Bombay, whose vessel lay near ours, kindly offered to furnish us with beef for the present. This, however, could not be done without caution; for we had a *Hoppo* or Custom-house boat on each side the vessel, with officers on board, who made it a point

to prevent any beef coming on board unless furnished by a Com-  
prador.

1787.  
November.

During this time our people were employed in unbending the  
fails, unreeving the running rigging, and doing whatever jobs  
were immediately necessary.

In the forenoon of the 17th the Captain returned from Canton.  
He was informed by the Company's Supercargoes that no steps  
could be taken respecting the disposal of our furs, till the Super-  
intendant of the Chinese Customs had been on board to measure  
our vessel; and as the King George was expected soon, he would  
not come till after her arrival.

The *Hoppo*, as he is generally called, is a person of very great  
authority, and next in rank to the Viceroy of Canton. Having  
procured some beef from Captain Tasker, the ship's Company  
were allowed two pounds per man, each day, with a proportionate  
quantity of greens, the man in the *hoppo* boat undertaking to  
supply us with every thing of the vegetable kind we might want.

All the spirits on board being expended, on the 19th we pur-  
chased a leger of arrack from a Dutchman, for forty-five dollars.  
In the afternoon we took up the stream anchor, and moored with  
both bows, a middling junk being bent to the small bower. The  
Hoppo officer having found out by some means or other, that we  
were supplied with beef by Captain Tasker, put a stop to it; and  
we again bid fair to live on salt provisions, or pay a Comprador's  
extravagant *cumshaw*. In this dilemma, Mr. Moore, First Mate of  
the Royal Admiral, Captain Huddart, happening to call on board,  
and hearing our situation, kindly undertook to furnish us with

beef

1787.  
November.

beef, on condition that we sent our boat for it every morning, and always took care not to let the beef be seen. We willingly accepted his offer, and our boat was sent to the Royal Admiral regularly every morning, and had generally the good fortune to get the beef on board unperceived.

On the 23d our Captain went to Canton, and returned the same evening, having heard that the King George was arrived at Macao, which was a most agreeable piece of intelligence.

At noon on the 24th Captain Dixon went in the whale-boat, with seven hands, to meet the King George, in order to assist in towing her up the river, should they not have a favourable breeze.

On over-hauling our stock of provisions it appeared that we had some to dispose of; and this afternoon we sold three tierces of beef to a Leghorneze vessel which lay in the river, at twenty-four dollars per tierce.

About noon on the 25th, our consort, the King George, arrived in the river, and anchored near us; bringing all her people in good health and spirits, to our very great satisfaction.

Captain Portlock's success on the coast, after we left him, had been nothing equal to our's; indeed it was not to be expected that he could procure many furs in Prince William's Sound, though no effort was left untried for that purpose; the boats being constantly out in the adjacent creeks and inlets, at a distance from the ship.

The long-boat had been pretty successful in Cook's River, and had made two trips; being obliged to come back the first time for a fresh assortment of trade.

1787.  
November.

After leaving Prince William's Sound, Captain Portlock had fallen in with a harbour betwixt Cross Sound and the Bay of Islands. The passage into it is rather dangerous, and it affords no great quantity of furs; so that it will be no object for future traders. His long-boat had found a passage from thence into Norfolk Sound; at which place the inhabitants shewed his people tin kettles, pewter basons, &c. which they immediately knew had been bartered by us.

From this place Captain Portlock steered directly for Sandwich Islands, where he arrived about a week after we left them; so that our meeting the Prince of Wales off King George's Sound, was particularly fortunate, as our waiting for Captain Portlock there would have been so much time entirely lost. But to return.---

In the morning of the 26th both our Captains went to Canton, and returned in the afternoon of the 27th. Mr. Browne (President of the Supercargoes) assured them that the Superintendent of the Customs (or John Tuck, as the Chinese commonly call him) would come to measure both vessels very shortly, and that immediately afterwards, our business should be expedited without delay. During this time our people were employed in overhauling the rigging, and doing every other necessary work that was required.

On the 29th, at three o'clock in the afternoon, Mr. William Macleod, First Mate of the King George, departed this life. His death

1787.  
November.

death was not occasioned by any disorder caught during the present voyage, but from an old complaint in the urethra, which frequently occasioned a suppression of urine, and other alarming symptoms, during the latter part of the voyage. At the time of his being taken ill (which was on the 28th) he was on a visit on board the *Locko* Indiaman; and his drinking some stale porter after dinner brought on so violent a relapse of his disorder, as was supposed to be the immediate cause of his death. He died universally lamented by his friends and acquaintance, and was interred, in the forenoon of the 30th, on Frenchman's Island.

At ten o'clock in the morning of the 2d of December we were honoured with the presence of John Tuck on board. He was attended by a numerous retinue, who paid him a princely respect, saluting him at his coming upon deck with a bent knee.

This visit seems to be a mere matter of form, as they only measure from the foremast to the taffrel, and then athwart near the gangway, which certainly can give them but a very imperfect idea of a vessel's burthen: however they demand (I am informed) no less than a thousand pounds sterling, as a port charge, for this piece of mummery. His Excellency made us a present of two poor buffaloes, eight jars of samshu, (a spirit so bad that we threw it overboard) and eight bags of ground rice, about forty pounds each.

This necessary piece of business being over, proper measures were taken to get our furs to Canton. We learnt, on enquiry, that a choppe, or Custom-house boat must be procured at Canton for the cargo of each vessel, the expence of which would be fifteen dollars each: however, as the *King George's* cargo was considerably

siderably less than our's, we judged that by taking their furs on board our vessel, the expence of a boat might be saved: accordingly, this afternoon we received from the King George seven puncheons and two slop-chests of furs.

1787.  
December.

On the 4th Captain Dixon went to Canton, to get every thing in readiness at our factory for stowing the furs, and to send a boat to carry them up. In the morning of the 5th a choppe boat came along-side for our cargo; Captain Portlock likewise sent a small chest, and a bundle of furs on board.

We sent to Canton twenty-three puncheons, two chests, and two casks, containing the whole of our furs; and seven puncheons, three chests, and one bundle, belonging to the King George; the particular contents of all which, I shall, perhaps, have occasion to mention hereafter.

From our first arrival 'till now, the people had been employed in overhauling the rigging and repairing whatever was defective; our main yard had been condemned, and another substituted in its room, with sundry other necessary jobs. On the 6th we began to clear the hold, and sent our empty casks on shore to be repaired: the sail-makers were employed in making sundry new sails, and repairing the old ones. These different employments engrossed the greatest part of this month; and indeed we were in no particular hurry, as none of our furs were yet disposed of, and till then we could not take in any cargo for the East-India Company.

On the 26th the Carpenters began to caulk between decks. Captain Portlock purchased a number of rattans, for the purpose

P p of

<sup>1787.</sup>  
December. } of dunnaging the hold; and this afternoon we received 897 bundles from the Rose, and on the 27th, 563 bundles more.

We are in daily expectation of hearing good news from Canton, so that our preparations on board for a cargo of tea go on briskly. Adieu.

Thine, ever,

W. B.

WAMPO, }  
December 28th. }

#### L E T T E R XLIV.

AS we were now anxious to have the vessel ready for a cargo, and the weather was rather precarious, we engaged two Caulkers from the Houghton Indiaman, on the 28th of December, to assist our Carpenters, it being absolutely necessary to have the ship tight, before we could pretend to take any teas on board.

On the 29th an American vessel called the Alliance, Captain Read, anchored in the river. This vessel is frigate built, and had been employed against us with some degree of success during our late unhappy contest with the Americans; but now it seems that

*spears* are turned to *pruning-books*, and their *frigates* to *merchant-men*.

1787.  
December.

For some days past our supply of beef from the Royal Admiral had been by no means regular, and we had been obliged to use salt provisions more than once; this occasioned us to apply to Captain Portlock, (who had engaged a Comprador on his first arrival in the river) and on the 31st we began to receive our beef from the King George.

By this time our after-hold was clear, and the casks on the ground tier ready for water; on this the long-boat was sent to Canton, that being the nearest place where water can be procured fit for use.

Whilst every thing on board our vessel was getting forward with the utmost dispatch, in order to be ready for a cargo whenever the Council of Supercargoes should think proper to send one, our business at Canton was totally at a stand, none of our furs being as yet disposed of.

In order to form some idea of the probable reasons for this delay, it perhaps may be necessary to say a few words respecting the consignment of our skins, the methods taken by the persons they were consigned to for the disposal of them, and the various impediments raised by the Chinese to prevent their being sold to advantage.

At the time our voyage was first set on foot, China was the market fixed on for the disposal of whatever furs we might procure; and at the same time it was judged of no small consequence

to

1787.  
 cember.

to procure a freight from thence. An agreement with the East-India Company was accordingly made; our furs were to be sold to their Supercargoes at a fair price, or left in their hands for them to dispose of at a future opportunity, and they were to have a certain per centage on whatever sum of money they might fetch.

No sooner were the skins landed at our factory, than a particular account of them was taken by a set of Merchants belonging to the Customs, and who (I understand) give security to the Emperor for the duty being paid: another account was taken by people employed by Mr. Browne for that purpose.

Our skins being properly assorted, the quantity fixed on to be disposed of by Mr. Browne was 2,552 sea-otter skins, 434 cub, and 34 fox skins.

The remainder of our cargo, which consisted of 1,080 beaver tails, sundry indifferent pieces of beaver skins and cloaks, 110 fur seals, about 150 land beaver, sixty fine cloaks of the earless marmot; together with sundry racoon, fox, lynx, &c. were left to be disposed of by our Captains in the best manner they were able; probably for no other reason than to furnish them with money for their current expences, and no doubt expecting what they had left would be barely sufficient for that purpose.

In regard to the sale of our furs, I should first observe, that there is at Canton a Company of wealthy Merchants, called the Hong-Merchants, with whom our East India Company transact all their business, and purchase from them the whole of the tea and China-ware sent to Great Britain. To these people our furs were offered, with an expectation of their immediately taking them

off our hands at an advantageous price ; but here we were woefully disappointed, and we found, to our cost, the sad mistake of our Owners, in appointing the Supercargoes to have the sole disposal of their property, for the moment these Hong-Merchants had looked the skins over, and fixed a value on them, no other Merchant durst interfere in the purchase : indeed as the quantity above-mentioned was not suffered to be divided, there were not many people except these Hong-Merchants who had it in their power to buy so large a parcel, and advance the money immediately : add to this, the duty on merchandize in the Port of Canton seems not to be regulated by any fixed rule, but rests in a great measure in the breasts of those appointed by the Hoppo to lay it on, and who fix it higher or lower at pleasure. With these people the Hong-Merchants have great influence ; so that had any indifferent person been at liberty to purchase our skins, and disposed to give us an advantageous price for them, the fear of having an enormous duty to pay, would at once deter him from any attempt of the kind ; this we found strictly verified more than once.

1787.  
December.

In this poor situation were we with respect to the sale of our cargo, during the month of December, and the greatest part of January : either we must close with the paltry offers which the Hong-Merchants had made to the Supercargoes, or be under the necessity of leaving our furs in their hands undisposed of ; this both parties knew we wished to avoid, if possible. Mean while, some of the refuse which they had left for us to dispose of, sold to considerable advantage ; the 1,080 tails sold for two dollars each ; the fur seals for five dollars each, and a small parcel of rubbish for fifty-five dollars.

On

1788.  
January.

On the 7th of January, 1788, we sent to Canton 130 pekels of flints, a parcel of blankets, and several gross of buckles; a Hoppo boat was also loaded with flints from the King George. The blankets and buckles were brought out to trade with the Americans; and we were given to understand they were a very saleable article amongst the Chinese.

By the 14th, our quarter-deck being completely caulked, we paid it over with a composition of damar and oil; the main and fore-masts were also paid with the same composition.

On the 20th, two East India Captains came to survey our vessel, by the direction of the Supercargoes, previous to their sending any teas on board; they found several defects in our lower deck, and gave directions for having it properly secured; at the same time they sent us a carpenter and a caulker, to assist our people in expediting this business.

In the afternoon a boat came along-side, with 100 chests behea tea. At eleven o'clock in the evening we parted our mooring junk, on which we got out the large kedge and stream cable to steady the ship.

The Surveyors having ordered our lower deck to be floated, on the 23d the Carpenters got the dams ready for that purpose, and at eleven o'clock, the Surveyors again coming on board, found the vessel completely fit for a cargo.

On the 25th we had the good fortune to recover our small bower, together with nine fathom of the junk.

On

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On the 26th, our principal furs, viz. the 2,552 otter; 434 cub, and 34 fox, were sold and delivered to the East India Company's Supercargoes, for 50,000 dollars.

1788.  
January.

It should seem, that our Captains had only a mere negative in this business; but finding it impossible to obtain a better price, and it being high time to think of sailing, they were glad to close with this offer though very far short of what we at one time had reason to expect: indeed there now were other reasons, and those very weighty ones, besides what I have already mentioned, for concluding this business. The furs brought by the Nootka had recently been sold for 9,750 dollars:---700 fine sea-otter skins, (the cargo of the Imperial Eagle, Captain Berkley) were in the hands of Mr. Beale, a principal Owner, and resident at Canton:---1,000 otter-skins were sent by the Spanish Missionaries from California, and that part of the coast towards King George's Sound, to Manilla, and from thence were lately arrived at Canton:---two French vessels which had been upon the American coast on discovery, and lately arrived at Macao, had picked up 200 fine sea-otter-skins; add to this, a great number of black rabbit-skins and fur-seals, which are held in tolerable estimation here, had lately been brought from England: all these being in the market at once, quite glutted it, and had such an effect on the Chinese, that they scarcely thought furs worth taking away. These circumstances being duly considered, it certainly was the most prudent step our Captains could possibly take to close with the Supercargoes, as (exclusive of other considerations) by this means we were enabled to remit bills of exchange to our Owners, and our departure was greatly facilitated.

On

1788.  
January.

On the 30th, we received on board the remaining part of our cargo of teas.

I have before observed, that there were fundry parcels of inferior furs, together with the marmot cloaks, which we were permitted to sell; a few of these had been disposed of, but the greatest part still lay on our hands, and they being the only thing which now detained us at China, we at last sold the whole, together with the flints, buckles, and blankets, to Chichinqua, for 1,000 dollars; the old man at the same time observing, that he had no other motive for making this purchase, than a wish to hasten our departure, it being a pity, he said, that two such small vessels as our's should be detained at a heavy expence for such a trifle. I am inclined to think, that old Chichinqua was sincere in this assertion, for when the furs were delivered to his people, they seemed to regard them as mere rubbish, though a month before, they would certainly have fetched at least four times the money; but at that time we were not at liberty to sell any thing whatever.

By this time our cargo was properly stowed, our water compleated, and every thing ready for sea. At ten o'clock in the morning of the 5th of February we unmoored, and at twelve weighed anchor and made sail, having a breeze at North North West. At three in the afternoon we came to with the small bower, at the bottom of the fleet, in six fathom water. In the evening our Captains arrived from Canton, having discharged the factory, and finally settled all our business there.

In the morning of the 6th the King George unmoored, but having little or no wind, she warped down the fleet, and came up with us about four o'clock. Having the wind generally contrary,  
we

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we came to every tide, and did not arrive in sight of Macao till the morning of the 9th, when we anchored in Macao Roads; Macao bearing West South West, and the Peak of Lintin East about four leagues distant.

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February.

Our grand object being now compleated, thou mayest easily imagine we are anxious for a speedy and safe passage to Old England, but no one more than thine, &c.

W. B.

MACAO, }  
Feb. 10th. }

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L E T T E R XLV.

CHINA is a place so much frequented by Englishmen, on account of the very extensive commerce carried on there by the East India Company, and on that account so universally known, that it will perhaps be ridiculous for me to make any remarks concerning it; however, as thou art fond of novelty, and perhaps art no farther acquainted with China than by perusing *Du Halde*, I shall trouble thee with what few observations I have been able to make concerning this place and its inhabitants.

Were we to form our opinion of this country, from the impressions its first appearance makes, it would be of the most unfavourable kind, as scarcely any thing in nature can have a more barren, dreary, and uncomfortable aspect, than the Lema Islands, or in-

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deed

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deed the face of the country, after we arrive in Macao Roads ; but by the time we reach the Bocca Tigris, the prospect brightens : from thence to Canton the river assumes a serpentine form, and every turn presents to your view a different branch of the river, many of which are natural, and others the effects of labour and art. Numerous villages are seen in these different vistas, and they abound with a pleasing variety of beautiful landscapes, agreeably diversified with plains, and gently rising grounds : the summits of the hills are adorned with lofty *Pagodas* ; the rising grounds are ornamented with trees of various sorts, whose verdure is in constant succession, and resembles an everlasting spring, whilst the plains afford large quantities of sugar-cane and rice.

Yet with all these combined advantages of nature and art, these prospects, so truly pleasing at a distance, lose much of their effect on a nearer approach. The soil is generally of a loose sandy nature, and the surface of the earth is far from possessing that beautiful verdure for which the British plains are so remarkable, and seems but ill adapted either for pasturage, or the cultivation of grain in general. The villages, though numerous, and extremely populous, are with some few exceptions, oppressed with poverty and want ; and I believe the quantity of rice produced here, is quite insufficient for the consumption of the inhabitants, great quantities being yearly imported from Manilla, and the East Indies.

The climate at Wampo is extremely unhealthful, and such great and sudden variations are there in the temperature of the air, that I have frequently known the thermometer to change from 41 deg. to 86 deg. in twenty-four hours. The country to the North East is low and marshy, and the heavy damp fogs exhaled from thence, frequently bring on agues, intermitting fevers, and

fluxes; though probably this last disorder is accelerated by the quantity of arrack which the sailors frequently drink to excess.

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Wampo, as I have already observed, is the rendezvous for ships of all nations, trading to China. Here you see English, French, Dutch, Danes, Swedes, Italians, and Prussians: the Americans, too, have, it seems, overcome their distaste against tea, and have opened a trade for that commodity with the Chinese. Till these few years the Germans had a factory at Canton, but at present the Imperial Company is insolvent, and they dare not send any vessels to China, for fear of having them seized in part of payment for the debt already incurred.

I greatly question, whether the trade carried on by our East India Company to China, is not of more consequence, than that of all other nations put together, if indeed we except that carried on by the Chinese Merchants to Manilla and Batavia, which is very extensive.

The Captains of ships, during their stay here, hire temporary warehouses of the Chinese, situated near the river side, for the purpose of landing their stores or cargo, whilst their vessels are repairing, or carrying on any employment that can be done more conveniently here than on board: in this respect, the French have greatly the advantage over us, for their warehouses are situated on a dry comfortable island, where they have not only every convenience for carrying on their respective employments, but have likewise a comfortable hospital for the reception of their sick; whereas the English warehouses, being chiefly on the low marshy ground before-mentioned, are in some measure precluded from these advantages.

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Canton is situated on the Tigris, about four leagues from Wampo. Here the different nations who trade with the Chinese have factories for the residence of their Consuls or Supercargoes. These form a tolerably handsome range of buildings, situated on a kind of quay, near the river-side, about a quarter of a mile in length; but that belonging to the English is incomparably the most elegant and commodious. None of these Factors are allowed to stay at Canton after the ships leave the country, but always go in the last vessel to Macao, where they reside till the shipping returns next season.

Adjoining to these public factories are a number of private ones, which are occupied by the Captains of different vessels, who hire them during their stay here from the Hong-Merchants, as they generally reside at Canton for the greater conveniency of transacting their business with the Supercargoes, or any private concerns of their own.

Behind these factories, are the city and suburbs of Canton. Of the city I can form but very little idea, as no stranger is admitted within its gates. The streets of the suburbs in general are exceedingly narrow and inconvenient, but are tolerably clean, being paved with broad flag-stones. They consist entirely of the shops and warehouses of different trades and manufactures carried on here, which are sometimes very extensive, but seldom consist of more than one story.

Canton is extremely populous; but nothing can better shew how difficult it is to form a competent idea of the number of its inhabitants, than the different opinions of various authors who have professedly wrote on the subject, some reckoning more than

a million, and others again eighty thousand. Without taking notice of such absurd disproportions, I shall just observe, that the calculation made by Captain King, is, in my humble opinion, by far nearest to the truth: he computes the number of inhabitants to be one hundred and fifty thousand, which is certainly a very moderate calculation.

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Besides these, there are an amazing number of people who live altogether on the water, in boats, called sampan, and amount, according to the lowest calculation, to forty thousand; but I am inclined to think they considerably exceed that number. The greater part of these poor wretches obtain a precarious livelihood by fishing, and perhaps some trivial employments occasionally picked up on the river. Others again ply as constant passage-boats from place to place, after the manner of our watermen: for two dollars you may hire a handsome sampan, with good accommodations for eight or ten people, to take you from Wampo to Canton. These boats are fitted up in the inside almost like a parlour, with a table and chairs for the passengers. They have lattices made of pearl, and covered with a neat arched roof of bamboo.

The lower kind of people live entirely on rice, with perhaps a little fish, barely sufficient to give it a relish, whilst the Mandarines, and in short all those whose circumstances will afford it, pamper themselves with every kind of luxury, and are remarkably fond of relishing sauces and highly seasoned dishes.

The common produce of the kitchen-garden, such as cabbages, carrots, greens, turnips, potatoes, &c. are in great plenty here,  
and

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and yet, such is the poverty of the common people, that very few of these fall to their share.

The artificers in various manufactures here, are very ingenious and expert. To say any thing about the excellence of their china-ware, would be absurd, as every female gossip in England can harangue by the hour about the neatness and elegance of her last "*long set*," though, to be sure, it did not cost near so much as her neighbours; but---"indeed the wonders how *some people* can have *so little taste!*"

Their numerous patterns in silk and velvet are certainly ingenious and well-fancied; but for goodness of fabric, and lasting beauty, they undoubtedly must give place to our looms in Spital-Fields.

Many of their artificers shew a great degree of dexterity and ingenuity, particularly in their cabinet and lacquered work; many of these things are, however, merely ornamental, and but little calculated for real utility.

The Chinese method of wearing their hair is something singular, though I believe the same custom prevails all over the East. They shave the head close, except a small circular place on the crown; this being frequently shaved when they are mere infants, the hair afterwards grows remarkably long, and is wore in a neat triple plait.

The women suffer their hair to grow long, and dress it in neat circular folds on the top of the head, in a conical form; in this curious fold a number of ornaments are wore by the better sort.

Small

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Small feet are reckoned extremely handsome amongst the females, so that they are cramped up from their infancy; and by this means many of them are little better than cripples.

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In regard to their Government, I can say but little. The Emperor is of Tartarian extraction, and may, I believe, be called a despotic monarch; at least, the subordinate parts of Government, such as the Customs, &c. we can experimentally say, are strictly so. However, we have undoubted proofs that their police is in some respects better regulated than that of any country in the world; for the English Supercargoes, on their leaving Canton, frequently leave at least one hundred thousand pounds in specie behind them, under no better security than the seal of the Hong-Merchants and Mandarines. The Captains at the different private factories trust their property, without the least scruple, to the care of Chinese servants, and, I believe, an instance of dishonesty was scarcely ever heard of.

I have before observed, that the Chinese are fond of high-seasoned dishes, yet they are very moderate in their meals, never making more than two in the day; the first about ten in the morning, the second about five in the afternoon; the intermediate time is employed, by those not engaged in business, in smoking drinking tea, and paying visits to their neighbours.

The Chinese language is exceedingly difficult to be understood; and this does not proceed from its being copious, but quite the reverse, the same word having a great variety of significations, according to the different modes of pronunciation, and this variety of emphasis is oft distinguished by a kind of rising tone; so that I am inclined to think a party of Chinese obliged to converse together

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gether in whispers, would be able to understand each other but imperfectly.

