J W Eastham

VANCOUVER

AND HIS GREAT VOYAGE.

The Story of a Norfolk Sailor,

CAPTAIN GEO. VANCOUVER, R.N.

1757—1798.

— BY —

G. H. ANDERSON.

Thew & Son, King's Lynn, Printers to His Majesty the King.

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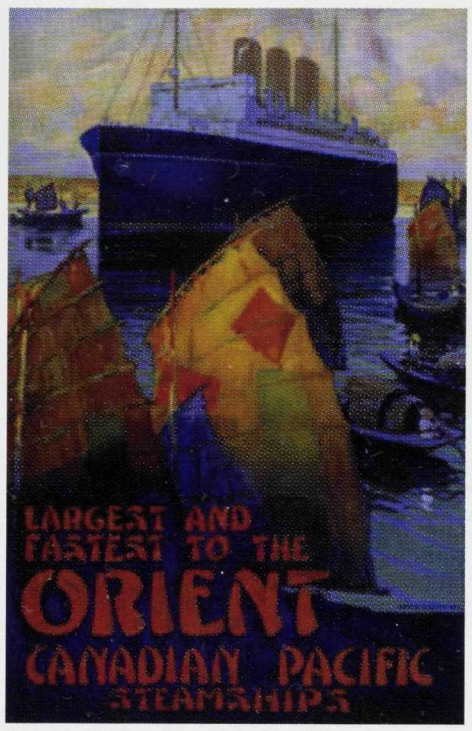

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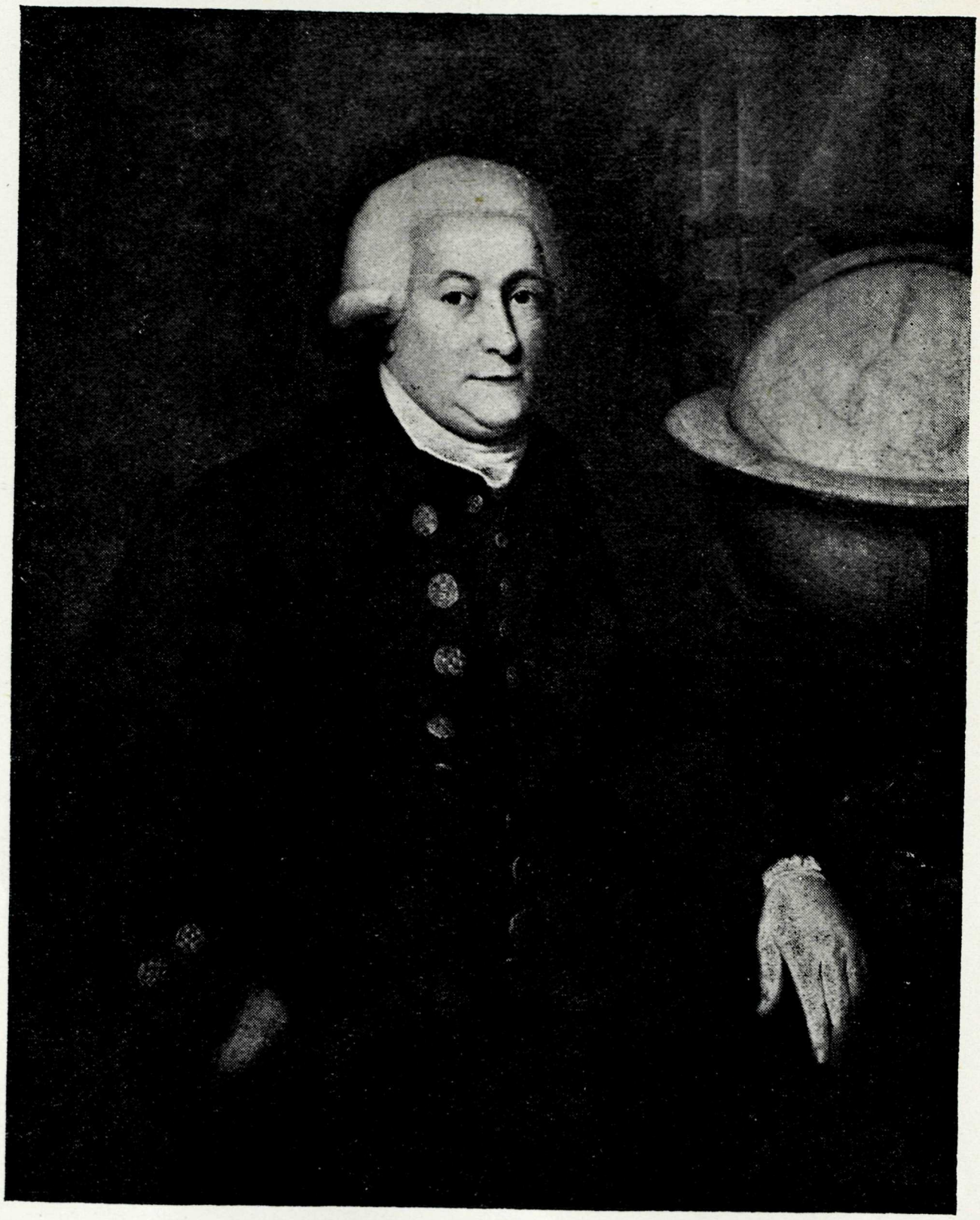

GEORGE VANCOUVER

J. W. Eastham
Sept. 1923

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THEW & SON, KING'S LYNN,
1923.

TO VANCOUVER'S MEMORY.

Vancouver! in whose veins were blent
  Twin strains of that old Viking blood,
Holland's and England's, which had sent
  Its farers forth on each full flood
Of sea-search, Life as liefly lent
  To wrath as brotherhood:

Once "Cook's brave middy," trained with ear
  And eye alert, and toughened then
In Rodney's fight: with Gardner near
  He watched, nor recked (O Englishmen,
Have ye forgot?)—unknowing fear—
  Where foes should smite, or *when*!

O breed of Britain's Ocean-Kings,
  Through that long century's war-romance
Two Empires grappled, as in "rings"
  Of sea-sway: while, in coward trance,
Half Europe gazed! Urania sings
  "Ye broke proud Bourbon France,

"And pushed forth Britain's battle-line
  Till, grappling dire Napoleon's star,
Pale Nelson's 'scutcheon could outshine
  The whole world's blazoned 'fields' of war,
Making all-glorious, half-divine,
  The Hell of Trafalgar!"

O rare sea-rovers, handing down
  To *us* the shot-torn flag of Blake,
And gathering always new renown,
  Whatever keel-cleft path ye take,
Lead, and we follow—doom or crown !—
  We, youngest sons of Drake !

Ah, but ye waged a nobler fight,
  'Gainst slave-hood, ignorance, rapine, wrong ;
Into dark caves ye flung Hope's light :
  To People's moaning, " Lord, how long ? "
Ye seemed God's angels in mailed might,
  And in your pity strong !

So—sacred trust our coasts shall keep !—
  Came shrewd Vancouver, some loved name
Of England's great ones graving deep
  On crag and cape : words edged with flame
Whose gleam may rouse us from the sleep
  Of dotard ease or shame.

. . . . .

Staunch human-hearted mariner,
  Unbaffled, wakeful, unafraid,—
Cleaving, through sea-tides dark or fair,
  Unhindered avenues of trade,—
By such keen eye and tireless care
  Was world-wide England made !

———— ————

From "At Vancouver's Well," by Dr. Laurence Rentoul. of Melbourne University,
published by Macmillan & Co., London.
By permission of the Author.

PREFACE.

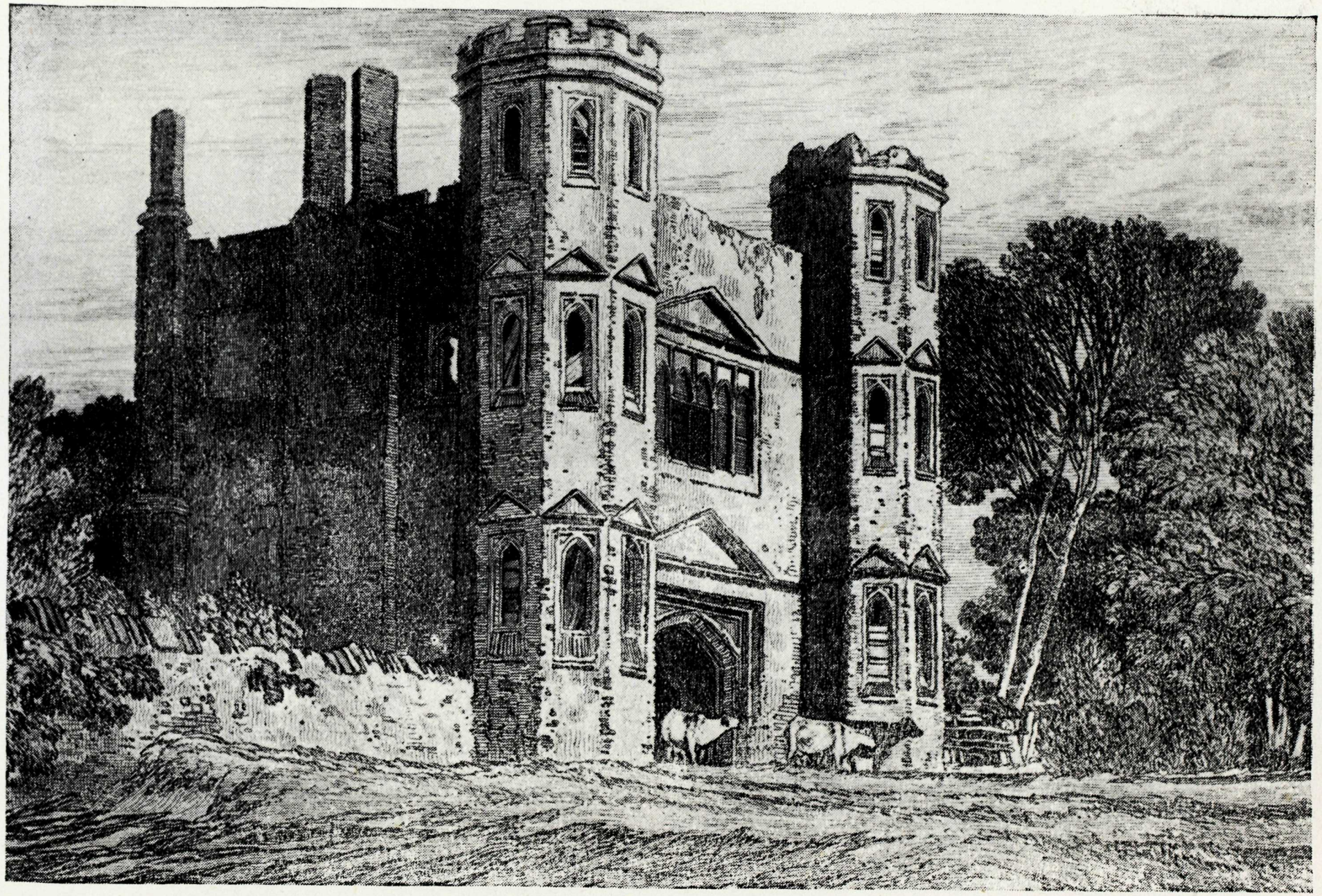
The requests of several of my friends for this reprint encourage me to hope that it may be worth issuing.

I have included a few illustrations and a memorandum as to the navigator's birthplace.

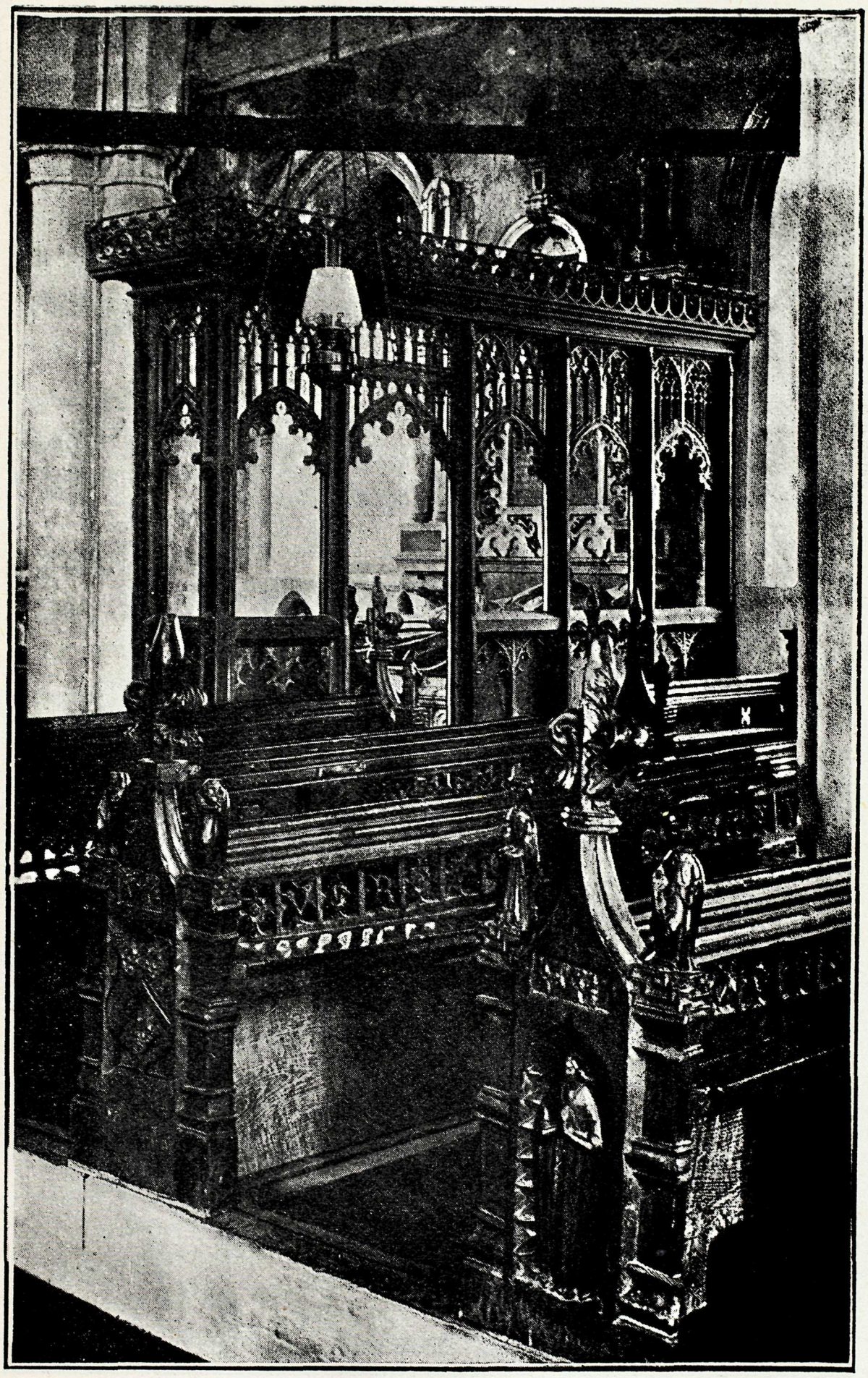
By the kindness of Mr. S. S. Burlingham, who allowed me to peruse the Friends' Title Deeds, I think I have been able to settle definitely the exact position of the Vancouver house. This, and tracing the descent of Bridget Berners from the ancient Norfolk Kerville family as well as from the Grenvilles of Cornwall and Devon, have given me great pleasure.

The two illustrations of Wiggenhall Church are from blocks kindly lent me by the Norfolk and Norwich Archæological Association.

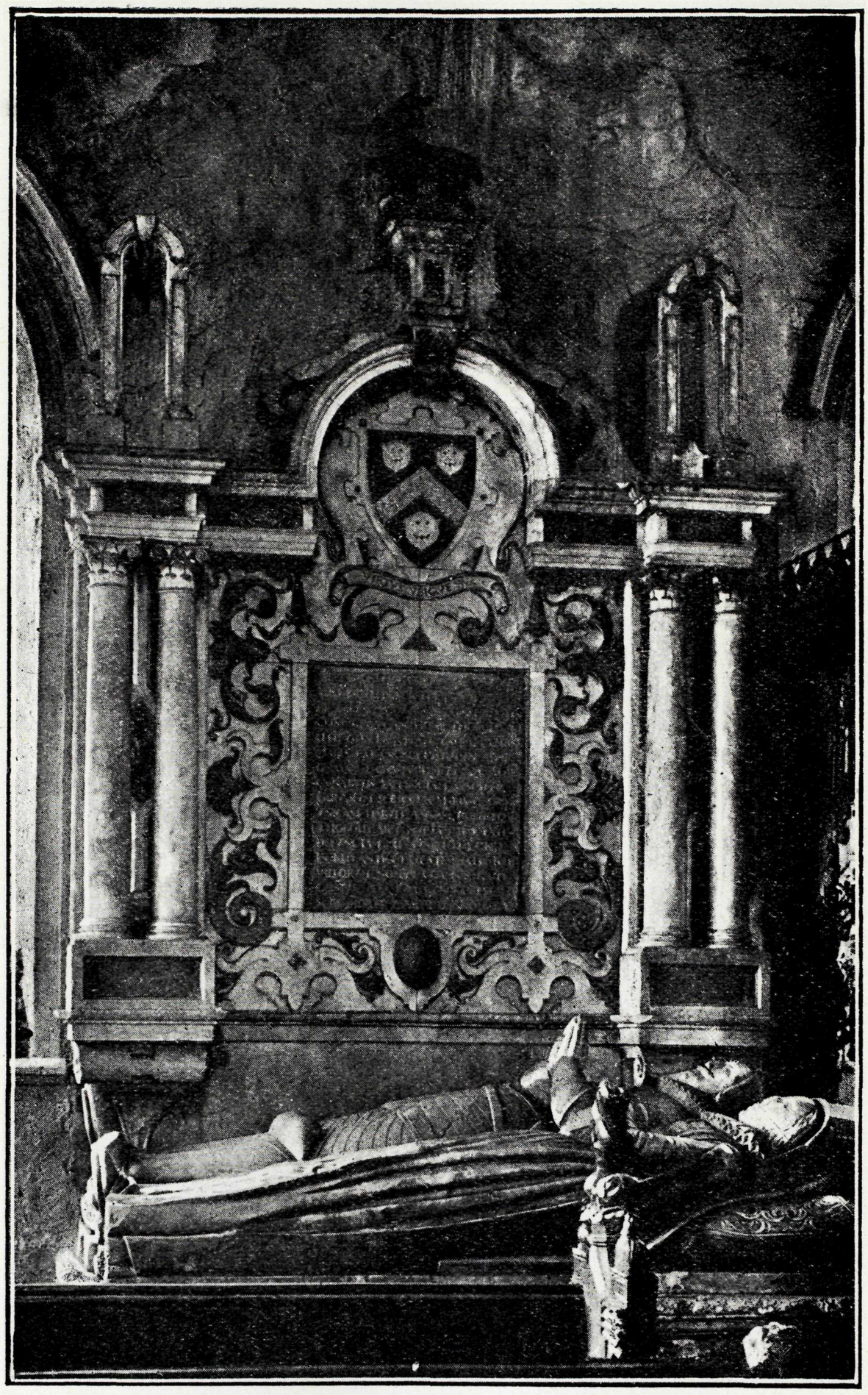
G. H. A.



