

Solid Men of Boston in the Northwest

by William Dane Phelps

Note: On pages 6-7, author states that Samuel Hooper informed him that Sturgis had loaned his logbook.

The letter referred to is in Widener Memorial Library, Harvard University. Samuel Hooper to William D. Phelps, Boston, November 29, 1868. Phelps collection.

Quote: "I have no documents of Sturgis who complained that he had loaned his logbooks to someone who was going out to the Pacific who never returned them to him."

---A.O. (Adele Ogden?)

I. The fur trade, commenced by the Russians on the coast, in 1776, was not much known to Americans, previous to the War of the Revolution. In 1785 the Brig **Carmen** of sixty tons burthen, was fitted out in China by some English merchants, and made a successful voyage to the Coast, and back to China. This was followed by several small vessels from China and Bombay. In 1787 the first American vessels fitted out for the fur trade of the N.W. Coast, were the ship **Columbia** of two hundred and twenty tons, commanded by Capt. John Kendrick, and the sloop **Washington**, of 90 tons, Capt. Robert Gray. These vessels sailed together from Boston, September 30th 1787. Captain Kendrick was in charge of the expedition. They arrived safely on the coast and pursued the object of their voyage until the latter part of 1789, when it was agreed between the two captains that Capt. Gray should proceed to Canton with the furs both vessels had collected, while Kendrick should remain on the coast in the sloop **Washington**. In accordance with this agreement Gray went to Canton, sold the furs, invested the proceeds in teas, and arrived in Boston in August 1790. This was the first time the Globe was circumnavigated by an American ship.

Captain Kendrick remained on the coast with the *Washington*, and was successful in obtaining a very valuable cargo of furs, with which he proceeded to Canton. After the *Columbia* left the coast, Captain Kendrick discovered and passed through of "Juan de Fuca." While at Nootka Sound, he purchased of Maquinua, Wacinash, and other chiefs, a track of territory, for which he paid in British manufactures a fair compensation. The deed was signed by these chiefs, as documents are signed by people who cannot write in any civilized country, (marked and witnessed) the witnesses in this case were the officers and crew of the *Washington*. Mr. Greenboro, in his memoir on California and Oregon, seems to doubt the validity of the transaction, but gives no reason for so doing, except his manner of mentioning, that the deed was "marked by the grantors, implying that they should have written their names. This seems requiring too much of an untutored savage, king or chief though he may be. In the "Old Colony Records" may be found similar conveyances of the aborigines to the early colonists, "marked" and witnessed, which have always stood good in law and equity. These documents it is said, were taken to China, deposited in the British Consulate, and a copy transmitted to Washington. This could not have been the case as there were no consulates in China at that time. The probability is, that they were deposited with the east India Company.

Captain Kendrick wrote to his wife of this purchase, also of depositing the original title in Canton, and transmitting the duplicate to Washington. It was never seen by the family, and the letter in relation to it was unfortunately lost about twenty years ago by fire, in the burning of a building. Some thirty years since, the legal representatives of the owners of the *Columbia* and *Washington*, applied to the United States Government for a confirmation of the title, and it was referred to a committee, of which Mr. Corwin, of Ohio, was chairman, but, as they were not the heirs of the purchaser they could do nothing. Mr. Corwin said, "the claim was a just one for the rightful heirs, but they had not appeared." That Captain Kendrick did buy land of the Chiefs at Nootka is substantiated, also, by the testimony of John Meares, who represented an English company, and endeavored to establish some claim there. He says: "Maquinua and the other Chiefs insisted that they had never sold land to any one but the American Captain Kendrick," and this was in 1789. Capt. Kendrick purchased the *Washington* off the owners, altered her

into a brig, and returned to the Sandwich Islands, where he was engaged in a sandalwood speculation, and lost his life at Namakoa Bay[?]. When dying, he called his mate into the cabin and put him in charge of the vessel, with instructions to proceed direct to the United States. The vessel left the islands, but was never heard from afterwards.

And thus were lost all of Captain Kendrick's effects, his journals, records of discovery, and his entire property, the accumulations of years of severe toil and hardships, and leaving his family destitute. Truly a sad fate for a patriotic and brave man, whose name should not be permitted to pass into oblivion. The character of Captain Kendrick, and the sad termination of his life is thus spoken of by Captain Amasa Delano in his highly esteemed narrative of his voyage around the world, published in Boston, in 1817, he says, in referring to the Sandwich Islands and the trade in sandalwood, and the various adventurers, who visited them for the purpose of traffic.

Such is the testimony of one brave and honorable man toward another, -- the more to be appreciated from the fact that they were competitors in business. It is hoped that the Kendrick representatives may yet find the document needed to establish their claim, and that Congress will eventually make suitable compensation for the distinguished services by which the whole country has been benefited. There are proofs in the family that Captain Kendrick was one of the famous Boston Tea Party in 1773, and that he was with the celebrated Capt. Cook in his last voyage of discovery in 1776. To Capt. Robert Gray, of the ship *Columbia*, of Boston, belongs the honor the discovery of the Columbia River. This will remain an established fact, unless strong proof to the contrary should hereafter be produced, and of this there is but a small probability.

Thomas H. Perkins, Esq, of Boston was in Canton in 1787, and in 1789 fitted out the brig *Hope*, Capt. Ingraham, for the coast trade, and shortly after joined with Capt. Magee, in building the ship *Margeret* for the same business. Both of the above vessels made successful voyages to the coast and China. The names of Messrs. James and Thomas H. Perkins, Theodore Lemarr, Esq., and James and Thomas Lamb, all of Boston, and the names of the Kendrick expedition, will stand as the originators and most prominent merchants of the North-West fur trade.