Nor is this capital defect in their language likely to be remedied. The Mandarin's affect to write in arbitrary characters, so as not to be understood by the common people; this must ever prevent the Chinese language from being brought to a proper standard, so as to be understood by the world in general.

Their method of writing is in columns, from the top to the bottom, in the same order as we make figures of pounds, shillings, and pence; and they always begin at the right-hand margin and conclude on the left.

Their arithmetic is decimal, every thing being reckoned by tens. They have not any idea of addition by figures, but are very expert in casting up any sums, by the help of wooden balls, which run on small spindles in a kind of open box.

The money in circulation here is chiefly Spanish dollars; the only money coined in this extensive empire, is a base kind of copper, called *cash*, eighty of which are about the value of eight-pence sterling.

Their religion is rank Paganism, every family having its household god, which is an image, generally fixed in some conspicuous place, and decorated with a number of fantastical ornaments; a light is kept constantly burning near this image in the night-time. All the boats on the river have got a place in the stern appropriated for "Yos," as they call their image or god, and always take care to have the mansion of his worship illuminated in  
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the night season; yet many, even amongst the common people, have sufficient discernment to perceive the fallacy of such an absurd worship, and readily acknowledge a Supreme Being, unseen, invisible, and who exists to all eternity.

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Polygamy is allowed here in its utmost extent, and the people of rank in general keep a number of wives; yet this indulgence is frequently insufficient to gratify their unnatural desires. They are particularly careful to prevent foreigners from having any connection with their women; and whenever any thing of the kind is discovered, the party is sure to suffer imprisonment, or pay a heavy fine.

It is somewhat remarkable, that a people who carry on an extensive commerce with the most civilized nations, and have made so great a progress in the polite arts, such as painting, architecture, &c. should be totally ignorant of music; and yet this is absolutely the case. The band which accompanied his Excellency the Hoppo, when he came to measure our vessels, and which, no doubt, was composed of the best performers, to be in the suit of so great a personage, consisted of two brass conchs, beat like the English tabor, and three or four pipes, not very much unlike a bag-pipe; the whole forming a harmony resembling a fow-gelder's horn and the cackling of geese. However, joking apart, they certainly have not the most distant idea of melody, and in this particular are very greatly excelled by the Savages on the North West coast of America.

China produces beef, mutton, pork, goats, geese, ducks, fowls, &c. in tolerable plenty. The beef is pretty good, but very small, weighing not more than from fifty to seventy pounds per quar-

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February.

ter. The hogs are of a peculiar breed, remarkably fat, and their bellies frequently sweep the ground. The poultry are greatly inferior to the English.

Every thing in China is sold by weight, which is distinguished by caddies and pekels, the caddy weighing near twenty ounces and a quarter English, and one hundred caddies make a pekel. The Compradors, who, as I before observed, furnish the different ships here, weigh every thing alive, and make use of every art to make their hogs, geese, ducks, &c. weigh heavy. They often cram them with stones, and give them salt and water to make them thirsty, and in short use every method in their power to defraud and over-reach their employers. And I shall conclude this imperfect account of the Chinese, by observing, that a sharpening, cheating disposition, *with some very few exceptions*, is generally prevalent amongst them.

I am just now furnished with a very particular account of the Fur Trade, which shall be the subject of my next. Meanwhile, believe me to be sincerely thine, &c.

OFF MACAO, }  
Feb. 16th. }

W. B.

L E T-

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February.

## L E T T E R XLVI.

**W**HILST Captain Dixon was at Canton, a Gentleman, resident there, very obligingly favoured him with a particular account of every transaction in the Fur Trade since its commencement. As thou art a commercial man, any thing relating to that subject must be peculiarly interesting to thee; so that I shall here furnish thee with this account as I have collected it from our Captain's minutes.

King George's Sound being pointed out by the late Captain Cook, as the most eligible spot where a valuable cargo of furs might be collected, the first vessel which engaged in this new employ was destined for that place. She was a brig of sixty tons and thirty men, commanded by James Hanna. Captain Hanna left the *Typha* in April, 1785, and arrived at King George's Sound the August following. Here, in about five weeks, he procured five hundred and sixty sea-otter skins. He left the coast in September, and arrived at Macao in December the same year.

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February. The above skins were sold at Canton the 21st March, 1786,  
and valued as under, viz.

140	prime skins,	fold at	60	dollars each,
175	2d ditto,	.	45	ditto
80	3d ditto,	.	30	ditto
55	4th ditto,	.	15	ditto
50	5th ditto,	.	10	ditto
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500	whole skins,			
	240	flips and pieces,		
		estimated at		
	60	skins, fold for	600	ditto
<hr/>				
560	sea-otter skins,			
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Total amount 20,600 dollars.				

Encouraged by so successful a beginning, the Gentlemen engaged in this undertaking dispatched Captain Hanna a second time. He sailed from Macao in May, 1786, in the Sea-Otter snow, of one hundred and twenty tons and thirty men. Having before succeeded so well in King George's Sound, his orders were to proceed to the same place, pursuing his former track. He arrived at the Sound in August, but the complexion of things was now greatly altered: *Cumakeela*, an Indian Chief, whom he became acquainted with during his former visit to this place, informed him, that two ships had lately been there who had bought all the furs, and John M'Key, whom he found here as has already been related, confirmed this circumstance. Wishing however to refresh his people, many of whom were ill of the scurvy, he lay in the Sound about a fortnight, during which time he purchased

about fifty good sea-otter skins, which were brought him by the natives from distant parts. Captain Hanna afterwards traced the coast to near 53 degrees North latitude. He anchored in St. Patrick's Bay, in the latitude 50 degrees 42 minutes North, and met with some inhabitants there, but got few furs of any consequence. He left the coast on the 1st of October, and arrived at Macao the 8th of February, 1787.

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The furs Captain Hanna procured this voyage were sold at Canton the 12th of March, 1787, and consisted only of

100 sea-otter skins, sold at 50 dollars each, and  
300 different sized slips and  
pieces of sea-otter, some  
of them indifferent, at 10 ditto ditto.

Total amount 8,000 dollars.

The snow Captain Cook, Captain Loric, of 300 tons, and the snow Experiment, Captain Guise, of 100 tons, were fitted out at Bombay, and left that place the beginning of 1786. They arrived at King George's Sound in June, at which place they procured near 600 sea-otter skins. On leaving this place they proceeded along the coast, and discovered an extensive sound in about 51 deg. North latitude, which they called Queen Charlotte's Sound; from thence they proceeded in a direct course to Prince William's Sound.

What

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February.

What time they left the Coast I cannot say; but the cargoes of both vessels were sold at Canton the 4th of April, 1787, and consisted of the following furs, viz.

Prime sea-otter skins . . . . .	55
2d ditto ditto . . . . .	134
3d . . . . .	142
4th . . . . .	63
In halves . . . . .	46
Smaller pieces . . . . .	33
Pieces of yellow and inferior . . . . .	131

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604 sea-otter skins

Sold on an average at forty dollars each. Total amount, 24,000 dollars; the remaining four skins being included in the bargain.

From this account (as it corresponds with that given by Mr. M'Key) it should seem that these vessels procured the whole of their furs in King George's Sound, and that no other part of the coast afforded them a single skin.

The snow Nootka, Captain John Meares, was fitted out at Bengal by a set of Gentlemen, who stiled themselves the *Bengal Fur Society*, and sailed from thence in March, 1786. I have already given thee an account of this vessel's destination, and her arrival at Macao. The cargo of the Nootka was sold at Canton the 4th of last month, and consisted of the following furs, viz.

50 prime

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	Dollars.	Dollars.
50 prime sea-otter skins fold for 70 each.		
52 2d ditto . . . . .	50 do.	
58 3d ditto . . . . .	35 do.	
31 4th ditto large, half worn	20 do.	
50 5th ditto, worn skins	15 do.	
26 old and very bad . . . . .	5 do.	
<hr/>		
267		9,030
<hr/>		
12 large pieces and slips sea-otter	10 do.	
17 smaller . . . ditto . . . . .	5 do.	
		205
37 sea-otter tails . . . . .	2 do.	
31 inferior ditto . . . . .	39 do.	
<hr/>		113
48 land otter, bad and good . . . . .	6 do.	
<hr/>		288
14 very bad beaver skins . . . . .	3 do.	
27 martens . . . . .	14	
		56
		<hr/>
		9,692
Befides the above, Captain Meares		
fold 50 prime sea-otter skins at		
Canton, at . . . . .	91 each	4,550
		<hr/>

So that the total amount will be 14,242  
and may be called 357 sea-otter skins beside the refuse.

Every

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February.

Every particular respecting the destination of the Imperial Eagle, Captain Berkley, has already been mentioned; so that it will be needless for me to repeat them here: her cargo consisted of 800 sea-otter skins, chiefly of a superior quality; they were not sold when our Captain left Canton, but the price fixed on them was 50,000 dollars.

The Spaniards within these two years have imported the sea-otter to China: they collect their skins near their settlements of Monterey and San Francisco, and they are all of a very inferior quality. The Padres are the principal conductors of this traffic.

In 1787 they imported about 200 skins, and the beginning of this year near 1,500. These furs were not sold when we left Canton; they are sent from the settlements before-mentioned to Acapulco, and from thence by the annual galleon to Manilla; but they have not as yet attempted to fit out vessels from any of their settlements to the Northward.

The L'Astrolabe and Bouffale, two French ships, commanded by M. Peyrouse, and De Langle, sailed from France in 1785; they are said to have traced the North West Coast of America from the Spanish settlement of Monterey, to 60 deg. North latitude; but this seems rather improbable, for though these vessels were professedly fitted out on discovery, yet the Commanders did not forget that furs were a valuable article, and accordingly, whilst on the American coast, they procured about 600 sea-otter skins, chiefly in pieces, of a very inferior quality, and evidently the same as those imported by the Spaniards; whereas had these gentlemen been well in with the coast to the Northward, they undoubtedly must

must have met with sea-otter skins, of a quality far superior to what they procured.

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February.

These ships arrived at Macao in January, 1787, and their furs were sold at Canton by the Swedish Supercargoes, for 10,000 dollars.

I have already furnished thee with most of the particulars respecting the sale of our furs, and mentioned the places where we collected them; it only remains for me to observe, that the total amount was 54,857 dollars.

By comparing the sale of our furs with those already mentioned, thou mayest at once perceive how very fluctuating this article is in the China market: out of 2,552 sea-otter skins, which we brought to Canton, at least 2,000 of them *ought* to have fetched fifty dollars each, and the remainder a price in proportion.

What furs the Russians procure on the American coast, it is impossible to ascertain, as they never bring them to the Canton market. We are pretty certain, that their traffic extends very little to the Eastward of Cook's River, and that place certainly does not produce so many sea-otter as King George's Sound; so that I should imagine they do not collect 500 skins annually.

From this short sketch of the fur-trade, thou mayest easily perceive, that very great advantages would be derived from it, if placed on a permanent footing, to effect which, I should conceive the most eligible plan would be, to establish a factory on the coast, and the North end of Queen Charlotte's Islands seems peculiarly well adapted for that purpose; the situation is nearly central, between

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Cook's

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February.

Cook's River and King George's Sound; and we are well assured, that the furs to the Southward are of a very inferior quality. Two small vessels would not only collect all the skins in what harbours are hitherto known, but likewise explore such parts of the coast as are yet undiscovered; besides, there are other valuable articles to be procured here, such as ginseng, copper, oil, spars, &c. and vast quantities of salmon might be cured, which could not fail being a valuable commodity. These, however, are suggestions which I submit to thy superior judgment, though I am perfectly convinced that a trade *might* be established on this coast, that would equal the most sanguine expectations of those who undertook it.

Adieu. Thine, &c.

W. B.

OFF MACAO, }  
Feb. 10th. }

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L E T T E R XLVII.

AT one o'clock on the 9th of February, we weighed, and stood down Macao Roads to the Southward, with light baffling winds. At five o'clock we discharged our pilot. At sunset the Tupa bore North 65 deg. West, about three leagues distant; the Grand Ladrone South 35 deg. East; the Peak of Lintin North 55 deg. East. At half past seven, the tide being done, we

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came to with the small bower, in six fathom water, over a muddy bottom.

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February.

I shall just observe, that Macao is subject to the Portuguese, but being supplied with all the necessaries of life by the Chinese, they dare do nothing in opposition to the Viceroy of Canton; so that though they are not immediately under the Chinese Government, yet they are obliged to connive at, and submit to all their impositions, however arbitrary they may be.

At four o'clock in the morning of the 10th, we weighed and made sail, with a moderate North Westerly breeze, and clear weather, steering South a little Easterly. At ten o'clock, the Peak of the Grand Ladrone bore North 40 deg. East, seven leagues distant; our latitude at noon was 21 deg. 35 min. North; and the longitude 246 deg. 4 min. West.

From the 10th to the 13th, we had generally a moderate Easterly breeze, and fine weather. In the morning of the 13th we saw a strange sail to the North West. Our latitude at noon was 18 deg. 1 min. North. In the afternoon, the sail seen by us in the morning passed close by the King George, and we learnt from Captain Portlock that it was the Imperial Eagle, Captain Berkley, and and that he was bound to the Mauritius.

From the 17th to the 20th, we had a steady trade breeze, with fine clear weather. At eleven in the morning of the 20th, we saw the Island Pulo Sapata bearing South West, about four leagues distant. This Island, at a distance, has very much the resemblance of a Chinese shoe.

1783.  
February.

At noon the Island bore South 67 deg. West, three miles distant, and a small rock to the Westward, South 85 deg. West. Our latitude was 10 deg. 4 min. North; and the longitude 250 deg. 36 min. West. From the 16th, in latitude 15 deg. 33 min. we had steered nearly South West.

On the 21st, being in latitude 8 deg. 44 min. North, we found a strong current setting to the South West. In the afternoon of the 23d, being in 5 deg. 31 min. North latitude, and 254 deg. 56 min. longitude, we hauled our wind to the South South East.

At six in the morning of the 25th, we saw a range of islands, called the *Anambas* in the charts, extending from East North East to South East by East, distant four leagues; and soon afterwards, a small rocky island, called Pulo Domar, bearing South. At noon, the rocky island bore North 37 deg. East, distant four or five leagues. Our latitude was 2 deg. 36 min. North; and the longitude 255 deg. 3 min. West; the weather extremely hot and sultry. We found a current still setting strongly to the South West.

At eleven in the forenoon of the 26th, the land bore South 40 deg. West, about seven leagues distant; the latitude at noon 1 deg. 11 min. North. At six o'clock in the afternoon, the Island *Pansang* bore North West by West five leagues distant. During the night we had very heavy lightning all round the compass.

In the morning of the 27th, we saw the Island *Dominis*, bearing South West. Our latitude at noon was 8 min. South; we had light winds and fine weather. At six o'clock we saw *Pul-Taya*, which bore South 49 degrees West, the Peak of *Lingio* North 64 degrees West. Our sounding was fourteen fathoms.

NORTH-WEST COAST OF AMERICA.

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At seven o'clock we shortened sail, and at ten brought to under our topails. We had soundings from eight to sixteen fathom, over a sandy bottom.

1788.  
February:

During the night we wore occasionally; and at five in the morning of the 28th, made sail, standing to the Southward, with a moderate Easterly breeze. At eight o'clock, Pula Taya bore North 50 degrees West.

At eleven o'clock, Mr. William Lauder, our Surgeon, departed this life; he was taken ill some time before we left Wampo. For a considerable time we had great hopes of his recovery, being young, and of a sound constitution, unhurt by debauchery or excess. Indeed he himself entertained the same hopes till very near the last; but his disorder baffled the power of medicine, and he resigned himself to the Divine will, with the greatest composure, being perfectly sensible to the last moment.

At noon we saw a range of islands, which extended from South by East to East North East, the nearest about three miles distant; Pula Taya bore North 30 degrees West, distant seven leagues: our latitude was 1 deg. 13 min. South. At four in the afternoon the body of *Monopin-hill*, on the Banca shore, bore South 50 deg. East. At six o'clock we had soundings from eleven to sixteen fathom, over a muddy bottom, and soon afterwards we saw a strange sail to the North West.

At seven o'clock we shortened sail and hauled by the wind, wearing occasionally during the night: we had soundings from sixteen to twenty-three fathom water. At five in the morning of  
the

1788.  
February.

the 29th, we made sail. At eight o'clock Monopin-hill bore East, distant six leagues.

This afternoon we committed the body of Mr. Lauder to the deep. He was the first person we had lost during the voyage.

At noon Monopin-hill bore North 10 degrees West, about five leagues distant: our latitude was 2 degrees 14 minutes South. At one o'clock we saw several rocks bearing East South East, four miles distant, on which we shortened sail, and hauled our wind to the Eastward; the strange sail in sight to the North North West. We had soundings from eight to fourteen fathom water, over a muddy bottom. At three o'clock we saw the Sumatra shore, bearing South 40 degrees East; the weather was moderate and hazy, with frequent showers of rain. At seven o'clock we let go an anchor in eleven fathom water, over a muddy bottom. During the night we had very fierce lightning all round the compass. We here found the tide setting East South East, at the rate of three knots per hour.

At five in the morning of the 1st of March, we weighed and made sail. During the forenoon we had squally weather, with thunder, lightning, and heavy rain. At noon the strange sail bore North by West, about six miles distant, some high land on the Banca shore East North East, and part of the Sumatra shore South by West, about three miles distant: we had soundings in twelve fathom water. The afternoon was very squally, accompanied with a violent storm of thunder, lightning, and heavy rain.

At three o'clock we shortened sail, and passed by a Dutch man of war lying at anchor. At five o'clock, the strange sail which  
we

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we had seen for several days past, joined us, and proved to be the Lansdowne Indiaman, Captain Storey. At half past six o'clock we anchored in nine fathom and a half water, over a muddy bottom, the Sumatra shore bearing South South West, four miles distant. During the night we had constant fierce lightning, the weather exceeding close and sultry.

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March.

At five in the morning of the 2d, we weighed and made sail in company with the Lansdowne. The soundings here vary from eight or ten fathom, to less than three fathom water, the bottom sand and mud. The wind being light and variable, we hauled to the Northward, and stood well over to the Sumatra shore, by which means we got clear of the shoal water. At six o'clock the Lansdowne made a signal of distress, on which we let go an anchor in six fathom and a half water, and hoisted out our whale-boat in order to go to the assistance of Captain Storey; but our boat was scarcely in the water before she filled. On this we hoisted her in again, and the carpenters gave her a temporary repair. At seven o'clock Captain Dixon went in the boat to assist the Lansdowne.

At three in the morning of the 3d, Captain Dixon returned on board. The Lansdowne, it seems, had grounded on the small shoals off Lufepara, but was soon hove off without any damage.

At five o'clock we hove short, in order to be ready whenever Captain Portlock should make the signal for weighing; but during the forenoon we had only light airs and intervening calms. Our latitude at noon was 3 degrees 9 minutes South, the *first point* North 20 deg. West, distant three leagues. Soon after twelve o'clock we weighed and made sail; the soundings were from four  
and

1788.  
March.

and a half to six fathom. At four o'clock the Island Lufepara bore North 88 deg. East, distant six miles, and the extremes of the land to the Southward, South 65 deg. West. At eight o'clock Lufepara bore North 14 deg. West. We had soundings in four fathom water, over a muddy bottom.

Being clear of the Straights of Banca, we stood on during the night, the weather cloudy, with constant lightning.

During the forenoon of the 4th, we had soundings from six to nine fathom water, over a muddy bottom. From this to the 6th we had little variety; the weather was extremely close and sultry, the thermometer frequently 92 deg. Light baffling winds, with intervening calms, frequently obliged us to let go an anchor. Our latitude at noon on the 6th, was 4 degrees 17 minutes South.

At six o'clock in the afternoon of the 7th, we saw the Sisters, bearing South West by West, four leagues distant; soundings eleven fathom over a muddy bottom. At noon on the 8th, the Sisters bore South 40 deg. West, six miles distant, and the high land on the Sumatra shore, South 41 deg. West; the latitude 4 deg. 55 min. South. Soundings from eleven to thirteen fathom water, over a muddy bottom.

At six in the afternoon we came to with the small bower in ten fathom water, over a muddy bottom, the Sisters bearing South 17 degrees West. During the night we had some heavy squalls of wind at South South West, with much thunder and lightning, and a very heavy sea. At four in the morning of the 9th, we found the vessel dragged her anchor, on which we hove it up and made sail. At eight o'clock the weather moderated, and

by

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by ten we had nearly a calm, on which we let go the best bower in eleven fathom water; the Sifters bore South 25 degrees West, latitude 4 degrees 57 minutes South.

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March.

From this to the 12th we had little variety, light baffling winds, with intervening calms, obliging us frequently to let go an anchor, so that we made very little progress.

On the 12th at noon our latitude was 5 degrees 22 minutes South. The extremes of the land in sight bore from South 20 deg. East, to North 20 deg. West, distant from the Sumatra shore about three miles. This forenoon we had the pleasure to pass the Sifters, which are two very small islands, and had been in sight ever since the 7th. At two o'clock we let go the best bower in eleven fathom water.

During the afternoon, and greatest part of the night, we had squally weather, with constant rain.

Early in the morning of the 13th, we weighed and made sail. The wind growing light, and inclining to calm, at ten o'clock the whale-boat was hoisted out, and sent to tow the vessel a-head; North Island, where we intended to anchor, in order to fill up our water, being right a-head, about eight miles distant.

At eleven o'clock, having no wind, and the tide against us, we let go an anchor nearly opposite North Island; our latitude at noon being 5 degrees 35 minutes.

A breeze springing up about one o'clock, we weighed and stood farther on. By three o'clock, being pretty well into the Roads,

T t

we

1788.  
March.

we came to with the best bower, in nine fathom water, over a muddy bottom, mooring the ship with the large kedge and stream cable. North Island bore North East by North, three miles distant.

In the Roads lay three Dutch vessels belonging to Batavia.

At five o'clock in the morning of the 14th, the long-boat was hoisted out and sent on shore for water. Our people found excellent water on the Sumatra shore, about five hundred yards from the beach; so that by noon on the 15th, our water-casks were all filled. We wanted a small supply of wood for firing, but as there were numbers of inhabitants on the Sumatra coast, we apprehended that cutting wood there might be attended with difficulty; so, in the afternoon of the 15th parties were sent from both vessels to cut wood on North Island, there being no inhabitants or other obstruction to cutting any quantity we wanted. At six o'clock the people returned on board, having procured a sufficient quantity of fuel.

North Island is very small, being perhaps not more than two miles in circumference. It is totally covered with trees of various sorts, many of which I believe are found in our West India islands. These being eternally clothed with a fine green verdure, afford an excellent asylum for the feathered tribe, of which there is great variety. I believe there is no water on the island, so that wood is the only article which the place affords for ships which lay at anchor in the adjacent Road.

The people who inhabit Sumatra are *Malays*, and many of them inhabit this part of the island in order to reap what advantage

tage they can from wrecks, or vessels in distress, as well as to trade with the ships which occasionally anchor here.

1788.  
March.

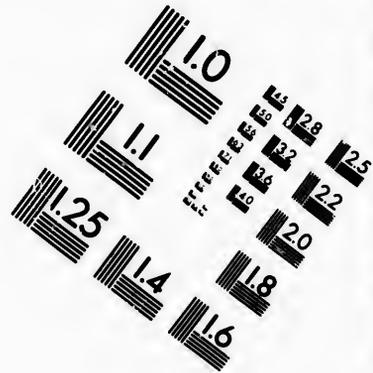
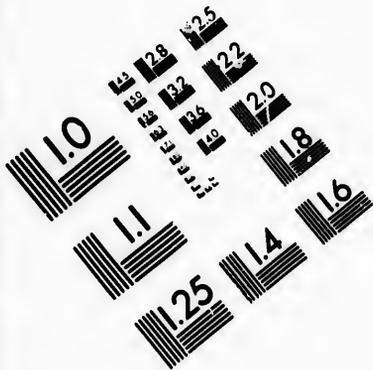
I have before observed, that the Sandwich Islanders are in all probability descended from these people, and there is, in my opinion, an evident similitude between them in respect to person and feature. The Malaysans, 'tis true, are of a deeper hue, but this may possibly be owing to the extreme heat of the climate.