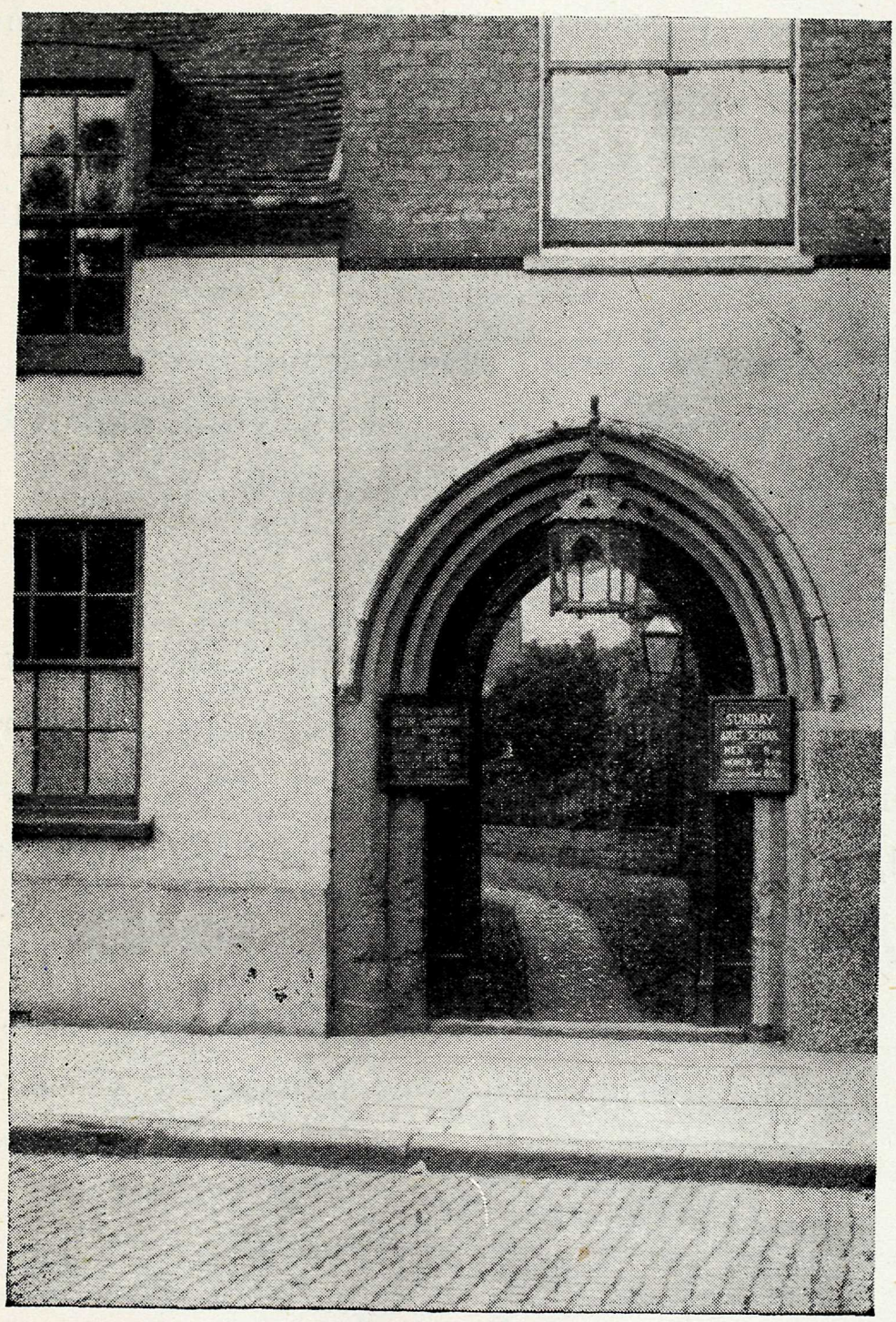
Gateway to Manor House, Wiggenhall St. Mary, Norfolk—Birthplace of George Vancouver's Mother. (See Chap. I.)
From an etching by J. S. Cotman, 1818.



Carved Seats in the Church of St. Mary the Virgin, Wiggenhall, shewing the Kerville Arms on one of them. (See Chap. I.)



Kerville Tomb in the Church of St. Mary the Virgin, Wiggenhall.
(See Chap. I.)



Doorway, New Conduit Street, King's Lynn, leading into the Courtyard of John Vancouver's House.

GEORGE VANCOUVER'S BIRTHPLACE.

The property in New Conduit Street, Lynn, was conveyed in 1755 to Philip Case and Samuel White in trust for Sarah Vancouver and her son John, the former of whom was to receive an annuity of £16 out of the estate and the latter to take any balance.

In 1755 John Vancouver was living in Tower Street. The next year he was rated for the house in New Conduit Street, and he continued there until his death in 1773.

George was born 22nd June, 1757.

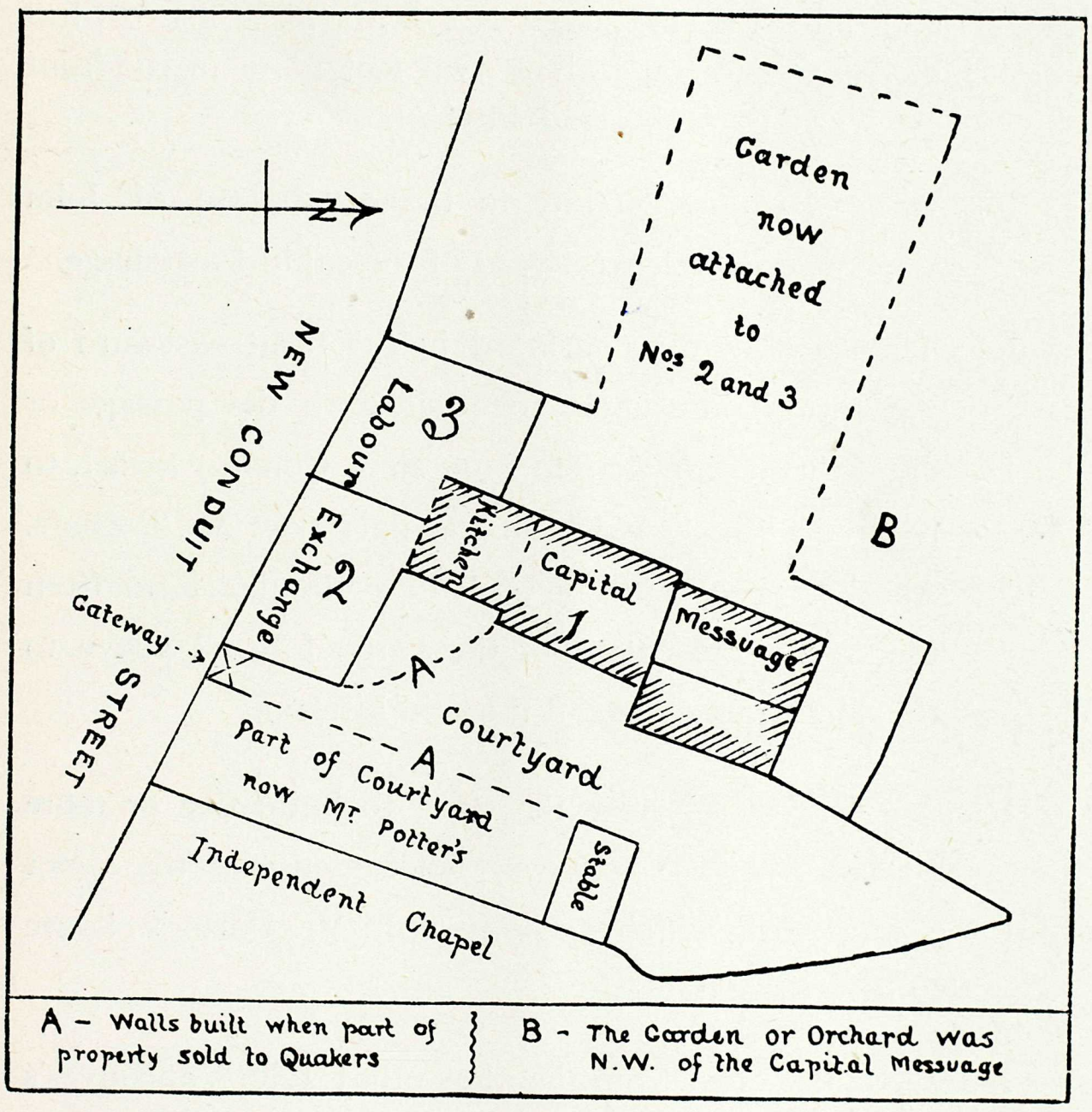
In 1774 Charles Turner, the acting Trustee under John Vancouver's will, sold the property to Richard Raven, who retained the part on which Mr. Potter's house was afterwards erected, and sold off the remainder to the Quakers and others.

The property purchased by the Vancouvers comprised :—

(1) A capital messuage with the buildings, stable, yard, gardens and appurtenances abutting on the street in part, and the messuage next mentioned in other part towards the South.

(2) A messuage abutting North on the capital messuage, South on the street, East on the passage leading from the street to the capital messuage, and West on the messuage next mentioned.

(3) A messuage West of the last described messuage.



A – Walls built when part of property sold to Quakers

B – The Garden or Orchard was N.W. of the Capital Messuage

Items 2 and 3 are clearly the present Labour Exchange.

The portions of the property sold to the Quakers were :—

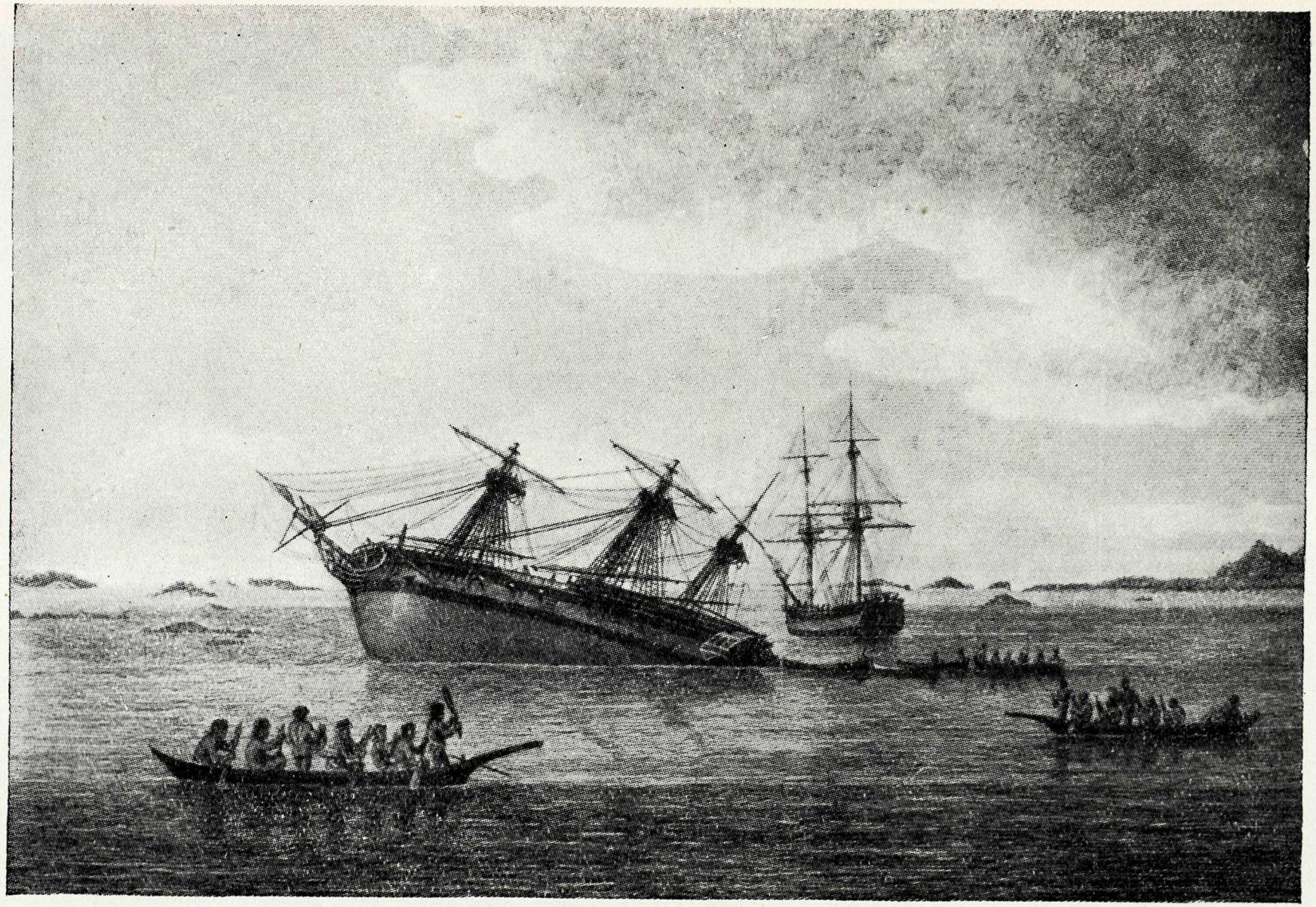
(*a*) So much of the capital messuage extending northward of the kitchen lately occupied by John Vancouver, which kitchen and rooms over were then added to the messuage No. 2 above. The capital messuage projected about two feet more in the front eastward than the said kitchen.

(*b*) A yard or garden late in the occupation of John Vancouver, north-westward of the capital messuage.

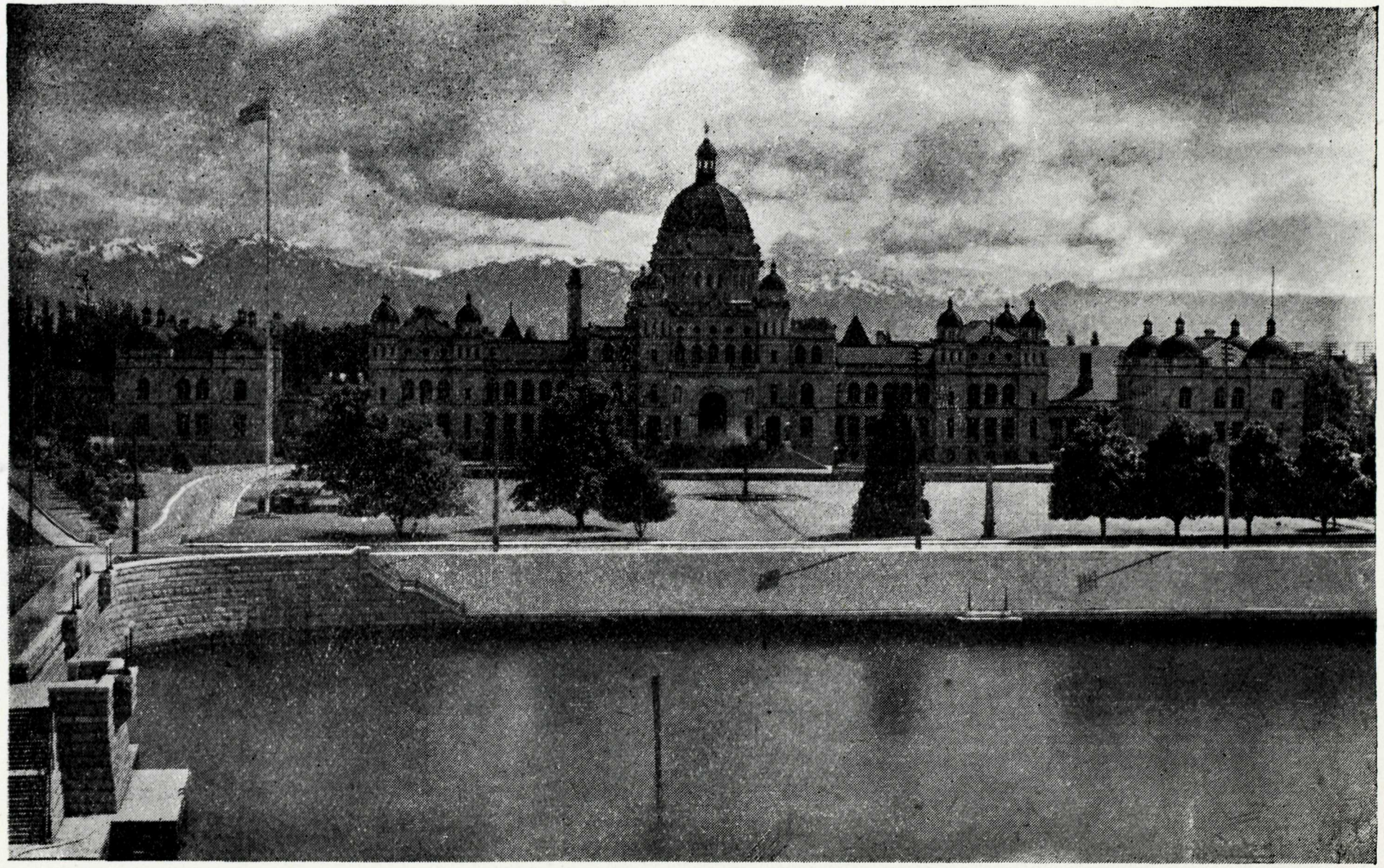
(*c*) That part of the courtyard in the front eastward of the capital messuage, together with the passage or gateway leading thereto from New Conduit Street, to be divided by a wall from the part now Mr. Potter's. Another wall was to be built in a circular form from the north-east corner of the yard of No. 2 above to the north-east corner of the said kitchen.