The participation of Capt. Williams Sturgis in the above trade, and the estimation in which he was held at home and abroad, are well set forth in a "memoir" prepared by the late Hon. Chas. J. Loring and published by the Massachusetts Historical Society in 1864, in which Mr. Loring says: "There happily remain memorials, highly valuable and interesting, which, for the sake of history and in justice of his memory, should be put in a permanent form." It is hoped that justice may not long be delayed in the case. The writer had the honor of commanding the last ship fitted out by Bryant Sturgis Co. for the Pacific, and, with many others, would write in the hope that whoever may have the documents referred to, will not withhold these from the public. Hon. Samuel Hooper, who was of the firm, informed me that Capt. Sturgis loaned his logbooks to some person who went out to the Pacific, and, much to his regret, they were never returned. The coolness and intrepidity of Capt. Sturgis were well exemplified in his mastery and desperate defense of his ship, (the *Atahualpha*), whom attacked in Macao Roads by a piratical fleet of sixteen Ladrone wicks [?] under the command of a noted pirate chief. The pirates were repulsed with great slaughter, and the ships with \$400,000 on board, reached Canton in safety. As a good illustration of his character for self-reliance and prompt determination, I quote a passage from his opinion respecting the claims of Russia and the threat to confiscate American ships.

The American vessels employed in the N.W. trade are well armed, and amply furnished with the munitions of war. Separated from the civilized world, and cut off for a long time from all communications with it. They had been accustomed to rely on their own resources for protection and defense; and to consider and treat as enemies, all who attempt to interrupt them in the prosecution of their lawful pursuits. To induce them to relinquish this commerce persuasion will be unavailing "threats" will be promptly resisted, until made by a force so superior, as to render resistance hopeless; in which event, they will look with confidence to their government for redress and support."—No. Amer. Review, 1822, Vol. 15.

Messrs. Boardman and Pope, and others of Boston and New York, whose names are unknown, were the owners of fifteen vessels employed on the coast, trading for furs in the year 1800. In that year 18,000 sea otter skins were obtained.

Ships now were fitted out for the purposes of hunting and trading. The direct trade, between the American coast and China, remained almost wholly in the hands of citizens of the United States until the breaking out of the war with England. The Russian vessels were not admitted into Chinese ports, and the British were restrained from engaging in the trade by the opposition of their East India Co., consequently, a large portion of the furs, were obtained from the Russians, who were glad to exchange their peltries for European manufactures, ammunition, sugar, spirits, wines, etc.

The Winships

Of the many thousands who have in past years visited the delightful gardens and nurseries of the above gentlemen at Brighton, and have enjoyed the polite attention and kind hospitality of the proprietors, how few are aware of the fact that these celebrated horticulturists were long engaged in the North-West fur trade; that they commanded ships themselves and performed successful voyages between the savage coast and China, or that these quiet and retired gentleman were the pioneers of civilization, who first planted corn and laid the first foundation for a settlement, at the Columbia river. The only mention I have ever seen of this attempted settlement is in Greenboro's valuable work, but even in that the credit is ascribed to the wrong person. As the writer is fortunately in possession of the Log Books of the ships *O'Cain, Albatross*, and other ships of those days, together with many letters and original documents in relation to the transactions of those voyages, it will be easy to show that the Winship brothers are among the early and most prominent men in the North Pacific.

Captain Jonathan Winship, Jr., made his first voyage to the North West coast and China, in the ship *O'Cain*, commanded by Capt. Joseph O'Cain. Sailing from Boston January 23, 1803, Capt. *O'Cain* had made a previous voyage to the coast, and was there in 1801. The ship *O'Cain*, of which Mr. Abiel Winship and Mr. Bery P. Homer appear to have been the principal owners, was a first class ship of that day. Mr. Abiel Winship, the older brother and merchant, writes a parting letter of advice and instruction to his brother, who is now embarking for the first time on a long and perilous voyage, and of course he wishes him to pursue. The composition of the letter indicates the writer to have been a sterling merchant of the old school, while the bold open hand of the writing, and specially

the signature mark him as one of the John Hancock class. It does not appear in what station he went on this voyage, but probably as an assistant to the captain, as the merchant[?] states that Johnathan owns an interest in the ship and cargo. Of this voyage no journal or diary is to be found, but from other documents it is shown to have had a successful termination. A valuable cargo of furs was taken to Canton, and the ship returned to Boston with teas, after an absence of over three years.

In October, 1805, Jonathan Winship sailed from Boston again as master of the *O'Cain* for the North-West, his brother Nathan being his chief mate. Of the previous experience of these brothers at sea, nothing is known, excepting the voyage of the elder above recorded-the supposition is that they had made some previous voyages. The *O'Cain* was now fitted out for trading and hunting. The journal of the voyage is before me, and as showing the method of pursuing such a voyage, is extremely interesting. The ship's company consisted of about thirty, including officers. The ship was coppered, which was not common in those days, and, as shown by the Log, was a very fair sailor.

II. The *O'Cain* arrived at Noahoo, Sandwich Islands, in a passage of 173 days, without a man on the sick list, having sailed by log, since leaving port, 22,492 miles, and without calling at any port for refreshments. On anchoring, the ship was visited by the King and Queen and others of the royal family, and was surrounded by the natives, who were anxious to sell hogs and vegetables, but were prohibited from trading by the Royal Savage until he had disposed of his own stock, all of which Captain Winship was obliged to purchase at extravagant prices. After four days stay at Noahoo, and laying in a large supply of hogs, vegetables and fruit, he departed for the N.W. coast. The crew was increased by the addition of a few Kanakas at the island. On arriving at the Russian settlement of New Archangel, in Norfolk Sound, Capt. Winship thus records the feelings of a devout, manly heart: "We experienced the extreme felicity of thanking the Almighty for protecting us in perfect safety, without meeting any accidents since leaving our native country."

The Russian Governor (Barranoff) extended a hearty welcome to one whom he hailed as a friend, and promised every assistance in his power. After several pleasant interchanges of diverse and social visits, saluting, etc., arrangements for trade and hunting

were concluded. About fifty canoes were furnished by order of the governor and over a hundred Kodiak Indians, who were all good otter hunters; these were in the particular charge and direction of a Russian, who was head hunter, and three other Russians. With the party were twelve women, who were to do camp duty on shore, where gangs should be left to hunt. The terms of service were only expressed by "a hunt to the South," the ship furnished everything and the hunters to have a certain portion of the proceeds of the hunt.