We purchased some turtle from one of the Malay boats, for the ship's use. They deal likewise in Geneva, arrack, fowls, pumpkins, plantains, &c. twelve sorry fowls they sell for a dollar, and their other articles in proportion. The Dutch are frequently concerned with these boats, and a Dutchman was principally concerned in that we traded with.

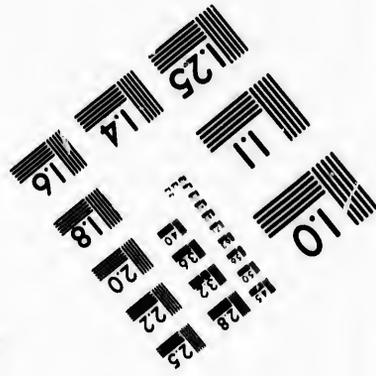
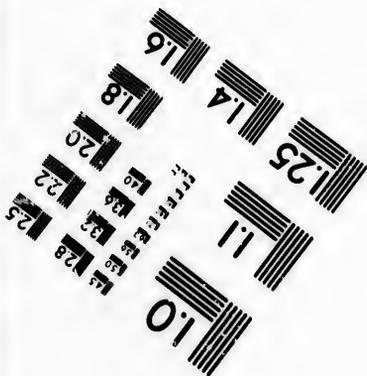
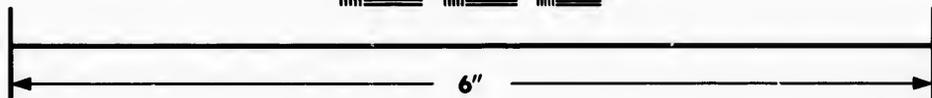
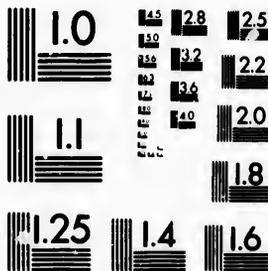
Having completed our wood and water, at six o'clock in the morning of the 16th we unmoored, and at seven weighed and made sail, standing for the Straights of Sunda, with a fresh breeze at West North West, and cloudy weather. Towards noon we had frequent squalls, with heavy rain; and the wind growing light and variable, about one o'clock we let go an anchor in twenty fathom water, the ships in North Island Roads bearing North, about six miles distant, and Mid-channel Island South 7 degrees East. The weather, during the afternoon, was moderate and cloudy, but in the night we had frequent squalls and heavy rain, attended with thunder and lightning.

At seven o'clock in the morning of the 17th, we weighed and made sail, having a moderate Westerly breeze. At noon the Peak





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1788.  
March.

of Cracatoa bore West South West, about nine miles distant : our latitude was 5 degrees 59 minutes South.

Towards evening, the wind veering to the Southward, at six o'clock we came to, in thirty-two fathom water, over a muddy bottom, the center of Mid-channel Island bearing North 58 deg. East, the Peak of Cracatoa West one-half South, and Prince's Island South 42 degrees West.

From the 17th to the 21st, we plied in the Straights without making scarcely any progress. During the forenoons we had calms, and sometimes light winds at South West. About noon a tolerable breeze generally sprung up at North West, which, towards evening, constantly shifted to the Southward. The nights were generally squally, with heavy rain and constant thunder and lightning, a strong current generally setting to the North East.

At six o'clock in the afternoon of the 20th, after standing some hours to the North West, we came to in thirty-two fathom water, over a bottom of soft mud. The extremes of Cracatoa bore from South 65 deg. West to North 65 degrees West, six miles distant. The weather being squally, we sent down the top-gallant yards.

During the whole of the 21st, we had light unfavourable winds. In the forenoon the people were employed in setting up the foretop-mast rigging. A Dutch ship had anchored within a mile of us in the evening of the 20th, and Captain Dixon being desirous to procure some rice from her, and a few necessaries we stood in need of to repair the rigging, the whale-boat was hoisted out this afternoon, and Mr. Carew, our First Mate, sent on board

the snow to enquire whether the Dutchman could supply us with any of these particulars, but Mynheer was equally bare with ourselves.

1788.  
March.

At five o'clock in the morning of the 22d we weighed, and made sail, but the wind growing light and variable, and the current against us, we came to a little before noon, with the small bower, in twenty-six fathom water, over a muddy bottom: the Peak of Cracatoa bearing West by South, about five miles distant. The weather being fine and calm, Captain Dixon embraced this opportunity of filling up our water; and at one o'clock the whale-boat and jolly-boat were hoisted out, and our Captain took ten hands on shore for that purpose. The boats returned at six o'clock, bringing three puncheons of water, being all the empty casks we had. Our people had purchased a good quantity of cocoa-nuts and pumpkins: they got forty cocoa-nuts for a dollar, and fifteen pumpkins for the same money.

Though the Island of Cracatoa is undoubtedly the most healthy of any one near the same situation, yet I do not find that there are many inhabitants here, and these seem to be Malays. The principal reason that most people do not fix their residence here probably is, that few ships stop at this island for refreshment, but generally proceed to Prince's Island, which produces every thing peculiar to this place, in equal abundance, and the watering place is much more convenient.

The produce of this place is much the same as Sumatra; fowls, cocoa-nuts, pumpkins, &c. A number of turtles were purchased for the ship's use.

Daring

156.  
March.

During the whole of the 23d we had southerly winds, which prevented our weighing anchor. We were favoured with Captain Portlock's company on board during the greatest part of the day.

At four o'clock in the morning of the 24th we answered the King George's signal for weighing anchor, and by five we weighed and made sail, standing to the Southward, with a fresh breeze at South West. Hitherto we had attempted to get clear of the Straights, by the passage between Prince's Island and Craeatoa; but this was now given up, and it was determined to try for the passage between Prince's Island and Java Head.

At noon the Peak of Craeatoa bore North 18 deg. West, the extremes of Prince's Island from South 50 deg. West to West South West; a high point on the Java shore bearing South, distance from the nearest land about five leagues: the latitude was 6 deg. 21 min. South. During the afternoon we made occasional boards, between Prince's Island and Java, a heavy swell setting in from the Westward: we had soundings from forty-three to thirty-six fathom, over a muddy bottom. At nine in the evening we let go an anchor in forty-two fathom water, the high land on Prince's Island bearing South 76 deg. West.

At four o'clock in the morning of the 25th we weighed and made sail, with a fresh Westerly breeze and cloudy weather. At noon, the extremes of Prince's Island bore from West North West to South 65 deg. West; a bluff point on Java bearing South West by South, about four leagues distant; the latitude 6 deg. 33 min. In the afternoon the wind hauled to the Southward, so that (finding we lost ground) at six o'clock we let go an anchor in forty fathom water, over a muddy bottom.

At

At nine in the morning of the 26th we weighed, being favoured with a strong Westerly breeze, which gave us great hopes of clearing the land.

1788.  
March.

During the forenoon we were employed in working through the passage between Prince's Island and Java Head. At noon, the extremes of Prince's Island bore from South 65 deg. West to North; Java Head South West by South, distance off four miles. Our latitude was 6 deg. 36 min. South.

About two o'clock, being right in the passage between Java Head and the *Coblers*, (a parcel of rocks off Prince's Island) the breeze failed us, and the current set us right upon the Java shore. Our situation for some time was very dangerous, as it was impossible for us to wear; and what was still worse, there is no ground in less than fifty fathom water close in shore, and that is sharp rocks, so that little service could be expected from our anchor: however, in less than half an hour, to our great joy, the breeze freshened, and by four in the afternoon we were entirely out of danger, the rocks off Java Head bearing North 85 deg. East, and the peak of Prince's Island North 5 deg. East, five miles distant from the Java shore. At six o'clock, Java Head bore North East by North, distant six leagues.

Being now clear of the land, our anchors were got on the gunwales, and secured.

During the night we had squally weather, with rain, and in the morning of the 27th, a fresh North Westerly breeze and cloudy weather. Our latitude at noon was 7 deg. 49 min. South.

1788.  
March.

All our wishes now are for a speedy and safe voyage to St. Helena; and from thence to Old England, is added by thine ever,

OFF JAVA HEAD, }  
March 27th. }

W. B.

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L E T T E R XLVIII.

OUR passage during the month of March has been the most tedious, and by far the most unhealthy of any we have experienced during the voyage, and particularly in passing the Straights of *Banca*. The land, both on the Banca and Sumatra coast, is low, flat and marshy; and as we in general had light winds, the weather was extremely hot and sultry. A faint sickly heat seized the greatest part of our people, indeed the strongest on board felt its influence more or less: we luckily had a good quantity of Peruvian bark on board, which was regularly given to all the sickly people, and its good effects were soon perceptible; we also had the good fortune not to have the least appearance of the scurvy amongst us.

Captain Portlock had lost two of his people with the flux since our leaving China, and several more were in a sickly state; however, our getting out to sea raised every one's spirits.

During

During the 28th of March we had a fresh breeze at North West, with frequent squalls attended with rain. At five o'clock in the afternoon we saw a strange sail to the Northward. In the night, and during the forenoon of the 29th, the breeze moderated; about ten o'clock the strange sail being pretty near us, we found her to be the Queen East-Indiaman, Captain Douglas. Our latitude at noon was 10 deg. 17 min. South; and the longitude 255 deg. 8 min. West. During the afternoon, and the whole of the 30th, we had light variable winds, frequently inclining to calm. At eleven in the forenoon, Captain Portlock's boat came on board us, and Captain Dixon went on board the King George; the day was clear and fine, but exceeding sultry, the thermometer being 89 deg. Latitude at noon 11 deg. 13 min.

1788.  
March.

At six o'clock in the evening Captain Dixon returned on board, and informed us that it was determined for the vessels to separate, each making the quickest passage in their power to St. Helena: on this all our people held themselves in readiness to salute their fellow voyagers with three cheers at parting, but light baffling winds prevented the vessels from coming near enough for that purpose.

During the 31st we had a fresh breeze at South East and East South East, and our course was North West. In the forenoon of the 1st of April we had entirely lost sight of our consort: our latitude at noon was 12 deg. 44 min. South; and the longitude 257 deg. 48 min West.

From the 1st to the 9th we had a fresh Easterly breeze, the weather rather squally at times, with rain. Our latitude at noon on the 8th was 17 deg. 50 min. South; and the longitude 271 deg. 16 min. West. Our course for some days past had been West

U u

South

1788.  
 April.

South West, and West by South: we found a heavy swell from the Southward.

From the 9th to the 16th we had a constant fresh Easterly breeze, the weather rather wet and squally at times, though in general it was fine and pleasant. Our latitude at noon on the 16th was 20 deg. 48 min. South; and the longitude 284 deg. 33 min. West.

In the evening we had a good deal of lightning from the Southward, and in the night a very heavy squall attended with rain, the wind at South: towards morning the weather moderated, but the wind still blew from the Southward. Our latitude at noon on the 17th was 21 deg. 14 min. South; and the longitude 286 deg. 41 min. West.

Till the 21st we had very little variety, but at two o'clock in the afternoon we had a squall with very heavy rain, which shifted the wind to the Northward, sometimes blowing a fresh breeze, and frequently light, inclining to calm: in the forenoon of the 22d the wind again shifted to the Southward, the weather moderate and cloudy. Our latitude at noon was 23 deg. 9 min. South; and the longitude 298 deg. 20 min. West.

At five o'clock in the afternoon of the 23d, being then steering West, with the wind at South and by West, we saw two strange sail in the South East quarter, standing North East.

On the 24th the ship's company were put to an allowance of two quarts of water a man per day, exclusive of what was used for peafe. Our latitude at noon was 23 deg. 27 min. South; and the longitude

longitude 300 deg. 22 min. West; a heavy swell setting in from the Southward.

1788.

May.

From this to the 30th no particular occurrence happened; we were still favoured with a pretty steady Easterly breeze, and the weather in general fine and pleasant. Our latitude at noon on the 30th was 28 deg. 9 min. South; and the longitude 310 deg. 30 min. West. The variation of the compass is here 21 deg. West-erly.

On the 1st of May the wind shifted to the Northward and West-ward; indeed being now in 28 deg. 55 min. South latitude, we had reason to expect the trade-winds would leave us, especially at this season of the year.

In the morning of the 4th of May we had vast quantities of bonetta about the ship; our hooks and lines were presently put overboard, and we had tolerable success: these bonetta proved an excellent dish for us, and were a most agreeable variety at this time, as our salt provisions began to grow old, and consequently unwholesome, though as yet we had not (thank God) any appearance of the scurvy amongst us, which perhaps might in some measure be owing to the bark before-mentioned, the use of which was not entirely discontinued.

We had also a vast number of gulls, egg-birds, sheer-waters, &c. about the vessel: I judge these birds and *not* are drawn hither by a species of the *sardine*, great numbers of which we saw in the water, and generally found some in the fishes we caught. 'Tis very probable they are on their passage to some particular spot. Our

U u 2

latitude

1783.  
May.

latitude at noon was 28 deg. 8 min. and the longitude 316 deg. 44 min. West.

From this to the 7th we had Southerly winds and moderate weather: the latitude at noon was 30 deg. 11 min. South; and the longitude 321 deg. 58 min. West. In the afternoon the wind blew fresh from the Eastward, and the former part of the night was squally, with thunder, lightning, and heavy rain, which caused us to double-reef the topfails and reef the mainfail; under this fail we thought ourselves well secured for the night, but about two o'clock in the morning of the 8th, a most violent squall took us from the South West; on which we handed the topfails, and providentially received no damage: by day-light the weather grew more moderate; the wind still to the Southward. Our latitude at noon was 30 deg. 54 min. South.

In the forenoon of the 9th we had a strong breeze at North East, and towards the evening the wind hauled to the Northward, still blowing very fresh; in the evening it lightened very much to the South West, which caused us to close-reef the topfails, remembering the severe squall we so lately met with; fortunately, however, the night continued moderate, and the 10th and 11th we had light Southerly winds, and fine weather. Our latitude at noon on the 11th was 32 deg. 45 min. South; and the longitude by lunar observations, 327 deg. 6 min. West.

During the 12th and 13th the wind blew fresh at North East; the weather tolerably fine. Our latitude at noon on the 13th was 34 deg. 22 min. South.

During

During the 14th, and greatest part of the 15th, we had little variety, the wind and weather being nearly the same as on the preceding days, with a heavy swell from the Westward. In the afternoon of the 15th the weather grew hazy, and the wind variable, with a lowering threatening sky; about seven o'clock the wind settled at North West, and blew a strong gale, on which we close-reefed the topfails, reefed the mainfail, and sent down the top gallant yards. At eight o'clock we wore and stood to the Eastward. During the former part of the night we had a good deal of lightning from the Northward. At two o'clock in the morning of the 16th, we again wore and stood to the Westward: the gale still increasing, at six o'clock we reefed the forefail and handed the topfails. In the forenoon the top-gallant masts were struck, and the jibb-boom got in. Our latitude at noon was 36 deg. 10 min. South, the gale still continuing with unceasing violence, attended with frequent squalls, and an exceeding heavy Westerly swell.

1788.

May.

At four o'clock in the afternoon we found the pumps choaked up. This, in our present situation, was a most unfortunate circumstance, and more particularly, as the vessel, when on the starboard tack, made a good deal of water: however, the starboard pump was immediately hoisted up, and, on examination, found choaked with sand, which had been used as a flooring for the teas, and which, no doubt, the present tempestuous weather had occasioned to work through the ceiling. The pump being cleared, nine inches were cut from the bottom, and it was immediately got down again.

The ship's company had been for some time at an allowance of water, as before mentioned; but the weather being now too stormy

1788.  
May.

to have it served out, every person helped himself to what he wanted, as usual.

During the night the gale still continued with unceasing violence. At six o'clock in the morning of the 17th, the main stay-sail sheet gave way, and the sail blew to pieces in a moment: at seven o'clock the starboard pump again choaked, on which it was got up, cleared of the sand, and immediately put down again.

There being great reason to suppose that all the water which the vessel made, did not find its way to the pumps, but was stopped in the fore part of the ship by the sand, Captain Dixon came to a determination (with the advice of his Officers) to open the fore-hold, in order to examine that part: at eight o'clock the fore-hatch was broke open, and about forty chests of tea taken out of the hold: the tea was found dry, and in very good order, and (to our great satisfaction) there was not the least appearance of any water being lodged in this part of the vessel.

At eleven o'clock we hoisted up the larboard pump, and cleared it of sand, but it was not put down again, as we were obliged to keep a person constantly in the pump-well to clear it of sand, which was banded up in buckets, and if not constantly attended, presently choaked the pump.

The gale continued during the afternoon with unabating violence; the vessel laboured very hard, and made a great deal of water, so that it required every exertion to keep the pump-well clear of sand.

Hitherto

Hitherto our people had been in three watches; but the tempestuous weather, together with the unlucky accident of our pumps choking up, requiring a constant and unremitting attendance, Captain Dixon judged proper to put the ship's company to watch and watch.

1788.

May.

In the night, the gale rather abated; and about seven o'clock in the morning of the 18th, the weather grew moderate, with light winds, and a very heavy sea from the Southward, on which we set the topails, close-reefed.

About 8 o'clock, found a leak under the counter, on which we got up a number of articles that were stowed in the run, (being in a manner useless to us) and hove them overboard; our observation at noon gave 36 deg. 30 min. South latitude. During the afternoon we had light airs inclining to calm, a very heavy cross sea still running, which caused the vessel to strain and labour exceedingly: at eight in the evening a fresh breeze sprung up from the Northward, and in the night it increased to a gale, a heavy sea still setting from the Southward.

In the morning of the 19th, we had a fresh gale at North West, with frequent squalls; the pump-well still required constant attendance, for the labouring of the ship caused the sand continually to work through the ceiling, and it was of the utmost consequence to keep the well clear, as by that means, the water was prevented from lodging in any other part of the vessel. Our latitude at noon was 37 deg. 36 min. South; and the longitude 336 deg. 50 min. West, but the longitude could not by any means be depended upon; it was evident by our latitude of to-day, that there was a strong current setting to the Southward, and it was very uncertain

1788.  
 May

whether or no it did not set us to the Eastward at the same time ; however, Captain Dixon determined at all events to stand to the Northward, the wind blowing fresh at North West. This afternoon our powder was found to be loose and damaged, on which four barrels were thrown overboard, reserving only as much as we might possibly want for signals or other temporary purposes.

From this till noon on the 20th, we had very little alteration ; the wind still blew fresh at North West with frequent squalls ; our latitude was 36 deg. 57 min. South. As we had made nearly a North course for the last twenty-four hours, this observation confirmed our opinion of a Southerly current, but whether to the Eastward or Westward, it was not easy to determine, though we had some reason to think it set about South South East. In the afternoon, the wind shifted to the Westward, and during the night it changed to South and South East, but grew light as it came from the Southward.

Early in the morning of the 21st, we had a fresh breeze at East North East, on which we set all the sail we could, being glad to embrace every opportunity of getting to the Northward and Westward. Our latitude at noon was 36 deg. 40 min. and the Longitude 337 deg. 20 min. West. In the afternoon the breeze freshened, and the wind hauled to the Northward towards evening, blowing very hard with frequent heavy squalls, which caused us to hand the top-sails and reef the courses.----Towards morning on the 22d, the weather grew more moderate, and at day-light we made sail, still standing to the Northward, the weather hazy with rain ; our latitude at noon was 36 deg. South.

The forenoon of the 23d was very squally, attended with rain ; on which we close-reefed the top-sails, and struck top-gallant masts ;

mafts: about ten o'clock we were taken with a most violent squall, but as we had timely taken in fail, it fortunately did us no other damage than splitting our fore stay-fail. Our observation at noon gave 35 deg. 48 min. South latitude.

1788.  
May.

In the afternoon the weather grew more settled, the wind still hanging to the North West. Our pump-well still required close attendance, a good quantity of sand constantly working into it.

At three o'clock in the morning of the 24th, we founded with seventy fathom line over a soft bottom, which shewed that we were on the banks of Lagullus, on which we wore ship, the wind light and variable. At day-light, the weather being pretty moderate, we made fail; at seven o'clock we saw a large ship bearing North East, and standing to the Northward. Our latitude at noon was 35 deg. 36 min. South.

I should observe that ever since the bad weather came on, the wind had been generally at North West, and that whenever it shifted to the Southward or Eastward, it grew light and very variable. This had occasioned us to wear as often as was judged consistent with our getting to the Westward, and it is probable that the current already mentioned had in some measure retarded our progress.

During the afternoon and night we had strong North Westerly breezes and squally weather, which kept us under an easy fail, and we made occasional boards as suited our conveniency.

At day-light in the morning of the 25th, the weather being moderate, we made fail, the wind still hanging at North West.

X x

About

1788.  
May.

About eight o'clock the vessel we had seen on the 24th came within hail and spoke us. She proved to be the Lansdowne, Captain Storey, who, as has been already mentioned, got a-ground in the Straights of Banca, but got clear of the Straights of Sunda a week before us. As this vessel is esteemed a prime sailer, it cannot be denied but that the sight of her at this time infused fresh spirits into every person on board, especially when we compared our bad sailing vessel to her, and found that with all her boasted superiority, and the time she had before gained on us, we were yet on a *par* in regard to the voyage. This incident brought that observation of Solomon fresh into my memory, "*The race is not to the swift,*" &c. for we here had an incontestible proof, that "*time and chance* happeneth to all."

Captain Storey informed us, that he had been beating about the Cape ever since the 15th, which was the same time we met with the gale, but did not assign any reason for his not getting here sooner. Our observation at noon gave 35 deg. 32 min. South latitude; and the mean of some lunar observations 337 deg. 48 min. West longitude.

On the 26th, the wind continuing at North West, our Captain determined to stand to the South West, hoping to meet with a change of wind: the weather being now moderate, and tolerably settled, the people were put to their former allowance of water. Our latitude at noon was 36 deg. 17 min. South. In the night the wind shifted to North North East, and in the forenoon of the 27th, increased to a fresh breeze, on which we set all the sail we could carry, and steered North West by West: our latitude at noon was 36 deg. 12 min. South, and the longitude 339 deg. 39 min. West: we were destined to enjoy this favourable breeze but a  
short

short time, for in the afternoon the wind shifted to the North West, blowing very fresh: and towards evening increased to a strong gale, which continued all night with unceasing violence, attended with heavy squalls, much rain and lightning, with a heavy head-sea: towards morning the gale abated, and in the forenoon we had light winds and a heavy cross sea, which caused the vessel to labour very much.

1788.

May.

For some days previous to this gale we had got scarcely any sand out of the *well*, and the pump was fixed in its place, but now, the motion of the vessel obliged us to take it up again, and we got up nearly as much sand as when this unlucky accident first happened. Our latitude at noon was 37 deg. 11 min. South, the weather squally, with rain, the wind still at North West. At eight o'clock in the evening, to our great joy, a fresh gale came on at South West, and during the night it blew very heavy, with frequent squalls, constant rain, and much lightning: we carried all the sail we could with prudence, being exceedingly anxious to double this Cape. During the whole of the 29th, the wind blew strong from the same favourable quarter, and we steered North West, and North West by North, as best suited our purpose, there being about two points Westerly variation.

The wind on the 30th, was equally favourable to us: in the forenoon of the 31st, the wind veered to South East, still blowing a fine steady breeze, with moderate weather; our latitude at noon was 33 deg. 44 min. South; and the longitude by lunar observation, 347 deg. 50 West: so that to our great comfort we now had doubled this hitherto formidable Cape, the charts placing the South West point of land in 34 deg. 26 min. South latitude, and 341 deg. 37 min. West longitude.