Richard Raven reserved the right to build one or more room or rooms over the gateway leading out of the street into the courtyard, which accounts for Mr. Potter's house extending over the gateway.

It seems quite clear from the above that John Vancouver's house stood on the site of the Friends' Meeting House, and that the northernmost room of the Labour Exchange which abuts on the Meeting House was the kitchen of the house. The rooms north of the Meeting House are probably a part of the capital messuage.



The "Discovery" on the Rocks in Queen Charlotte's Sound. (See Chap. V.)
From the Engraving in "Vancouver's Journal."



Parliament Buildings, Victoria, B.C.—A Statue of Captain Vancouver stands on the top of the Dome.

Reprinted from the "Lynn Advertiser,"
1922.

VANCOUVER
AND
HIS GREAT VOYAGE.

THE STORY OF A NORFOLK SAILOR.

CHAPTER I.

1757—1775. Early life and first voyage with Cook.

In the history of navigation during the eighteenth century the fame of Captain Cook almost obscures the achievements of the many other daring navigators of that time. The story of Cook's wonderful career,—his humble birth, his flight from the uncongenial village shop, the years of obscure drudgery in a coasting ship, the services rendered under circumstances of great danger in connection with the conquest of Quebec, his voyage of as great renown as any in the history of the world and, finally, the tragic end—is familiar to most of us. Cook was forty years of age when, in 1768, he started on the first of his three famous voyages which was undertaken for the purpose of making an observation of the transit of Venus. On this voyage (completed in 1771), parts of the coast of New Zealand and Australia were explored and the Society and other islands were discovered. The second voyage (1772-1775) was for the discovery of "Terra Australis Incognita," the great southern continent

which for two hundred years had been the dream of navigators and which had been marked in anticipation on many an old map.

On board Cook's ship, the "Resolution," on this second voyage was a lad of fourteen who was destined to continue the work of the great navigator. This lad, George Vancouver, was born at King's Lynn, his father, John Jaspar Vancouver, being of Dutch descent.

The Vancouvers may have been among the many Dutchmen who came over to assist in the engineering works connected with the drainage of the Fens, but it is more probable that they were refugees from the 16th century persecutions in the Netherlands. George in the journal of his great voyage says he named "Point Couverden" after the seat of his ancestors. Couverden or Coeverden is the name of a town in North Holland.

Sarah Vancouver, the widowed mother of John Jaspar and the grandmother of George, was rated in Lynn as a householder up to 1759. In 1752 and 1755 she occupied the fifth tenement from the White Hart Inn and next to a larger house occupied by Dr. Lidderdale in St. James' Street. Her house was therefore probably next to the present Conservative Club. In 1758 she was rated in Stonegate Ward. She died in 1769. John Jaspar Vancouver was married to Bridget Berners, of Lynn, on 22nd June, 1749, in the church of All Saints', South Lynn. Although nothing is known of John Jaspar Vancouver's ancestry, that of his wife is particularly interesting. Five miles up the River Ouse from Lynn Haven, in the parish of Wiggenhall St. Mary the Virgin, is a mansion known as St. Mary's Hall, which includes a part of the old Manor House of the Kerville family, who for five hundred years (Stephen to James I.) were Lords of the Manor. The Kervilles, who were allied by marriage to many of the principal local families, also owned estates in several neighbouring par-

ishes, and when Blomefield's History of the County was written their arms (*Gules*, a chevron *or*, between three leopards' faces *argent*) were to be seen in the windows of various churches in the district. Edmund Kerville, in the 14th century, married a daughter of Sir John Tilney, The wife of his grandson, Thomas Kerville, was a daughter and co-heir of Gilbert Haultoft, Baron of the Exchequer, and their grandson Humphrey married Anne, daughter of Jeffrey Cobbe, the Squire of Sandringham. Thomas, the son of the last-named Humphrey, married Alice, daughter of Sir Henry Bedingfeld, of Oxburgh, a supporter of Queen Mary, Governor of the Tower, and the "jaylor" of the Princess, afterwards Queen, Elizabeth. Thomas Kerville also espoused the cause of Queen Mary and he, with two others, was appointed to enter Wisbech Castle and hold the same for the Queen's use. Henry Kerville (the son of Thomas), who married Winefred, daughter of Sir Anthony Thorold, Knight, was a Catholic, and his name appears among the principal Recusants in Norfolk. In 1586 he agreed to pay £50 per annum during the time he should not go to church, this being the highest amount in the list. His son, Sir Henry Kerville, the last of the name to own the Manor, married Mary, daughter of Francis Plowden. He also was devoted to the ancient faith, and being accused of holding Papist meetings at his house, was imprisoned for some time. The parish church, which stands quite near the Manor House, contains memorials of the Kervilles in their glory and decay. For its old oaken benches with their richly carved ends, considered some of the finest of their kind in the kingdom, we are probably indebted to the pious generosity of some of the Kervilles, whose arms can be seen on one of the seats. On the floor of the south aisle is a small marble slab in which is set a heart of brass with an inscription in memory of Sir Robert Kerville, who died in the 15th century, while on a mission abroad, and

whose heart, enclosed in an iron casket, was brought home by a monk for burial in the family chapel. Near this is an elaborate monument which tells in stone the story of the end of this knightly family. Sir Henry Kerville, who died in 1624, is shown lying beside his wife. Beneath are the effigies of Gervase the little heir, in swaddling clothes, who died in infancy, and of Mary, his sister, the last of the Kervilles, who died at the age of four, a year after her father's death. After Sir Henry's death, the estate appears to have been held for a short time by the Cobbes of Sandringham, probably as trustees. In the 21st of Charles I. (1645-6), however, it was delivered to Gregory Gawsell, a descendent of Thomas Gawsell, of Watlington, and Catherine Kerville, sister of the Humphrey Kerville, who married Anne Cobbe. The Gawsells held considerable estates in Norfolk in the time of Edward IV. Gregory Gawsell was a supporter of the Commonwealth, being one of the Treasurers of the Eastern Association. He was Sheriff in 1649, and died childless in 1656. Elizabeth Gawsell, his sister, had married Arthur Berners, of Finchingfield, Essex, and their son Hatton Berners succeeded to the St. Mary's estate on the death of his uncle, Gregory Gawsell.

The Berners family was an important one in Essex, and on the south side of the parish church at Finchingfield their Chantry chapel still contains an altar tomb with brass effigies, clad in heraldic dresses, of John Berners and his wife, 1523. Hatton Berners, son of the aforesaid Hatton and grandson of Arthur, had for his wife Bridget, described on a tombstone in St. Mary's church as the "only sister of Sir Simon Leach of Devonshire, Knight of the Bath." A more illustrious relationship than this might have been claimed, for the mother of Mrs. Hatton Berners and of Sir Simon Leach was Lady Bridget, daughter of Sir Bevil Granville, one of the boldest and most successful of the Cavalier leaders.

Sir Bevil, on the first outbreak of the Civil War, joined the Royal Standard and, marching into Cornwall, rescued the whole county from the Parliament, attacked the partisans of the Commons and routed them at Bodmin, Launceston and Stratton. His last and most brilliant action was at Lansdowne Hill, near Bath, where he fell in the hour of victory, 5th July, 1643. A monument was erected on the spot recording his loyalty, his valour and his death. At the moment he was slain he had the patent for the Earldom of Bath in his pocket, with a letter from King Charles I. acknowledging his services. His eldest son took up the title at the Restoration, and his daughters were allowed to rank as Earl's daughters. A still more famous ancestor was Sir Bevil's grandfather, Sir Richard Grenville, "the pride of North Devon," who figures largely in Kingsley's "Westward Ho!" and the story of whose heroic fight in the "Revenge," "at Flores in the Azores," has been immortalised by Tennyson in the well-known ballad "which, while the sea endures, the sea-wolves of England will love to hear."

The Berners and Leach families were both attached to the Royalist cause. Hatton Berners, at an attempt to restore Charles II. in 1659, was ordered to find three horses for Col. Gurdon's troop, and Simon Leach was knighted at the Coronation of Charles II. on 23rd April, 1661. An entry in the Register of St. Mary's church records the death of Mrs. Berners in these words: "Mdam Bridgett Berners, wife of Hatton Berners, Esq., dyd at St. Mary's Hall Jan. 15th at 5 o th clock in the evening and was buryd at St. Mary's, Jann. the 18th, 1705."

Hatton Berners was High Sheriff of Norfolk in 1667. He died in 1713, and was followed by his son Gregory, who, dying in 1715, was succeeded in the estate by William Berners, another son of Hatton. William married Jane Hotchins, of Lynn, and by her had several children, one of

whom was Bridget Berners, who became the wife of John Vancouver. In the parish register at St. Mary's is the following entry: "Bridget ye daur. of Will. Berners and Jane his wife bap. Aug. 24, 1715." William Berners, described as "of Lynn," was Sheriff in 1717. He died in 1727, and his wife in 1725. Soon after his death the estate had to be sold to pay his debts, and apparently the family moved into Lynn. From the union of John Vancouver and his wife Bridget there were six children, viz.: Bridget, baptised 24th April, 1751; Sarah, baptised 16th April, 1752; Mary, baptised 13th January, 1753; Charles and John, baptised 11th November, 1756; George, baptised 16th March, 1761. The baptism of the eldest child, Bridget, took place at All Saints' church, where her parents had been married, and this suggests that they then lived in South Lynn. All the other children were baptised in the parish church of St. Margaret. In the case of George, the youngest child, the Vicar, Dr. Charles Bagge, has, in addition to the date of the ceremony, specially recorded that of his birth, 22nd June, 1757, probably because nearly four years had intervened between the birth and the baptism.

For about twenty-two years from February, 1748, John Jasper Vancouver held the office of Deputy Collector of Customs, a position of some responsibility when Lynn ranked as one of the chief ports of the kingdom. The report of the Commissioners for auditing the public accounts in 1784 shows that the annual duties at Lynn exceeded those of all other ports except London, Bristol, Liverpool and Hull. Many of the mansions of the Lynn merchants of the period remain and give some idea of the princely style in which they lived. The Deputy Collector's appointment was not from the Crown, but from the Customer and Collector, a "patentee," whose office was a sinecure (worth it is said £1,200 a year), all the duties being discharged

by his deputy. The Customer and Collector for whom John Vancouver first acted was Charles Turner, one of a powerful local family who dominated the town for about a hundred years, their names occurring over and over again in the lists of its Mayors and Parliamentary Representatives. They were allied by marriage to the Walpoles of Houghton, an earlier Charles Turner, who was created a Baronet in 1727, having married Mary Walpole, the sister of Sir Robert Walpole, the great Prime Minister (who himself represented the town in Parliament for forty years), and Horatio Nelson was a great-grandchild of this marriage. Charles Turner, the Collector, was a second cousin of Sir John Turner, the third Baronet, and he was succeeded in the office by a son-in-law of Sir John, Robert Hales, under whom John Jasper Vancouver still acted as deputy. John Vancouver also held for many years an important appointment under the Lynn Corporation, in whose Minute Book, under date 3rd Feb., 1748, it is recorded that "This day John Vancouver, Gentleman, is by the Deputy Mayor, Aldermen and Common Council appointed Collector of the Town Dues until Michaelmas next." The town dues were charges payable to the Corporation as the Harbour Authority, and it was usual for the Collector of Customs to be appointed to the office of Collector of these dues "as from its peculiar relation to shipping he alone could collect them with advantage to the Corporation funds." Two sureties had to be found for a five hundred pound bond with the Corporation, and Charles Turner was one of them. This appointment was renewed annually over twenty times. In 1754 John Vancouver's mother, Sarah Vancouver, widow, was accepted as one of the sureties. In 1759-60 John Vancouver and another "substantial burgess" were chosen to collect the Church rate in one of the wards of the town, and in 1750 he and Charles Turner were appointed

Surveyors of Highways in the parish of South Lynn.

At the Parliamentary elections in the Borough there must have been some doings which would shock present day politicians. Although there were only about three hundred voters, an election in 1746 is said to have cost Sir John Turner and one of the Walpoles £4,000, and on another, in 1767, no less than £12,000 was spent by the three candidates. In these contests "election squibs" played an important part, and John Vancouver's connection with the Turners brought him under notice in some of these effusions. In one he is referred to as "*Vancouver*, That little vagary-harlequino all over," and in another we have the following reference:

"No more that grating sound to Turner's ears,
The name of Molineux, alarm our fears;
No longer wanted in the streets to Hector
Sir John's great Bulwark strut, the great Collector;
While little *Van* his happy stars shall bless,
And not one soul shall wish him to be less."

In a county election in 1768 John Vancouver voted for the Tory candidates, de Grey and Wodehouse, against Coke and Astley, Whigs.

At the time of George's birth the Vancouvers were living in a house on the north side of Fincham, otherwise New Conduit, street. The churchwardens' books show that John Vancouver from 1752 to 1755 lived in Tower street. In 1755 he and his mother purchased the house in New Conduit Street and he was rated for it in 1756 and 1757, his name appearing for the fourth house from the "King's Head" (until recently the George Inn, New Conduit Street), his next-door neighbour being Robert Underwood, who was Town Clerk from 1729 to 1767. New Conduit street has perhaps undergone

more alteration than any of the Lynn streets, for the houses on the south side of it were completely demolished about 1865, and their sites thrown into the roadway. Before this it must have resembled the very narrow Sedgeford Lane. The Vancouver house stood west of the present Congregational chapel. The Friends meeting house and rooms and part of the Labour Exchange stand on its site, the older parts of the Friends' buildings being adapted from portions of John Vancouver's "capital messuage." The existing ancient Gothic doorway opened into a passage which led to a court yard on the east or front of the house. Mr. F. Potter's house is built on part of the property, which included a fair sized garden or orchard. The two previous occupiers had been Dr. Geo. Hepburn and Dr. Joseph Taylor. It is very probable that the ancient doorway was the entrance to the mansion of an old time merchant of Lynn, John de Burghard, Mayor 1326, 1332 and 1337, whose Will is to be found in the Red Register. The street was formerly known as Burghard's Lane.

We know nothing of George Vancouver's boyhood. He would, most likely, be sent to the Grammar School then conducted in the upper part of the Charnel chapel, adjoining the parish church, where Eugene Aram's arrest must have been witnessed by some of the contemporaries of the Vancouver boys.

Nearly all the inhabitants of the town were dependent on or connected in some way with the shipping trade, and the boys must have heard much of the life of the sea. Lynn sailors helped in good numbers to make up the crews of the warships. Many were pressed men, and there would be frequent calls by naval vessels to receive some of these unfortunates. In 1758 it is recorded that "this year there was 18d. in the pound collected every quarter for the Poor Rates occasioned by the number of seamen there were impressed for the Navy whose familiies had relief from

the parish." One of the ships of the Royal Navy at this time bore the name of "Lynn." A local diarist notes in 1759 that the guns of St. Ann's Fort were fired on October 19th for the conquest of Quebec.

The Lynn merchant vessels traded to all parts, the imports of coal and wine being particularly large, and a few were engaged in the whale fishery. Barges took a large proportion of the imports up the river into no less than eight different counties, and returned laden with corn for export.

The clang of the workmen's tools in the yards where vessels were built and repaired would be familiar sounds in the town.

Perhaps, later in life when he was brought into controversy with the Spaniards, George might remember how in 1762 "His Majesty's declaration of war against the King of Spain was publickly read at the Hall door and Market Cross, upon which occasion the Mayor and Aldermen appeared in their scarlet, and the Common Council in their usual formalities, attended by the sword and maces, and the other Corporation officers, with drums, etc."

In 1768 the Vancouver children lost their mother, and five days after George's eleventh birthday she was buried at Wiggenhall St. Mary. In the Register of burials we have this entry: "Bridget, wife of J. Vancouver, Gent., June 27, 1768." She was probably the last representative of the Kerville, Gawsell and Berners families to be buried at St. Mary's.

Dr. Burney, the eminent musician, lived from 1751 to 1760 in Lynn, where in 1752 his famous daughter, Fanny Burney, was born, and afterwards through his second marriage with a Lynn lady his connection with the town was continued. His son, James Burney, born 1750 (afterwards rear-admiral) was second lieutenant on board the "Adventure," one of the two ships taken by Capt. Cook on his second voyage of discovery. In Dr. Burney's memoirs we are told how it was on

his recommendation that the Earl of Sandwich, first Lord of the Admiralty, whom he met at Houghton Hall, entrusted the preparation of the history of Cook's first voyage to Dr. Hawkesworth, and later on when Dr. Burney was invited to Hinchingbrooke, Lord Sandwich's seat, he obtained the appointment of his son in one of Cook's ships. It has been suggested that a friendship between the Burney and Vancouver families led to George Vancouver being attached to the expedition. Captain Cook's commission for this voyage was dated Nov. 28th,1771, at which time George Vancouver would be just over fourteen years of age. The ships sailed from Deptford 9th April, 1772, but did not finally get away from Plymouth Sound till 13th July. George Vancouver was rated as an able seaman, but was placed on the quarter-deck as a junior officer. To the boy, just fresh from school, this voyage must have been a wonderful experience, crowded, as it was, with a variety of delights and hardships. The ships were not chosen for speed or comfort. They were, in fact, Whitby-built vessels of the collier type, similar to those in which Cook had traded along the English coast so many years. The "Resolution," 462 tons burden, carried 112 men, and the "Adventure," 336 tons, had a crew of 81. A large number of animals and fowls were also taken, with sufficient provisions for an extended voyage. It will be easily seen that the men's accommodation could not be luxurious. The outward journey from Plymouth to Table Bay occupied 109 days. After leaving the Cape the greatest care was taken to husband the stock of fresh water, and everybody had to wash in salt water. Three times,during the months of December and January in 1772-3, 1773-4 and 1774-5, search was made for the great southern continent, until in each case the way was blocked by walls of ice in the Antarctic Sea. It is related that on one occasion when Cook was preparing to tack, in 72 degrees latitude, young Vancouver went to the end of the ship's bowsprit, and that he used af-

terwards to say he had been nearer the South Pole than any other man. The hardships and difficulties experienced were considerable. We read of the ships sailing for six weeks among icebergs, and the naturalist attached to the expedition speaks of the "dull hours, days and months passed in this desolate part of the world." He says they were almost perpetually wrapped in thick fogs, beaten with showers of rain, sleet, hail and snow, surrounded by innumerable islands of ice, against which they daily ran the risk of being shipwrecked, and forced to live upon salt provisions. The rigging was constantly encrusted with ice, which cut the hands of those who were obliged to touch it. Fresh water had to be collected in lumps of ice floating on the sea when the cold and the saline element alternately numbed and scarified the sailors' hands. No wonder that the men were glad when the Captain had to abandon the quest and steer northward again for New Zealand, Otaheite and the other delightful islands of the Pacific. The intervals between these excursions into the realms of ice were occupied in surveying the coasts of the previously discovered islands and cruising about in search of others. At the end of the third attempt to find a southern continent the globe had been completely circumnavigated in or near the Antarctic circle and the southern ocean had been traversed in all directions. The great object sought, however, could not be found. When the ships arrived at Spithead on 30th July, 1775, after an absence of three years 16 days, they had sailed over a greater space of sea than any ship ever did before, their tracks forming more than thrice the circumference of the globe.