The ship remained at New Archangel about a month, during all which time Capt. Winship says that "the attentions and hospitality of the Governor and his officers were of the most agreeable kind. Presents of fish and game were daily sent to the ship, and every possible assistance was freely rendered." All this pleasant intercourse was not without some drawbacks, as the Russian idea of sociability is, to not break up a party until all the company are drunk. This seems to have occasioned much annoyance to the Captain, for he says (May 23rd, 1806, being ready for sea)

" Having a most excellent wind from the North, I did not consider it advisable to weigh anchor, as our visitors, (the Governor and other dignitaries) being mostly in a state of intoxication, in number about fifty, creating such confusion and disorder among two hundred persons in the ship, that I concluded it would be imprudent to put to sea. At 5 P.M. our visitors had the goodness to depart, doubtless not one sober man among them. I saluted them with five guns and three cheers, and heartily rejoiced at their departure. The Governor, on landing at the fort, returned the salute with a like number of guns."

Among the provisions taken on board for the use of the hunters, are mentioned 15,400 dried fish, 1,000 lbs. whale flesh, and a large quantity of whale oil. The last article is freely drunk by the Kodiaks, and used for culinary purposes. And now the ship proceeded down South, the hunt begins. A musket was delivered to each hunter, with ammunition, flints, and all other equipment necessary, for which the head Russian is responsible.

Under easy sail the ship jogs along during the daytime near the shore, keeping a sharp lookout for otter, and lying off and on during night. When a favorable place is seen, more or less canoes are sent in; occasionally some sea otter were obtained, but the coast was very rough, and the Indians were numerous and appeared hostile. June 10th they

anchored just north of Navidad Bay, and a party of eighteen were sent onshore to explore. They returned and reported that otter were abundant, and the existence of a sound to which no entrance was discovered, after following the shore for two miles. Proceeding along the coast they anchored the following day in Trinidad Bay. The natives here were numerous and sold them some furs. The Russians were landed and the canoes sent out to hunt. They also found here great quantities of fish. Two canoes were daily employed in fishing and kept the ship well supplied. The Indians daily increased, so that it was necessary to land the field pieces to protect the camp.

The natives at one time increased to nearly two hundred about the encampment, and a strict watch was kept. The field pieces loaded with grape were ready for an emergency, and the trade was carried on by the Russians, who purchased a considerable number of the otter for those of the first quality not over fifty cents in value was paid for anyone, and several were bought for two cents of beads each. The sound spoken of was a discovery of Captain Winship's; it was partially explored and named by him "Washington Inlet." It had two entrances from the sea, and the shores were thickly populated with Indians. Otter and seal were numerous.

The following day, the chief officer of the ship and the Russian commander of the hunters, with fifty canoes, were dispatched to hunt and for a further exploration. Another party was sent to fish and was very successful, while those remaining at the ship effected a considerable trade with the natives, who came along side with sea otter and other furs. They also brought for sale strawberries and raspberries. On the 18th the large party returned with poor results, having only 17 otter. The Indians followed, and exhibited so much hostility toward them, that no attempt was made to land, and Mr. Winship, being desirous to avoid a collision prudently returned with the party to the ship.

During the remainder of their stay in the bay, tents for the purpose of trade were erected onshore, opposite the ship, under cover of her guns. The hunters also had their camp near the tents. The next day the natives made an attack on the shore party, but were repulsed by the Kodiaks, and one of the savages was killed. The ship remained here until the 22nd, where having filled their water casks and laid in a good supply of fish, all of which was performed under the protection of a strong guard, it was considered better to

abandon the good hunting ground there, than to remain and fight the natives and probably occasion the loss of many lives. In such a conclusion Captain Winship manifested a regard for humanity and justice, not often exhibited by the N.W. traders. Pursuing their course Southerly, they sighted the Farallone Islands off the Bay of San Francisco without stopping there; and arrived at the Island of Ceros, off the coast of Lower California, the 29th of June. The next day forty canoes were sent out to hunt on the coast, and the balance of them were dispatched to hunt among the different islands for sea otter. Mr. Winship, the mate, with a party of Sandwich Islanders was left to kill fur seals on Ceros, while the ship was cruising among the parties, supplying them with provisions and water and taking on board the proceeds of their hunt. The ship was most of the time at anchor in the Bay of Todos Santos, and port of St. Quintin, where much trade was had with the Spanish Missions of St. Roze and St. Domingo, from the priests they bought many otter skins and obtained bullocks, vegetables, and a variety of fruit. Leaving all the hunting parties well supplied, the ship returned to New Archangel, to procure more canoes and hunters. The three months hunt had produced furs worth about \$60,000 in Canton. The passage back to the North is almost a dead beat to windward, therefore it was not much loss of time to call at the Sandwich Islands, which Captain Winship did, and obtained there an abundant supply of hogs, grains, potatoes and fruit. They sailed from Oahu for the North-West on the 12th of October, having on deck over a hundred large hogs, which were killed and salted at sea for ship's use. Calling at New Archangel, it was found that Gov. Barranoff was at Kodiak Island, and thither the ship proceeded, arriving there Nov. 9. Here they remained until Jan. 16, 1807. The weather during most of this time was extremely cold and stormy, so that it was with much difficulty the ship's work was carried on. Water froze in the ship's hold in the casks, and members of the crew were badly frosted when at work in the boats. Through the kind assistance of his friend, the Governor, Captain Winship accomplished his purpose, and left for the South again, with all the canoes he wanted, and another party consisting of fifty Indian men, seven girls, two boys, and one Russian, and having on board a large stock of dried fish and whale oil to feed them with. Owing to a constant succession of adverse and strong gales, with bad seas, they were thirty days in

reaching the lat. of 37°, when the Farallones were visited and a boat was sent to explore the South Island.

The officer, on his return reported a vast number of fur and hair seal. This is the first account of any ship's crew landing on those Islands, of which we heard. The ship next stopped at San Pedro, in the Canal of Santa Barbara, to procure bullocks and other provisions. Procuring from the Spaniards all that was needed and a sufficiency of vegetables, the ship anchored next in the little harbor at the Island of Catalina, and the hunters with their canoes were sent off to seek for sea otter, around this and other islands. At this time there were forty or fifty California Indians living on Catalina, from whom quite a bit of wheat and vegetables was purchased. March 6th- the ship being off Todos Santos, and becalmed six miles from the shore, twenty canoes were started off on a hunt to be absent three or four days. The following day (says Capt. Winship) "we anchored at St. Quintin, where I went on shore to hunt for game, and returned on board with eighteen dozen curlews, eight dozen of which I shot at one time."