X x 2

I shall

1788.  
May.

I shall lay down the pen at present, but, if Providence permit, thou shalt have a continuation from

Thine, &c.

W. B.

AT SEA. }  
May 31st. }

L E T T E R XLIX.

**H**AVING reason to think that there was a current setting strongly to the Westward, in the afternoon of the 31st of May, we hauled by the wind, steering North and North by East.

On the 1st of June, we had a fine breeze at East, with clear settled weather, our latitude at noon was 32 deg. 4 min. South.

The pump-well having for some time been pretty clear of sand, the starboard pump was got into its place, but so fixed that it could be got up with ease from time to time, as occasion required.

The weather, during the time we were doubling <sup>the</sup> this Southern promontory, had not been so severely cold as we were taught to expect, the mean of the thermometer being about 54 deg. though this mildness probably has been occasioned by the wind seldom blowing from the Southward for any length of time.

From the 1st, to the 3d of June, we were favoured with a fresh breeze from the Eastward and Southward. Our latitude at noon on the 3d, was 29 deg. 54 min. South; in the afternoon the wind shifted to North North West, blowing fresh with frequent squalls: as we yet depended on a Westerly current, we steered North East, and East North East, as the wind permitted. In the morning of the 6th, the wind gradually shifted to the Westward and Southward, which proved very fortunate, for the mean of several sets of lunar observations taken on the 6th: our latitude (being then 27 deg. 17 min. South) gave only 346 deg. 24 min. West longitude. This plainly shewed that our depending on a current setting to the Westward was extremely fallacious, and that in fact, we had met with nothing of the kind.

1788.  
June.

The weather now grew moderate and settled, with a fine steady breeze at South South East.

Though the vessel had now very little motion, yet we frequently got up the starboard pump, and always found a quantity of sand in the well.

On the 9th, our allowance of water was increased to five pints per day, and the people were again put into three watches. Our latitude at noon was 23 deg. 44 min. South; and the longitude 352 deg. 5 min. West.

From this to the 14th, nothing particular occurred. Our latitude at noon was 17 deg. 6 min. South, and the longitude upwards of 360 deg. A cit, so that we had completely circumnavigated the *Globe*; on which account, having lost a day in our reckoning, we borrowed a day; calling this (instead of the 14th) *Sunday the 15th of June*. Nothing

## A VOYAGE TO THE

1788.  
June.

Nothing material happened from this to the 18th: we kept standing for St. Helena, with a fresh South Easterly breeze and fine weather. This island is placed in the charts in 15 deg. 55 min. South latitude, and 5 deg. 49 West longitude. At half past three o'clock in the morning of the 18th, we saw St. Helena, bearing North West about six leagues distant: at six o'clock the whale-boat was hoisted out, and Mr. White sent on shore with dispatches to the Governor.

On standing into the road we had soundings from twenty-nine to nineteen fathoms water, over a muddy bottom.

At eleven o'clock we anchored with the best bower in nineteen fathom water; the extreme of the island bore from North 71 deg. East to South 65 deg. West: the church South 6 deg. West.

We had the pleasure of finding our consort the King George here, and every person on board in good health. Many of Captain Portlock's people had been ill of the scurvy, since they parted from us; but by a regular use of the various antiscorbutics, which he had on board, their health was pretty well re-established before he arrived at St. Helena.

In doubling the Cape of Good Hope, Captain Portlock kept much nearer the land than we had done, and had not so long a continuance of bad weather; so that he arrived here six days before us, and having completed his water, &c. he intended to have sailed this morning, but on our arrival he deferred it till the morrow.

Besides the King George, we found here, the Lanfdowne, Cap-  
tam

tain Storey, the Queen, Captain Douglas, three other East-India ships, and a Tuscan vessel.

1788.

June.

Our business at this island being principally to fill up our water, no time was lost in making every necessary preparation for that purpose; it was no less necessary for us to procure whatever refreshments the island afforded, but we were given to understand, that fresh provisions were dealt out very sparingly, owing to the number of ships touching here.

On the 19th, we received three quarters of fresh beef, which was all that could possibly be spared us: to make amends however for this deficiency, a quantity of rice, potatoes and pumpkins were purchased, and distributed amongst the ship's company.

From this to the 23d, the people were busied in watering, setting up the rigging and other necessary employments: some of them were daily sent on shore to gather water-creffes, cellery, and mint, which grow here in great plenty.

At five o'clock in the afternoon of the 24th, we unmoored, and at seven weighed and made sail, standing out of the road with a light Easterly breeze, and clear weather. At noon on the 25th, James-Town bore South 40 deg. East, ten leagues distant. Our passage from St. Helena to this place afforded little variety, except that about the latitude of 6 deg. North, we fell in with light variable winds, and close sultry rainy weather; our longitude at the same time was about 27 deg. West. The pilot (who is just come on board) informs me that Captain Portlock arrived in the river about a fortnight ago, all his people in good health. As I hope very shortly to have the pleasure of seeing thee, I shall

con-

conclude my narrative, with returning my grateful thanks to that kind Providence which has safely conducted us to our native country, after a long and tedious voyage.

OFF DOVER, }  
Sept. 17th. }

hat  
ive

9.

EN-



Canter Rannus.

*Linnæi Systema Naturæ, Page 1039, N<sup>o</sup> 2, From Sandwich Islands.*

Upper Side.

# APPENDIX.

No. I.

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## NATURAL HISTORY.

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**A**T Sandwich Islands there is a great variety of crabs and crayfish: one of the former was of so singular a make, that I caused a drawing to be made from one that I brought home, in two views, from which the annexed plates were engraved.

It is of a pale brown colour, but was much darker when alive; the back is set with small conical protuberances, pointing towards the front. It has four legs, and four swimmers or palinated legs, the bases of which last are not on a line with those of the legs, but placed, two of them on the side of the tail, and two within it, which, as well as the swimmers and the edges of the body, are bordered with hair. The eyes are placed on tubes, and command the whole hemisphere: it is a male, and I take it to be the *Cancer Ramius* of Linnaeus, p. 1039 of his *Systema Naturae*, No. 2.

It is in the Collection of Isaac Swainson, Esq. of London.

At the same islands are great plenty of beautiful shells, such as *Cypræa Tigrina*, *Mauritiana*, *Talpa*, and others of that genus; and numberless species of the smaller kinds, of which last the natives form necklaces, bracelets, and other ornaments: one of these necklaces afforded a singular species of the *Helix* genus of Linnæus, which I was informed is a fresh-water shell. It is outwardly smooth, has seven spires, and is of a black-brown colour, except the tip, which is pale-yellow: the inside is smooth and white, and the mouth is marginated within. It is remarkable for a knob or tooth on the columella, but which does not wind round it, consequently excludes it from the *Voluta* genus of Linnæus, to which at first sight it appears to be related. As I presume it to be a species hitherto undescribed, I have taken the liberty to give it the trivial name of *Apex Fulva*, or the *Yellow Tip*. A figure of it, in two views, is given in one of the following plates.

Specimens of this kind are in the Leverian Museum.

At the mouth of Cook's River are many species of shell-fish, most of them, I presume, non descript; and of all which I should have endeavoured to have got specimens, had business permitted. Among the bivalves we noticed some of a large species, of the *cardium*, or cockle genus; half a dozen of which would have afforded a good supper for one person; but for a repast of that kind, our men preferred a large species of the *Solen* genus, which they got in quantity, and were easily discovered by their spouting up the water as the men walked over the sands where they inhabited: as I suppose it to be a new kind I have given a figure of it in the annexed plate. 'Tis a thin brittle shell, smooth within and

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without:

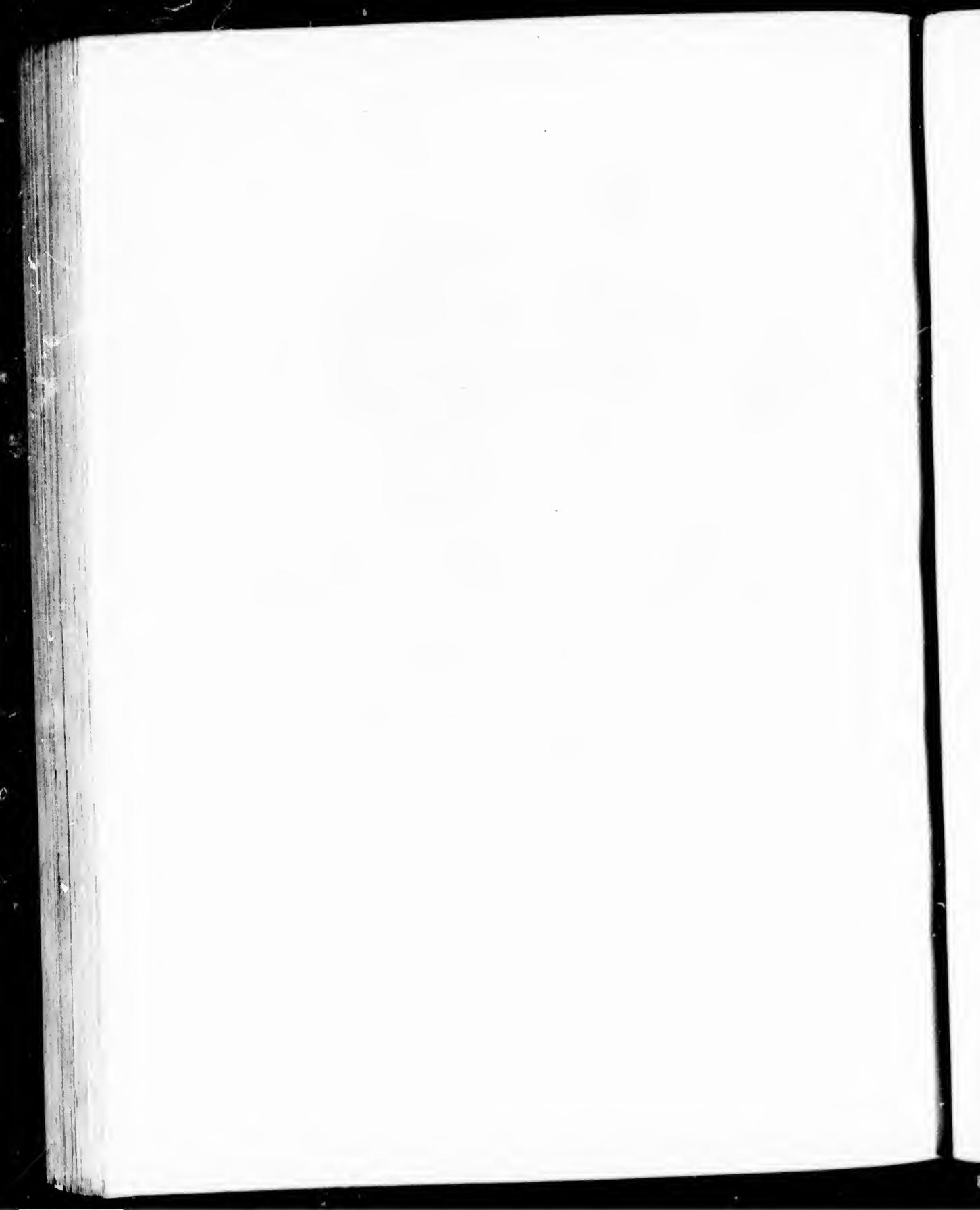


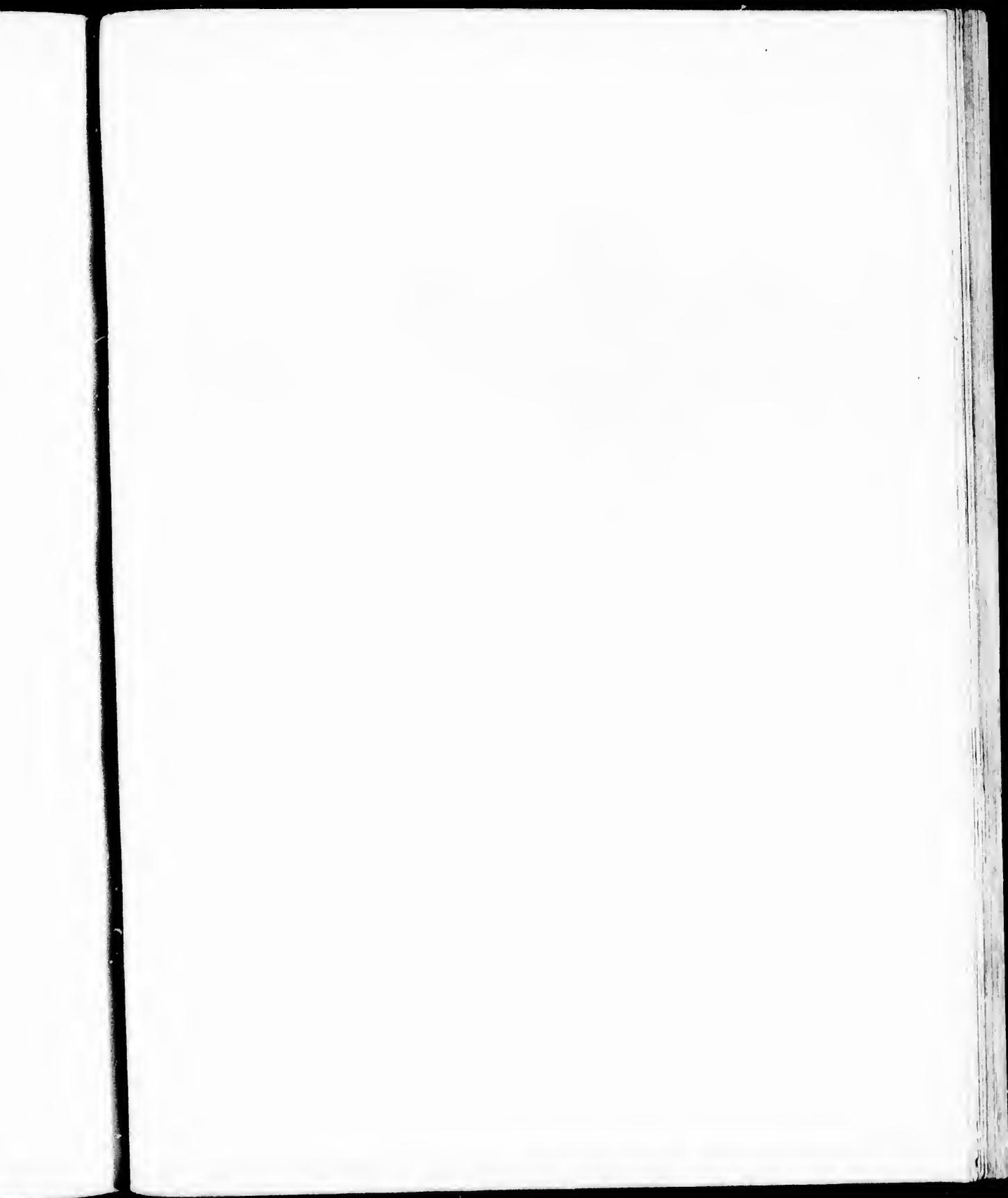
Cancer Rannius.

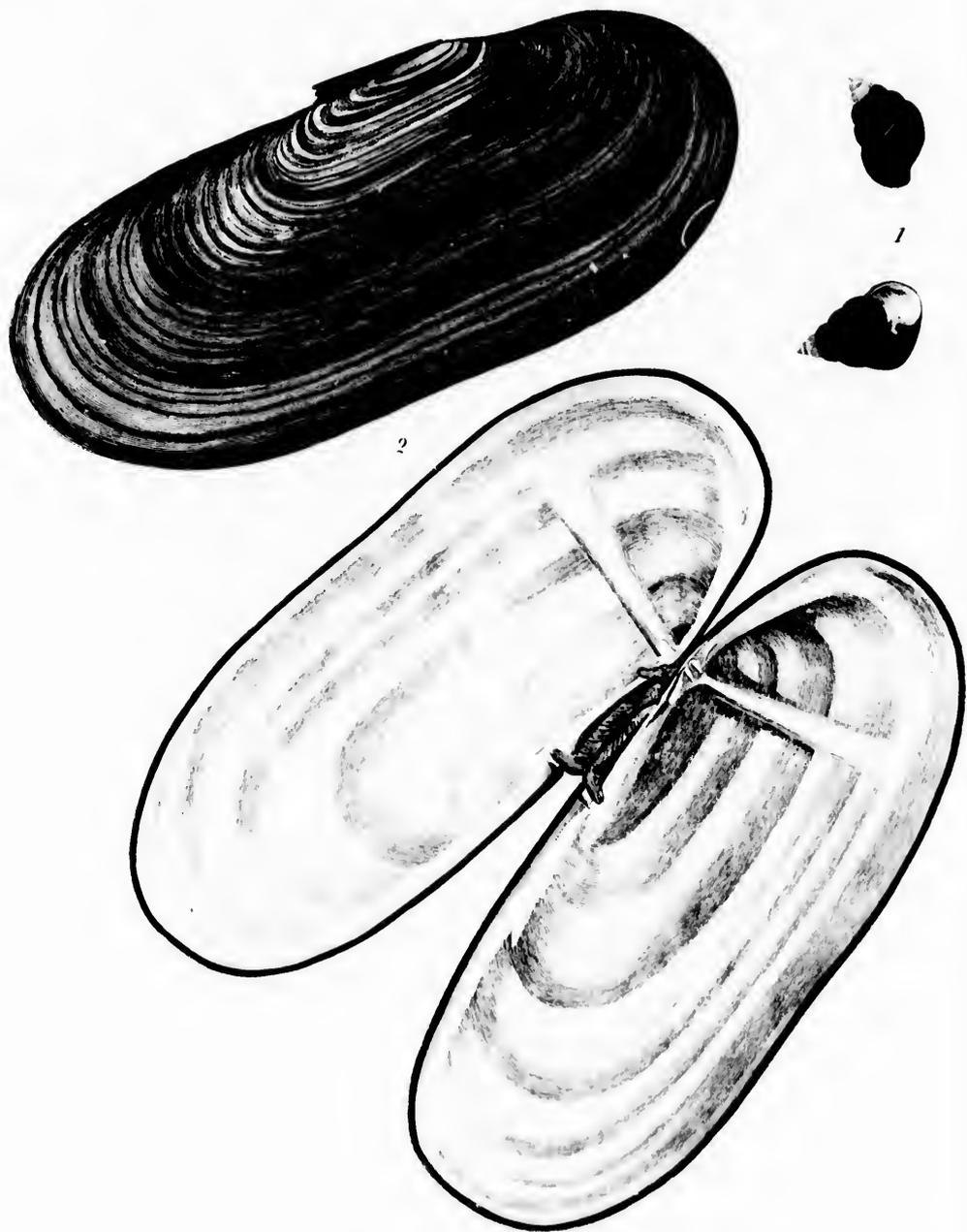
*Linnaei Systema Naturae, Page 1030, N.º 2. From Sandwich Islands.*

Under Side.

*Engraved by G. S. Edwards, del. J. G. Smith, sculp.*







1. *Turbo Apex Fulva*, from Sandwich Islands. 2. *Solen Patulus*, from Cooks River, N.E. Coast of America.

W. Linné del.

Published by Act. Juss. & by Capt. Dixon Dec<sup>r</sup> 1798.

P. Martell fecit.

without: one valve is furnished with two front, and two lateral teeth; the other has one front and one side tooth, which slip in between the others in the opposite valve: from the teeth, in each valve, proceeds a strong rib, which extends to above half-way across the shell, and gradually loses itself towards the edge, which is smooth and sharp. The colour of the outside is white, circularly, but faintly, zoned with violet, and is covered with a smooth yellowish-brown epidermis, which appears darkest where the zones are: the inside is white, slightly zoned, and tinted with violet and pink. The animal, as in all species of this genus, protrudes beyond the ends of the shell very much, and is exceeding good food.

A fine specimen of this kind is in the Collection of John Swainson, Esq. of the Custom-House, London.

We saw also, on this coast, a kind of muscle, in colour and shape much like the common eatable muscle of Europe, but differed in being circularly wrinkled, and a great deal larger. One valve I saw at Queen Charlotte's Islands, measured above nine inches and an half in length.

With pieces of these muscles, sharpened to an exquisite edge and point, the Indians head their harpoons, and other instruments for fishing. They fasten them on with a kind of resinous substance.

At Falkland's Islands we met with a curious kind of shell of the *Anomia* genus of Linnæus, of which, though the species are numerous in a fossil state in most parts of the globe, few have been discovered recent, or fresh from the sea. One only of this sort was before known in Europe, which was brought over by my

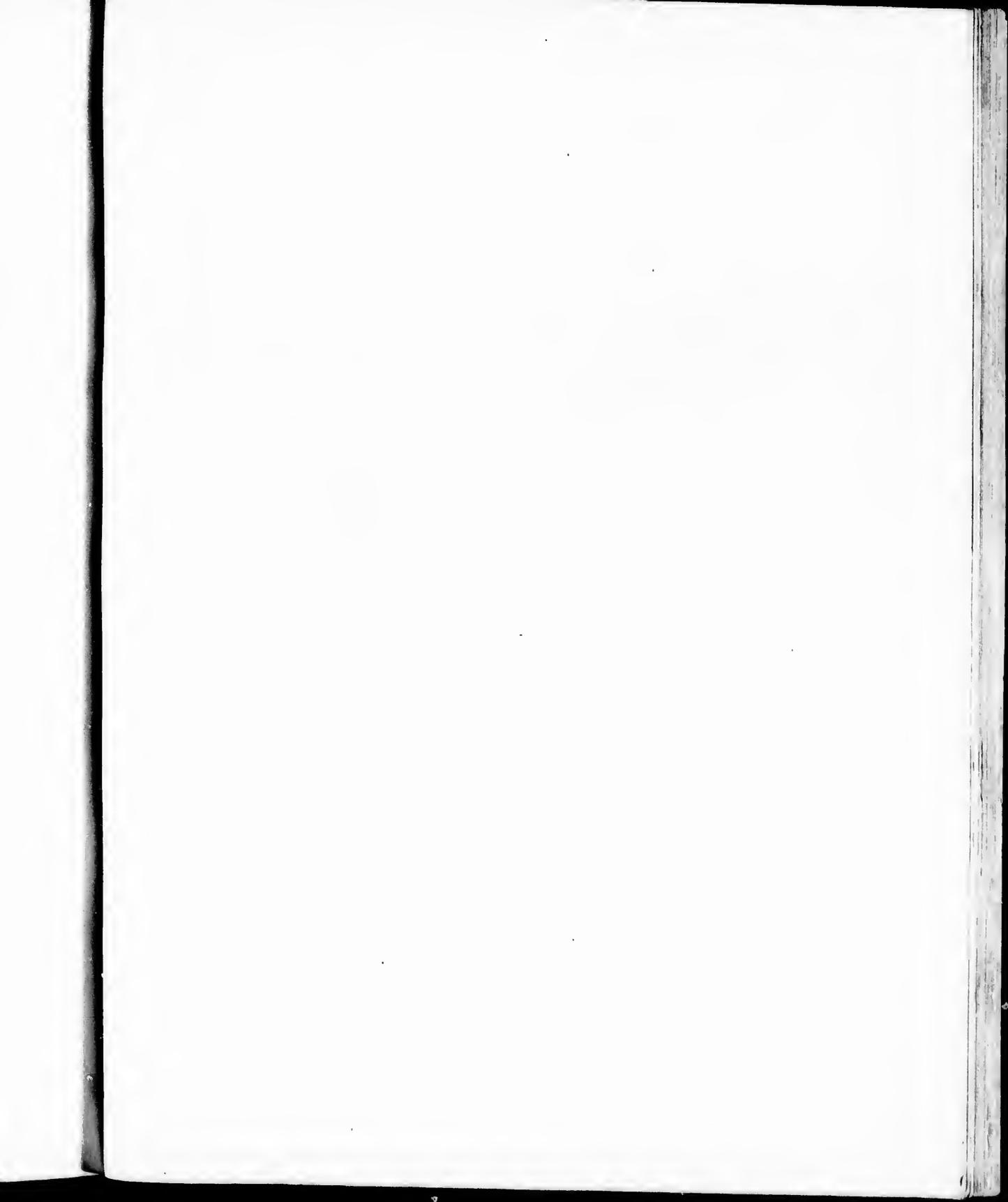
late worthy Commander, the much regretted Captain Cook, in his first Voyage round the World: it was in the Portland Museum, and was named by the late celebrated Dr. Solander in his MSS. description of the shells of that splendid cabinet *Anomia venosa*, which specimen is now in the collection of M. Calonne, of London.