While George Vancouver was so far away from his native town enduring the hardships of an Antarctic summer, in January, 1773, his father had died. There is an entry in the St. Margaret's churchwardens' accounts under the date 12th January, 1773, of the payment of eight shil-

lings for a peal of the bell Margaret for John Jasper Vancouver, and on 13th January he was laid to rest under the shadow of the church of All Saints, where twenty years before he had been married. He had given up his appointment under the Corporation in September, 1770. No reason is given in the Records, but most likely it was failing health. By his will, dated 21st January, 1771, Charles Turner, Esq., and the Rev. Charles Phelpes, vicar of South Lynn and afterwards of East Winch, were appointed Executors and charged with an equal division of his property amongst all his children, John Davies, of Watlington, Esquire, being named as guardian of the children until they should attain the age of 21. The house in which he resided, with adjoining premises, of which he was the freeholder, was sold a year after his death for £850. John Davis, who was appointed guardian of the children, was Lord of the Manor of Watlington. He was cousin to John Vancouver's wife, being, like her, a grandchild of Hatton Berners. He died in 1778.

John Vancouver, the younger, seems to have succeeded his father as Deputy Customer. At any rate, he was acting in 1784 under Robert Hales. How long John Vancouver the younger held his appointment is not known. He was, however, rated for a house near the Customs House in 1788.

CHAPTER II.

1776-1780. Second Voyage with Cook.

The interval of rest before Cook commenced his last and fatal voyage was only a short one. On 6th Feb., 1776, he received his commission to again command his old ship, the "Resolution," in an expedition to discover a sea-way from the Pacific to the Atlantic at the north of the American continent. Previous attempts had been made to sail from East to West. This time it was determined to start from the Pacific and endeavour to sail eastward to the Atlantic. The "Discovery," a ship of 300 tons, commanded by Capt. Clerke, was selected to accompany the "Resolution," and George Vancouver was appointed as a midshipman on the smaller vessel. Sailing from Plymouth on 11th July, 1776, Table Bay was reached on 18th October, ten days less being taken than on the previous voyage. They were in New Zealand in February, 1777, and then sailing across the Pacific from south to north, calling here and there, discovering islands, surveying coasts, they arrived off North America in March, 1778, and, reaching Nootka Sound on 24th April, the real business of the expedition—the search for a passage to the Atlantic—began. The usual hardships began likewise, and in the cold latitudes the crews continually lamented their departure from beautiful Tahiti, and compared unfavourably the northern people with those of the tropical islands. Unfortunately, too, provisions seem to have become scanty, and an occasional gift of fish from natives or a catch by themselves was hailed by the crew with the greatest delight. Cook now sailed about the North Pacific in many directions, examining the coast and searching for an inlet which should lead to the desired passage, but without success.

The most northerly point reached was 69° 36', and Cook then came to the conclusion that the sea in that region was never free from the Polar ice which he there encountered. Retracing his course, the Captain again reached the Sandwich Islands, which he had discovered on his outward voyage. The men were full of joy on arriving at this haven "after suffering excess of hunger and a number of other hardships most severely felt for the space of near ten months." At Hawaii, his last discovery in the Sandwich group, the great navigator met his tragic death on 14th Feb., 1779. The command of the expedition devolved on Capt. Clerke, who, however, only retained it a very short time, for he died on 2nd August, and the two vessels made their way to England, where they arrived on 4th October, 1780, minus both their commanders.

Thus ended, most sorrowfully, Vancouver's second voyage. He was now a man of 23, and in the nine years service under the greatest navigator of the age he had gained experience which enabled him later on to record his name indelibly on the map of the world.

During Cook's second voyage, Mr. William Wales acted as Astronomer on the Resolution. Vancouver being on the same ship was fortunate in having his studies directed by that eminent mathematician, and years afterwards he wrote in the journal of his great voyage, "The west point of Observatory inlet I distinguished by calling it Point Wales, after my much esteemed friend, Mr. Wales, of Christ's Hospital; to whose kind instruction, in the early part of my life, I am indebted for that information which has enabled me to traverse and delineate these lonely regions." Mr. Wales (who was elected a Fellow of the Royal Society in 1776) was not, as stated in the Dictionary of National Biography, engaged in Cook's last voyage; for he was master of the Royal Mathematical School at Christ's Hospital from 1775

till his death in 1798. On this last voyage the duty of taking observations on the Resolution was performed by Cook and his second lieutenant, Mr. King, while William Bailey, who had been assistant astronomer on the previous voyage, was engaged for that purpose on the Discovery, to which ship Vancouver was attached.

CHAPTER III.

1780—1790. Service Under Rodney and Gardner.

After his return to England, Vancouver lost no time in rising another step in his profession. On the 19th October, 1780, he passed his examination as a Lieutenant, and on the 9th December following he was appointed to the "Martin" sloop. Soon afterwards he was moved into the "Fame," a ship of 74 guns with a crew of 550, which was attached to the West Indian fleet under the command of Rodney. This period was a most critical one in the history of our foreign possessions. England had then assuredly to meet the "three corners of the world in arms." Holland, France, Spain were all arrayed against her and, worst of all, her own children in the North American Colonies had rebelled and thrown off her rule. Many of her possessions had gone, and in the West Indies only Jamaica, Barbadoes and Antigua were left to her. Spain had long coveted Jamaica, and the French fleet of thirty-six line-of-battle ships under the Count de Grasse, in the early part of 1782 made a determined attempt to capture the island. The French were to be joined by the Spanish fleet. The combined fleets would have amounted to sixty ships of the line. Rodney, with twelve ships of the line, joined Hood at Barbadoes on 19th February and took over the command of the British fleet now numbering thirty-three. Three other ships which arrived afterwards brought up the total to thirty-six. The object of the British Admiral was to prevent the junction which de Grasse desired to make with the Spaniards. On 8th April the French weighed anchor, but were soon pursued and overtaken by Rodney off Dominica. After a short fight between some of the ships on the following day, the French, favoured by

the wind, withdrew from action. Followed persistently by the British, de Grasse was reluctantly brought to action. A great battle lasting twelve hours took place on 12th April, the French being totally defeated. Their loss in killed and wounded amounted to 9,000; that of the English being under 1,000. The loss on the "Fame" was only 15, and on Rodney's ship the "Formidable" 54. De Grasse was taken prisoner and conveyed to England. Jamaica was saved, the naval power of France and Spain destroyed and the war at an end. This important engagement was Vancouver's only experience of actual warfare. The "Fame" returned to England in 1783. In the next year Vancouver was appointed to the "Europa," and in her sailed to Jamaica in 1786 under Commodore Alan (afterwards Lord) Gardner. He left the "Europa" in September, 1789, and was appointed second in command of an exploring expedition about to be despatched to the South Seas. A new ship named the "Discovery" was fitted out under Vancouver's superintendence, but before the preparations for the voyage were completed events happened which caused the expedition to be abandoned and which brought to Vancover the opportunity which has made him famous.

CHAPTER IV.

1790 — Nootka Dispute.

On the 15th May, 1790, Parliament was informed by a message from the King of a fresh quarrel with Spain, and for a time it looked as if nothing could prevent an outbreak of hostilities between the two countries.

It appears that one John Meares, formerly a commander in the Royal Navy, in May, 1788, in a trading ship called the "Felice," entered Nootka Sound on the north-western coast of America, where he was soon afterwards joined by two other ships, the "Iphigenia" and the "North-West America." He traded with the Indians and purchased from the chiefs Maquilla and Calicum, to whom the district belonged, the whole of the land that forms Friendly Cove, Nootka Sound, in his Britannic Majesty's name for "eight or ten sheets of copper and some trifling articles." Meares then sailed for China, leaving behind the "Iphigenia" and the "North-West America" with instructions that they were to winter in the Sandwich Islands. When these two vessels returned to Nootka in the following spring they were seized by the commander of a Spanish frigate. The captains and crews of the English ships were made prisoners, and on the arrival shortly afterwards of two other vessels, the "Argonaut" and the "Princess Royal," belonging to Meares, these also were seized. The Spaniards justified their action by the allegation that the coast and the adjacent seas belonged to Spain and that any foreign ships trading there were guilty of smuggling, if not piracy. Meares, as soon as he heard of the outrages, proceeded to England and complained to His Majesty's Government on 30th April, 1790. Satisfaction and reparation were at once required from Spain. As the Spanish Government did not comply with the English de-

mands, a message from His Majesty was on 15th May laid before Parliament containing information of the acts of violence complained of and expressing the King's determination to support the honour of his crown and the rights of the English people. The House of Commons unanimously voted an address approving the policy adopted by the Government, and voted a million pounds for the purposes of enforcing the rights of the country. Preparations for war were now made by both countries. A large English fleet known as "the Spanish armament" was assembled under Lord Howe. Spain, however, at last gave way, and agreed that the settlement at Nootka Sound was to be restored and reparation made for the injuries sustained by Meares. It was further agreed that British subjects should enjoy free navigation and fishing rights in the Pacific Ocean and South Seas provided that they should not go within ten leagues of any part of the coast already occupied by Spain. Arrangements were made that an English officer should be sent out "to receive back in form the territory on which the Spaniards had seized," and at the same time to make an accurate survey of the coast northwards from the 30th degree of north latitude. For this duty Vancouver was selected. On the abandonment of the proposed expedition in the "Discovery" he had been appointed to the "Courageux," commanded by Gardner. When the "Courageux" was paid off Vancouver was promoted to the rank of Commander, 15th December, 1790. The "Discovery," being already fitted for a voyage, was selected for the expedition to Nootka, and Vancouver was appointed to command her. The burthen of the vessel was only 340 tons, and that of her armed tender, the "Chatham" (Lieut. Wm. Robt. Broughton, commander) 135 tons, and there were 100 men on the "Discovery," and 45 on the "Chatham."

Vancouver tells us that the Discovery was copper-fastened, sheathed with plank and coppered over, while

the Chatham was only sheathed with copper. The former mounted ten four-pounders and ten swivels; the latter, four three-pounders and six swivels. He expresses his satisfaction with the provisions furnished for the voyage and names several of the articles supplied. Sour-krout and portable soup were sent in large proportions, and for medicines, among other things, Dr. Jenner's powders, vitriolic elixir, and a hundred-weight of Peruvian bark. There was also a liberal assortment of various commodities, useful and ornamental, to help in the establishment of friendly intercourse with the natives. The vessels were supplied with everything necessary for protection against any hostile attempts of the native Indians, while for the "amusement and entertainment of such as were peaceably and friendly disposed" there was a "most excellent assortment of well prepared fireworks."

By the written instructions, dated 8th March, 1791, the ships were to proceed to the Sandwich Islands and, while wintering there, to examine and survey the islands. As soon as the weather should be favourable in the following February or March they were to repair to the north-west coast of America for the purpose of acquiring a more complete knowledge of it. Orders from the Government with reference to taking over the buildings and land seized by the Spaniards were to be sent to the Sandwich Islands by another vessel.

In the examination of the coast the principal objects to be kept in view were: 1st, To acquire information with respect to any water communication between the north-west coast and the country upon the opposite side of the continent. 2ndly, To ascertain the number, extent and situation of any settlements made by any European nation, and the time when such settlement was made.

In the prosecution of the first-named object particular attention was to be paid to the examination

of the "supposed straits of Juan de Fuca."

Great care was to be taken to avoid giving any ground of jealousy or complaint to the subjects of His Catholic Majesty, and to co-operate with any Spanish ships which might be met with employed on similar service.

All the work was expected to be completed so that the ships could return to England in the summer of 1793.

Additional instructions, dated 20th August, 1791, were duly sent to Vancover by the "Dœdalus" transport to receive from the Spanish officer commanding at Nootka possession of the buildings and districts or parcels of land which were occupied by His Majesty's subjects in the month of April, 1789.

CHAPTER V.

1791-2 — New Holland, Society and Sandwich Islands, New Albion, Strait of Juan de Fuca & Vancouver Island.

The Discovery left Deptford on the 7th Jan., 1791. This was the first trial of the ship under sail, and she satisfied Vancouver that he had a "handy and in all other respects a very comfortable vessel." She was detained in the Long Reach taking on board ordnance stores and other things from Deptford dockyard, leaving on the 26th for Portsmouth, where she arrived on 5th Feb. Certain defects in the ship's head being remedied, Portsmouth was left on 3rd March, and on the 12th Falmouth was reached. Here the Discovery had to wait for the Chatham, whose preparation had not been so forward. Both ships sailed out of Carrack Road on 1st April, and Vancouver records that "at midnight we took a long farewell of our native shores."

The choice of route to the Pacific Ocean having been left to Vancouver, he decided to go by way of the Cape of Good Hope. The Chatham was found to be a bad sailer and "very crank." Cape Town was reached on 10th July. Here four seamen, who seemed unfitted to the service, were replaced by others. The precautions taken for the preservation of the health of the crews are described as follows: The store rooms were "cleared, cleaned and washed with vinegar," and notwithstanding the weather was hot and the smoke and heat were inconvenient and disagreeable, good fires were burning between decks in the fore part of every day to keep up a constant circulation of fresh and pure air throughout the ship.

The vessels left the Cape on 17th August, "saluting the garrison with eleven guns, which were equally re-

turned." Before leaving, several of the Discovery's crew were attacked with dysentery, and a marine died after the ship sailed.

Australia, then called New Holland, was the next destination, and land was sighted on 26th September. A conspicuous promontory at the south-west corner of the continent was given the name of "Cape Chatham" "in honour of that noble earl who presided at the Board of Admiralty on our departure." Sailing eastward along the coast they discovered a capacious harbour which Vancouver named "King George the Third's Sound." On the 29th the British colours were displayed, His Majesty's health drunk, and formal possession was taken "of the country from the land we saw north-westward of Cape Chatham so far as we might explore its coasts." Various capes, islands and mountains were named as the ships proceeded. Storms and contrary winds kept the ships in the newly discovered sound, the time being employed in surveying the inlet and the land on its edge, until the 11th October, when the voyage was continued eastward. On the 21st October Termination Island was found, and so named because it was the end of the researches on this coast. The length of coast surveyed extended to 110 leagues. No natives appear to have been met with, but deserted villages were seen and extraordinary devastation of the forests had been caused by fires. Descriptions are given in the journal of the voyage of the animal and vegetable life observed, and of such minerals as came under notice. For the benefit of those who might visit the country afterwards, vine cuttings and water cresses were planted and several kinds of seeds were sown.

On leaving New Holland a south-easterly course was steered, and on the 26th October Van Dieman's Land (now Tasmania) was sighted. Rounding that island, the ships made for Dusky Bay in New Zealand (which Vancouver had previously visited in

1773 with Capt. Cook) and they arrived there on 2nd November. A violent gale was encountered here, the Discovery being driven from her anchorage and sustaining considerable damage to her sails and rigging. It was decided to put in at Facile Harbour inside the Bay, and some time was spent there in repairing the vessels. When these repairs were well advanced an excursion was made in three boats over the spacious Bay and the upper part of the northern arm, the only part not examined by Cook, and by him called "Nobody knows what," was explored. This arm was found to be divided into two branches, leaving (what Cook called Apparent Island), a peninsula joined to the main land by a high but narrow ridge of mountains. The heads of these two branches Vancouver humorously designated "Somebody knows what." Facile Harbour and Anchor Island Harbour were carefully surveyed during the stay. On the 22nd November the ships sailed out of Dusky Bay, the health of the crew (many of whom had been sick since leaving Cape Town) perfectly re-established. Only one with a chronic complaint and two with wounds were on the surgeon's list. The care of his men's health seems always to have been uppermost in Vancouver's mind, and "on the most trifling occasion of indisposition, no person was ever permitted to attend his duty." This was Vancouver's fifth visit to New Zealand.

The next appointed rendezvous was Matavai Bay in Otaheite, one of the Society Islands. On the way a cluster of seven craggy islands, not seen by Cook, extending about six miles, was discovered and named from their dangerous position "The Snares." Another island which Vancouver named Oparo was discovered on 22nd December. Some of the natives came off to the ship, and after considerable persuasion went on board, where they were presented with various articles. Owing to these gifts, the Captain says, "we shortly had as

many visitors as it was pleasant to entertain." The Discovery on reaching Matavai Bay found the Chatham already there. On the way Lieut. Broughton had discovered and taken possession of an island which he named Chatham Island. On landing he had met some natives and tried to barter with them, but though willing and anxious to take, they gave nothing in return. Some of the natives proved hostile in the end, and unfortunately one was killed by the English in self defence. Vancouver expresses his satisfaction at finding when the two ships met "that every individual composing the society of each vessel was in a most perfect state of health." While here the Captain made some strict regulations for trading with the natives.

The hospitable Otaheitans (who have pleased every voyager who has touched at their charming and fruitful island) were delighted by the visit of the Englishmen. They crowded on board as soon as the Discovery was anchored. Vancouver was grieved to find that most of the friends he had left in 1777 were dead. The king Otoo was still living on another island, but had resigned his kingdom to his eldest son, a boy 9 or 10 years old, who had taken the name of Otoo, the father (whom Vancouver speaks of as "my old friend") now calling himself Pomurrey.