The **O'Cain** had now from seventy to eighty canoes, carrying about a hundred and fifty Kodiak Indian hunters, fitted out and hunting sea otter among the Islands of Guadalupe, Natividad, Ceros, and Redondo, while other gangs were stationed on some of the islands to take fur seal. On this second hunt the business was pursued as before, only more extensively. The Spaniards, with a pretended jurisdiction attempted to prohibit other nations from taking the fur-bearing animals on their coast, consequently, when the ship was at anchor in ports on the main, it was ostensibly for the purpose of trade with the Spaniards; and the canoe hunters were kept away from the ship, giving the appearance that they were not connected with her. The Spaniards would sometimes capture and confiscate a stray canoe with its contents, and the Indians of the missions would occasionally meet with the Kodiaks and have a scrimmage. A number of such are recorded, in which a few were killed and wounded on both sides, the fortune of war generally terminating in favor of the Kodiaks. The cost of maintaining so large a family did not bear very heavily on the ship, as the principal food for the hunters was to be found in great abundance, and to be had for the killing; the flesh of sea elephant and seal, with a plenty of fish and rancid oil was "strong feed," (as Kane says), and they liked it.

The management of such a body of more than half savage men, to keep them under proper discipline, and profitably and safely employed, and at the same time to navigate a large ship and crew, and conduct the whole to a successful termination, was no small matter. It demanded persevering ability and constant vigilance of the commander, and he was equal to the occasion. Previous to the 9th of April, the parties were all gathered in, the furs were embarked, and the canoes were taken on board. The ship on the above day sailed on her return to New Archangel, where the hunters, their canoes, and their women and children, and their appurtenances, were to be left. Capt. Winship says: "We received on board one hundred and forty-nine Indian men, twelve women, one infant, and three Russians. These with the ship's crew, constituted a company of over two hundred souls." Three days after, two children were born on board. The passage North was long and stormy. The Kodiaks had their priests with them, and he often prayed for fair winds, but they came not, and they endeavored to beguile the time by exhibitions of their national dances and singing of the songs of their country, which helped to keep them good humored, while it delighted the crew.

The result of the second hunt is not definitely stated, but from a memorandum, which occurs in the Log Book, it appears to have been satisfactory. On approaching the N.W. coast, a severe S.W. gale brought the ship in dangerous proximity with a part of the coast with which the Captain was unacquainted. The Indians recognized it at once, and assured the officer that there was a large and safe harbor, under the lee. The weather looked threatening, and it was impossible to gain an offing. The Captain held a consultation with his officers in consequence of which they bore away before the wind and rushed rapidly toward a rock-bound storm-beaten shore, of which they knew nothing, except from the representations of ignorant Indians. But the decision was acted upon; the ship was flying upon the wings of the wind to safety-onto utter destruction. It was too late now to haul off and reconsider the question; a single hour would decide it. The intense anxiety and fearful responsibility of that one hour, none can know, but him on whom rests the sole charge "to guard the ship from foes or wreck."

The writer fully comprehends the feelings that pass like lightening through the mind of the master at such a time. There may be a harbor, which these ignorant Indians have

seen from the interior, but what do they know of the ship's draught? It may be a barred harbor, across which in such a gale as this and blowing directly on shore, may extend a line of foam to enter which, would lead to swift destruction. It is a period when an hour of such intense thought and care, may work in a man's life a change, which years of tranquility could not restore. The ship rushes on, "the warning voice of the lee shore speaking in breakers," falls louder on the ear, the officer aloft shouts, "breakers all across the bow!" and steering E.N.E. for the blue line, (says Captain Winship) "we passed to starboard of a small island at the entrance, and thank God, at 8 PM anchored in a calm commodious bay. We had much occasion for thankfulness, for in our safe and quiet harbor, we could hear the storm howling outside during the entire night." This proved to be the Eastern part of "All Saints Bay," through which they passed in a few days, by Barranoff Straits, to the Russian settlement at Archangel. Here they remained until October 9, when, having repaired the ship, re-stowed the cargo, and settled with their hunters and the Russian authorities, the **O'Cain** sailed for Canton, via the Sandwich Islands. In their different visits to the Russian settlements, Captain Winship appears to have been in the most friendly relations with the Governor and all his officers, and frequently speaks of the kind services and constant hospitality received at their hands.

The cargo on board, according to the Log Book and the supposed Canton valuation, would bring about \$136, 310.

Procuring at the Islands the usual refreshments, the voyage was continued to Canton, where they arrived in safety the last day of the year 1807. Sailing hence, Feb. 14, 1808, in company with the ships **Atahualpha**, Capt. Sturgis, and the **Augustus**, Capt. Hill, they kept company for mutual protection down the china Seas. Capt. Sturgis wearing the Commodore's flag until past the Straits of Sunda, when they separated. The **O'Cain** arrived in Boston the 15th of June.

The above voyage was no doubt a profitable one, as Captain Jonathan Winship returned to the Pacific with the **O'Cain** early in the following year, and was joined by his brother Nathan, who sailed from Boston in July 1809, in command of the ship **Albatross**. The first attempt to form a settlement at the Columbia River was made by Capt. Nathan Winship, of Boston. Greenhow, in his book on "California and Oregon," speaks of the

landing of a party of hunters at the river from the above ship at that time, as though it were not from any well-considered plan, by a company of Boston merchants, but as a mere incident in the voyage of a trading ship. He also states that "Wm. Smith" was the captain. The credit of the leadership in this undertaking is thus ascribed to the wrong person.

The establishment of a settlement was a failure from unforeseen and unavoidable circumstances, but the attempt was made.