This kind (as do all that are properly of this genus) adheres to coral rocks, by a ligament that comes from the animal through the hole in the larger valve.

The internal structure (peculiar to shells of this genus) is very singular, and consists of two testaceous rays, which commence near the hinge in the lesser valve, where they adhere; from whence, leaving the shell, they proceed to near the edge, then bend towards the other valve, and turn back to their commencement, where they unite: this internal part is very delicate, and breaks upon the smallest touch, but is thicker in the part nearest to the larger valve. The shell takes its name from certain parts of the animal, which run in a branched form along the inside of the shell, which being held to a strong light, or a candle, gives it a beautifully veined appearance. The outside is smooth, and of a pale brown colour.

The specimen from which the engraving was made, is in the private collection of Mr. George Humphrey, dealer in natural curiosities, Albion-street, near Black-friars Bridge, London.

Understanding, after I came home, that some of the birds I brought with me had not been engraved, though described by authors, particularly the new species by Mr. Latham, and pre-  
fuming





Yellow Tailed Bee Eater, from Sandwich Islands, Latham's Synopsis Vol. 2. Pl. 63. N<sup>o</sup> 10.

Engraved by W. D. Howland, 1827.

fuming that plates of them, done from correct drawings, would be no small embellishment to this work, I have therefore given the figures of four of the most curious, and with Mr. Latham's permission have annexed their descriptions, as printed in his Synopsis of Birds.

## YELLOW TUFTED BEE-EATER.

*Latham's Synopsis*, vol. ii. p. 683. No. 18.

“ Size of a lark : length from bill to tail fourteen inches. Bill an inch and an half long, pretty much bent, and sharp at the tip ; the nostrils covered with a membrane : tongue divided into threads at the end : the general colour of the plumage is glossy black : the feathers about the head and throat short and pointed : beneath each wing is a large tuft of yellow feathers, which do not appear when the wing is closed : on the vent is another patch of the same colour : the tail is greatly cuneated ; the two middle feathers are seven inches in length, and the outer ones only two inches ; both the outer feathers are white on the outer webs and tips, the others black ; the ends are pointed : the legs are black : the outer and middle toes connected to the first joint.

“ These birds are met with in plenty at *O-wby-bee*, and others of the *Sandwich Isles* ; at which place the natives catch the birds alive, and, after plucking out the yellow feathers, give them their liberty again, making use of the feathers in their various ornaments and dresses ; beautiful specimens of which may be seen in the *Leverian Museum*.”

Thus far Mr. Latham ; to which I take the liberty to add, that the specimen from which the annexed engraving was made, dif-

ferred from that described by him in having all the tail feathers spotted with white at the ends ; probably his was either a hen or a young bird.

The size is a little reduced in the engraving, in order to get it within the compass of the plate.

#### WHITE WINGED CROSS-BILL.

*Latham's Synopsis*, vol. iii. p. 108. No. 2.

“ The size of a goldfinch : the bill is of a dusky horn colour : nostrils covered with bristles of a pale buff colour ; at the base of the bill, from eye to eye, a streak of brown : the feathers on the head, neck, back, and under parts, are whitish, deeply margined with crimson ; and, as some parts of the white appears not fully covered with the crimson, gives the bird a mottled appearance : the rump is pale crimson : the vent dirty white : the wing is black, marked with a bar of white from the shoulder, passing obliquely backwards, and a second bar, or rather spot, of the same below that, but only the inner half : the second quills are each of them tipped with white : the tail black : legs brown.

“ I have received this both from *Hudson's-Bay* and *New-York*.”

The bird I have figured differs from Mr. Latham's in some particulars ; it wants the crimson colour, and the brown bar between the eyes, so that it is certainly a hen, differing from the cock exactly as in the common cross-bill kind.

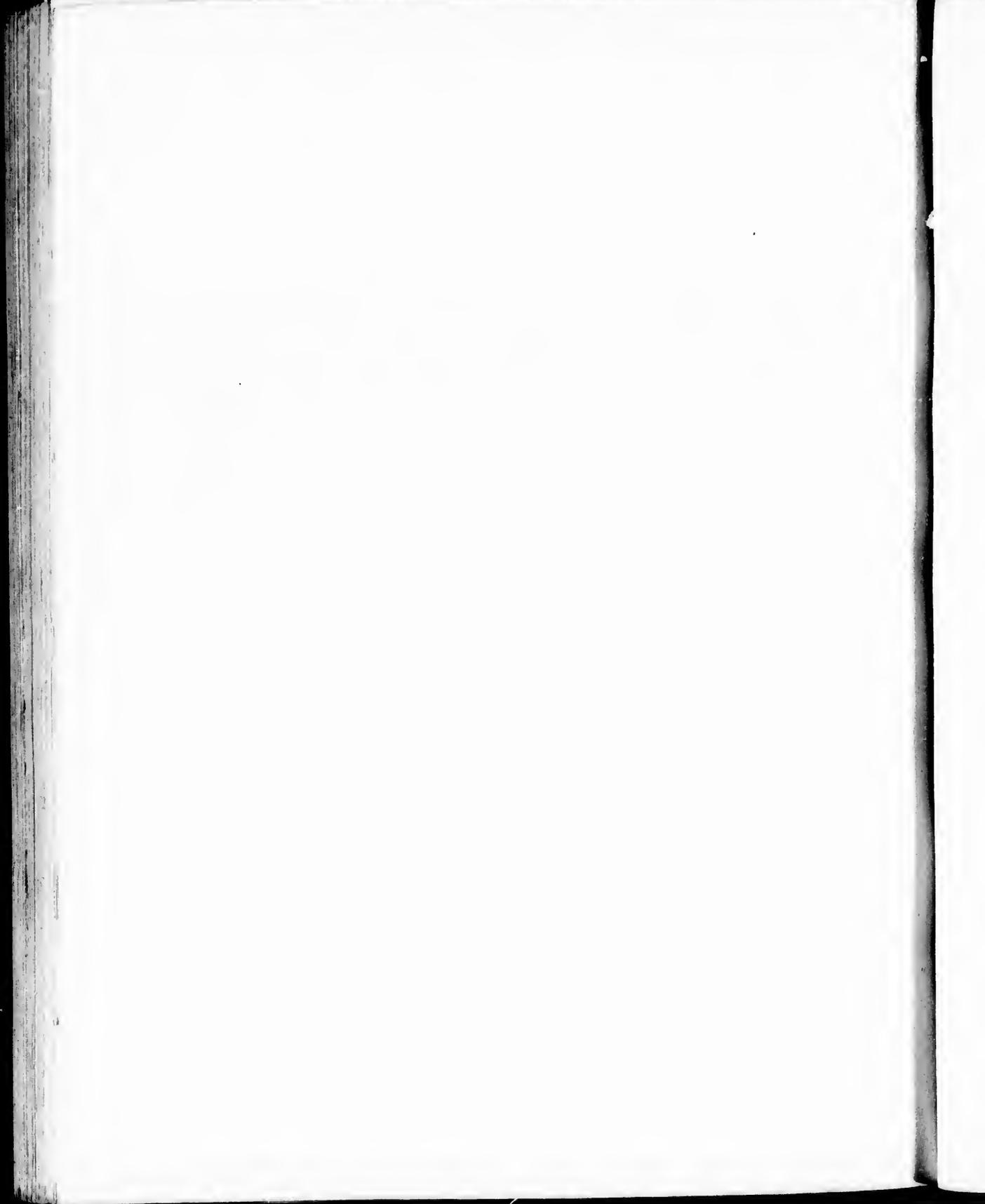
Mine was shot at *Montague-Island*, on the *North-West Coast of America*.

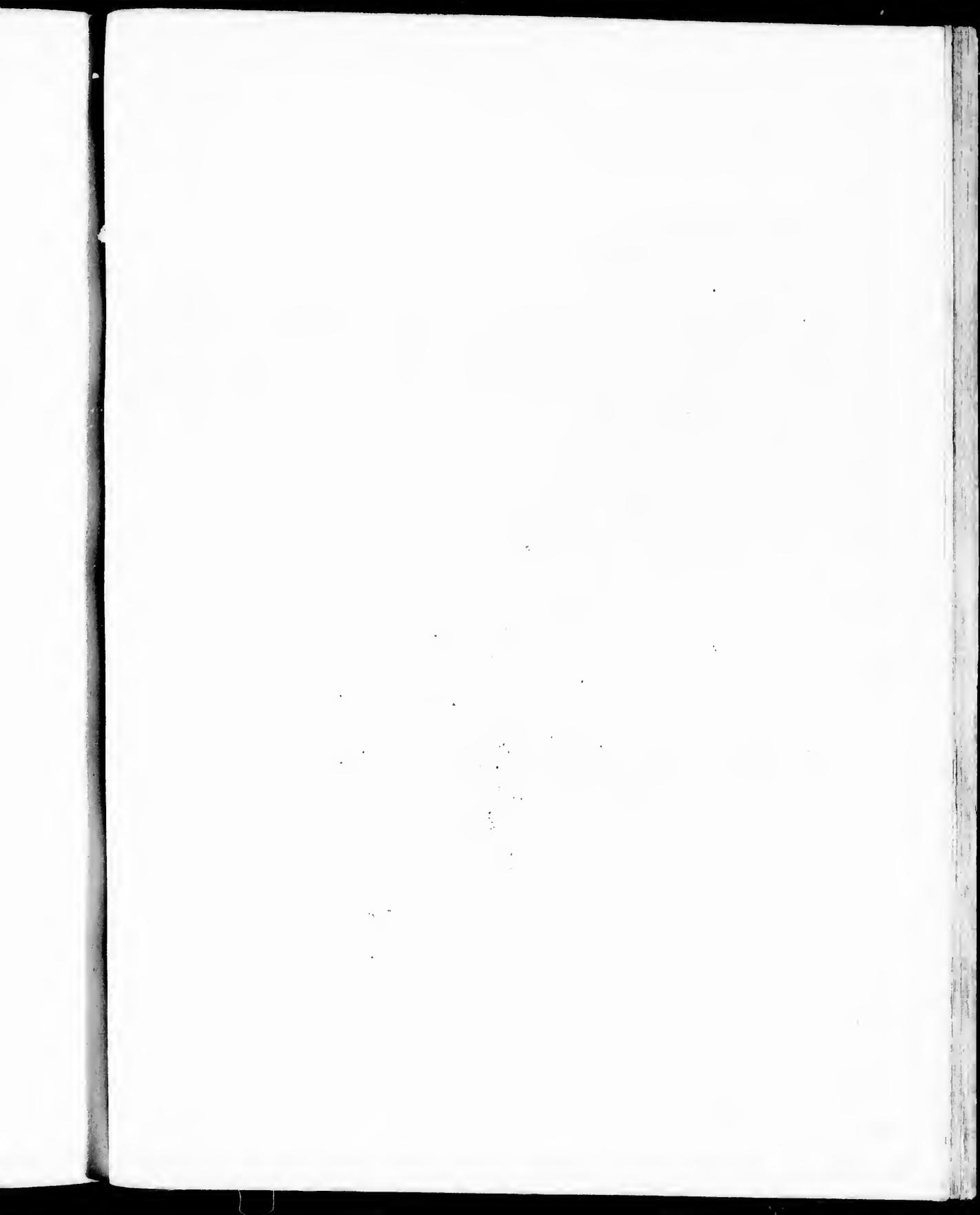
PATA-



White-winged Cross-Bill, from the N.E. Coast of America.

*Lathrop's Synopsis of Birds, Part II, No. 1.*







*W. Gould, del.*

*J. Macmillan, sculp.*

Patagonian Warbler, from Falkland Islands. Latham's Synopsis Vol. 4, P. 31, N<sup>o</sup> 26.

*Falkland Is. N. 1. 1845. Capt. Dixon's Is. 1789.*

PATAGONIAN WARBLER.

*Latham's Synopsis*, vol. iv. p. 434. No. 26.

“ This is a large species: length nine inches: bill one inch and a quarter, a little bent at the tip; colour black, with cinereous edges: the upper part of the body, and tail, cinereous; beneath paler, marked with white streaks: chin and throat white: over the eye a streak of the same: the wings dark ash colour, marked with pale brown, and a bar of the same across the coverts: the quills have brown edges: outer tail feathers white: legs black: toes long: hind toe and claw long and stout. The *female*, or what is supposed such, has fewer streaks of white on the breast.

“ Inhabits *Terra del Fuego*. Met with on the *sea-beach*, and is supposed to live on *shell-fish* or *sea-worms*.

“ It is apt to vary both in size and length of bill.”

Mr. Latham is of opinion, that the bird I have figured is the *female*. It differs from the above account in being cinereous throughout, except the throat, which is dirty-white, spotted with a cinereous colour, and that it is a native of *Falkland's Isles*.

JOCOSE SHRIKE.

*Latham's Synopsis*, vol. i. p. 175.—*Lanius jocosus* *Linnaei Systema Naturæ*, i. p. 138.

“ Size of a Lark: length seven inches and a half. The bill is blackish, rather straighter than in most of the genus, and furnished only with a very fine notch near the tip: the crown of the head is black, except some long brown-black feathers, which form a crest:

a crest: sides of the head, throat, and fore-part of the neck, white: from each corner of the mouth is a black line, continued backwards: under each eye is a small spot of lively red: the upper parts of the body are brown; the under parts dirty-white vent red: on the lower part of the neck and breast a kind of a brown band: quills brown: the tail is much cuneiform in shape; in colour brown, but the four outer feathers on each side have white tips: legs and claws black.

“ This is a *Chinese* bird, and called in those parts by the name of *Kockaicou*.”

I had a pair of these birds, which I bought in *Canton*, and kept alive till I got off the *Cape of Good Hope*. They would eat rice, but were fondest of Cockroaches, with which I principally fed them. I believe their death was owing to neglect, occasioned by the bad weather we experienced at that time.

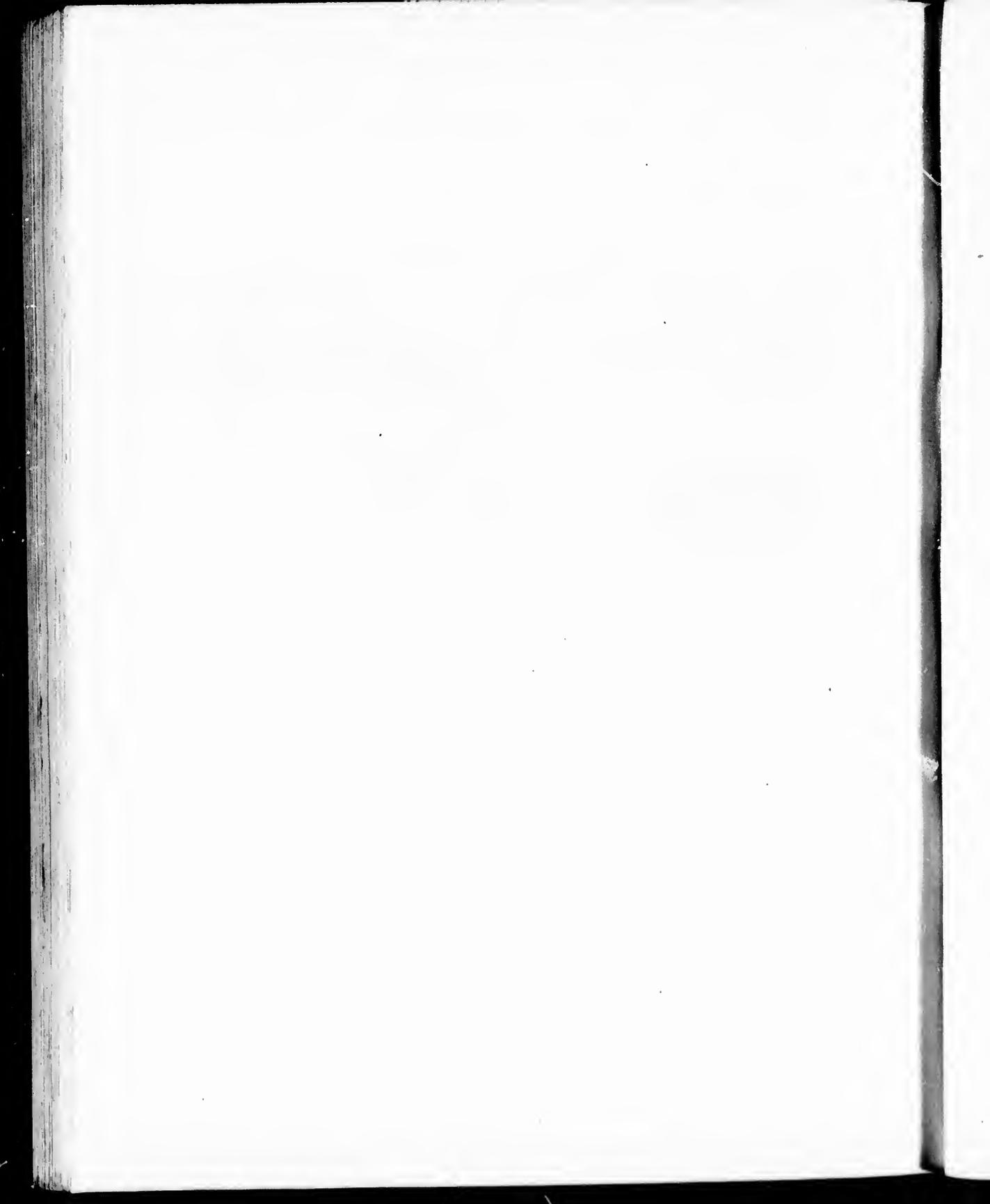


*Lanius Jucosus, Lin. Syst. Nat. P. 638. N<sup>o</sup> 1.*

*Jucosie Shrike, from China. Latham's Synopsis. P. 175.*

*Published by the Art Director for the U. S. G. O. 1877.*

*1877.*



# APPENDIX. No. II.

TABLES of the ROUTE of the KING GEORGE and QUEEN CHARLOTTE, the Variation of the Compass, and Meteorological Observations during the Voyage.

N. B. In these Tables, the Situation of the Ships at Noon is set down, and the Variation, as observed some Time the same Day.

TABLE I.					
From St. Jago to Falkland's Islands.					
Time.	Latitude North.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
<sup>1785.</sup> Oct. 29 } Noon. }	14 48	° ' "	° ' "	81 $\frac{1}{2}$	North East. Moderate wind, and cloudy weather.
30	13 20	23 06	9 20	80 $\frac{1}{4}$	E. b. S. Moderate and clear.
31	11 34	22 40		80	From E. to E. b. N. Ditto.
Nov. 1	10 06	22 15	10 16	81	East. Pleasant weather; at night, lightning.
2	8 46	22 14		83	E. S. E. Moderate and cloudy, with ditto.
3	8 00	22 05		82	Variable and squally.
4	7 42	21 52		83	Ditto, with thunder, lightning, and rain.
5	7 38	22 02		84	Variable and squally, with rain.
6	7 14	22 00	11 02	82	Ditto, with thunder, lightning, and rain.

TABLE I. Continued.  
Route of the King George and Queen Charlotte from St. Jago to  
Falkland's Islands.

Time.	Latitude North.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1785. Nov. 7, } Noon.	6 21	21 45		80	East. Squally, with thunder, lightning, and rain.
8	5 29	22 20		81	E. S. E. Fresh breezes, and cloudy.
9	5 28	21 40	9 30	81	Variable. Squally, with rain.
10	5 24	21 30		82	Ditto. Cloudy, with rain.
11	4 39	21 26		81	Variable. Squally, with lightning and rain.
12	3 36	22 11		80	Ditto. Fresh breezes, and cloudy.
13	2 24	23 00		82	S. E. Ditto, and clear. Saw some wild ducks.
14	1 22	22 30	9 26	80	S. E. A fresh breeze, and cloudy.
15	0 32	25 29		80	S. E. b. S. Ditto weather.
16	0 22	26 14		80 $\frac{1}{4}$	S. E. b. S. Moderate and cloudy,
17	1 27	27 02	5 58	78 $\frac{1}{2}$	S. E. A fresh breeze, and cloudy.
18	3 09	28 03		78	Ditto. Moderate and cloudy.
19	4 45	29 22		78 $\frac{1}{2}$	S. E. Fresh breezes, and cloudy.
20	6 30	30 10		75	S. E. b. E. Ditto weather.
21	7 57	30 45		79	E. S. E. Fresh breezes. Saw a fail to the eastward.
22	9 42	31 00		78	E. b. S. Ditto weather.
23	11 28	31 25	2 58	80	East. Moderate and cloudy.
24	13 08	32 05		79	E. S. E. Fresh breezes, and clear.
25	14 45	32 30		80	Ditto. Ditto weather.
26	16 36	33 00		81	E. N. E. Fresh breezes and clear.
27	18 32	33 32		79	Ditto. Ditto, and cloudy.
28	20 01	34 25		81	Variable. A fresh gale, under double-reefed topails.
29	21 18	34 50		80	Variable. A fresh breeze, and clear.
30	21 55	35 23		79	Ditto. Light breezes, and cloudy.
Dec. 1	22 31	35 47	East.	80	Variable. Light winds, and clear.
2	23 12	36 20	3 38	79	N. N. E. Light airs, and fine weather.

TABLE I. Continued.

Route of the King George and Queen Charlotte from St. Jago to Falkland's Islands.

Time.	Latitude South.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.				
1785. Dec. 3, } Noon. }	24	46	37	26	75	Variable. Fresh breezes, and cloudy.			
	4	25	13	38	21		76	Ditto. Ditto, and hazy.	
	5	25	26	38	40	5	25	72	S. S. E. Light winds, and cloudy.
	6	26	16	39	02			75	S. E. Moderate and pleasant weather.
	7	27	46	40	27			73 $\frac{1}{2}$	Ditto. Ditto, and cloudy.
	8	29	39	42	35	6	15	71 $\frac{1}{2}$	E. S. E. Fresh breezes, and cloudy. A swell from E. S. E.
	9	31	33	44	11			71	Ditto. Fresh breezes, and clear.
	10	32	56	45	14			72	Variable. Ditto weather.
	11	33	16	44	36			70	Ditto. A strong gale.
	12	34	36	45	09	11	16	67	Variable. Moderate and clear. A head sea from the S. S. W.
	13	36	09	46	21			75	N. W. Strong breezes, and clear.
	14	36	36	47	00			70	W. N. W. Light winds, and cloudy.
	15	37	43	48	07			72	N. E. Ditto winds, and clear.
	16	38	35	48	49	14	01	71	N. N. E. Moderate and hazy. A great number of whales round the ship.
	17	39	53	50	03			71 $\frac{1}{2}$	Variable. Fresh breezes, and thick wea- ther.
	18	40	26	51	20			74	Ditto. Ditto, and a heavy sea from the S. E.
	19	41	01	52	07			63	Moderate and clear. Saw sea birds.
	20	42	30	53	16			66	W. N. W. Fresh breezes, and clear.
	21	44	00	54	17			63	Variable. A heavy gale, and high sea.
	22	45	28	53	36			57	S. W. to West. A strong gale, and cloudy. Some whales in sight.
	23	46	24	53	36	15	35	57	Variable. A heavy gale, and cross sea. Saw a seal.
	24	47	02	53	42			48 $\frac{1}{2}$	S. W. to West. A strong gale, and hazy, with small rain.
	25	48	14	53	40			51	Variable. A fresh gale, and cloudy.