The first day of 1792 was observed as a holiday by the crews. "Everyone had as much fresh pork and plum-pudding as he could make use of; and lest in the voluptuous gratifications of Otaheite we might forget our friends in old England, all hands were served a double allowance of grog to drink the healths of their sweethearts and friends at home." Perhaps to account for the omission of "wives" from the toast list, Vancouver adds "It is somewhat singular that the gunner of the Discovery was the only married man of the whole party.

The stay at Otaheite extended over three weeks, during which a small boat was built and the vessels overhauled. Friendly intercourse was preserved with the natives, presents were exchanged, and on one occasion they were treated to fireworks, but another promised display later was withheld as a punishment for the theft of some linen. Axes were looked upon as the most valuable presents by the native men. Red cloth and linen were also much in request, while the ladies most desired scissors and (vanity of vanities!!) looking glasses. Vancouver laments that the islanders were neglecting their own manufactures and becoming more and more dependent on occasional callers for various European commodities. The old chief Pomurrey was sent for and was found to have a "perfect recollection" of Vancouver, who, he observed, however, "looked very old since we had parted." Pomurrey at one sitting drank a bottle of brandy without diluting it. This, as might be expected, produced violent convulsions, but after an hour's sleep he "arose to all appearances as much refreshed with his nap as if he had retired perfectly sober." The old man wanted more drink, and on his being refused and expostulated with, he accused Vancouver of being a stingy fellow. The latter determined to cure him by letting him have as much brandy or rum as he chose to call for. In less than a week the cure was made, Pomurrey ceasing to ask for spirits and being satisfied with a few glasses of wine at and after dinner. One of the chiefs brought for inspection a portrait of Capt. Cook drawn by Mr. Webber in 1777. This picture was kept in the house of the chief of Matavai and had become a public register. On the back of it was recorded the fact that the "Pandora," the ship despatched to search for the "Bounty" mutineers, had quitted the island on 8th May, 1791. It will be remembered that the Bounty left England in December, 1787, arrived at Matavai Oct., 1788, and in April, 1789, some of the crew,

flattered with the hopes of a happy life among the Otaheitans, and also attracted by some of the women, who are described by the captain of the Bounty as "handsome, mild and cheerful in their manners and conversation," so far forgot their duties and position as English sailors as to rise in mutiny, casting off the captain and those who were loyal to him. The Pandora was sent to search for the mutineers, and, as stated, had only left Otaheite with some of them seven months before Vancouver's visit. The subsequent history of the remainder of the mutineers is romantic. Years afterwards the sole survivor and the children of some of his guilty companions were discovered on an island of the Pacific called "Pitcairn" Island, and that island and another,—Norfolk Island—are still peopled by descendants of the mutineers. Vancouver frequently saw some of the women who had infatuated the mutineers, and he remarks that they "were not such as we should have imagined could possibly have tempted Englishmen to so unpardonable a breach of their duty," and indeed he speaks very disparagingly of the beauty of the women, his opinion differing considerably from that of Capt. Bligh of the "Bounty." The account given by Vancouver of his stay at Otaheite is lengthy and full of interest, giving as it does minute descriptions of the natives, their customs and ceremonies.

Our voyagers left on 24th January, 1792, directing their course northward, having now for the first time pointed their vessels' heads towards the grand object of the expedition, and on the 1st March they came in sight of Owhyhee,one of the Sandwich Islands. The reception at these islands was not of such a hospitable character as at the Society Islands, and difficulty was experienced at Owhyhee in getting a supply of water. At Woahoo and Attowai the inhabitants were a little more friendly, but still they compared unfavourably with those of the islands previously visited, and Vancouver speaks with great disgust of

their morals. They found some Englishmen living at Attowai engaged in collecting sandal wood and pearls for an American trader. An elderly chief named Enemoh affected to recollect Vancouver's former visit with Capt. Cook, adding that he was present when Vancouver gave a lock of his hair to another chief named Taio, who had ever since preserved and carried the relic about with him. This incident appears to have been impressed on Enemoh's memory by his being refused a similar pledge of friendship, while it had quite gone from Vancouver's recollection. The visit to the Sandwich Islands was concluded on 16th March. At one time great apprehensions were felt that some attack might be made, and watchfulness was observed to guard against any such treachery. Before leaving, however, a better opinion of the natives appears to have been formed, and they were treated to a firework display. Presents were exchanged as usual. The chief desire of the natives was for firearms, but their requests for these were firmly refused.

On 17th April Vancouver arrived, in about 40° N. latitude, within two miles of the coast of New Albion, as the country north of Mexico and California, now known as Oregon and Washington in the United States, was then called. This name of "New Albion" was given by Sir Francis Drake. Here the expedition had (after an absence from England of more than twelve months) arrived at a point where the real work for which it was despatched was about to begin. At this time very little appears to have been known of the country bordering on the north-east of the Pacific ranging between California and Alaska. A map prepared after Cook's last voyage shows that there was more familiarity with Alaska and Behring's Strait, where names are thickly studded all along the coast line. Cook had called at Nootka, the entrance to which he had named "King George's Sound," but he had no idea when he landed there that he was on a large island and consequently what we now know

as Vancouver Island is not shown as detached from the mainland. So also, a little further north, we do not find Queen Charlotte Islands marked. Cape Perpetua, Cape Foulweather and Cape Flattery at the entrance to Juan de Fuca Strait are names given by Cook, while north of Nootka we have the vague statement "Land seen by the Spaniards 1775."

After Cook's time, certain parts of the coast were visited by various traders in search of furs. Nathaniel Portlock in the "King George," with George Dixon in the "Queen Charlotte," during the years 1786-7 traded along the coast southward from Cook's river to Nootka. Dixon discovered and named Queen Charlotte Islands and Queen Charlotte's Sound after his vessel. John Meares was at Prince William's Sound in 1786, and at Nootka in 1788. His transactions with the chiefs at the latter place may be looked upon as having laid the foundation of British dominion in Western Canada. He published in 1790 an account of his voyages illustrated by engravings and maps. A French edition was also published. On one of the maps he indicates an alleged track of the American sloop Washington by a channel from Juan de Fuca Strait round what he terms "Northern Archipelago" to an entrance north of Queen Charlotte Islands. George Dixon, in 1791, published a vigorous attack on Meares for misrepresenting in his book important facts relative to geography and commerce, including the map referred to above. It certainly seems that no reliance can be placed on the statement that the Washington circumnavigated Vancouver Island. Captain Robert Gray, who was in command of the ship at the time she was said to have made the voyage, disclaimed the honour. Vancouver was fortunate enough to meet Gray in command of another ship, the "Columbia," just before reaching the Straits of Juan de Fuca, and he says in his journal: "It is not possible to conceive anyone to be more astonished than was Mr. Gray, on his being made acquainted, that his auth-

ority had been quoted, and the track pointed out that he had been said to have made in the sloop Washington. In contradiction to which, he assured the officers that he had penetrated only 50 miles into the straits in question, in an E.S.E. direction; that he found the passage five leagues wide; and that he understood from the natives that the opening extended a considerable distance to the northward; that this was all the information he had acquired respecting this inland sea, and that he returned into the ocean by the same way he had entered." Gray was succeeded in the command of the Washington by Capt. John Kendrick, and Meares, in a reply to Dixon, stated that he got his information from a man who talked with Capt. Kendrick. Kendrick, however, did not afterwards make any claim to the important discovery of the passage, which it is safe to assume he would have done had he made the voyage. The weakness of the unsupported hearsay evidence on which Meares relied justifies us in classing the supposed track of the Washington with other very manifest errors in the chart. Reports had been obtained from the natives that Nootka was on an island; both Meares and Gray had sailed a short distance up the strait; and these facts may have been the basis of the conjectural track which Meares marked on his map.

Vancouver sighted new Albion, slightly south of Cape Mendocino, and he then followed the coast in a northerly direction, Point St. George, Dragon Rocks, St. George's Bay, and Cape Orford (after the noble earl of that title "my much respected friend") being named on the way. The Earl of Orford at this time was the celebrated Horace Walpole, who had previously been one of the members for King's Lynn. When, however, Vancouver left England, George Walpole, a grandson of the great Prime Minister, held the title, and it was in his honour that the cape was named, his death, on 5th December, 1791, not being known to the voyagers. Cape Perpetua being passed they had

"nearly reached the northern extent of the coast seen thereabouts by Capt. Cook." On the 28th April Point Grenville in lat. 47° 22' was passed and named after the Right Hon. Lord Grenville. On the 29th the ships were brought to anchor within the entrance to the Staits of Juan de Fuca.

There is a good deal of mystery about the connection of the name of Juan de Fuca with this estuary. De Fuca is said to have been a Greek pilot, in the service of Spain, who, in 1592, entered, on the coast of North America, "a broad inlet of the sea between 47° and 48°" and to have sailed therein more than twenty days until he came, as he thought, into the Atlantic. He then returned by the same route. By some it is thought that de Fuca really navigated the Gulf separating Vancouver Island from British Columbia, and that when he reached Queen Charlotte Sound he imagined that he had passed from the Pacific to the Atlantic, and discovered the north-west passage. Others, again, are of opinion, from statements in the narrative which are at variance with fact, that there is great suspicion "as to whether the reported voyage was ever performed or the hero of it ever existed." The balance of evidence, however, seems to favour de Fuca's claim to the discovery of the strait. Captain Barkley, of the British trading ship "Imperial Eagle" rediscovered the inlet in 1787, but did not explore it. Barkley Sound on the south-west side of Vancouver Island was discovered and named by Captain Barkley at the same time. It is generally admitted that Captain Meares was the first Englishman to actually enter the strait, and he it was who designated it by the name of Juan de Fuca. He sailed up a short distance and then, being attacked by natives, was compelled to return. It is evident that there were great expectations that this strait might prove the beginning of a waterway connecting the Pacific with the Atlantic, it having been "alledged that the Spaniards have recently found an entrance in the lati-

tude of 47° 45′ north, which in 27 days course brought them to the vicinity of Hudson's bay." It will be remembered too that Vancouver was enjoined to pay particular attention to this strait. On 30th April the ships sailed up the inlet along the southern shore and, as they proceeded, conjectures as to its nature varied from hour to hour.

At one time, high land just rising from the horizon ahead seemed to indicate a speedy termination of the inlet. Then, the land not being visibly connected, it was thought that it might form a cluster of islands. A very conspicuous craggy mountain covered with snow was seen rising "apparently at a very remote distance." This mountain, the highest peak in the Cascade range, and which we now know to be 10,700 feet in height, was given the name of Mount Baker in compliment to Vancouver's 3rd lieutenant, who first observed it. By the evening a long, low, sandy point on the Southern shore was reached, which was named New Dungeness from its great resemblance to Dungeness in the English channel, and here anchor was cast. This was almost directly opposite the site, on the northern side of the Strait, where the city of Victoria now stands. May-day was spent in searching for a harbour and a supply of water, both of which were found, and next day the ships were taken into an inlet which was duly named "Port Discovery." The beautiful surrounding country called to the minds of the wanderers "certain delightful and beloved situations in old England." Vancouver was charmed by the district. He says, "To describe the beauties of this region will, on some future occasion, be a very grateful task to the pen of a skilful panegyrist. The serenity of the climate, the innumerable pleasing landscapes, and the abundant fertility that unassisted nature puts forth, require only to be enriched by the industry of man with villages, mansions, cottages, and other buildings, to render it the most lovely country that can be imagined; whilst the labour of the inhabitants would be amply rewarded in the bounties

which nature seems ready to bestow on cultivation." The country was, however, nearly destitute of inhabitants. Those seen were friendly and resembled the natives of Nootka, but were cleaner. They bartered bows and implements for knives, trinkets, etc., and were very anxious to sell, for some pieces of copper, two children, each about six or seven years of age. An encampment was formed on shore and the following is a description given of the work of overhauling the vessels:—"On Thursday morning the 3d we sat seriously to work on board, and on shore where the sailmakers were repairing and altering the sails; coopers inspecting the casks; gunners airing the powder; and parties cutting wood, brewing spruce beer, and filling water; whilst those on board were as busily employed in necessary repairs about the rigging; getting the provisions to hand; clearing the main and after holds for the reception of shingle ballast, of which we had for some time stood in much need; some of our carpenters were stopping leaks about the bows, and the rest assisted in caulking the Chatham's sides."

Eastward of Port Discovery an important opening, with many branches, was found and named Admiralty Inlet. This name has now nearly gone out of use, having been superseded by that of Puget Sound. The Discovery's yawl and launch and the Chatham's cutter were engaged from the 7th to the 14th May in exploring and surveying the offshoot from Admiralty Inlet named Hood's Canal, after Lord Hood, a harbour at the entrance being called Port Townshend "in honour of the noble marquis of that name."

The Townshends are intimately connected with the history of Norfolk. Many of them sat in Parliament for the county or some of its boroughs. Sir Horatio Townshend was one of the six commoners who with six peers went to the Hague to entreat Charles II. to return to his dominions. For his services in bringing about the "Restoration" he was, in 1661, created Baron Townshend of Lynn Regis, and in 1682 he was advanced to the dignity of Viscount Townshend of Raynham (the family seat), about eighteen

miles from Lynn. The great-grandson of the 1st Viscount was advanced to the dignity of Marquis Townshend, and he is the Marquis to whom Vancouver here refers. This nobleman, who was godson to George I., had a distinguished career. At the siege of Quebec he became commander-in-chief after the death of Wolf, and to him the town surrendered. He also fought at Dettingen, Fontenoy, Culloden and Laffeldt. He was Lord Lieutenant of Ireland for five years, and held many other important posts.

At various points along the coast tall straight poles like flag staves or beacons 90 to 100 feet high were observed, but for what purpose these were fixed Vancouver was unable to discover. Similar poles are several times referred to by him, and he always seems curious to know their use. It has since been ascertained that the Indians used the poles for the purpose of catching ducks. Nets were stretched from one pole to another, and in these the ducks were caught at night or during thick weather. In one place two poles, about fifteen feet high from the ground, had on the top of each a human head recently placed there. A singular method of disposing of the dead was noted, canoes suspended between two or more trees twelve feet from the ground contained the skeletons of two or more persons. Baskets holding the skeletons of young children were found suspended on high trees, and human bones were found scattered about the beach in great numbers.

The ships left Port Discovery on 18th May, the Chatham going north to explore what looked like an archipelago of islands, and the Discovery continuing the examination of Admiralty Inlet. The survey of the Inlet lasted a fortnight. A harbour (now a naval station of the United States), on the western side of Admiralty Inlet, was named Port Orchard, after H. M. Orchard, who is entered on the Discovery's muster roll as a clerk. South of this harbour an island was named Vashon's Island "after my friend Captain Vashon, of the Navy." The southern extremity of Admiralty Inlet was named Puget's Sound, after one of

the officers, a branch of the Inlet to the north-east being termed Possession Sound. Inside the latter, at a place named after "a particular friend" Penn's Cove, a deserted village was found with several sepulchres formed exactly like a sentry box. One of the witnesses to Vancouver's will was Granville Penn (a grandson of the founder of Pennsylvania), and he may have been the "particular friend" referred to. Mr. Whidbey, who circumnavigated the island named after him on the east of the entrance to Admiralty Inlet, met with some natives who had not, apparently, seen any Europeans before. They showed a great desire to be satisfied as to the colour of the visitors' skins; making signs that the hands and faces were painted white, and when convinced of their mistake "their astonishment was inexpressible." The western arm of Possession Sound was named Port Gardner, after Vice-Admiral Sir Alan Gardner, under whom Vancouver had previously served, and the smaller or eastern one was designated Port Susan, after, it is said, Admiral Gardner's wife.

The 4th June, being the anniversary of the King's birthday, all hands were served "as good a dinner as we were able to provide them, with double allowance of grog to drink the King's health," and formal possession was then taken of the coast from that part of New Albion in lat. 39° 20′ north and long. 236° 26′ east to the entrance to the "supposed" straits of Juan de Fuca; as likewise all the islands within the straits and in the interior sea, which was honoured with the name of the Gulf of Georgia, the continent binding the said gulf being named New Georgia, in honour of His Majesty.

The north and west points respectively of Admiralty Inlet were named Point Partridge and Point Wilson, the latter after Capt. Geo. Wilson, of the Navy, "my much esteemed friend." The name of the other point is accounted for by the fact that Captain Vancouver's brother, John, married, in 1786, Martha, daughter of Henry Partridge, K.C., Recorder of King's Lynn, by his second wife, Alice, daughter of Simon Taylor, merchant. The Taylors lived in the house in Queen Street, Lynn, now

known as Clifton House. The initials S. T. and the date 1708 may still be seen on a cistern head on the front of the house. One of the family, also named Simon Taylor, Mayor in 1675 and 1681, and Member of Parliament 1678-1684, was knighted 9th July, 1684. The Partridge family is still represented in Lynn by a member of the legal profession.

The ships were now headed north from Admiralty Inlet up the Gulf of Georgia, and on 8th June Cypress Island (named from the abundance of upright cypress) was reached, and the Discovery's anchors were cast in Strawberry Bay on the western side of the island, but the Chatham was driven to the eastward by a strong flood tide and lost her stream anchor. The anchorage in Strawberry Bay being much exposed it was decided to proceed further north, and on 11th June Birch Bay (named from the abundance of black birch trees) was reached. Here it was arranged to station the ships while the coast was examined from boats. Mr. Whidbey, in the Discovery's cutter, attended by the Chatham's launch, was to make further observations to the southeast; and Vancouver in the yawl, accompanied by Mr. Puget in the launch, was to proceed further up the main inlet of the gulf. Vancouver was absent from the ships from the 12th to 23rd June. It is evident from the care that was taken to explore every opening on the continental side that Vancouver had always in mind the hope of discovering some inlet which would prove the beginning of a navigable passage to the Atlantic. A point north-west of Birch Bay was named Point Roberts "after my esteemed friend and predecessor in the Discovery," and on the 13th an important inlet was reached. This was named Burrard's Canal, after Sir Harry Burrard, of the Navy, and it is particularly interesting from the fact that on the shores of this inlet now stands the city which bears the name of the gallant sailor who commanded the little expedition which sailed up the channel on that June day in 1792. The growth of the city of Vancouver is phenomenal. The whole of the little town which stood on the site was completely destroyed by fire on 13th June, 1886. The in-

habitants pluckily set to work at once to rebuild their homes. A charter of incorporation was granted, the name of Vancouver being given to the new town. In fifteen years the population reached 26,000. By 1903 it had risen to 30,000, and it now amounts to 200,000. The city is the mainland terminus of the Canadian Pacific Railway, and it has one of the finest harbours in the world. The shipping returns for 1919 show a total of 23,000 vessels entering and leaving the harbour with a registered tonnage of over ten millions. Where now stands this important town, with its handsome buildings, electric cars, shipbuilding yards and other indications of prosperity, our voyagers only saw "two or three natives straggling about the beach."