III. A large building for a place of residence and trade, with the capabilities of a strong fortification, was partly erected; grounds were prepared for cultivation, and seed sown. It was the first building and planting by any white man on the banks of the Columbia; and adding, as it does, to the fact that the early development of the trade of the North-West Coast and California was principally due to the enterprise and energy of Boston merchants and seamen, it would be truthfully recorded. To substantiate the above facts, I have before me the entire journal of the voyage of Capt. Winship, from the commencement in July 1809, to Oct. 1812, terminating at the Sandwich Islands, where he was blockaded by the British during the period of the war with England. The journal was kept by Wm. A. Gale, who was assistant to the Captain, (and who was afterwards the pioneer of the California trade from Boston). The journal is written in a beautiful hand, in which all the transactions of the voyage are recorded, with a minuteness of detail that is very creditable to the writer. The list of crew shows that William Smith was chief mate, and the crew consisted of twenty-two persons.

The **Albatross** was probably a good ship of her day, but she was not coppered, and as her log only exhibits eight knots per hour, under the most favorable circumstances of wind and weather, with all possible sail set and with a clean bottom, it would be natural to anticipate for her a long passage. The expedition on which she was bound, having as one of its principal objects the formation of a permanent settlement at the Columbia River was planned, projected and gotten up in the counting room of Abiel Winship, Esquire, in Boston. The company consisted of himself and his two brothers, the Captains, Mr. Benjamin P. Homer, and perhaps one or two others. (Gen. John S. Tyler, who is an active business man of the present day, was then book-keeper to Mr. Winship.) Every article necessary for their purpose was provided in Boston, except timber, and that they knew

abounded on the banks of the river. On sailing, Captain Winship was furnished with ample and well-considered instructions and advice, (a copy of which I have). He is advised to select a site thirty miles up the river and purchase the land of the natives, build a large two-story house, in the second story of which all the cannon, muskets, and ammunition should be placed with portholes in the side, and holes for musketry in the floor. The entrance to the second floor should be by a single trapdoor, the ladder to be hauled up after the people ascend; and in no wise should a native be allowed on that floor. It is also enjoined to clear up and cultivate a piece of land, under the protection of the guns, and never have less than half of the men on guard; the object of trade being to procure the skins of sea otter, beaver, mink, fox, bear, sable, muskrats, and, in fact, any production suitable for the China or American market, and for which fair trade should be made, etc. and now let us follow this old-fashioned ship, with her old-fashioned rig, many parts of which are unknown to sailors of the present day, with her un-coppered bottom, in which but few sailors of the present generation would be willing to risk a voyage round Cape Horn. There are better ships nowadays, but no better seamen. In clipper ships, of late years, many cases of scurvy among the crews have occurred in a passage of less than five months. The *Albatross* called at Easter Island, her fish stopping-place, two hundred days out, with not a person on the sick list. In fact, the word scurvy does not appear on the journals of either of the ships of the expedition, during their entire voyages, which fact speaks forcibly of the humanity, care and attention to the health and comfort of their crews by the two commanders. The ship moved so slowly through the water, that grass had ample time to grow on her bare planks to such an extent, that when she had made westing enough to bear away to the north, around the Cape, she was 62 days out, and her rate of sailing reduced two knots an hour, in consequence of the grass crop. The passage of Cape Horn was effected after severe toil and hardship, encountering a succession of heavy gales, mountainous seas, hail, snow and icebergs, but all was bravely weathered, and without accident of any kind she arrived at Easter Island.

Mr. Gale's account of this island and its inhabitants is so graphic and interesting that I give it verbatim:

“The island is situated in Lat. 27°9’ S. and Lon. 109°116” West. Owing to the cunning and thievish disposition of the natives, which is truly astonishing, we did not think it prudent to land, as it might have given rise to a misunderstanding. The captain went in with a boat and six men to Cooks Bay, and the ship lay off. While we were trading with the natives at a short distance from the shore in the boat, they swam off to us, with potatoes, sugar cane, bananas, etc., for which we exchanged small bits of old iron hoops, fish hooks and nails, the last of which they seemed to set great store by. Beads and small looking glasses, etc., they would not purchase, although they would steal the most trifling article they could lay their hands upon. Numbers would swim to us and after disposing of what they brought, would wait till others came off, then divide what the new-comers brought, among them all for the purpose of each one procuring an additional fish hook or piece of hoop. They would bring their potatoes lightly tied together, and as soon as they had had obtained what they wanted for them, would, as if by accident, while handing them to us, let them drop into the water, and immediately diving down, would bring them up for a second sale, and even went so far as to purloin the same things that they had just before sold to us, out of the boat, for the same purpose. They also made several attempts to steal the rudder of the boat, and so far succeeded as to break the irons by which it was hung, when we were obliged to take it on board to prevent their making off with it.

Those who swam off to the boat, both men and women, had nothing on except a plat of grass or a small piece of Tappa (cloth) round their waists, though numbers who remained onshore had long pieces of the latter stuff thrown over their shoulders, which reached nearly to their feet.

The women were well formed and handsome featured. These came off more for the purpose of attracting our attention, so as to give the men a better opportunity of exercising their thievish talents, than they did to trade. They seemed desirous that we should land, but when they found it was not our intention to do so, those on shore began pelting us with stones; a musket, however, barely pointed at them or discharged over their heads, of which they seemed to understand very well, soon brought them to reason. We saw whom we supposed to be chiefs, as they were tattooed a great deal more than the others, which only served to mark them out to us as the greatest rogues.

The women were likewise tattooed in different parts, and had the outer edge of their ears slit, which was made to hang down below the natural part as an ornament. We saw no kind of weapon among them, or any canoes. Amongst other things which they brought off to sell, were some small figures rudely carved in wood, and three large pieces of fish-netting, which although of little or no value to us, must have cost them a great deal of labor, yet they sold them for a single fish hook each.

A few of their words are similar to those of the Sandwich Islands, though the number is very small. This we were able to ascertain by having two of the natives of those islands with us."