TABLE I. Continued.

Route of the King George and Queen Charlotte from St. Jago to Falkland's Islands.

Time.	Latitude South.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1785. Dec. 26 } Noon. }	49 10	52 55		49½	W. S. W. A fresh breeze, with rain at times.
	27 48	35 53 26	19 26	47	Variable. A fresh gale, and cloudy. Some whales in sight.
	28 48	37 54 42		47	West to South. Thick squally weather.
	29 49	18 55 52		50	Variable. Fresh breezes, and cloudy. A heavy head sea.
	30 50	31 55 55		49½	Ditto. Squally cloudy weather.
	31 50	04 56 50		45	Variable. Heavy squalls, with hail.
1786. Jan. 1	50 34	57 10		48	Ditto. Fresh breezes, and thick hazy weather. Great numbers of seals and penguins round the ship.
	2 50	40 58 00		50	At three A. M. saw the land S. E. b. S. to S. b. W. Fresh breezes, and hazy, wind variable.
	3 51	02 58 49		52	Variable. Light winds, and cloudy, with rain.
	4 51	10 59 40		52	Ditto. Fresh breezes, and cloudy.
	5 51	12 59 54			At eleven o'clock this day came to anchor in Port Egmont.
					N. B. The mean of the Thermometer, when among these islands, 54 degrees.

TABLE II.

Route of the King George and Queen Charlotte from Falkland's Islands to the Sandwich Islands.

Time.	Latitude South.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786. Jan. 23, } Noon. }	51	35 60	54	54	South. Light winds, and fine weather. New Island in sight, S. E. Distant three leagues.
24	52	03 62	49	53	N. W. Fresh breezes and cloudy. No land in sight.
25	52	40 63	39 25	00 50	Ditto. Light breezes, and foggy.
26	53	39 64	29	51	W. S. W. Fresh breezes, and cloudy. Seals and penguins round the ship.
27	54	51 63	40	50	Variable. Strong gales, and squally, with lightning to the S. W. Staten's Land, W. S. W. Distant six or eight miles.
28	55	28 63	19	47	S. S. W. Strong gales, and squally. A heavy sea.
29	56	00 62	39	43	Variable. Ditto, ditto.
30	56	48 62	19	43	West. Fresh gales, and hazy.
31	57	52 62	20	44	S. W. to N. W. Moderate and hazy. A heavy sea.
Feb. 1	58	7 63	40	43	W. N. W. to S. S. E. A fresh breeze, and hazy.
2	58	09 64	55 25	36 43	Variable. A fresh breeze, and cloudy.
3	59	24 66	13	45	Ditto. Fresh gales, and squally, with rain.
4	60	14 67	30	43	N. N. W. to S. W. b. W. Strong gales, and a heavy sea from the westward.
5	59	21 67	18	42	Variable. Fresh gales, and cloudy.
6	60	05 69	35 26	10 44	W. b. N. Fresh breezes, and fine weather.
7	60	15 71	30	45	Variable. Ditto, with rain. A heavy swell from the S. W.
8	59	44 71	50	45 $\frac{1}{2}$	Ditto. Fresh breezes, and squally, with rain.

TABLE II. Continued.  
Route of the King George and Queen Charlotte from Falkland's  
Islands to the Sandwich Islands.

Time.	Latitude South.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786. Feb. 9 } Noon. }	59 09	73 13	27 14	44	Variable. Fresh breezes. A heavy swell from S. W.
	10 58	02 73 44	28 35	40	
	11 56	32 75 09		42	South to W. S. W. Strong breezes, and snow.
	12 56	37 75 37		43	S. S. W. to W. N. W. Fresh breezes, and cloudy.
	13 56	46 77 52		41	N. W. Fresh breezes, and squally, with rain.
	14 55	44 79 47		44½	S. W. Moderate and cloudy.
	15 56	19 80 51		46	W. N. W. Ditto, ditto, saw some feals.
	16 56	11 81 10		45	W. b. S. Light winds, and cloudy.
	17 55	56 82 19		45	W. to S. W. b. S. Ditto, ditto.
	18 55	31 82 30	26 20	44½	W. to W. b. N. Squally, with rain.
	19 55	28 82 49		46	West. Fresh breezes, and cloudy, with rain.
	20 55	26 83 18		46	Variable. Strong gales, and squally.
	21 55	40 81 54		45	West. Ditto, ditto.
	22 54	05 81 40		44½	Ditto. Fresh breezes, and clear.
	23 53	15 81 52		45	Ditto. Ditto, ditto.
	24 53	12 82 12		46	W. N. W. Fresh gales, and hazy.
	25 53	17 83 34		47	N. W. Strong gales, and hazy.
	26 52	49 84 50		47	West. Heavy gales, and squally.
	27 52	14 82 43		47½	N. W. Strong gales, and cloudy.
	28 52	14 84 34		48	Ditto. Fresh breezes, and clear.
March 1	51 56	84 42		47	N. N. W. Squally, and cloudy.
	2 50	16 83 41	17 02	46	W. N. W. Ditto, with hail.
	3 48	31 82 39		48	West. Squally, with rain.
	4 46	52 82 43		50	W. N. W. Fresh gales, and hazy, with rain.
	5 45	36 80 54		51	West. Fresh and clear.

TABLE II. Continued.  
Route of the King George and Queen Charlotte from Falkland's  
Islands to the Sandwich Islands.

Time.	Latitude South.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.		
1786. March 6 } Noon.	45	09	81	31	52	W. S. W. Light breezes, and hazy.	
	7	44	13	81	40	53	Ditto. Ditto, ditto.
	8	44	44	81	43	55½	W. N. W. Fresh breezes, and cloudy. A swell from the N. W.
	9	44	17	82	56	56	W. S. W. Hard squalls.
	10	43	24	82	37	53	W. N. W. Fresh breezes, and cloudy.
	11	43	10	83	04	57	W. S. W. Moderate and cloudy, with lightning.
	12	42	26	83	15	56½	Variable. Hazy, with rain.
	13	43	07	84	51	58	N. N. W. Ditto, ditto.
	14	42	46	84	43	57	Variable. Foggy, with rain.
	15	42	04	85	16	58	Ditto. A fresh gale, and hazy.
	16	40	35	86	07	51½	S. S. W. Ditto, ditto. A swell from the S. W.
	17	39	36	87	15	57	West. Fresh breezes, and cloudy.
	18	37	58	88	30	60	Variable. Ditto, ditto. A heavy swell from the S. W.
	19	36	51	88	44	59½	S. S. W. to S. S. E. Light breezes, and cloudy.
	20	36	34	89	00	61	S. S. W. Ditto, ditto, and fine wea- ther.
	21	36	12	89	01	62	W. S. W. Light winds, and cloudy.
	22	35	10	89	35	62½	W. b. S. Moderate, ditto, ditto.
	23	34	08	90	52	64½	S. b. W. Ditto, ditto.
	24	33	25	91	30	65	S. S. W. to S. S. E. Moderate and cloudy, with rain.
	25	32	27	92	40	67	East. Light winds, and cloudy. Saw a sail to the N. W. but did not speak her.
	26	31	48	94	10	70	E. S. E. Moderate and clear.
	27	30	46	95	35	73	S. E. to East. A fine breeze, and clear.
	28	29	21	97	35	72	East. Fresh breezes, and cloudy.

APPENDIX. No. II.

TABLE II. Continued.

Route of the King George and Queen Charlotte from Falkland's Islands to the Sandwich Islands.

Time.	Latitude South.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1780.					
Mar. 29 } Noon. }	28 02	98 33	6 30	71½	E. N. E. Fresh breezes, and clear.
	30 26	39 100 02		72	East. Fresh breezes, and cloudy.
	31 25	08 100 51	5 00	71½	Ditto. Pleasant weather.
April 1	23 28	102 08		73	E. b. S. Fresh breezes, and cloudy.
	22 46	103 34		73	E. N. E. Ditto, ditto, rain.
	3 20	27 104 48		72½	Ditto. Pleasant weather.
	4 19	19 105 00		74	N. E. Ditto, ditto.
	5 18	07 106 31		73	E. b. N. Fresh breezes, and clear.
	6 17	32 107 09	3 44	73	N. N. E. Ditto, and cloudy.
	7 17	21 107 23		75	Ditto. Light winds, and clear.
	8 16	47 108 00		73	N. E. Ditto. Saw dolphins and birds.
	9 15	59 108 43		75	Ditto. Light winds, and cloudy. A swell from the S. W.
	10 15	03 109 30		75	N. E. Light winds, and clear.
	11 13	53 110 00		74	Variable. Ditto. Saw birds and sharks.
	12 12	14 111 11		76	E. S. E. Fresh breezes, and clear.
	13 10	22 112 09		77	E. b. N. Ditto, ditto.
	14 8	44 112 54	4 27	78½	S. E. Fresh breezes, and cloudy.
	15 7	05 113 40		79	Variable. Ditto, and clear.
	16 5	17 114 45		79½	E. N. E. Fresh breezes. Saw fish and birds.
	17 3	09 115 38		80	East. Ditto. Saw several turtle.
	18 1	27 116 10		81	S. E. Squally, with rain.
	19 00	05 116 00		79½	Variable. Cloudy. Saw some turtle.
	North.				
	20 1	19 116 24		78	Ditto. Light winds, and cloudy. Saw several sharks round the ship.
	21 2	35 116 30	5 00	79	S. S. E. Light winds and clear.
	22 3	37 116 40		81½	Ditto. Ditto, and cloudy. Great quantities of birds round the ship.
	23 4	34 117 23		78	Variable. Squally, with rain.

TABLE II. Continued.  
Route of the King George and Queen Charlotte from Falkland's  
Islands to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786.					
April 24 } Noon. }	5 33	117 50		78½	Variable. Fresh breezes, and hazy.
25	6 08	118 22		79	S. W. to West. Light wind, and rain.
26	6 30	117 40		78½	West to N. W. Ditto, and cloudy.
27	7 00	117 30		80	W. S. W. Light winds, with lightning and rain.
28	7 20	118 19	5 15	81½	Variable. Ditto, with lightning.
29	7 43	119 09		80½	N. E. Moderate breezes, and cloudy.
30	8 20	120 20		81	N. N. E. Squally, with rain. Saw dolphins and birds round the ship.
May 1	8 53	121 40		79	N. E. A fine breeze, and clear.
2	9 44	122 42		80	N. N. E. Ditto weather. Saw several turtle.
3	10 45	124 08		79	N. E. b. N. Fresh breezes, and cloudy
4	12 12	125 32		77	Ditto. Ditto weather.
5	13 14	126 53		77½	N. E. b. N. Moderate, and clear.
6	14 25	127 47		81	Ditto. Squally, with rain.
7	15 50	128 45		72	N. E. Ditto, and cloudy. Saw some turtle.
8	17 04	129 57	5 50	71½	Ditto. Fresh breezes, and squally.
9	18 15	130 44		72	N. E. b. E. Fresh weather.
10	19 30	131 40		70	N. E. b. N. A fresh gale, and rain.
11	19 55	133 08		71½	N. E. Fresh breezes and cloudy.
12	20 03	134 37	6 17	70	Ditto. Ditto, and clear.
13	20 09	136 17		71	East. A fine breeze and cloudy. As yet we saw nothing of Los, Majos, or any other of the islands as laid down in this latitude and longitude by the Spaniards.
14	20 09	138 04		71	East. Fresh breezes, and cloudy.
15	20 08	140 01		71½	Ditto. Squally, with rain.
16	19 59	142 10		72	E. b. N. Ditto, ditto.

TABLE II. Continued.  
Route of the King George and Queen Charlotte from Falkland's  
Islands to the Sandwich Islands.

Time.	Latitude South.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786. May 17 } Noon.	20	02 144 02		73	E. N. E. A fine breeze, and clear.
18	19	57 145 52		74 $\frac{1}{2}$	E. b. N. Moderate, and cloudy.
19	19	57 146 44		75 $\frac{1}{2}$	Ditto. Light breezes, and clear.
20	20	05 148 02		74	East. Moderate, and ditto.
21	19	44 149 30		75	E. N. E. Light breezes, with rain.
22	19	18 151 40		74	Ditto. Moderate, and cloudy.
23	19	10 153 15		75	E. N. E. Fresh breezes, with rain.
24	19	26 154 16		76 $\frac{1}{2}$	E. b. N. Ditto, and hazy. At noon the N. E. point of Owhyhee, bear N. $\frac{1}{2}$ W. three, or four leagues.
25	18	56		74	E. N. E. Moderate, and cloudy. South point of Owhyhee E. b. S. nine miles.
26				75	Variable, and light. Close in shore.
27				77	W. S. W. Light breezes, and cloudy. At one P. M. came to anchor in Ka- rakakooa Bay, Owhyhee.

## TABLE III.

Route of the King George and Queen Charlotte whilst at the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786. May 29, } Noon. }	0	0	0	0	Variable. Light breezes, and cloudy. Karakakooa Bay N. E. b. E. From S. W. to N. E. Light winds. The bluff head on Ranai N. b. W. distant three miles.
30 20 45	156 41	8 00	78		
31 21 14			78½	Variable. Light breezes, and cloudy. The S. E. part of Woahoo W. S. W. E. N. E. Fresh breezes, and clear. At anchor in Woahoo.	
June 1 21 16	157 45		79½		
5 21 15			78	East. Ditto, ditto. South point of Woahoo East six leagues. Ditto. Fresh breezes, and cloudy. South end of Woahoo W. N. W. nine or ten leagues.	
6 21 33			77		
7 21 45			79	E. N. E. Light winds, and cloudy. South point of Onechow E. b. N. ½ North. E. S. E. Fresh breezes, and clear. At anchor in Yam Bay, Onechow.	
8 21 57	160 15		78		

## TABLE IV.

Route of the King George and Queen Charlotte from Sandwich Islands to Cook's River.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786.	°	°	°	°	
June 14, } Noon. }	23	10 160 45	10 09	78	E. N. E. Light breezes, and cloudy. The high land on the South part of Queehow bore S. E.
15 24	29	160 02		77	E. N. E. Fresh breezes, and cloudy.
16 25	27	160 57		76½	Ditto. Moderate breezes, and clear.
17 26	32	161 22		77	Ditto. Ditto, with rain.
18 27	49	161 07		76½	E. b. N. Moderate breezes, and cloudy.
19 28	53	161 00		76	East. Ditto, ditto, with rain.
20 30	06	160 41	15 10	79	E. b. N. Moderate breezes, and clear.
21 31	04	160 10		76	Variable. Ditto, ditto weather.
22 32	02	159 41		77	S. S. E. Moderate breezes, with rain.
23 33	34	158 50		78	S. S. W. Fresh breezes, and squally. A heavy swell from the Westward.
24 34	21	158 35		72½	Variable. Squally, with rain.
25 35	56	157 32		69	West. Strong gales and squally, with rain.
26 36	57	156 30		63	W. N. W. Ditto, ditto. A heavy swell from W. N. W.
27 38	14	155 34		62½	West. Fresh breezes, and hazy.
28 38	49	154 13		57	N. W. Ditto, ditto. A heavy N. W. swell.
29 39	31	153 05		57½	Ditto. Fresh breezes, and ditto.
30 40	37	153 37		57	W. N. W. A fresh gale, and thick weather.
July 1 41	31	152 06	17 20	56½	Ditto. Ditto.
2 42	48	152 06		59	S. W. Fresh breezes, and foggy. Saw a seal, and a log of wood.
3 44	01	152 04		56	South to W. b. S. A fresh gale, with rain.
4 45	02	150 10		50	N. W. Fresh gales, and hazy.
5 45	27	149 22		49	Ditto. Ditto, and foggy.
6 45	59	148 06		47½	N. W. Squally, with rain.

TABLE IV. Continued.  
Route of the King George and Queen Charlotte from Sandwich  
Islands to Cook's River.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786. July 7, } Noon. }	46	14 147	27	50	{ N. W. to S. b. W. Light winds, and hazy.
8 47	31	147	53	54	{ Variable. Fresh gales, and hazy.
9 49	38	148	55	48½	{ Ditto. Ditto, and foggy.
10 51	24	149 35	19 30	47	{ S. W. to S. E. Fresh breezes, and hazy. Passed a log of wood.
11 53	11	149 35		46	{ S. S. W. A fresh gale, and foggy. Passed several pieces of wood, and some rock-weed.
12 54	21	148 26		46½	{ W. N. W. Strong breezes. Saw several flocks of birds.
13 54	55	148 34		47	{ N. W. to West. Ditto. Passed a log of wood.
14 55	52	148 00		45	{ W. S. W. A light breeze, and thick fog.
15 57	04	149 22		47½	{ S. W. Moderate, and foggy. Ditto. Fresh breezes, and foggy. At seven o'clock saw the land, bearing N. W. b. W. seven or eight leagues distant.
16 58	34	151 04		48	{ Variable. Fresh breezes, and foggy. Ditto. Fresh breezes and hazy, with rain. The barren islands N. W.
17 58	45	152 06		47	{ Variable. Fresh breezes, with rain. At anchor off Coal Harbour in Cook's River.
18 58	39	152 10		48	
19				47	

N. B. Mean of the Thermometer in Cook's River 58½ deg.

TABLE V.

Route of the King George and Queen Charlotte from Cook's River along the Coast, and from thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786.					
Aug. 13 } Noon. }	58	59		57	Variable. Light airs. The Sugar Loaf on one of the barren islands bearing S. W. distant three leagues. Cape Elizabeth W. $\frac{3}{4}$ N. seven or eight miles.
14 59	06	150	11	54	W. S. W. to W. b. N. Moderate breezes, and thick weather.
15 59	23	149	59 24 30	58	Variable. Thick, hazy weather. N. W. b. N. to W. S. W. Light winds, and hazy. Sounded in 52 fathoms. Small stones and shells.
16 59	27	149	19	57 $\frac{1}{2}$	Variable. Light winds. Saw the land N. b. E. $\frac{1}{2}$ E. distant three or four miles.
17 59	48	148	30	54	S. S. W. Light winds, and hazy. At anchor off the S. W. end of Montague Isle in 43 fathoms.
18 59	42	148	24	53 $\frac{1}{2}$	Variable. Light winds. At half past six weighed and made sail, the land N. E. b. N. distant seven or eight miles.
19 59	12			59	East to N. E. Squally, with rain.
20 59	00			57 $\frac{1}{2}$	N. E. Fresh breezes, and thick rainy weather.
21 59	10	148	24	55	Ditto. Ditto, squally, and a heavy sea.
22 59	15	148	00	53 $\frac{1}{2}$	Ditto. Strong gales and cloudy, with rain.
23 58	57	148	00	53	East. Moderate. Saw Montague Island N. W. $\frac{1}{2}$ W. five or six leagues.
24 59	47	148	20	52	Variable. Light breezes, and foggy.
25 59	12	147	31	53	E. N. E. Light winds, and cloudy.
26 58	26	146	39	54 $\frac{1}{2}$	Variable. Moderate, and cloudy.
27 59	00	145	43 28 10	57 $\frac{1}{2}$	

**TABLE V. Continued.**  
Route of the King George and Queen Charlotte from Cook's River  
along the Coast, and from thence to the Sandwich Islands.

Time.	Latitude South.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786.					
Aug. 28, } Noon. }	59	09 145 17		58	N. E. Fresh breezes, and squally. Saw the land bearing W. $\frac{1}{2}$ N. distant 11 or 12 miles.
29	58	13 145 47		55	E. N. E. Fresh breezes, and hazy. A heavy head sea.
30	58	28 144 42		54	Variable. Fresh breezes, with rain.
31	58	27 143 49		53 $\frac{1}{2}$	Ditto. Light winds, and cloudy.
Sept. 1	58	54 142 10		54	S. E. Fresh breezes, and cloudy.
2	58	49 140 44		53	Variable. Fresh breezes and squally, with rain.
3	58	23 139 08		53 $\frac{1}{2}$	North to S. W. b. S. Ditto, ditto. A heavy swell from the Eastward.
4	58	32 139 03		53 $\frac{1}{2}$	Variable. Moderate, and cloudy.
5	58	15 138 44		54	Ditto. ditto, with rain.
6	58	26 138 36		53 $\frac{1}{2}$	E. b. S. Light winds, and rain.
7	58	05 137 48	24 00	53	Variable. Fresh gales, and squally.
8	57	35 137 12		53	Ditto. Ditto, ditto.
9	57	53 138 00		54	S. b. W. Fresh breezes, and hazy. Saw the land, bearing N. N. E.
10	57	42 137 42		54	Variable. Strong gales, and squally.
11	56	46 137 07		52 $\frac{1}{2}$	Ditto. Heavy gales, and thick weather.
12	56	50 136 39		53 $\frac{1}{2}$	E. N. E. A fresh gale. Saw the land N. E. b. E.
13	56	50 136 41		52	South. Strong gales, and rain.
14	57	06 136 09		52 $\frac{1}{2}$	Ditto. Fresh breezes, and cloudy. Cape Edgecombe N. 60 deg. E. distant 11 or 12 miles.
15	57	13 136 23		58	Variable. A heavy gale, and hazy.
16	56	50 136 10		51	Ditto. Fresh breezes, and hazy.
17	55	15 136 14		50 $\frac{1}{2}$	W. S. W. Ditto, ditto, and cloudy.
18	53	46 133 53		51	N. W. Fresh breezes, and clear. Saw the land.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River along the Coast, and from thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786. Sept. 19, } Noon. }	51	56 133	17 24	18	55 { N. W. Fresh breezes, and hazy.
20	51	6 131	25		59 { Ditto. Fresh breezes and cloudy.
21	50	45 129	50		57½ { N. W. Light winds, and clear. Saw two Islands, bearing N. 53 deg. E.
22	50	03 128	30		56 { N. N. W. Moderate breezes, and cloudy. The land in sight.
23	49	51 127	52		56 { N. W. Fresh breezes, and hazy. Woody Point N. 69 deg. W.
24	49	28			57 { Variable. Squally, with rain. King George's Sound bearing N. E. three or four leagues.
25	49	34			53 { Variable. Light airs, and cloudy. North point of the Sound North, 63 deg. East, distant nine or ten miles.
26	49	29			61½ { Variable. Heavy gales, with thunder, lightning, and rain. Saw the land from N. W. to East.
27	49	20			53 { Variable. Squally, with heavy showers of hail and rain. Extremes of the land from W. N. W. to E. b. S. A heavy swell from S. S. W.
28					57 { Variable. Squally, with rain and hail. The point of the Sound North, 65 East, distant seven or eight miles.
29	49	15 127	35	20 00	62 { W. N. W. Fresh breezes, and fine weather. The entrance of the Sound N. 40 deg. E. 11 leagues.
30	47	53 128	30		53½ { South. Light airs. A heavy swell from N. W.
Oct. 1	47	53 129	44		57½ { S. W. Fresh breezes, and hazy. A heavy head sea.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River along the Coast, and from thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786. Oct. 2, } Noon, }	46 50	130 10		56 $\frac{1}{2}$	S. S. W. Moderate breezes, and clear.
	3 45	41 130 02		59	S. W. Fresh breezes, and cloudy.
	4 44	56 130 46		61	N. W. Moderate breezes, with rain and fog.
	5 44	06 131 04	19 27	59	North to S. S. W. Light winds, and cloudy. A heavy swell from the Westward.
	6 43	07 130 52		57	South. Fresh breezes, with rain.
	7 43	08 131 59		56 $\frac{1}{2}$	Variable. Strong breezes, and foggy.
	8 42	34 131 22		56	S. W. b. S. Squally, with lightning & rain.
	9 41	58 131 06		59	S. S. W. Ditto, with rain. A heavy swell from the Westward.
	10 40	33 131 14		59 $\frac{1}{2}$	Ditto. Fresh gales, and squally.
	11 39	26 131 22		60 $\frac{1}{2}$	Variable. Fresh breezes, and cloudy.
	12 38	43 131 00		64	S. S. W. A fresh gale, with rain.
	13 37	02 134 47		63	W. N. W. Ditto, ditto. A swell from W. S. W.
	14 36	32 133 52		62 $\frac{1}{2}$	W. N. W. Fresh breezes. Several sharks round the ship.
	15 35	57 133 20		67	S. S. E. Light winds.
	16 36	04 133 45		67 $\frac{1}{2}$	South. Moderate breezes, and cloudy.
	17 35	54 135 14		69	Variable. Light winds, and rain.
	18 34	40 136 06		68	North. Moderate and hazy, with rain.
	19 34	28 136 51		67	Variable. Fresh breezes, and clear.
	20 34	23 138 25		68	S. b. E. Ditto, ditto, and cloudy.
	21 34	13 141 00		71	South. Fresh breezes, and squally.
	22 34	00 141 06		72	Ditto. Ditto, ditto.
	23 33	42 142 12		71 $\frac{1}{2}$	S. S. E. Fresh breezes and cloudy, with rain.
	24 33	21 143 02		71	S. E. Moderate and hazy.
	25 33	00 143 36		71	S. S. E. A fine breeze, and cloudy, with rain.
	26 32	39 143 50		71	Ditto. Ditto, ditto.