Point Grey on the southern side of the entrance to Burrard's Canal, was named after Capt. Geo. Grey, of the Navy, and the point on the northern side was named Point Atkinson.

Howe's Sound (so named in honour of Admiral Earl Howe), lying between Point Atkinson and Point Gower and, further to the north-west, Jervis's Canal (after Admiral Sir John Jervis) were carefully explored before the course of the boats was directed towards the station where the ships had been left. In each case it was found that the eastern range of snowy mountains was an "impenetrable barrier to that inland navigation of which we had heard so much, and had sought with sanguine hopes and ardent exertions to discover."

On the way back to the ships two Spanish vessels of war were met with. These vessels were engaged in surveying the gulf, and Vancouver records his mortification in finding that others had already examined the external shores a few miles beyond where his own researches had so far extended. From the Spaniards the news was obtained that Sen. Quadra, the Spanish commander, was waiting the arrival at Nootka of the English expedition in order to negociate the restoration of those territories to the crown of Great Britain.

On the 23rd June the English ships were reached, a distance of 330 miles having been traversed in the boats. The next day the ships sailed out of

Birch Bay and, accompanied by the Spanish vessels, proceeded up the gulf to the north-westward. A large number of whales playing about in every direction favoured the assertion that a passage to the ocean would be found by persevering in the present course, and in that course, always keeping close to the continental shore and anxiously examining every inlet, Vancouver proceeded cautiously on the voyage which, ultimately on 9th August, 1792, took him again into the Pacific Ocean, and thus proved that the land to the westward of his course, and which now bears his name, was an island. The ships anchored in several places, and surveying parties were sent out in the boats. How thoroughly their work was done may be best judged by referring to the chart of the locality published with the History of the Voyage. The navigation was often difficult. Dangerous intricate channels, studded with rocky islets, had to be threaded; and when the Pacific had been nearly reached, the Discovery grounded on a bed of sunken rocks. As the water fell, the situation became alarming. When the tide was at the lowest the ship's forefoot was in only about 3½ feet of water, while her stern was in four fathoms. Fortunately, the weather being favourable, there was no swell, and she floated off with the next tide without having received any apparent injury. The Chatham also grounded soon afterwards, but was got off without much difficulty. Many of the names bestowed during the voyage, on headland, island and inlet still remain in use. Point Mudge, Johnstone's Strait and Broughton's Archipelago were named after officers in the expedition. Naval friends were honoured by Call's Canal, Knight's Canal, Point Duff and Mount Stephens. Point Upwood at the southern end of Texada Island was named "in remembrance of an early friendship." Most likely this was after a family named Upwood of Terrington, near Lynn. They acquired the Lovell's Hall estate in 1688. The last male representative was Vicar of Terrington, and he died in 1868. Desolation Sound obtained its name from the "desolate,

rude and inhospitable aspect" of the surrounding country. The headlands at the entrance to this Sound were respectively named Point Sarah and Point Mary. Two of his sisters bore these names, and though Vancouver does not tell us so there can be little doubt that it was after them that he called these two points. A few Indian villages were seen and visited during the voyage. The natives were uniformly friendly, but, as usual, given to thieving. Some of them were armed with muskets, which they had apparently obtained from the Spaniards. More than three months were occupied by this interior voyage. Queen Charlotte's Sound, where the ships emerged into the ocean, had been named in 1786. This name, and those of Smith's Inlet, Calvert's Islands and Fitzhugh's Sound, being names given by the first discoverers, were continued by Vancouver.

Before turning towards Nootka, Vancouver spent ten days more in investigating the continental shore. While so engaged he was surprised by the arrival of an English trading brig. Learning that Senr. Quadra was "waiting with the greatest impatience to deliver up the settlement and territories at Nootka," Vancouver decided to abandon the northern survey for the present and sail for Nootka. Accordingly, on 19th August the vessels sailed round the north side of Calvert's Island and on the 28th they reached Nootka. Vancouver records that he was received "with the greatest cordiality" by Senr. Don Juan Francisco de la Bodega y Quadra. He also notes his gratification with a repast such as lately they had been little accustomed to,—"a dinner of five courses served with great elegance," royal salutes being fired on drinking health to the Sovereigns of England and Spain.

And now began a diplomatic duel, which lasted for about three weeks. Quadra attempted to justify the action of his countrymen, and, while denying that Mr. Meares had any house at Nootka or had ever purchased any land there, offered "without prejudice to the legitimate right of Spain" to cede to England the houses, offices and gardens which

were taken from British subjects in April, 1789, observing at the same time that Nootka ought to be the most northerly Spanish settlement, the land to the north being left free to both parties. Vancouver firmly declined to enter into a discussion on the respective rights and pretensions of the Courts of Spain and England, his powers being only to receive the territories which, according to the convention of 28th October, 1790, Senr. Quadra was authorised to restore and put him in possession of. These territories he understood to be "Nootka *in toto* and port Cox" (or Clayoquot), and he refused to entertain the idea of hoisting the British flag on the spot pointed out by Quadra "not extending more than a hundred yards in any direction." He also claimed as "ports of free acess" all establishments north of St. Francisco, which he conceived to be the northernmost settlement occupied by the subjects of His Catholic Majesty in April, 1789. Several interviews took place between the two commanders, and letters passed between them, but they could not agree. At one interview everything appeared to be settled, Quadra accepting Vancouver's version and inquiring who the British intended to leave in possession. Soon afterwards Vancouver was surprised to receive a letter from the Spaniard in which the original contention was revived. So a settlement of the dispute was as far off as ever. In the end, negotiations had to be broken off and an arrangement made to refer the differences to the respective Courts. During all this fencing the friendly personal intercourse was not affected in any way. The two commanders visited, dined together and appear to have formed feelings of great respect for each other. A suggestion made by Quadra that Vancouver should name some port or island after both of them resulted in the tract of land which had first been circumnavigated by the Englishman being named "Quadra and Vancouver's Island." The Spaniard's name has long since dropped out of use, but the island still bears the name of the English commander.

While the negotiations were in progress, Vancouver, accompanied by

Quadra, paid a formal visit to the Indian chief Maquinna, who was greatly pleased by this attention. A few days afterwards the Chief, with two wives and some relatives, returned the visit and, says Vancouver, "they had not been long on board when I had great reason to consider my royal party as the most consummate beggars I had ever seen." Everything which struck their fancy they demanded and if refused affected to be offended. On this occasion some of the fireworks which had been brought for the purpose were let off to amuse the guests. It is recorded that the Spaniards had succeeded in gaining the good opinion of the natives, who regretted the prospect of their quitting the station.

Vancouver, in his account of the negotiations with Quadra, expresses the hope that his actions will not be found liable to censure "when the very important commerce of this country shall be properly appreciated." It was a great satisfaction to him that a few days after the negotiations were suspended a Portuguese vessel arrived, having on board a Mr. Robert Duffin, who had accompanied Meares in 1788, and was with him on his first arrival at Nootka. Mr. Duffin's account of the transaction between Mr. Meares and the Indian Chiefs proved to Vancouver that his action in refusing to agree to the Spanish proposals was right.

Despatches were now prepared for England and entrusted to the 1st lieutenant, Mr. Mudge, who it was hoped would return with further instructions.

On arriving at Nootka, Vancouver had found awaiting him the Dœdalus store ship laden with a supply of provisions and stores for the use of the expedition. The crew of this ship had passed through some most distressing experiences. The ship had a narrow escape from destruction by fire near the Marquesas Isles and Lieut. Hergest the commander, Mr. Gooch the astronomer, and one of the seamen were murdered by the inhabitants of Woahoo whilst on shore procuring water at that island.

On 12th October, 1792, Nootka was quitted and the three ships sailed

southwards along the coast making observations and explorations as they proceeded, the Chatham being left on the way to make further investigations of the Columbia River and the Dœdalus to make observations at Gray's Harbour.

Broughton, with the Chatham, spent about a fortnight in exploring the Columbia River, up which he went about 120 miles, the greater part of the way in boats. He gave the names of officers of the expedition to several tributaries and islands, and a point at the end of his journey he called "Point Vancouver." "Having every reason to believe that the subjects of no other civilized nation or state had ever entered this river before," Broughton formally took possession of it and the country in its vicinity in the name of the King. It appears, however, that Capt. Grey in the "Columbia" had been about twelve or fifteen miles up the river earlier in the same year and these rival claims to discovery afterwards caused trouble between England and the United States.

The Discovery arrived at the Spanish town and settlement of St. Francisco on 14th November. Here they were most hospitably entertained, and Vancouver gives a very minute description of the settlement and the surrounding country. The Chatham having arrived, both vessels sailed from St. Francisco, "as fine a port as the world affords," and made for Monterrey, where they found at anchor, besides the Dœdalus, three Spanish vessels, one of which was commanded by Senr. Quadra, who had taken up his residence at the Governor's house. The Englishmen were welcomed and again treated in a most friendly manner. It was here arranged, with the kindly help of Quadra, that Lieut Broughton should proceed across the continent of America with further despatches for England. Provisions and stores were taken off the Dœdalus, which was then laden with live cattle and despatched for the service of the infant colony in New South Wales.

CHAPTER VI.

1793.

Second Visit to the Sandwich Islands and Survey of the American Coast.

In the early part of 1793 another visit was made to the Sandwich Islands. Nearly a month was spent at Owhyhee, the natives of which were extremely hospitable. Vancouver was evidently pleased with the king, but he had some little trouble in settling the jealousies of the minor chiefs over the division of presents which he made to them. He embraced every opportunity to convince the king and his chiefs that a peaceable mode of life was to be preferred and more conducive to their happiness than the continual state of warfare that had so long disgraced their islands. A visit was made to the fatal spot where Capt. Cook was murdered. The natives were at much pains to produce reasons for this catastrophe and to shew that it fulfilled the prophecies of the priests who had foretold it. Before the party left the island the Sovereign desired that a superb cloak of yellow feathers which he had worn in his last battle for the sovereignty of the island might be presented to King George. Wherever English sailors went at this time they appear to have spread the fame of their sovereign, King George, so much so that they came to be known by the natives of the places they visited as "King George men." As usual, surveys and observations were made, and on 9th March the ships sailed for Mowee, where Vancouver again devoted himself assiduously to promoting a peace between the inhabitants of this and the neighbouring islands. The poverty of this island was very marked, and no wonder, after a war lasting eleven years. One of the chiefs produced to Vancouver a lock of the latter's hair which had been given fourteen or fifteen years before when Cook was at the island and which had been treasured ever since. The fame of the fireworks having reached the

natives they requested a display, which was given. From here the Chatham was sent back to Nootka for repairs. The Discovery next made for Waohoo with one of the Chiefs from Mowee on board to aid in bringing to justice the surviving murderers of the Captain and Astronomer of the Dœdalus. Three men were delivered up, and after all the available evidence of their guilt had been carefully sifted they were publicly executed. Surveys of the island were made, presents bestowed on the chiefs, and the usual display of fireworks was "regarded with a degree of awful surprise not before observed." After sailing round Attowai and Onehow this visit to the Sandwich Islands was concluded on 30th March, 1793.

Nootka was again reached on 20th May, and finding that the Chatham had departed two days before, the Discovery proceeded to the North West and overtook the Chatham in Fitzhugh's Sound between the mainland and Calvert's Island. While necessary repairs were being made to the Discovery the coast was examined by two boat parties. An inlet branching from the Sound into the continent was named Burke's Canal after the Right Hon. Edmund Burke, and an island on its western side was named King's Island after Capt. Jas. King of the navy. The ships again sailed northward on 10th June.

Muscle Canal, Poison Cove and Carter's Bay (to the east of Princess Royal Island) owe their names to the death of a seaman named Carter by poisoning through eating mussels. Several other men were poisoned, but recovered.

The navigation of the channel which led into Milbank's Sound was found to be extremely intricate and tedious, on one occasion the Discovery only gaining half a mile in four hours. The south east point of the entrance into Milbank's Sound was named Cape Swaine after the 3rd Lieutenant of the Discovery.

The course now taken lay between the continent and Princess Royal Island. The extensive inlets to the north of that island were examined, among the names given in this neighbourhood being Gardner's Canal,

after Sir Alan Gardner, and Hawkesbury's Island after Lord Hawkesbury, who subsequently became Lord Liverpool. About the 2nd July the ships anchored near the Isle de Gil at the north-west corner of Princess Royal Island. From that point a boat expedition explored a channel running north-west, which was named Grenville's Canal, after Lord Grenville. The land on the south-west side of this channel was named Pitt's Archipelago, after the Right Hon. William Pitt; and an island at the northern end, Stephens Island, after Sir Philip Stephens of the Admiralty. An inlet into the mainland to the north-east of Pitt's Archipelago was called Port Essington. All these names still survive. The opening called by Vancouver "Port Essington" is now the Skeena River and "Port Essington" is a settlement just within its estuary. Near the mouth of this river now stands the town of Prince Rupert, the terminus of the Grand Trunk Pacific Railway, which carries passengers from the Atlantic to the Pacific over 3,600 miles of Canadian territory, and from Prince Rupert regular passenger steamers ply to Vancouver city by the course so far taken by the expedition through Grenville Channel. On the 14th July the ships left their anchorage with the object of proceeding towards the ocean through Nepean Sound, and then north-westward through the Canal del Principe between Bank's Island and Pitt's Archipelago. North of Stephens Island, three English vessels engaged in the fur trade were met with and Vancouver says "the satisfaction arising from meeting with our fellow countrymen in such distant regions of the globe was very mutual on this occasion." The opening from Chatham's Sound running between Stephens Island and another named Dundas's Island (after the Right Hon. Henry Dundas) was designated Brown's passage, after the commander of these three trading vessels. Mr. Brown told Vancouver that he had heard from the natives of an opening in the continent which led to a very considerable inland navigation. Coming to a channel, north-east of Dundas's Island, which

afterwards he named Observatory Inlet, Vancouver hoped he had reached the inlet referred to. He sailed some distance up this channel and anchored at a spot which he called Salmon Cove. He now took charge of a surveying party, which in twenty-three days traversed 700 geographical miles without, as he disappointedly says, "having advanced our primary object of tracing the continental boundary more than twenty leagues from the station of the vessels." In that excursion he explored and named Portland Canal (after the Bentinck family), proceeded north up a channel which he named Behm's Canal (in gratitude to Major Behm for his kindness to the officers and crews of the Resolution and Discovery in 1779) and rounded the island which he named after the viceroy of New Spain "Revilla Gigedo."

On returning southward the party was treacherously attacked by a party of natives on the west coast of this island. Two of the crew were wounded, but the Indians were easily dispersed by a discharge of firearms. This attack was quite unexpected, as hitherto the natives had been always friendly and tractable. A small opening still named "Traitors' Cove" commemorates this affray. An interesting place name is that of "Point Nelson" in Behm's Canal, "after Captain Nelson of the Navy," as we have here probably the first instance of a place being named after the future Admiral. The ships were reached again on 16th August, to the great relief not only of the boat crews, whose provisions were nearly run out, but also of those left on the ships. Vancouver remarks on his return, "such were the perplexing, tedious, and laborious means, by which alone we were enabled by degrees to trace the north-western limits of the American continent." Some important astronomical and nautical observations having been made in his absence led him to bestow the name we have already referred to of Observatory Inlet. The west point of the inlet was named Point Wales, after Mr. Wales, of Christ's Hospital, and the east Point Maskelyne, after the Astronomer

Royal, the Rev. Nevil Maskelyne, who from 1782 to 1811 was the non-resident Rector of North Runcton, two miles from King's Lynn. On leaving the inlet the ships proceeded to the north-west and the next place of anchorage was named Port Stewart, on the east coast of what is now known as Cleveland Peninsula. As usual, exploring parties were despatched. One made a further examination of Behm's Canal, while another went northward through Prince Ernest's Sound and rounded the group of islands, the principal of which are now called Zarenbo, Etolin and Wrangell, but which was originally named after the Duke of York. On leaving Port Stewart the ships continued a north-westerly course up the Strait which was named after the Duke of Clarence. The land to the west of the strait was named Prince of Wales's Archipelago. After devoting a short time to surveying the coast north of this Archipelago, it was decided not to go further north this year. Vancouver says that although by no means satisfied with the small extent in a direct line which had been examined during the summer, yet he derived consolation in reflecting that in all probability they had overcome the most arduous part of their task and, further, that there could no longer remain a doubt as to the extent or fallacy of the pretended discoveries by De Fuca. On 22nd September the Duke of Clarence's Strait (the entrance to which is now known as Summer Strait) was left, and once again the ships turned towards the south. Sailing along the western side of Queen Charlotte's Islands, giving names on the way to North Point, Frederick Point (now Frederick Island), Cartwright's Sound, Englefield Bay and other points, on calling again at Nootka it was found that no intelligence had been received either from Europe or New Spain. The Chatham now proceeded to Bodega to obtain further information respecting that port, while the Discovery went on to St. Francisco. When joined at the latter port by the Chatham the two ships sailed for Monterrey, and on the way fell in with the Dœdalus laden with stores

for them. A south-easterly course was steered along the coast of New Albion, careful observations of the shore being made on the way. At St. Barbara, the commandant allowed supplies of wood and water to be obtained, and furnished the expedition with cattle and other stores. The examination of the coast was finished on 14th December, 1793, at the 30th degree of north latitude near St. Domingo. Remarking on the scattered Spanish settlements and Catholic missions along the coast, Vancouver says: "The Spaniards, in doing thus much, have only cleared the way for the ambitious enterprizers of those maritime powers who may seek to be benefited by the advantages which the fertile soil of New Albion seems calculated to afford"; and, after pointing out how the Spaniards had stocked the country with an abundance of cattle, had pointed out fertile spots, introduced valuable vegetables and proved which were suitable for growth there, and also how the missionaries had weaned a large proportion of the natives from their uncivilised savage way of life, he goes on to say that "all these circumstances are valuable considerations to new masters, to whose power, if properly employed, the Spaniards would have no alternative but that of submissively yielding. That such an event should take place appears by no means to be very improbable. The advantages that have already been derived and are likely still to accrue, in the prosecution of a well-conducted trade, between this coast and China, India, Japan and other places, may on some future day, under a judicious and well-regulated establishment, become an object of serious and important consideration to that nation which shall be inclined to reap the advantages of such a commerce." These are the words of a far-seeing man. The country is now held by an English-speaking nation, and Spain is only represented by the names given during her feeble occupation, while the commerce between this coast and the Eastern hemisphere surpasses anything that Vancouver could have ever dreamed of.