Feb. 23rd, 1810, they anchored at Neuheavea[?] where they were visited by many natives, who with their chiefs, after making many professions of friendship and offers of assistance, returned to the shore: Wood and water were easily obtained here, also hogs, vegetables and fruit. Ten natives were hired to dive and scrape the barnacles off the ship's bottom, and they effected it tolerably well. After a long run of nearly eight months the bottom had become very foul; some of the barnacles, which came off, were four inches in length. On the 28th the ship was ready for sea; every day the natives in their canoes visited the ship in large numbers, bringing great quantities of pigs, cocoa nuts, bread fruit and sugar cane, which they bartered for bits of iron, iron hoop and other trifles. Captain Winship also purchased a large quantity of red and white feathers, of the tropical birds for the North West coast trade. Being ready to sail it was found that one of the crew had swam ashore during watch and deserted. It had been insinuated to the Captain the day previous that some of the crew intended to desert and remain at the island, and he notified the Chiefs that should this occur and they should countenance the procedure, force would be used to regain them, but all precautions were ineffectual. Dick had ingratiated himself with a Chief of one of the valleys, and it was found he invited him away, and was now harboring him. All efforts to induce the Chief to give the man up were unavailing. Therefore, two natives who were on deck were seized and put under guard, and a few four pound shot were discharged into the valley, this not proving effective at 10 AM, the long boat was manned with ten hands, armed with muskets, and dispatched onshore to seize some of the canoes. On the boats reaching the shore a skirmish ensued with the

natives, who were armed with slings, spears and clubs. Two were wounded, and unfortunately one of the natives was killed. Two of their canoes were launched and brought along side. The Chiefs, finding at last that the four and six pounders and muskets were not to be trifled with, for the redemption of their canoes, Dick was brought down to the beach. The long boat was sent on shore and the fugitive was delivered to the 2nd officer; he was brought onboard and placed in irons. The natives confined on board were immediately released and put onshore, after presenting them with a piece of iron, with which they were well satisfied. The canoes were given up, and thus everything was apparently settled in an amicable way. The next day some of the natives came off and renewed trading; they informed Captain Winship that the man who was reported as killed the previous day was yet alive, and requested permission to have him brought on board and have his wounds dressed. This was immediately given and he was brought in a canoe; but the effusion of blood had been so great that he died shortly after his wounds were dressed. It appeared that this man was shot while in the act of "slinging a stone at the boat's crew." The deserter was one of two Sandwich Islanders whom they brought from Boston. Learning that the other one was also intending to desert he was put in irons until the ship should get to sea. They next visited Roberts Island where Capt. Winship landed and found a deserted village of about twenty habitations, but not a native was to be seen. They obtained a quantity of breadfruit and cocoa nuts with which they returned to the ship. The boat was hoisted up and they bore away for the Sandwich Islands. Mr. Gale says:

" We left this group of islands, having been fifteen days among them; in which time we wooded, watered and procured considerable refreshments, and purchased twelve or fifteen hundred of the red and white feathers from the tails of tropical birds, paying for them at the rate of about three inches of bar iron per hundred.

With the bed of barnacles removed from the bottom of the ship and her sailing condition much improved, they bore away for the Sandwich Islands, where it was necessary to call to procure extra men and provisions, and where Captain Winship expected to find letters from his brother, which would determine his own movements. The Islands of Atooi, Mowhee, Onewhow and others were visited, as no single one could

furnish sufficient supplies. At Oahu the King Tamaamaha, "Billy Pit," his prime minister, and all the Royal Family, visited the ship. The Natives were not allowed by his Majesty to trade until he had disposed of all the hogs and other produce, which he had to sell. Letters and instructions were also found here from the Captain of the *O'Cain*, advising his brother "to proceed with all possible dispatch to the Columbia River, to anticipate any movement of the Russians in that direction, and recommending as the best location on the river a spot about thirty miles above Gray's Harbor," with ample and minute directions and advice regarding the construction and management of the settlement to be established there, and of their joint operations afterwards. The *Albatross* left the islands April 13th bound to the Columbia River, with an addition to her crew of twenty-five natives. She arrived at and entered the river May 26th, and passing the Chinook Indian village, anchored about three miles above. The five following days were employed in sounding the channel, the ship making very slow progress up the river, as the passage was found to be very intricate, and the current very strong; thus feeling their way day by day, the ship following the boats and often anchoring.

June 1, 1810, Captain Winship and Mr. Smith (the mate) set out in the whale-boat to search for a spot which would answer for the intended settlement, and returned at 1P.M., having found a place about five miles above where they anchored, which seemed well calculated for the purpose. Owing to unfavorable weather and strong currents, the ship did not reach there until the 4th.

And now, during their operations at this place, we will copy from the journal of Mr. Gale their doings each day:

"June 4th — Came to with the best bower in four fathoms, within 15 or 20 yards of the bank where the settlement is to be established, and carried a hawser from the bow and made fast to the trees on shore. Part of the crew employed in unbending the sails, the carpenter with the rest of the hands, and all the Sandwich Islanders onshore felling and hewing trees for timber for the house."

"June 5th — All hands employed on board and on shore as yesterday. Capt. Winship and the second officer superintending the work on shore, building the log house,

felling and hewing young trees, and clearing and digging up a spot of land (the first breaking of soil by a white man in Oregon)."

"The 6th & 7th — All hands employed on shore as above. The ship's tailor at work making clothes for the party who were to be left at the settlement."

" June 8th— Hands employed in felling trees. At night, heavy rains. The following morning the rain continuing, found that the river had risen so much that the lot of land appropriated for the settlement was covered with from one to two feet of water, and at the house it was about eighteen inches in depth. This proved a very unlucky circumstance as the building of it had progressed considerably, being already raised in height ten feet with heavy timber and the spot of ground which had been cleared and dug up, in which was already planted the seeds of some vegetables was in the course of the forenoon completely overflowed. The whole will now have to be pulled to pieces and begun afresh if a more convenient place can be found. Mr. Smith, with the whale boat, was sent out to search for one."

" June 9th— Mr. Smith returned to the ship, and it was determined by Captain Winship to pull to pieces that part of the house which had been put up and float the logs about a quarter of a mile further down stream on the same side, where the land is somewhat higher. In consequence of the above determination—eight men, were employed in drawing the logs to the water to float them down to the new place. Every day, since arriving in the river, the ship had been visited by the Indians in their canoes bringing a few furs and some salmon for trade; but they did not come in large numbers and had not been troublesome."

IV.