TABLE V. Continued.  
Route of the King George and Queen Charlotte from Cook's River  
along the Coast, and from thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786. Oct. 27, } Noon. {	32	27 145	27 11	46	71½ } S. S. E. Fresh breezes, and fine weather.
28	32	03 144	58		74 } S. E. Moderate and cloudy.
29	31	05 146	04		72 } E. S. E. A fine breeze, and cloudy.
30	29	48 146	06		72½ } S. E. Fresh breezes, with lightning.
31	29	05 147	59	9 27	71 } Ditto. Ditto, and squally.
Nov. 1	28	17 148	42		73 } East. Moderate and cloudy, with rain.
2	27	18 149	03		72 } E. b. S. Fresh breezes, and cloudy.
3	26	06 149	28		73½ } East. Ditto, ditto.
4	24	56 150	00		73 } E. b. N. Fresh breezes, and pleasant weather.
5	24	32 150	27		73 } E. S. E. Light winds, and cloudy.
6	24	03 150	35		71½ } Variable. Fresh breezes, and rain.
7	23	15 151	18		70½ } S. E. Moderate and cloudy.
8	23	01 151	13		72 } South. Light airs, and rain.
9	22	54 151	24		76 } Variable. Strong gales, and squally. Caught some dolphins.
10	22	35 151	00		76½ } Ditto. Heavy squalls, with lightning, and rain.
11	22	05 151	10		75 } Variable. Fresh gales, and squally, with rain.
12	21	30 152	04		77 } Ditto. Moderate breezes. A swell from the S. E.
13	20	36 151	50		75 } N. N. E. Ditto, ditto, with fine weather.
14	20	06 152	39		75½ } East. Moderate breezes. Caught a large shark.
15	20	07 153	20		79 } E. N. E. Light winds, and clear. At five in the afternoon, saw land W. S. W. 12 or 13 leagues.
16		155	11		80 } E. S. E. Moderate. Close in shore.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River  
along the Coast, and from thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786. Nov. 17, } Noon. }	20 14			91	Variable. Light airs. Off shore three miles.
18	20 08			80	S. E. to S. W. Light airs. Mowee bore North.
19				84	Variable. Strong gales, and cloudy. The S. W. end of Owwhyhee, S. b. W. Lightning, thunder, and rain.
20	20 52			75	From W. S. W. to N. W. Fresh breezes, and squally. Lightning all round.
21	21 10			80	W. S. W. Strong breezes, and squally. The extremes of Mowee from S. 15 deg. E. to S. 60 deg. W.
22	21 12			74	Variable. Squally rainy weather. West End of Mowee S. 65 deg. W.
23	21 30			78	E. N. E. Light winds, and cloudy. South end of Morotoi S. 8 deg. E. 5 or 6 leagues.
24	21 33			79	S. S. W. Fresh breezes, and cloudy. The East end of Mowee S. 25 deg. E.
25	21 28			78½	Variable. Light winds, and clear. East end of Mowee S. E. 5 leagues.
26	21 25			79	S. S. W. Moderate and hazy. The East end of Mowee S. 20 deg. E. 8 or 10 leagues.
27	21 32			78½	S. W. Squally, with lightning and rain. The S. E. end of Morotoi S. 24 deg. W.
28	21 21			77	Variable. Moderate breezes, and fine weather. The bluff head on Morotoi S. W. by. W. 13 or 14 miles.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River along the Coast, and from thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variation East.	Therm.	Winds, Weather, and Remarks.
1786.					
Nov. 29 } Noon. }	21	26		79	East. Light winds, and cloudy. The East end of Wahoo W. S. W. 9 or 10 leagues. Variable. The West end of Morotoi S. 45 deg. E. At five this afternoon came to anchor at Wahoo.
30	21	20		79½	
					N.B. From this to the 15th of March, 1787, the mean of the Thermometer, 75 deg.

T A B L E VI.  
Route of the King George and Queen Charlotte from Sandwich  
Islands to Prince William's Sound.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787.	"	"	"	"	
Mar. 15 } Noon. }	21	29 159 00		80 $\frac{1}{2}$	E. S. E. Moderate breezes, and pleasant weather. Extremes of Atouï from N. to N. 35 deg. W.
	16 22	40 158 26		77	S. S. E. Fresh breezes, and fine weather.
	17 24	25 158 11		77 $\frac{1}{2}$	South to W. N. W. Fresh gales and cloudy, with rain.
	18 26	06 158 18		75	Variable. Heavy gales and squally, with rain.
	19 27	24 158 17		70	S. S. W. Fresh breezes, and squally.
	20 28	46 158 22		69	S. W. Moderate and cloudy, with rain.
	21 28	59 158 53		71 $\frac{1}{2}$	N. N. E. Light winds, and cloudy.
	22 29	10 158 27		68 $\frac{1}{2}$	N. b. W. Ditto, ditto.
	23 29	26 159 38		67	N. E. Light winds, and pleasant weather.
	24 31	17 159 20		61 $\frac{1}{2}$	E. N. E. Strong gales and squally, with fogs.
	25 33	17 160 17		65	South. Ditto, ditto.
	26 34	59 159 30		63	S. b. W. Fresh breezes, and thick hazy weather.
	27 36	02 159 01		59	S. S. W. Ditto, ditto.
	28 37	18 158 48		64	Ditto. Fresh breezes, and fine weather.
	29 38	37 156 58		65 $\frac{1}{2}$	S. S. W. Ditto, ditto, ditto.
	30 39	32 154 52		52	Variable. Strong gales, and squally.
	31 39	23 154 25		45	N. W. Ditto, ditto. Saw a seal, and some birds.
April 1	40	12 153 58		48 $\frac{1}{2}$	S. S. E. Strong gales, and cloudy.
	2 42	21 152 34		54	South. Fresh gales and squally, with rain.
	3 44	04 151 59		52 $\frac{1}{2}$	S. S. W. Strong gales, with rain and thick weather.
	4 46	05 151 10		55 $\frac{1}{2}$	S. S. W. Fresh breezes, and cloudy.
	5 46	50 150 20 18	10	43 $\frac{1}{2}$	Variable. Fresh gales and squally, with hail.
	6 47	23 149 57		48	Variable. A heavy gale, and thick weather.

TABLE VI. Continued.

Route of the King George and Queen Charlotte from Sandwich Islands to Prince William's Sound.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
<sup>1787.</sup> April 7 } Noon. }	47	21 148	39	39	N. N. E. Moderate and hazy, with hail. Saw gulls, divers, and other birds.
8	47	38 147	23	37	N. W. Fresh breezes and cloudy, with snow.
9	48	35 147	20	42 $\frac{1}{2}$	From S. to N. Fresh breezes and hazy, with rain.
10	50	02 147	08	41 $\frac{1}{2}$	S. S. W. Strong breezes, and thick weather.
11	51	23 147	16	40 $\frac{1}{2}$	Variable. Thick, foggy weather.
12	52	46 146	00	37	Ditto. Fresh breezes, and fine weather.
13	54	02 147	00	42	Variable. Fresh breezes, with snow.
14	55	37 146	34 19	34 35 $\frac{1}{2}$	West. Fresh breezes, and fine weather.
15	57	15 146	28	33	W. S. W. Ditto, ditto, and cloudy.
16	58	09 146	36 19	00 25	N. N. W. Strong gales and squally, with snow.
17	58	08 146	27	32 $\frac{1}{2}$	N. b. W. Fresh breezes, and squally.
18	59	03 146	50	36	Variable. Fresh gales, and snow.
19	57	41 146	14	35 $\frac{1}{2}$	From South to West. A heavy gale, with snow.
20	58	43 148	06	39	Variable. Fresh breezes, with snow.
21	59	03 148	42	35	East. Strong gales, with snow.
22	59	01 149	06	34	E. N. E. Squally, with snow.
23	59	09 147	55	35 $\frac{1}{2}$	Variable. Ditto, ditto.
24	59	47 148	40	36 $\frac{1}{2}$	Ditto. Fresh breezes, and hazy. Saw the land from N. b. W. to W. b. N.
25				36	S. W. At anchor in Prince William's Sound from this to the 15th of May.
					N. B. Mean of the Thermometer 54 degrees.

## T A B L E VII.

Route of the Queen Charlotte (after parting Company) from Prince William's Sound to Port Mulgrave.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787.	°	°	°	°	
May 15, } Noon. }	59	48		43½	First part variable, latter S. W. Light winds, and clear. Cape Hinchinbrook N. 65 deg. W. Great numbers of whales in fight.
16 59	28 145	20 29	38	43	S. S. W. Light winds. Kaye's Island N. b. E. 50 fathoms water.
17 58	52 145	54		47	Variable. Moderate, and cloudy. Several whales in fight.
18 59	09 144	08		41	East to S. E. Ditto, and hazy.
19 59	34 143	38		41	E. N. E. Light winds, and hazy.
20 59	09 143	34		42	Ditto. Fresh breezes and cloudy, with rain.
21 59	21 141	34		43	Variable. Fresh breezes, and hazy weather.
22 59	22 139	50		42	W. S. W. Light winds. Land from N. N. W. to E. b. N. ½ N.
23				43	East. Light and variable. Warping the ship into the harbour.
24				42	East. At anchor in Port Mulgrave.
					N. B. From this to the 4th of June, the mean of the Thermometer 46 degrees.

TABLE VIII.  
Route of the Queen Charlotte from Port Mulgrave to  
Norfolk Sound.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787.	°	°	°	°	
June 4, } Noon. }				46	S. E. Moderate and cloudy. The North point of Port Mulgrave North, 85 deg. West. Off shore five or six miles.
5				43	Variable. Light winds. Land from E. N. E. to W. b. N. Off shore four or five leagues. Numbers of whales round the ship.
6 59	13 140	40		47	E. N. E. Light winds, and cloudy. Land from North to W. N. W.
7 58	05 141	06		44	East to E. N. E. Fresh breezes, and hazy, with rain.
8 57	59 141	25		42	East to S. E. Light airs, and hazy.
9 57	09 142	12		45	East. Moderate and hazy, with rain.
10 56	49 140	11		44	Variable. Fresh breezes, and hazy.
11 57	13 136	26 27	59	45	N. W. to West. Ditto, and cloudy. At two o'clock this afternoon saw Cape Edgecombe.
12 57	03 135	36		49	W. N. W. Moderate and hazy. At anchor in Norfolk Sound.
					N. B. Mean of the Thermometer, whilst in this Sound, 48 deg.

## TABLE IX.

Route of the Queen Charlotte from Norfolk Sound along the Coast,  
and thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787.					
June 23, } Noon. }	56 48	135 35		50	N. W. Fresh breezes, and cloudy weather; Cape Edgecombe N. 15 deg. West; the nearest shore three or four miles off. At six o'clock this afternoon came to anchor in Port Banks.
24	56 35	135 00		49	W. N. W. Fresh breezes, and cloudy. At anchor.
25				50	S. S. W. Ditto weather. At anchor.
26	56 30			50 $\frac{1}{2}$	Variable. Light winds, and foggy at times. The entrance of Port Banks N. E. distant five or six leagues.
27	55 52	135 12		49	W. N. W. Fresh breezes, and cloudy. Hazy Islands N. $\frac{1}{2}$ E.
28				47	Variable. Squally, and foggy. Off shore four or five miles.
29	55 18	134 30		47 $\frac{3}{4}$	Ditto. Fresh breezes, and thick hazy weather.
30	55 12	134 23		50	South to S. W. Light winds. The appearance of an inlet N. 58 deg. E.
July 1	54 22	134 00	24 27	50	W. to W. S. W. Fresh breezes, and clear weather. A deep bay East, and land to the Eastward in the same at 15 or 20 leagues distance.
	2 54 14	133 12		51	Variable. Fresh breezes. A number of canoes alongside.
	3 54 19			49 $\frac{1}{2}$	Variable. Light winds. Close in shore.
	4 54 14	133 23		52	Ditto. Ditto. Ditto, trading with the Indians.
	5 53 48		24 28	50 $\frac{1}{2}$	N. W. to W. S. W. Light winds, and rain. Distance off shore three or four miles.

TABLE IX. Continued.  
Route of the Queen Charlotte from Norfolk Sound along the Coast,  
and thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787. July 6, } Noon. }	53	34 133 31		52½	W. N. W. Moderate breezes, and cloudy. The natives alongside trading.
	7 53	28 133 19		51½	N. W. Fresh breezes, and cloudy.
	8 53	02			N. W. Fresh breezes, and cloudy. Some canoes alongside.
	9 52	54 132 28		52½	N. W. Fresh breezes. Off shore three or four miles.
	10 52	48		53	N. W. Ditto, and hazy. Saw some whales. Off shore 10 or 11 miles.
	11 52	52 132 20		50½	W. N. W. Fresh breezes. Off shore two or three miles.
	12 52	03 131 16		52½	W. N. W. A fresh gale, and squally.
	13 52	17		53	N. W. Moderate, and hazy. Off shore two miles. Several canoes alongside.
	14 51	48 131 12		50½	W. N. W. Fresh breezes, and foggy. Several canoes alongside.
	15 51	47		54	W. N. W. Fresh gales, and foggy.
	16 52	02		53	N. W. b. W. Ditto, and ditto.
	17 52	11		54	Ditto. Fresh breezes, and foggy. Off shore two miles.
	18 51	46 131 31		51½	N. W. Ditto weather. Off shore three or four miles.
	19 51	57		56	N. W. Fresh gales, and foggy. Off shore three or four leagues.
	20 52	01		51	N. W. Fresh gales, and squally. Off shore three leagues.
	21 51	54		53	Ditto. Ditto. A heavy sea.
	22 52	10		53½	N. W. Fresh breezes, and hazy. Several canoes alongside.
	23 52	13		51	N. W. Moderate, and hazy. Off shore three or four leagues.

TABLE IX. Continued.  
Route of the Queen Charlotte from Norfolk Sound along the Coast,  
and thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variation, East.	Ticms.	Winds, Weather, and Remarks.
1787. July 24, } Noon. }	°	°	°	°	N. W. Moderate, and clear. Several canoes alongside.
25	51	47	29	50	52½ } 53 } W. N. W. Light breezes, and cloudy. Off shore four or five miles.
26					55 } W. N. W. Light breezes, and hazy. Off shore three or four miles.
27	52	18			58½ } Variable. Light winds. Saw land to the East. Several canoes alongside. Off shore eight or ten miles.
28					57½ } Variable. Light winds. In general we find the current setting to the South, with pieces of wood, grafs, and weeds floating past.
29	53	00			51½ } Variable. Moderate, and clear. Saw land at four o'clock this afternoon, bearing N. N. W. at 19 or 20 leagues distance, which is the same land seen from the North end of these islands. Soundings this day from 14 to 25 fathoms, sand and small black stones. Several canoes alongside.
30	52	30			57 } S. W. Light winds, and hazy. Great quantities of drift-wood and weeds floating past the ship. Off shore three or four leagues. Several canoes round the ship.
31	52	36			54 } Variable. Light winds. Off shore 12 or 13 miles.
Aug. 1	52	10	29	42	53½ } N. to N. W. Light winds, and hazy. Off shore two or three leagues. Cape St. James S. ½ W.

TABLE IX. Continued.

Route of the Queen Charlotte from Norfolk Sound along the Coast,  
and thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787.	°	°	°	°	
Aug. 2, } Noon. }				57	Variable, with light winds and foggy weather. A heavy swell from the Southward. Cape St. James S. S. W. three or four leagues.
	35 <sup>1</sup>	50		55	Variable. Light winds, and hazy. At 11 A. M. the rocks off Cape St. James W. b. S. four or five miles dist. South to S. W. Moderate, and cloudy.
	45 <sup>1</sup>	09 129 10		55 <sup>1</sup> / <sub>2</sub>	Saw land bearing S. 40 deg. E.
	5			56 <sup>1</sup> / <sub>2</sub>	W. S. W. Fresh breezes, with fog. A heavy swell from the Westward.
	6 49	48 128 06		56 <sup>1</sup> / <sub>4</sub>	N. N. W. Fresh breezes, and foggy.
	7 49	39		57	Variable. Light airs. Woody Point North six leagues.
	8 49	35		65 <sup>1</sup> / <sub>2</sub>	Ditto. Ditto. King George's Sound N. 77 deg. E. distant 14 or 15 miles. Spoke the ship Prince of Wales, Capt. Colinett; and the sloop Princess Royal, Capt. Duncan, from London, belonging to our owners, all well.
	9 49	30 128 10		60	S. S. E. Fresh breezes, and cloudy. We learned from the ship and sloop, who had left King George's Sound the day before, that Capt. Portlock was not there, and that no furs were to be met with; so at half past nine A. M. we parted with them, they steering for Queen Charlotte's Islands, and we home by way of China.
	10 47	50 129 29		57	N. W. Fresh breezes, and cloudy.
	11 45	55 130 58		56	W. N. W. Ditto, and pleasant weather.

TABLE IX. Continued.

Route of the Queen Charlotte from Norfolk Sound along the Coast,  
and thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787. Aug. 12 } Noon. }	44	22 131	59	59	N. W. Fresh breezes, and fine weather. A swell from the Westward.
13 43	33 131	59		64	Variable. Moderate, and fine weather.
14 43	02 132	06		62½	Ditto. Ditto, and cloudy. A heavy swell from the West.
15 42	30 132	16		65	West. Moderate, and cloudy.
16 41	40 131	00	16 16	64½	Variable. Light winds, and hazy.
17 40	08 133	26		65	N. E. to North. Fresh breezes, and cloudy.
18 38	53 133	10		66	N. W. to North. Ditto, and fine weather.
19 37	35 136	50		69	N. N. E. Moderate, and cloudy.
20 36	07 135	49		67½	Ditto. Ditto, and ditto.
21 34	28 136	20		69	N. E. Fresh breezes, and cloudy.
22 33	09 137	20		69½	N. E. Ditto, and ditto.
23 31	39 138	28		68	Ditto. Fresh breezes, with rain.
24 29	35 139	27		67½	E. N. E. Ditto, ditto, and cloudy.
25 27	37 140	08	9 18	68	N. E. Fresh breezes, and cloudy. A swell from the N. E.
26 26	12 141	08		70	N. E. to E. N. E. Ditto, and ditto.
27 24	57 141	55		70	E. N. E. to East. Moderate breezes, and cloudy.
28 24	04 143	06	8 37	71	N. E. to East. Moderate, with rain.
29 23	21 144	06	6 06	71½	N. E. Moderate breezes, and fine weather.
30 22	26 145	09		73	N. E. to East. Squally, with rain.
31 21	44 146	13		75½	N. E. Moderate, and fine weather.
Sept. 1 20	54 147	36		75	Ditto. Fresh breezes, and pleasant weather.
2 20	01 150	03		74½	N. N. E. Squally, with rain at times.

TABLE IX. Continued.

Route of the Queen Charlotte from Norfolk Sound along the Coast, and thence to the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787. Sept. 3, } Noon. }	19	55 152 09		75 $\frac{1}{2}$	E. b. N. Fresh breezes, and fine weather. N. E. Moderate breezes, and cloudy. Variable. Ditto, and ditto.  N. B. At five, A. M. saw Owlyhee. At noon, the East end S. $\frac{1}{2}$ W. 10 or 11 leagues.
	4 19	56 153 43		76	
	5 20	04 154 41		75 $\frac{1}{2}$	

TABLE X.

Route of the Queen Charlotte while amongst the Sandwich Islands, and from thence to China.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787. Sept. 6, } Noon. }	20	17		81	Variable. Squally, with rain at times. At two P. M. several canoes with hogs and bread-fruit alongside. Off shore seven or eight miles. East. Moderate, and cloudy. Standing off and on trading with the natives. East point of Owlyhee S. 50 deg. E. Ditto. Fresh breezes, and clear. Standing off and on. South point of Owlyhee South two or three miles.
	7 20	13		82	
	8 20	15		80	

TABLE X. Continued.  
Route of the Queen Charlotte while amongst the Sandwich Islands,  
and from thence to China.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787.					
Sept. 9, } Noon. }	20	30		81	E. N. E. First part, fresh breezes; latter, light winds. West end of Ranai N. 10 deg. W. 14 or 15 miles.
10	21	16		81½	N. E. Moderate breezes, and cloudy. At 11 A. M. anchored in the Bay, South side of Woahoo, in eight fathoms water.
11				80	E. N. E. Strong breezes, and cloudy. Getting in water.
12				81	Ditto. Strong breezes. Completed the water, and employed in getting wood.
13	21	21		83	E. N. E. Fresh gales, and cloudy. At five A. M. under sail for Atoui.
14	21	34		77½	N. N. E. Light breezes, and cloudy. N. W. point of Woahoo N. 83 deg. E. distant eight leagues.
15	21	43		81	Variable. Light breezes. King's Mount, Atoui, N. W. b. W. ½ W. eight or nine leagues.
16	21	52		81½	N. N. E. Light winds, and fine weather. Several canoes alongside.
17	21	55		82½	E. N. E. Light winds. At anchor in Wymoa Bay, Atoui.
18				83	S. E. Fresh breezes, and cloudy. The king, with his attendants, on board.
19	20	55 159 59		82	E. N. E. Fresh breezes, and cloudy. Under sail for China.
20	19	11 160 38		78½	East. Fresh breezes, and clear. A swell from the Eastward.
21	18	23 161 13	8 00	77	East. Squally, with rain.
22	17	13 161 25		79	N. E. Fresh breezes, and fine pleasant weather.