CHAPTER VII.

1794 — Third visit to the Sandwich Islands and conclusion of the Survey of the Coast of North-West America.

The ships, on leaving New Albion, sailed again for Owhyhee, which was reached on 9th Jan., 1794. The King and his subjects were delighted by this further visit, and it is evident that Vancouver was extremely popular with them. He had won their confidence, and though firm in his dealings and rigorously insistent on the honesty of the natives, he made them see that he was wishful only for their good. The fruits of this treatment were very apparent. The wants of the expedition were readily supplied, and all such offices of kindness as the Englishmen stood in need of were executed by the natives "with such promptitude and cheerfulness as to indicate that they considered their labours amply repaid by our acceptance of their services." A further proof of their goodwill was the permission given to attend their religious ceremonies. But the most important evidence of the trust which the natives reposed in Vancouver is the fact that they voluntarily acknowledged the sovereignty of King George over their island. The following inscription on copper recording this act was deposited in a conspicuous place at the royal residence: "On the 25th of February, 1794, Tamaahmaah, king of Owhyhee, in council with the principal chiefs of the island assembled on board His Britannic Majesty's sloop Discovery in Karakakooa bay, and in the presence of George Vancouver, commander of the said sloop; Lieutenant Peter Puget, commander of his said Majesty's armed tender the Chatham; and the other officers of the Discovery; after due consideration, unanimously ceded the said island of Owhyhee to His Britannic Majesty, and acknowledgd themselves to be sub-

jects of Great Britain." This cession was never confirmed by the English Government. The stay at Owhyhee, much to the regret of the natives, was brought to a close on 3rd March, and after devoting eleven more days to the examination of other islands in the group, sail was made northwardly. On 12th April the Discovery reached Cook's River, Alaska, and the examination of the shores was proceeded with. Finding that this opening was only an extensive arm of the sea, its name was changed from Cook's River to Cook's Inlet, and Vancouver remarks that "had the great and first discoverer of it, whose name it bears, dedicated one day more to its further examination, he would have spared the theoretical navigators, who have followed him in their closets, the task of ingeniously ascribing to this arm of the ocean a channel, through which a north-west passage, existing according to their doctrines, might ultimately be discovered." Considerable anxiety for the safety of the ship was caused at times by the drifting ice and rapid currents.

By the 15th the examination of the inlet was completed and sail was made for Prince William Sound, east of Cook's Inlet. The 16th was ushered in by a sight little expected in these seas, not less than 200 skin canoes, each carrying two Indians, visiting the ships. These natives were almost all men grown, so the tribe to which they belonged must have been a considerable one. Some bartering was done with these natives who, like all the others lately seen, "conducted themselves with great propriety." The examination of Prince William's Sound occupied the expedition until 16th June and the Sound "proved to be a branch of the ocean that requires the greatest circumspection to navigate." The delineation given in the account of Capt. Cook's last voyage was found to be faulty in some very important particulars, and Vancouver attributes many of these errors to the Editor of the History of the Voyage. In addition to trouble

from the treacherous shoals and rocks some very violent storms were encountered, and these did considerable damage to the rigging and sails. Russians engaged in collecting furs were seen at various points along the coast, which was very sparsely inhabited by Indians. Port Etches on Hinchinbrook Island at the entrance to the Sound was left on the 20th June. Contrary winds made the progress eastward very slow and Kaye's island was not passed till the 26th. The southern point of this island was given the name of Cape Hamond after Sir Andrew Snape Hamond, who distinguished himself in the American war and who from 1794 to 1806 was Comptroller of the Navy. Sir Andrew purchased an estate at Terrington, near Lynn, and his house there is still called "Hamond Lodge." A low projecting point of land in lat. 59° 47′ and long. 219° 17′, passed on 1st July, was called point Manby, after the master of the Chatham. On the 3rd a strange sail was seen eastward. This proved to be the "Jackall," commanded by a Mr. Brown, from whom startling accounts of the state of Europe were received. The tidings of the death of Louis XVI., of the anarchy in France, her declaration of war against England, the attempts which the discontented were making in Great Britain by the promulgation of French doctrines to subvert our inestimable constitution, "breaking as it were from a cloud upon the minds of persons so little prepared to receive them," became the subjects of most serious and painful reflection for our voyagers.

Cape Fairweather was passed on the 6th, and on the 7th the entrance to Cross Sound was reached. The west point of the entrance was named Cape Spencer in honour of Lord Spencer. A place of anchorage was found on the east side of the harbour, and named Port Althorp, for a station while the examination of the inlet was being made, and here the Chatham (which had been despatched from Prince Williams Sound to survey the

coast as far as Port Mulgrave) joined the Discovery again. The principal surveying party working its way into the Sound found that the main channel (which was given the name of Chatham's Strait) brought them again into the ocean. The detached land on the west of Chatham Strait was named George III's. Archipelago. Several arms branched off from the main channel, and to one of these, running northward into the continent, Vancouver has given particular interest by the names he connected with it. The arm or branch itself he called Lynn Canal "after the place of my nativity, the town of Lynn in Norfolk," while the point at the entrance to it he named Point Couverden "after the seat of my ancestors." About midway, on the east side of the canal, is a bay which he designated "Berners Bay" and its southern corner "Point Bridget," after his mother's family and Christian names, while the northern corner he named "Point St. Mary's," after, no doubt, the home of his mother's family, the parish of Wiggenhall St. Mary the Virgin being always referred to locally as "St. Mary's." The party had a narrow escape from some apparently peaceable and friendly, but really hostile, Indians, whose artful character caused one place to be named "Point Seduction," while "Point Retreat" marked the place to which the party retired after their unpleasant encounter with the natives. Although the inland navigation round King George III's Archipelago was good it was incommoded, and in some places nearly closed, by large fragments of floating ice, and this decided Vancouver not to take the ships that way, but to pursue his route by the ocean, which would also allow him to delineate the exterior coast. Accordingly, on 29th July, he sailed southward along the shore, and on 1st August anchored in Christians Sound, the southern entrance to Chatham's Strait. From this station two parties were despatched. By the 19th the work of surveying was finished, the

work of the present season being connected with that of the two preceding years; and to commemorate this the harbour where the ships were anchored was named Port Conclusion. Many names which still find a place on the map of the neighbourhood were given at this time. An island directly south of Lynn Canal was called Admiralty Island, and the waterway on the east side of it Stephen's Passage. The channel south of the island and connecting Stephen's Passage with Chatham Strait was named Prince Frederick Sound In Stephen's Passage we have quite a number of Norfolk names. Port Snettisham, Point Anmer, Holkham Bay, Port Houghton are all named after villages not far from Vancouver's birthplace, while Points Styleman, Coke, Astley, Windham, Hobart and Walpole commemorate well-known Norfolk families. The uncommon name of Vandeput which was given to a promontory on the north coast of Prince Frederick's Sound raises some speculation as to whether it had any family connection with Vancouver. Peter van de Put, an affluent London merchant in the middle of the 17th century, married a daughter of Dierick or Theoderick Hoste, of London, merchant, and of Sandringham, near King's Lynn. Both families were of Dutch extraction, as Vancouver also was. The Hoste family, who owned the Sandringham estate for about 150 years, originally came to England to escape from the persecutions of the Duke of Alva in the Netherlands. Peter van de Put's mother was Sarah Jaupine, the daughter of another refugee, while his sister and a daughter were both named Sarah. George Vancouver's grandmother and one of his sisters also bore that name. It seems therefore possible that Point Vandeput may have been so designated because Vancouver's grandmother was a descendent of the family of that name.

The adjacent continent northwestward from New Cornwall (named in the previous year) to Cross Sound was called New Norfolk, and in the name

of and for His Britannic Majesty, his heirs and successors, possession of the continent from New Georgia, north westward to Cape Spencer at the entrance to Cross Sound, was taken with colours displayed, boats' crews drawn up under arms, three volleys of musketry, and all the other formalities usual on such occasions, not forgetting a double allowance of grog for the purpose of drinking His Majesty's health. This tract of country forming part of the Province of Alaska is not now British territory. It gradually fell under the dominance of the Russians, and they disposed of their rights to the United States in 1867.

Vancouver now concluded that the surveying work of the expedition had at length been completed, and that the precision with which the survey had been carried into effect would "remove every doubt and set aside every opinion of a north-west passage or any water communication navigable for shipping, existing between the North Pacific and the interior of the American continent, within the limits of our researches." A sidelight, showing that the quest for this passage had been ever in the minds of the voyagers,is the mention that when the last two exploring parties had met and were resting in the evening before returning to the ships, "no small portion of facetious mirth passed amongst the seamen, in consequence of our having sailed from old England on the first of April for the purpose of discovering a north-west passage, by following up the discoveries of DeFuca, De Fonte, and a numerous train of hypothetical navigators."

CHAPTER VIII.

1794—1795. End of the Voyage.

The two ships departed from Port Conclusion on the 22nd August for Nootka Sound, which was reached on 2nd September. Here Vancouver was grieved by the intelligence that Senr. Quadra had died in the month of March. Once again he records his admiration, gratitude and respect for the late Spanish Governor's conduct towards the English and his "deepest regret for the loss of a character so amiable and so truly ornamental to civil society." It was found that no instructions had arrived from either the Spanish or the English Governments for dealing with the deadlock in which the negociations had ended. Partly to enable many necessary repairs to be done to the vessels and partly with the hope that despatches might yet be received, the departure from Nootka was delayed for some time. This hope was not, however, fulfilled, and on the 17th October the ships again sailed southward. At Monterrey Vancouver was again disappointed at finding no despatches. The acting Governor kindly sent an extraordinary courier to St. Diego, more than 400 miles distant, to ascertain whether any had been received there, but he returned without any. While the ships were at Monterrey the long-expected instructions from the Spanish Government arrived, but none came from England. The Spanish instructions stated that no further altercation would take place with respect to the precise meaning of the first article of the convention, as the respective Courts had adjusted that matter in an amicable way, and nearly on the terms repeatedly offered by Vancouver to Quadra in September, 1792. Having maturely considered this intelligence Vancouver concluded that his government did not expect he should remain away longer than the survey of the coast might require. His stores and provisions were also in a very exhausted state, —for some time he had been obliged, owing to his stock of powder being low, to ask that the firing of salutes

at the place of call might be dispensed with. He therefore determined to make for home by way of Cape Horn.

On the way South, every opportunity was taken advantage of to fix the position of important promontories on the main land. The Isles of Cocos and Gallipagos were visited, four days being spent at the former. Some attention was given to this island, which it was thought might become "a place of importance to those whose pursuits may direct them to this part of the Pacific Ocean," furnishing as it did a supply of good water, fuel, cocoanuts and other stores. Two days were celebrated by the usual "extra allowance of grog" and "an excellent dinner," one being Christmas Day, 1794, and the other the anniversary of the departure from Falmouth and the commencement of the fifth year of their labours. The springing of the Discovery's main mast made it necessary that the ship should repair to the nearest port for the purpose of procuring a new mast. Valparaiso was the port chosen, and the warm welcome given by the Governor and residents left no cause to regret the visit. With a plentiful allowance of fruit and vegetables some scorbutic patients were soon restored to health. An excursion was made to the capital city St. Jago by invitation of the President and Captain General of the kingdom of Chili, Don Ambrosio Higgins de Vallenar, whose fluency in speaking English excited the visitors' astonishment until they learned that he was a native of Ireland, who had entered the service of His Catholic Majesty. At St. Jago, which had then about 30,500 inhabitants, Vancouver and the officers who accompanied him were overwhelmed with hospitality by the President, officials and other residents, and the Englishmen were somewhat embarrased in having to attend, in their threadbare uniforms, a Levee at the Palace. They were, however, soon put at ease by the friendly Captain-General, whose government is spoken of by Vancouver in the highest praise. This brilliant Irishman, whose genius Vancouver recognised, had not then attained his highest office. "The realms of fic-

tion," says a recent writer, "can surely produce nothing more marvellous than the career" of this remarkable man, "the greatest British subject that had ever set foot in South America." Ambrose O' Higgins, born in 1720, in County Meath, the son of a farmer, was as a boy employed in menial work in the house of his father's landlord. An uncle, who was a priest in Spain, undertook to train the boy for the Church. Ambrose, however, after studying for some time, decided to emigrate to America. He landed at Buenos Aires with a small stock of merchandise. Later on he was at Lima, in Peru, selling his wares from a stall near the Cathedral. He did well by his trading and settled down in Santiago. He then entered the service of the Government and soon displayed talents which rapidly brought him into prominence. He was employed in improving the roads of the country; he led expeditions against the hostile Indians, whom, after conquering, he actually induced to assist in his work, and to live in friendly intercourse with the Spaniards; he provided new water supplies, improved the sanitary conditions of the towns and carried out a host of important reforms. He was created Marquis of Osorno and made Captain-General of Chile in 1792, and this was his position at the time of Vancouver's visit in 1795. In the following year he was promoted to be Viceroy of Peru, the highest position in South America and one which has been compared with the present day Viceroyalty of India. At Lima, the Capital, where he had formerly stood with his stall before the Cathedral, he ruled Peru, wisely and well, for five years until his death in 1801.

In remedying the defect which had led to the ships stopping at Valparaiso the voyagers were not so fortunate, for there was not a spar either there, or in the country within reach, of a size sufficient to be converted into a mast and the expedient had to be adopted of turning the old mast end for end, bringing the most defective parts below the deck and making it as secure as their means allowed. This was only a sorry makeshift and it was with not a little

anxiety that Vancouver proceeded on his way. Four year's hard wear had wrought sad havoc on the ships and with a main yard in three pieces, split sails and badly worn ropes, the utmost care had to be exercised in navigating the ships during some strong gales which they soon encountered.

After rounding Cape Horn in the last days of May, 1795, the ships made for St. Helena, which was seen from the Discovery on 2nd July. The Chatham arrived next day, having kept up her reputation for slow sailing on the return journey. Learning there that hostilities had broken out between England and Holland, Vancouver promptly took possession of a Dutch East Indiaman as a prize. The Chatham was sent off about ten days later with despatches to the British General at St. Salvador, Brazil. The Dutch prize having been committed to the charge of Lieut. Johnstone, the Discovery, with spars, sails and rigging repaired, left St. Helena on 15th July. Although Vancouver had been informed that the National Assembly of France had decreed that the Discovery and Chatham should pass the seas unmolested by the French cruisers, notwithstanding the existing war between the two countries, it was a great relief to him when he came up with a fleet of ships under the convoy of H.M. ship Sceptre. Three weeks later he records that "from our masthead the glad tidings were announced that land was plainly to be seen." This land was the Western coast of Ireland, and the fleet anchored in the Shannon on 12th September, 1795. Resigning the command of the Discovery to his first Lieut., Mr. Baker, Vancouver next day took leave of his officers and crew, "not, however, without emotions which, though natural, on parting with a Society with whom I had lived so long, shared so many dangers, and from whom I had received such essential services, are yet more easily to be imagined than I have the power to describe." A few days afterwards he deposited the books, papers and charts relating to the voyage at the Admiralty. The Discovery arrived in the Thames on

20th October, 1795, while the Chatham reached England three days earlier.

In closing the record of his long voyage in the Discovery, lasting as it had four years eight months and 29 days, Vancouver, reflecting on the dangerous service and the many perils passed through, says: "I offered up my unfeigned thanks to the Great Disposer of all human events for the protection He had been pleased on all occasions to vouchsafe unto us and which had now happily restored us to our country, our families and our friends." And truly there was much to be thankful for when it is considered that out of about one hundred and fifty men on the two ships, one only had been lost by disease and five from accidents, and that (with one exception) all who returned were in perfect health. This one exception stands out whenever reference is made to the good health of the voyagers all through the years 1794 and 1795. The constitution of Vancouver himself had been seriously undermined by the hardships of his calling. He had not been well enough to take much part in the surveying expeditions of 1794. On one occasion he says that, considering himself sufficiently recruited, he determined to take charge of a surveying party, but after a few hours he was obliged to return to the ship and was confined for several days to his apartments.

CHAPTER IX.

Some of the Voyagers.—Discipline.—Dealings with Natives.

The Muster Books of the Discovery and Chatham show that besides Vancouver there were at least nine Norfolk men on the two ships. There may have been more, as the place of birth is not always given. Five of the nine were connected with Lynn.

Spelman Swaine was born there on 1st Jan., 1769, being the second son of Spelman Swaine, of Leverington, Cambs., by his marriage with Dorothy, daughter of Walter Robertson, Mayor of Lynn in 1747 and 1761. Arthur Young, the famous traveller and agriculturist, who was apprenticed for three years to Mr. Robertson, and who afterwards married Miss Allen, a sister of Dr. Burney's second wife, refers in his autobiography to Miss Robertson, saying "She was of a pleasing figure, with fine black expressive eyes, danced well, and also sang and performed well on the harpsichord; no wonder as she received instructions from Dr. Burney." Spelman Swaine the younger entered the navy in 1782, passed for lieutenant in 1791, and was one of the master's mates on the Discovery when the expedition sailed. He became master of the Chatham in 1792, and later in the same year third lieutenant of the Discovery. After the completion of the voyage he served in several ships, obtaining his captain's commission in 1810. From 1834 to 1848 (when he died at Wisbech) he acted as Chief Bailiff of the Isle of Ely, an appointment in the gift of the Bishop. He was given the rank of Rear-Admiral, retired, in 1846. Several curiosities collected by him during the voyage are still exhibited in the Wisbech Museum. Cape Swaine, Millbank Sound, was named by Vancouver after his lieutenant.