"June 10th — The people employed as yesterday. This afternoon several canoes arrived from Chinook and Cheheles, containing many natives all armed with bows and arrows or muskets; they informed us that the Culanorth[?] tribe, who had a village close to the place where we are building the house, had killed one of their chiefs about ten months since, and that they had now come up the river for the purpose of punishing them, and intended giving them battle on the morrow. At 4 o'clock the next morning the shore gang was sent on shore to work as usual, which they continued until 11 A.M. when, observing

that the Indians, with their arms, began to gather where the people were at work, without any apparent design of attacking one another, it was strongly suspected that they were planning to cut off our people on shore, in which case, if they could have put it in practice, there would have been with the few hands remaining on board, but a bare possibility of escaping with the ship. Some of the shore-party were therefore immediately ordered on board, and the others were set to work opposite to the ship, getting some logs into the water. Here they were under cover of the guns, which from apprehension of trouble, had been loaded with grape and canister. The Indians continued to muster on shore, yet declared that the quarrel was entirely among themselves, which we very much doubted, as they were all mixed together or wandering singly about, without fear of each other, which increased our suspicions. One thing is certain, the Chinooks are strongly set against our coming up the River, wishing, as they say, the house should be built among themselves and the lower tribes, and on another account as they are in the habit of purchasing skins of the upper tribes and reselling them to the ships which occasionally arrive at the River, they are afraid and certainly the reason, that the settlement being established so far up, will tend to injure their own trade, and they are no doubt determined to prevent it if possible. Their interference serves only to prevent our work going on as we wish. They might easily be brought to reason by the use of force, but it would last no longer than while the ship was here, and when she left the river those left behind must suffer for it. Any force the ship could leave would not be sufficient to defend the house if the Indians should attack them, while to openly cultivate the ground would give the natives a chance to pick them off easily."

"June 11th — Again the men were sent on shore to resume their work, which they continued for about two hours, when the Indians gathering around them in considerable numbers, and being observed to send their women and children away, with other suspicious circumstances, the hands declared they did not feel safe to be on shore without arms. The officer therefore immediately came on board with them, and we soon after dropped the ship down opposite the new place, intending to go on with our work in the morning. While moving the ship the natives were scattered about among the trees firing their muskets and shouting. One of the savages pointed a musket at Captain Winship

while he was sitting on the taffrail, but did not fire. During the night we got the waist nettings up and loaded all the muskets, intending to give them a warm reception should they make an attempt on the ship. We sent the long boat on shore to clear away some bushes that lined the bank, but these rascals gathered round with hostile intent, and the party were called on board. Shortly after three Chiefs and some other natives came along side, but the chiefs were not allowed on board. When we spoke to them concerning their conduct, all we could get in reply was they were not afraid of us, but they wanted us to return down the river. Much to our chagrin we find it is impossible to prosecute the business as we intended and we have concluded to pass farther down. On making this known to the Chinooks, they appeared quite satisfied and sold us some furs. It is intended should it not be thought proper to leave the settlers here, there should occur a chance, to punish these fellows for their insolence as it deserves."

The disappointment must have been very aggravating to Captain Winship to be compelled to give up the cherished hope of an establishment to which so much thought, care and labor had been devoted. The course too often pursued by traders among the Indians, was not adopted by Captain W. A regard for the rights of others, and a strong sense of justice and humanity, guided his judgment in withdrawing peaceably. The country was theirs. They had an undisputed right to resist the attempts of any person or persons, who should endeavor to dis-posses them of the country where God and Nature had planted them; and their right in the matter does not appear to have been contested. No mention of an offer to purchase is made—but Mr. Gale moralizes thus: "We have taken off the hogs and goats which were put on shore for the use of the settlement, and thus we have to abandon the business after having, with great difficulty and labor, got about forty-five miles above Cape Disappointment; and with great trouble began to clear the land and build a house a second time, after cutting timber enough to finish nearly one-half, and having two of our hands disabled in the work. This is indeed cutting to be obliged to knuckle to those whom you have not the least fear of, but whom, from motives of prudence, you are obliged to treat with forbearance. What can be more disagreeable than to sit at table with a number of these rascally Chiefs, who, while they supply their

greedy mouths from your food with one hand, their bloods boils within them to cut your throat with the other, without the least provocation.”

Thus commenced and thus ended the first attempted settlement at the Columbia. It failed, not because an establishment could not have been made and sustained by force—the ship protecting all with her guns until a reinforcement should arrive—but because the leader of the expedition would not avail of advantage which were to be obtained through injustice and the shedding of blood. The sails again were bent and the ship slowly groped her way towards the sea.

June 17 they anchored at Gray’s Bay, when the Indian pilot who went up with the ship and performed the same service on her return, informed the Captain that the natives did mean to attempt the capture of the ship while she was up the river; he also told them enough of their present designs to put them on strict guard for the future. The ship *Mercury*, of Boston, Captain Eayers, was also at Baker’s Bay, from California, and bound North; both ships remained here, trading with the natives and refitting. The weather was very boisterous most of the time, which retarded the work.

“July 8th. Many canoes being alongside, and some of the Chiefs on board, and it having been previously determined upon by Captains Winship and Eayres, about 5 P.M., eight of them were seized and put in irons. This was done in hopes to procure the release of some Russians who had lately been cast away, and some of whom were still supposed to be prisoners amongst them, and for the purpose of punishing them for their conduct to us since our arrival in the river, as well as for murdering and robbing some Kodiaks belonging to the *Mercury*, when Captain Eayres was in the river a few months previous. We had the good fortune to seize and confine the chiefs without anyone being hurt, except one of our men, who had one of his legs badly bruised by the recoil of a carronade, which was fired in the bustle, by one of the people without orders, but no injury was done to the Indians, only they in the canoes were frightened from alongside the ships. The prisoners were immediately informed of the cause of their confinement, and they without hesitation dispatched people to endeavor to purchase the remainder of the Russians, some of whom they stated had been taken by a Captain Brown, and others, by their own account, had been starved to death amongst them; they informed us that the

tribes who held these men in captivity inhabited the country three or four days journey from the river. From this to the 13th the chiefs remained in confinement, many canoes were daily alongside trading, and the decks were carefully guarded. This day the natives brought off to the ship a boy of 17 years of age, who had been castaway in the Russian schooner, ———, off Cape Flattery, about 17 months ago, and had been a slave among them ever since. Captain Winship paid the chiefs their demand for getting him, which was twenty-five blankets, besides small presents of tobacco, etc. "Comcomcla[?]" the head chief of Chinook, informed us that there was some more of the Russians at the place where the schooner was lost, but the natives were too strong for him to attempt getting them, and he was readily believed, for he apparently did everything that was in his power to procure them from us. Finding that nothing further could be effected by detaining the chiefs, four of them were released from irons and suffered to depart from the ship. One of them was put on board the *Mercury*, Captain Eayres intending to take him North, for the purpose of attempting the recovery of the other Russians, the other chiefs were released from irons, but detained on board our ship, to secure their good behavior until we should leave the river."