TABLE X. Continued  
Route of the Queen Charlotte while amongst the Sandwich Islands,  
and from thence to China.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787. Sept. 23 } Noon. }	15	28 162 57		78½	East. Fresh breezes and squally, with rain.
	24 13	56 164 02	8 10	77	Ditto. Strong breezes, and clear weather.
	25 13	22 166 14		80	East. Fresh breezes, and pleasant weather.
	26 13	35 167 48		79½	Ditto. Squally, with rain.
	27 13	37 168 20		82	N. E. to E. b. S. Ditto, with ditto.
	28 13	41 171 35	8 43	81½	E. N. E. A strong gale, and squally.
	29 13	36 173 28		80	Ditto. A strong gale, with heavy rain.
	30 13	43 175 28		81½	E. N. E. to E. S. E. Fresh breezes, with lightning and rain.
Oct. 1 13	40 176 20			82	E. S. E. to E. b. N. Light winds, and cloudy. A swell from the Northward.
	2 13	36 177 44		83½	E. N. E. Light breezes, and fine weather.
	3 13	44 179 32		83	Ditto. Fresh breezes and squally, with lightning.
	4 13	47 181 16		82½	East. Fresh breezes, and cloudy.
	5 13	47 182 23 12	00	84	S. E. Light winds. Lightning in the N. E.
	6 13	49 183 51		81½	E. S. E. Squally, with heavy rain.
	7 13	41 185 01		84	East. Fresh breezes, and fine weather.
	8 13	24 187 37		82	E. N. E. Fresh breezes and squally, with rain.
	9 13	12 189 31		82	Ditto. Ditto and heavy squalls, with rain.
	10 13	18 190 36		83	S. S. E. to E. b. N. Light winds, and cloudy. A heavy swell from the S. E.
	11 13	05 192 06 12	10	81	E. b. N. Squally. A swell from the Northward.
	12 13	08 194 22		83	East. Fresh breezes, and fine weather.

TABLE X. Continued.  
Route of the Queen Charlotte while amongst the Sandwich Islands,  
and from thence to China.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787.	°	°	°	°	
Oct. 13, } Noon. }	13 04	196 20		83½	E. b. N. Heavy squalls, with rain, thunder, and lightning. A swell from the Eastward.
	14 12	51 198 28		81½	E. N. E. Squally, with thunder, lightning, and rain. A heavy sea from the Eastward.
	15 13	09 200 02		77	S. E. Squally, with rain.
	16 13	04 202 02		82½	Variable. Fresh breezes, and cloudy.
	17 13	22 203 47		80	N. E. Fresh breezes and squally, with rain.
	18 13	22 206 04	8 21	82	Ditto. Strong breezes, and lightning.
	19 13	25 208 10		80	E. N. E. Squally, with rain.
	20 14	01 210 32	7 15	82½	E. b. N. Ditto, ditto. A heavy swell from the N. E.
	21 14	11 112 16		83	E. N. E. Moderate, and clear. Saw several birds and fish round the ship.
	22 14	47 214 16		84	E. N. E. Fresh breezes, and clear. Saw the land bearing N. 80 deg. W. five or six leagues. At six, P. M. the center of Aguigan bore N. 83 deg. E. distant five leagues.
	23 15	25 216 27	5 34	83	E. N. E. Fresh breezes, and cloudy.
	24 16	10 218 34		83	N. E. b. E. Squally, with rain.
	25 16	34 220 28		83½	East. Fresh breezes, and cloudy.
	26 16	57 222 36		84	E. N. E. Ditto, ditto.
	27 17	26 225 19		83½	N. E. A fresh gale, with rain.
	28 18	24 227 44		82½	E. S. E. Squally, with rain.
	29 19	02 229 44	1 25	82	Ditto. A fresh breeze, and fine weather.
	30 19	19 231 27		84½	E. N. E. Moderate breezes, and fine weather.
	31 19	52 232 00		84	Ditto. Moderate breezes. Numbers of fish and birds round the ship.

TABLE X. Continued.

Route of the Queen Charlotte while amongst the Sandwich Islands, and from thence to China.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787. Nov. 1, } Noon. }	20	18233	12	85	E. N. E. Moderate breezes, and fine weather.
	221	02236	00	82	Variable. Fresh breezes and squally, with thunder, lightning, and rain.
	321	06237	24	78	N. E. Strong gales. A heavy swell from the N. W.
	421	24238	50	80	East. Fresh breezes, and dark cloudy weather. At two, P. M. saw a small island bearing N. 40 deg. W. four or five leagues; and soon afterwards another island to the Northward of the first. At eight, P. M. stood to the Southward, under an easy sail.
	521	35239	37	79	Variable. Squally, rainy weather. At two, P. M. saw two of the Bathee Islands bearing South 37 deg. E. six or seven leagues distant.
	621	37241	55	76	N. E. to North. Strong gales, and cloudy. A heavy swell from the Northward.
	722	22244	56	75	N. N. E. Fresh gales, and hazy. At eight, A. M. saw the land bearing N. W. distant four or five leagues. Sounded 25 fathoms, grey and with black specks. At one, P. M. saw several Chinese fishing-boats.
	822	07		79½	N. E. Fresh breezes. Got a pilot for Macao, and at 11 P. M. came to in the roads in six fathoms water; the Peak of Lintin N. 79 deg. E. the city of Macao W. ½ S.

T A B L E X I.					
Route of the King George and Queen Charlotte from China to parting Company off Java Head.					
Time.	Latitude North.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1758.					
Feb. 10, } Noon. }	21	35		65	Variable. Fresh breezes, and fine weather. At 10, A. M. the Peak of the Grand Ladrone N. 40 deg. E. distant six or seven leagues.
	11 20	02 246 00		67½	N. E. to East. Fresh breezes, and fine weather.
	12 18	54 246 05		71½	E. S. E. Moderate breezes, and clear.
	13 18	01 246 02		72½	S. E. to East. Fresh breezes, and clear.
	14 17	44 246 30		74	S. E. Fresh breezes, and cloudy.
	15 16	33 246 12	2 17	75	E. b. N. Ditto, ditto.
	16 15	33 246 04		76	N. E. Moderate breezes, and clear.
	17 14	24 247 10		76½	E. N. E. A fine breeze, and pleasant weather.
	18 13	01 247 49		77	N. E. Ditto, ditto.
	19 11	42 248 30		77	N. E. b. N. Fresh breezes, and fine weather.
	20 10	04 250 36		78	North to N. E. Fresh breezes. Pulo Sapata S. 67 deg. W. distant four miles.
	21 8	44 252 42		79½	N. E. Fresh breezes, and pleasant weather.
	22 7	04 253 55		79	Ditto. Moderate, and hazy.
	23 5	31 254 56	0 22	80	East. Ditto and cloudy, with lightning.
	24 4	11 255 00		81	East to E. N. E. Moderate, with lightning and rain.
	25 2	36 255 00		81½	E. N. E. to N. N. E. Moderate, ditto. Pulo D'Omar N. 37 deg. E. distant four leagues.
	26 1	41 254 31		82	N. N. E. Moderate breezes. Land from S. 38 deg. W. to S. 65 deg. W. distant seven or eight leagues.

TABLE XI. Continued.

Route of the King George and Queen Charlotte from China to parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	"	"	"	"	
Feb. 27, } Noon. }	0 08	254 10		85	{ North to N. N. E. Moderate, and cloudy. The Island Dominis W. b. S. seven or eight leagues.
28	1 13	254 32		82	{ N. N. E. Moderate, with lightning and rain. At 11, A. M. departed this life Mr. William Lauder, surgeon. At noon, the three islands from S. b. E. to E. N. E. distant from the nearest three or four miles.
29	2 14			83½	{ N. N. E. Moderate, and cloudy. At 10, A. M. committed the body of our late surgeon to the deep. At noon, Monopin Hill N. 10 deg. W. five or six leagues. At one, P. M. saw a dry bank of sand and rocks. At half past one, the middle of the bank bore S. E. b. S. ¼ of a mile distant; depth of water eight and nine fathoms; Monopin Hill at the same time bearing N. W. b. N. Passed the bank to the Eastward; and at seven, P. M. anchored in 11 fathoms, muddy bottom.
March 1				81	{ Variable. At five, A. M. weighed and made sail. Squally, with thunder, lightning, and rain. Mount Permafang E. b. N. A point on the Sumatra shore S. b. W. distant three or four miles. At three, P. M. passed a Dutch man of war lying at anchor. At half past five, the Landown East-Indiaman joined company. At seven, anchored in 9½ fathoms, muddy bottom.

TABLE XI. Continued.

Route of the King George and Queen Charlotte from China to parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.					
Mar. 2, } Noon. }	3	08		79	Variable. Lightning, thunder, and rain. At five, A. M. weighed and made sail. At nine anchored, the Island of Lufepara bearing N. 43 deg. E. six or eight miles; first point on the Sumatra shore N. W. At half past one, P. M. weighed and made sail. At half past five, the Landdown got aground, stood more to the Westward, and let go the anchor in $6\frac{1}{2}$ fathoms water; the Island of Lufepara S. 49 deg. E. five or six miles; first point on the Sumatra shore N. W. b. N. Hoisted out the whale-boat, and went on board the Landdown with seven hands to assist in getting her off.
	3	09		$82\frac{1}{2}$	Variable. Light winds, with thunder, lightning, and rain. At three, A. M. got the Landdown into deep water without any damage. At noon, weighed and sailed in company; soundings from six to four fathoms. At four, P. M. the Island Lufepara N. 88 deg. E. distant six or seven miles.
	4			85	Variable. Squally, with rain. By noon increased our soundings to eight fathoms. At three, P. M. anchored in 11 fathoms water; tide setting E. S. E. one mile per hour.
	5	3 56		87	South. Light breezes, with thunder, lightning, and rain. During this 24 hours, several times under weigh.

TABLE XI. Continued.  
Route of the King George and Queen Charlotte from China to  
parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.					
Mar. 6, } Noon. }	4 17			90	Variable. Moderate, and cloudy. At seven, P. M. weighed and made fail. At $\frac{1}{2}$ past 10, came to in eight fathoms.
7				87	Variable. Moderate, with rain and lightning. At half past three, A. M. came to fail. At one, P. M. anchored in 11 fathoms water, muddy bottom.
8	4 53			85 $\frac{1}{2}$	Variable. Light airs. At half past one, A. M. failed. At noon, the Sisters S. 40 deg. W. six or seven miles. At six, P. M. came to in 10 fathoms water; the Sisters S. 17 deg. W.
9	4 57			83 $\frac{1}{2}$	Variable. Squally, with rain. At four, A. M. finding the ship dragged her anchor, hove it up and made fail. At ten, light winds. Came to, with the best bower in 11 fathoms water; the Sisters bearing S. 25 deg. W. distant nine miles. At noon, weighed and made fail. At six, P. M. came to in 11 fathoms water; the Sisters bearing S. b. E. four or five miles.
10	5 04			82	Variable. At three, P. M. weighed and made fail. At five, anchored in ten fathoms; the Northernmost of the Sisters S. 40 deg. E.
11	5 06			85	From S. E. b. S. to S. S. W. Light breezes, and cloudy. At seven, A. M. weighed and made fail. At 10, A. M. anchored in 12 fathoms; Northernmost of the Sisters S. 50 deg. E. four miles distance.

T A B L E XI. Continued.  
Route of the King George and Queen Charlotte from China to  
parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.					
Mar. 12 } Noon. }	5 22			87	Variable. Squally, with rain, thunder, and lightning. At five, A. M. weighed and made sail. At noon, moderate and cloudy. At two, P. M. anchored in 11 fathoms water.
13	5 35			87	N. W. Squally, with rain. At four, A. M. weighed and made sail. At 11, came to in five fathoms water. At noon, weighed and stood through betwixt North Island and the Sumatra shore, and anchored in nine fathoms water, muddy bottom; North Island bearing N. E. b. N. distant three miles; the watering-place S. W. four miles. Found riding here several Dutch vessels.
14, 15				85	N. W. Light breezes, and cloudy. At anchor, wooding and watering.
16				84 Mean 82	Variable and cloudy weather, with much lightning. At seven, A. M. weighed and came to sail in company with the King George. From this to the 23d getting to Cracatoa, where we filled up our water.
24				83	Variable, with rain. At four, A. M. weighed and made sail in company with the King George. At noon, the Peak on Cracatoa bore N. 18 deg. W. At nine, P. M. anchored in 42 fathoms, muddy bottom; Peak on Prince's Island S. 76 deg. W.

TABLE XI. Continued.  
Route of the King George and Queen Charlotte from China, to  
parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.					
Mar. 25 } Noon. }	6 33			84 $\frac{1}{2}$	W. N. W. to N. W. Fresh breezes. At four, A. M. weighed and made fail. At noon, the extremes of Prince's Island from W. N. W. to S. 65 deg. W. At six, P. M. came to in 40 fa- thoms, mud and sand. Extremes of Prince's Island from N. N. W. to S. W. $\frac{1}{2}$ W.
26	6 36			83	Variable. Fresh breezes, and squally. At nine, A. M. weighed and made fail. At four, P. M. the rocks off Java Head bore N. 85 deg. E. distance off shore four or five miles.
27	7 49	254 40		84 $\frac{1}{2}$	W. N. W. Fresh breezes, and cloudy.
28	9 08	255 09		84	N. N. W. to W. N. W. Squally, with rain.
29	10 17	255 08		83 $\frac{1}{2}$	N. W. to N. E. Ditto, ditto. Passed the Queen Indiaman.
30	11 13	254 50		81	Variable. Moderate, and cloudy. This day agreed to part company with the King George; the Queen Indiaman in sight.

T A B L E XII.  
Route of the Queen Charlotte, after parting Company with the  
King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788. Mar. 31 } Noon. }	11	38 256 43		85 $\frac{1}{2}$	Variable. Squally, with rain; the King George in sight.
April 1	12	44 257 48		82	N. E. to S. E. Light breezes. Lost sight of the King George.
	2 14	03 259 19		83	E. N. E. Fresh breezes and squally, with rain.
	3 15	29 261 11		79	East to S. E. Fresh breezes, and clear.
	4 16	30 263 14		79 $\frac{1}{2}$	S. E. Ditto, ditto.
	5 16	54 265 01		81	E. N. E. Moderate, and fine weather.
	6 17	10 267 07		80	E. S. E. Squally, with rain.
	7 17	36 269 10		79	S. E. Fresh breezes. A swell from S. E.
	8 17	50 271 16		78 $\frac{1}{2}$	E. S. E. Ditto. Ditto.
	9 18	14 273 04		78	East to E. N. E. Moderate, with rain.
	10 18	29 274 44		81	E. b. S. Ditto, ditto.
	11 18	51 276 58		75 $\frac{1}{2}$	E. S. E. Fresh breezes and squally, with rain.
	12 19	09 278 23		76	S. E. Ditto, ditto, and clear.
	13 19	36 279 24		77	E. S. E. Fresh breezes, and fine weather.
	14 19	59 281 20		79	E. S. E. Ditto, Ditto.
	15 20	37 283 12		79 $\frac{1}{2}$	E. b. S. Fresh breezes, and fine weather.
	16 20	48 284 33		81	Ditto. Moderate breezes, and fine weather. A heavy swell from the S. W.
	17 21	14 286 41		77	South to S. E. Strong breezes, and squally.
	18 21	29 289 18		76	S. b. E. Strong breezes, and clear. A cross sea.
	19 21	45 291 24 16	15	76 $\frac{1}{2}$	E. S. E. to E. N. E. Moderate breezes, and cloudy.
	20 22	08 294 04		77	E. N. E. Moderate, and cloudy. A heavy swell from the Southward.

TABLE XII. Continued.  
Route of the Queen Charlotte, after parting Company with the  
King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788. Apr. 21 } Noon. }	22	27 296	20	80	N. N. E. Fresh breezes, and clear.
	22 23	09 298	20	76 $\frac{1}{2}$	Variable. Squally, with rain.
	23 22	54 299	00	73	Ditto. Fresh breezes, and cloudy. At five, P. M. saw two sail in the S. E. quarter, standing N. E.
	24 23	27 300	22	72	Variable. Fresh breezes, and cloudy. A heavy swell.
	25 24	04 302	00	71	S. b. E. to N. E. Fresh breezes, and cloudy.
	26 24	44 303	40	72	S. E. Ditto, and clear.
	27 26	03 304	20	74	Ditto. Fresh breezes, and fine weather. Fish and birds round the ship.
	28 27	00 305	54 19	30 74 $\frac{1}{2}$	E. S. E. Fresh breezes, and fine weather.
	29 27	51 307	20	74	East. Ditto, ditto. Lightning to the S. W.
	30 28	09 310	30 21	00 72 $\frac{1}{2}$	Ditto. Fresh breezes, and squally.
May 1 28	55 313	00		74	E. S. E. to N. E. Ditto, ditto, with thunder and lightning.
	2 29	17 313	48 24	35 72 $\frac{1}{2}$	N. b. W. to West. Fresh breezes, and clear.
	3 28	27 314	44	72	S. W. to S. S. E. Ditto, with rain. Ditto to ditto. Fresh breezes. Great quantities of bonetta round the ship, several of which our people caught with hook and line.
	4 28	08 316	44		
	5 28	54 318	15	70 $\frac{1}{2}$	South. Fresh breezes. Numbers of birds and fish round the ship.
	6 29	26 320	00	69 $\frac{1}{2}$	South to S. E. Fresh breezes, and cloudy. Fish and birds round the ship.
	7 30	11 321	58	70	E. S. E. to E. N. E. Ditto, ditto, ditto.

TABLE XII. Continued.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
<sup>1788.</sup> May 8, } Noon. }	30	54 32 3	28	69	S. S. W. Fresh breezes, and squally.
	9 31	30 32 4	31	64	East to N. N. E. Fresh breezes, and hazy.
	10 32	08 32 5	13	71	E. N. E. to S. W. b. S. Squally, with lightning and rain.
	11 32	45 32 7	06	69	South to S. S. W. Light winds, and clear.
	12 33	26 32 9	08	68	S. S. E. to N. E. Ditto, ditto.
	13 34	22 33 1	23	72	N. E. Fresh breezes. A heavy swell from S. W.
	14 35	26 33 4	40	71½	N. N. E. Ditto, ditto. At 11, A. M. passed an empty cask.
	15 36	07 33 6	21 24 12	75½	N. E. Moderate, and cloudy.
	16 36	10 33 6	53	70	Variable. A heavy gale, and cross sea. Saw a large ship standing to the S. E.
	17 35	24 33 6	53	62½	Variable. A heavy gale. Found both pumps choaked with sand; got them up and cleared them; broke up the fore-hold to examine if there was any water lodged—found all dry; stowed the teas again, and secured the hold.
	18 36	30 33 6	40	60	W. to S. W. A heavy gale. Obligated to keep one pump on deck, and a hand in the well, to keep the other clear of sand. Found a leak abaft. Got several things out of the run, and hove them overboard to lighten the ship abaft.
	19 37	36 33 6	50	58	N. E. to N. W. b. N. A heavy gale, and cross sea.

TABLE XII. Continued.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	°	°	°	°	
May 20, } Noon. }	36	57 336	40	60	{ N. W. to W. b. N. A fresh gale, and cloudy. Hove four barrels of powder overboard. Saw a large ship standing to the Eastward.
21	36	40 337	20	59	{ Variable. A fresh gale, and cloudy, with a cross sea; the pump still on deck.
22	36	00 338	10	60	{ Variable. A heavy gale, and high sea. Saw a large ship standing to the Eastward.
23	35	48 338	09	58	{ N. W. to North. A heavy gale. Under reefed courses and foretopmast stay-sail. In a heavy squall split the foretopmast stay-sail, unbent it, and bent another.
24	35	36 338	19	59½	{ W. N. W. to West. Strong breezes, and cloudy. A heavy cross sea. Got ground 70 fathoms. At seven, A. M. saw a ship standing to the Northward.
25	35	32 337	48	59	{ W. b. N. to W. b. S. Fresh breezes, and cloudy. At eight, A. M. spoke the Landdown East-Indiaman, all well.
26	36	17 339	00	59½	{ Variable. Moderate, and clear. A heavy swell from the W. S. W.
27	36	12 339	39	56	{ N. W. b. N. to N. b. E. Fresh breezes, and squally at times.
28	37	12 340	03	59	{ North to N. W. Fresh breezes, and squally.
29	35	54 342	16	58½	{ Variable. Ditto, ditto. A heavy sea from S. W.
30	34	50 345	32	54	{ S. S. W. to S. b. E. A fresh gale, and squally.

TABLE XII. Continued.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.					
May 31 } Noon. }	33	44 347	50	59	{ Variable. Fresh breezes, and cloudy. Saw a fail.
June 1	32	04 348	11	60	{ S. S. E. to E. S. E. Moderate breezes, and clear.
	2 30	48 348	18 21	13 61	{ East to S. E. Moderate breezes, and clear. Got both pumps down.
	3 29	54 348	27	61 ½	{ Variable. Light winds, and clear. Saw a seal.
	4 29	18 347	39	61	{ Ditto. Fresh breezes, and squally. Saw a whale.
	5 28	26 346	36	61 ½	{ Variable. Fresh gales and cloudy, with rain.
	6 27	17 346	24	62 ½	{ Ditto. Fresh breezes, with a heavy swell from the N. W.
	7 26	19 347	27	62	{ S. W. to S. S. E. Light winds, a heavy cross sea.
	8 24	51 350	04	63	{ S. S. E. to S. S. W. Strong breezes, and hazy.
	9 23	44 352	05	65 ½	{ S. E. Fresh breezes, and cloudy.
	10 22	27 354	19	66 ½	{ S. E. b. S. Ditto, ditto, and hazy. A following sea.
	11 20	58 356	40	67	{ Ditto. Fresh breezes, and cloudy.
	12 19	34 358	47	68	{ S. E. b. S. A fresh gale, and ditto.
	13 18	23 00	30	68 ½	{ Variable. Fresh breezes, and cloudy.
	15 17	06 2	13	68	{ S. E. A fine breeze, and cloudy. Hav- ing made 360 deg. West, and lost one day, we call this the 15th.
	16 16	18 3	58 16	02 71	{ S. E. b. S. Moderate, and cloudy.
	17 16	04 4	30	71 ½	{ S. S. E. Ditto, ditto.

TABLE XII. Continued.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788. June 18, } Noon. }				72	South to E. S. E. Moderate, and fine weather. At half past three, A. M. saw St. Helena bearing N. W. At 11, anchored in the road in 19 fathoms. Found here the King George, and several more ships.

## TABLE XIII.

Shews the Difference between the Watch, Lunar Observations, and Longitude, by Account at Noon on several Days during the Passage from St. Jago to the Sandwich Islands.

N. B. The Watch is one of Mr. Arnold's small Pocket Time-keepers.

Time.	Watch Zeit.	Lunar Observations Zeit.	Account Zeit.	Remarks.
1785.				
Nov. 18	28 03	28 09	24 54	Having found the watch to alter her rate of going in different degrees of heat and cold before we left St. Jago, I made a small table of the alterations by which she was always calculated during our passage to the Sandwich Islands.
21	30 45	30 35	26 30	
28	34 25	33 10	29 34	
Dec. 4	37 46	38 21	33 56	
8	42 35	42 37	38 41	
13	46 21	no observ.	43 43	
22	53 40	53 36	51 58	
25	54 42	no observ.	51 35	
1786.				
Jan. 1	57 10	ditto.	54 25	At the time we left St. Jago, the watch lost on mean time 0 <sup>h</sup> . 00 <sup>m</sup> . 02 <sup>s</sup> . per day.
26	64 29	64 37	63 18	
30	62 19	no observ.	63 30	
Feb. 7	71 30	ditto.	74 59	
15	80 51	ditto.	86 11	
18	82 30	82 50	87 01	
22	81 40	82 23	85 39	On our leaving the Falkland Islands, she lost on mean time 0 <sup>h</sup> . 00 <sup>m</sup> . 05 <sup>s</sup> . per day.
27	82 43	no observ.	87 26	
March 6	81 31	81 38	83 25	
15	85 16	no observ.	90 03	
20	89 00	89 20	94 44	
25	92 40	92 04	99 17	
April 11	100 00	109 20	112 24	
19	116 00	115 40	118 13	
26	117 40	no observ.	120 55	
May 4	125 32	124 30	127 58	May 24th, at noon, the N. E. point of Owhyhee bearing N. $\frac{1}{2}$ W. three or four leagues distant, I found the watch to be out in longitude 38 miles.
19	146 44	146 45	147 32	
22	151 40	151 34	151 39	
23	153 15	no observ.	153 33	
24	154 16	ditto.	154 10	