Thomas Manby, a native of Denver, Norfolk, was the son of Matthew Pepper Manby, by his wife Mary, daughter of John Woodcock, of Lynn. Members of the Manby family lived at Lynn, and most likely Thomas was a pupil at the Grammar School there, as we know his brother George William, the inventor of the rocket life-saving apparatus, was. Thomas Manby was at first a master's mate on the Discovery. At the beginning of 1793 he was appointed master of the Chatham, and in 1795 was moved back to the Discovery as acting lieutenant. The western headland at the entrance to Yakutat Bay (called by Vancouver Beering's Bay), Alaska, was named Point Manby. In after years Manby commanded successively the "Charon," the "Bourdelais," and the "Africane," doing good service in transporting troops,convoying traders and cruising against privateers.

The town of Langley, twenty miles from the city of Vancouver, is said to be named after John Langley, a marine on the Discovery, who settled in Lynn as an innkeeper and recruiting sergeant. He is mentioned in J. D. Thew's "Recollections" as one of the characters of the town. Some of his descendants are still living in Lynn.

Among the A.Bs. we have John Massingham and William Gamble, of Lynn, John Rycraft, of Yarmouth, John Allen, John Willis and Samuel Manning, who are given as of Norfolk. The last-named was made boatswain's mate on 4th March, 1791. Poor Sam must have celebrated his promotion very unwisly, for on the 10th he was punished for drunkenness. The nature of his punishment is not stated, but for a similar offence another culprit was given three dozen lashes.

Several officers of the expedition did good service and in after years obtained high rank.

Zachary Mudge, lieutenant of the Discovery whose name was given to a cape in the Gulf of Georgia, became an Admiral.

Peter Puget, another lieutenant, after whom Puget Sound was named, became a C.B. and a Rear-Admiral.

William Robert Broughton, commander of the Chatham, who on a later voyage made very accurate surveys of the coast of Japan and the Loo Choo Islands, of which voyage he published an account, became a C.B.

Joseph Baker, lieutenant, drew the principal charts published with the journal under the "immediate inspection" of Vancouver. Mount Baker, in the Cascade range, named after him, is the Mount Ararat of Indian legend. His name was also given to Baker Islands, Columbia River, and Point Baker, Alaska. He seems to have been held in high esteem by Vancouver. He attained the rank of captain, and in 1811 was highly praised for services rendered in connection with the defeat of the Danes at Anholt.

Archibald Menzies, naturalist and surgeon, collected a large number of plants during the voyage, some of which are in the British Museum, some at Kew, and others at Edinburgh. He published an account of the voyage in Loudon's Magazine of Natural History. The black spruce-fir of British Columbia is named after him "Abies Menziesii."

The Hon. Thomas Pitt (born 1775), rated as A.B. on the Discovery, seems to have been a troublesome and unruly lad. He had been three times flogged before Vancouver, on 7th Feb., 1794, for some act of insubordination, took the drastic step of discharging him from the ship, which was then at Hawaii. Pitt had then, by the death of his father in January, 1793, become second Baron Camelford, and, although this was not then known by Vancouver, it speaks well for the latter's fearlessness in maintaining discipline that he did not hesitate to expel a youth with such influential

family connections. If any justification for Vancouver's action were needed it is supplied by the after career of this quarrelsome nobleman. Pitt reached Malacca on a trading vessel, and there joined the "Resistance" as an able seaman. Soon afterwards he was appointed acting lieutenant of the ship, but on 24th Nov., 1795, was summarily discharged and left to find his way back to England. Vancouver, after his arrival in England, was challenged by Camelford to a duel, and he agreed to accept the challenge if any flag officer to whom the case might be referred should decide that he owed Camelford satisfaction. This reference Camelford refused, and meeting Vancouver one day he attempted to assault him, but was prevented by some bystanders. In 1798, when commanding the "Favourite" sloop, Camelford shot dead the lieutenant of another ship who, apparently with good cause, disputed his claim to be the senior officer at Antigua, where both ships were. For this, Camelford was tried and, unaccountably, acquitted. His next escapade was the planning of an expedition to obtain a set of French charts. On being arrested, and having his conduct disapproved by the Admiralty, he requested that his name might be struck off the list of Commanders, and this was done. In 1799, for knocking a man downstairs at a theatre, he was fined £500, and in February, 1804, he was engaged in another theatre quarrel and fight. A duel on 7th March, 1804, with a Mr. Best, whom he had grossly insulted, resulted in the death, three days later, of this pugnacious peer. Grenville's Canal, between the mainland and Pitt's Archipelago, and Point Grenville on the New Albion Coast, were named by Vancouver after Lord Grenville (a cousin of Wm. Pitt, the great Prime Minister), who married Anne Pitt, a sister of the second Baron Camelford. Lord Grenville, before his elevation to the peerage, was successively Speaker of the House of Commons and Foreign Secretary. He

was Premier in 1806, his administration being known as that of "all the talents." He belonged to the family of Grenville of Wotton, Bucks., a younger branch of the Grenvilles of Devon.

A charge which has been made against Vancouver that his discipline was unnecessarily harsh seems to rest entirely on this case of Thos. Pitt, Lord Camelford. We have to remember that flogging was a common punishment in the navy at this time, and the commander of such an expedition as this, thrown as he was on his own resources for several years, could not afford to overlook any breach of discipline. But though he may have been very strict, Vancouver's journal shows that he took a fatherly interest in his men and was always ready to recognise any good work done by them. When a boat surveying party is absent longer than expected he is full of anxiety and apprehension. The brewing of "excellent spruce beer" and the celebration of notable days were no doubt all meant to keep the crews in a cheerful humour. Never grudging in his praises, he speaks in one passage of the "consolation derived on all painful occasions by having the most explicit confidence in the discretion and abilities of my officers and the exertions and ready obedience of my people."

In his dealings with the natives, Vancouver was always guided by a charitable consideration for their feelings and customs, and here his character compares most favourably with that of Capt. Cook, whose cruelty and hypocrisy, there is little doubt, caused the brawl in which he lost his life. Even when one of his parties is attacked he advances as a possible excuse that the natives may have been previously defrauded by dishonest traders, as he found some had been. On another occasion he refuses to allow a coffin to be opened or disturbed for fear of giving pain to the friends of the deceased. At

one place where he called for wood and water and found a poor empty dwelling, he "caused to be deposited, near the watering place, some beads, knives, looking-glasses and other trinkets, as a compensation to the solitary owner, should he ever return, for the wood we had cut down." At the end of his journal he attests that his sincere desire had always been to deal in such a way as should prevent the necessity of resorting to measures which might endanger the lives of the Indians, and after residing, as it were, amongst them for more than two years without having occasion to fire a shot in anger, he had hoped to have completed his researches without the loss of life to a single individual belonging to the countries visited. In this, however, he was, as we know, disappointed. The number of Indians from Traitors' Cove who fell in the unprovoked attack on 12th August, 1793, could not be ascertained, but with this exception only two natives afterwards lost their lives in consequence of the expedition. A missionary to the Sandwich (now known as the Hawaiian) Islands about 30 years ago says that the natives loathed the memory of Cook, while on the other hand they loved that of Vancouver, and a correspondent at Honolulu, the capital of these islands, says "Vancouver was the best friend the Hawaiians had among the earlier visitors, and did much to enable Kamehameha to unite the group in one kingdom and put an end to the constant internecine warfare that had existed for many years before the arrival of Cook."

The museum at Honolulu has a copy of Abbot's portrait labelled thus: "George Vancouver, English navigator, and la true friend to Hawaiians."

CHAPTER X.

JOURNAL OF THE VOYAGE—DEATH OF VANCOUVER—CONCLUSION.

The Spaniards finally evacuated Nootka on 28th March, 1795, when the British flag was hoisted there. This event must have been very gratifying to Vancouver, completing as it did the work of his voyage. And here it may be said that probably it is due to his tact and firmness in the negociations with Quadra that Vancouver Island and British Columbia now form part of the British Empire, and that had his work been followed up at the time the Sandwich Islands and the states of Washington and Oregon might possibly also have been British possessions.

During his absence from England Vancouver had been advanced, on 28th August, 1794, to post rank, probably in recognition of his work as shown by the despatches conveyed to England by Broughton. After his return he gave all his energies to the preparation of the journal of the voyage. This work is a continuous record of the gallant sailor's whole-hearted devotion to the tasks on which he was engaged. His earnest desire that his work should be done as accurately as possible is most noticeable. Observations are compared and checked with scrupulous care, and if an observation made by Cook or some other voyager is found to be inaccurate it is only corrected after the closest investigation.

The surveying work undertaken during the voyage was very extensive, including as it did the coast of North West America from 30° north (Lower California) to 60° north (Cook's Inlet, Alaska), the Sandwich Islands and part of the south-west coast of Australia. A modern geographer says that Vancouver's survey

was "so thorough and so accurate as to be available to the present day." Another eminent authority, Professor Davidson, of the University of California, who was for more than forty years engaged on the Pacific coast with the U.S. Coast and Geodetic Survey, gives his testimony to the work in these words: "I have gone over every foot of the work done by Vancouver on this coast and I wish to say that he was a great big man."

Beyond the fact that he must have worked industriously on his history little is known of Vancouver's doings in the two and a half years which he lived after the completion of his voyage.

In April, 1798, worn out and a dying man, he took up his residence at the famous "Star and Garter" Inn, Richmond. It is said that on first entering the Brewer room of the Hotel he exclaimed, "In all my travels I never clept eyes on a more beautiful spot than this. Here would I live and here would I die." On the 28th of the same month he made a will by which after a legacy of £25 to his agent, Mr. Sykes, he gave to his elder brother John the rest of his property, which was then "about to be engaged in the purchase and improvement of Ealing Manor in Berks" subject to the payment of fifty pounds per annum to his brother Charles and of twenty-five pounds per annum to each of his sisters Sarah and Mary Vancouver, and in the event of his brother Charles dying before both or either of his sisters, then the annuity of fifty pounds given to Charles was to be equally divided between his said two sisters. One witness, as previously stated, was Granville Penn, and the other David Dundas, most likely the eminent physician of that name.

Twelve days later, on 10th May, 1798, the weather-worn sailor was dead.

He was buried in the churchyard of St. Peter's, Petersham, Richmond.

Inside the church is a mural tablet bearing the following inscription:—

"In the Cemetery
adjoining this Church
were interred in the year 1798
the mortal remains of
Captain George Vancouver, R.N.
whose valuable and enterprising
Voyage of Discovery
to the North Pacific Ocean
and
round the World
during five years of laborious survey
added greatly
to the geographical knowledge
of his countrymen.

To the memory
of that celebrated navigator
this monumental tablet
is erected by
The Hudson's Bay Company."

The grave outside is marked by a severely plain headstone bearing the simple record: "Captain George Vancouver, died in the year 1798, aged 40."

Ealing Manor, which Vancouver was apparently arranging to purchase, is in the parish of Hampstead Norris, near Newbury. To this he may have been attracted by the fact that the Partridge family had an estate in the county, and also by his friendship with the Penns, whose seat was at Stoke Park, just over the boundary of the neighbouring county of Bucks. The proposed purchase was never completed.

Until within a few weeks of his death Vancouver was engaged in the preparation of the journal. The first two volumes were printed and more than half the third. So far he had examined the work and compared it with the engraved charts of his discoveries. He had also prepared the introduction and the remainder of the third volume, with the exception of about 100 pages. His brother John, assisted by Captain Puget, completed the work, which was published in 1798 at the expense of the Board of Admiralty. It consists of three quarto volumes illustrated by eighteen en-

gravings with an accompanying folio of ten charts and six sheets of coast views. John Vancouver, in his dedication to King George III., says he trusts that, to the discoveries of Captain Cook, "the exertions of Captain Vancouver will be found to have added the complete certainty that, within the limits of his researches on the continental shore of North-West America, no internal sea, or other navigable communication whatever exists, uniting the Pacific and Atlantic Oceans."

Sixty years later, when the north-west passage was discovered by Captain McClure's expedition, further north than Vancouver had looked for it, so far north, indeed, as to be commercially useless, another son of Lynn, Samuel Gurney Cresswell, after carrying home despatches for the Admiralty, was welcomed in his native town as "the Englishman who first traversed the long sought north-west passage."

An octavo edition of Vancouver's journal in six volumes was published in 1801. With this there was only one general chart, the copper plates from whch the charts accompanying the first edition had been printed having been lost in the meantime. An illustrated French edition was published in three volumes, 1799-1800. All the editions of the work are now very scarce.

The National Portrait Gallery, London, has a portrait of Vancouver painted soon after his return from his long voyage, and described in the official catalogue as follows: "Painted probably by Samuel F. Abbott (1760-1803). A half length figure wearing dark blue suit with gilt buttons and a plain white neck cloth, seated towards the right. On a table to the right lies a volume inscribed 'Holy Bible.' In the background arranged on three shelves are books of voyages, inscribed Cook's, Anson's, Magellan and Drake. A red curtain is behind to the left. The terrestrial globe be-

side him shows the North Pacific Ocean, and a line across it is inscribed 'Cook's track.' Eyes dark yellow grey, fair complexion, smooth cheeks, red lips, double chin; eyebrows broad, very dark, arched and remarkably short. Countenance rather youthful."

There is a copy of this portrait in the Parliament Buildings at Victoria, British Columbia.

In King's Lynn but little attention has been paid to the career of the great navigator, and until quite recently very few indeed of the townsmen were even aware that it was his birthplace. Thanks, however, to the exertions of Mr. F. H. Partridge a copy of Abbott's portrait was obtained for the Town Hall and unveiled by the Mayor on 17th December, 1914, when the following lines were read by Mr. Partridge:

THE VANCOUVER PORTRAIT.

Lynn, who has sent so many sons to fly
The flag of Britain in far distant seas,
Has ever shown a parent's modesty
In careless disregard of Fame's decrees,
Loth to make choice of one or of another
As more renown-deserving than his brother.

No doubt she loved them all and took a pride
In their achievements, when they were recorded;
And they, her sons, it cannot be denied,
By gifts of Freedom were at times rewarded.
This done, she made no more ado about them—
Those who received no praises did without them.

She must have felt some interest in one
Who, through home-sickness, not in conquest's boast,
Mindful of good beginnings well begun,

Scattered our Norfolk names upon a coast
Thousands of miles away—Truly a man
Proud of his birth as an East Anglian.

Now many pour their blessings on the name
Of George Vancouver, born in distant Lynn;
And our old Borough finds reflected fame
As source of their Columbia's origin.
His name stands foremost on her hist'ry's page,
And Lynn becomes a place of pilgrimage.

"We in our thousands reverence your son,
"The sturdy founder of colonial might,"
Says fair Columbia, "Lynn, what have you done
"To keep his honoured name revered and bright"?
Lynn, conscious of the fame that should be his,
Replies "Not much I fear, but HERE IT IS."

F.H.P.

It is a pity that the man whose name has been given to an important island, to one city in Canada and to another in the United States, should not in his native town have been commemorated by the naming of some street or place. A good opportunity is now offered to remedy this by the making of the proposed new road from the South Gate, which might very well be called Vancouver Road.

Although attached to the profession of arms, Vancouver was essentially a man of peace. There was nothing spectacular about his life, and his death was not, like Cook's, a tragic one. For many years no advantage was taken of his discoveries. The Napoleonic wars were raging, and the country was absorbed in so many startling events nearer home. These factors perhaps explain why his career after causing some passing interest at the time of his return

and death, soon ceased to attract attention. It is only in quite recent years, consequent, doubtless, on the growing importance of the land so intimately associated with his labours, that enquiries have been made which have led to the disclosure of the facts which are so far known. As late as 1907 Professor Meany, of Washington, in his annotated reprint of the first volume of the journal, commenting on the scarcity of information on the subject, said "It is a matter of surprise to find how very little is known of the man himself. Brief biographies in the encyclopædias keep his name from total oblivion. Through all these nothing is said of his family or his personality, the place of his birth is not mentioned, and even the exact date is unknown."

As time goes on, no doubt, further information will be forthcoming. One would like to know more about his father's family. Did they, as has been suggested, voluntarily immigrate into this country to assist in work similar to what they had been accustomed in their native Holland, or were they refugees from the religious persecutions which drove so many of their compatriots to the shores of England? About his brothers and sisters, the information is extremely scanty. John was living in 1809, his wife having predeceased him in 1807, leaving no children. His brother Charles and his sisters Sarah and Mary were evidently living at the date of his will, the sisters being unmarried. Bridget, his eldest sister, who is not mentioned in the will, was married in 1774 at Grimston, Norfolk, to Christopher Dixon, of Snettisham.

* * * * *

For many years after George Vancouver's voyage and death the country bordering the shores of North-West America was left to the trapper and hunter. The whole of what is now known as British Columbia was ruled up to 1858 by the Hudson's Bay

Company, who discouraged settlers in the country. Differences soon arose with the United States, which claimed the land as far north as 54° 40′ N. The British Government resisted this claim. The difficulty was tided over for a time by treaties in 1818 and 1827 providing for a joint occupation, but it was brought to a head in 1846 by the United States giving notice terminating this arrangement. Once again there was talk of war about this piece of territory, but a compromise offered by the British Government and accepted by the States settled the boundary along the 49th parallel and the centre of the Strait of Juan de Fuca. In 1849 the Hudson's Bay Company had a grant of Vancouver Island for ten years and a Royal Governor was sent out. The first elective Assembly for the island met in 1856. The great influx of miners consequent on the gold discoveries on the Fraser River in 1858 made it necessary that a similar government should be set up on the mainland, the whole of which, west of the Rocky mountains, was therefore made a Crown Colony. The name of British Columbia given to this colony was chosen by Queen Victoria. The two colonies were united in 1866, and the final step of union with the other provinces of Canada was taken in 1871.

In this fast progressing province the memory of Captain George Vancouver is held in great veneration. The spot where he met Senr. Quadra at Nootka is marked by a monument bearing the following inscription: "Vancouver and Quadra met here in August, 1792, under the treaty between Spain and Great Britain of October, 1790. Erected by the Washington University State Historical Society, August, 1903."

The island with which Vancouver's and Quadra's names were at first jointly linked, and which owing to the agreement of its latitude with that of the mother country and its similar relative position to the ad-

joining continent, has been termed the "England of the Pacific," is now called by Vancouver's name only. On this island, at the charmingly situated city of Victoria (the seat of government and capital of British Columbia), a statue of George Vancouver crowns the dome of the magnificent Parliament Building; while on the mainland, the commercial metropolis of Western Canada ("the Sunset Doorway of the Dominion" "midway between the hemispheres, the point of egress from the new and the entrance from the old") has been most fittingly named after him—

VANCOUVER.

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