July 19th, the two ships sailed from the Columbia, the *Albatross* bound to the coast of Lower California. The ship put into Trinidad Bay, where some furs were bought off the natives, and two flat-bottomed canoes to be used by the sealing party.

July 30th, came to anchor near the South Farallones. Found on the islands two gangs of sealers, one belonging to the ship *Isabella*, Capt. Davis, of Boston, and the other to the ship *Mercury*, before mentioned. A party of seven persons was left here in charge of Mr. Gale to take fur seal, and the *Albatross* continued on down the coast. Calling at the Island of Santa Barbara they found but few fur seal on the island, but the sea otter were very numerous in the kelp, and playing about the shores. There are about thirty Indians on the island, but they had nothing to sell. Leaving another sealing gang at the Island of Ceros, the ship returned North and after a long passage arrived at Norfolk Sound the 22nd of October. Here it was found necessary to discharge the cargo and ballast and haul the ship on shore, to again clean the barnacles off her bottom. After watering and provisioning the ship and making the necessary arrangements for sea otter hunting and sealing, they left

again for the Southern coast, with thirty canoes and about fifty Kodiak Indian hunters, Nov. 16.

At Drake's Bay, Nov. 29, they found the ships *O'Cain*, *Isabella* and *Mercury*. Dec. 4th, the ship being off the Farallones, they communicated with the party on the island and found they had obtained 30,000 fur seal skins since they had been left there, five months since. The gang was increased by six Sandwich Islanders, and the ship bore away for St. Louis Obispo, to wool and water and procure beef of the Spaniards. A party of hunters, with their canoes and women, were left at the Island of Santa Barbara to take otter. During the three days they were left here the hunters took about sixty prime sea otter skins. The ship then proceeded to St. Quintin where she again joined the *O'Cain*. The hunters of this ship during her absence, had taken 1,600 sea otter skins and were still doing well. It seems that the two Captains Winship pursued their business of hunting and trading on joint account, in different directions and with gangs on various Islands, the ships moving between the points of observation, supplying their wants and collecting the proceeds of the parties. Many furs were also obtained from the Spanish Missions in Lower California.

Apr. 1, 1811, the *Albatross*, leaving the *O'Cain* to look after the business of the Lower Coast, returned North to the Farallones. The party left here previously had taken about four thousand fur seal, and had been over two months without provisions, except what the island afforded. The ship off the skins, supplied the parties, and proceeded to Drake's Bay, where a few days after she was joined by the *O'Cain*, & *Isabella*, on May 11th.

These three ships remained here together about a month, each having gangs at the Farallones; occasionally the boats were sent to communicate with the hunters and take supplies to them. During all this time nothing is said of the Bay of San Francisco, so nearby, affording a safer harbor than Drake's Bay, where wood and water, bullocks and vegetables, were all to be had at Sasilito, just within the Bay, and from which point, the communication with the Islands was as easy as from Drake's Bay. The very name of this bay is not mentioned in the journals of the *O'Cain* or *Albatross*, consequently it could not have been entered by either of the ships or their boats. The Bay must have been known to them, as it is recorded that two American ships were in the bay in 1803, viz., the ships *Alexander*, Captain John Brown, and the *Aser*, Captain Thomas Raben. The supposition is,

that our American ships in trading and hunting on the coast, were doing what the Spaniards might consider a contraband business, and, therefore, to avoid a controversy with them, it was best to always have a plenty of sea room.

The following June, the *Albatross* was picking up the parties of otter hunters and sealers on the lower coast, and gathering in the proceeds of their hunts for both ships—she left there the 19th of June, having first taken on board a long-boat load of sea-elephant to feed the Kodiaks with on their passage to the Northward. Another thriving plantation of barnacles on the ship's bottom rendered her in a bad condition to beat about 1,850 miles to windward. She arrived at the Russian settlement at Norfolk Sound after a passage of about fifty days, where discharging the Kodiaks and their canoes they landed the most of their cargo and ballast, hauled the ship on shore, gave her another scrape, and in about ten days were ready to push to sea again. They now proceeded South for the last time. Stopping at "Kighganny" to procure spars, timber and firewood, their next stopping place was at the Farallones, where they were to collect the seal skins, and proceed from thence to China. The *Albatross* left at "Kighganny" the brigs *New Hazard*, Captain Nye, *Lydia*, Captain Bennet, and the *Otter*, Captain Hill. Captain Porter and Blanchard were also here, both Boston captains. The names of their vessels are not given. Of the seven or eight vessels trading on the coast at this time, all but one hailed from Boston. It is no wonder that the natives throughout the coast designated all American ships as "Boston Ships," and all Americans as "Bosten men," for with a very few exceptions no others had visited them.

Sept. 27, 1811— The ship anchored in ten fathoms under the lee of the South Farallone. The parties were all well, and had procured since the ship was last here (in December) 53,000 prime skins. They remained at anchor here until the 2nd of October. The skins were all taken on board, and all the people, except Mr. Brown, who, with seven Kanackers (or Sandwich Islanders) remained for a further hunt, and to be called for by the *O'Cain*. At 7 A.M. the ship got under way for the Sandwich Islands.

The ship had been on the coast about seventeen months, and now left there with a full cargo of furs, so full indeed, that her hemp cables had to be carried on deck, and some of the water casks broken up to make room to store the cargo below. The following

is “an account of all the different kinds of skins obtained for the *Albatross* to this date, Oct. 1, 1811.”

Number of Fur Seal Skins taken by Mr Gale and party in 1810:

33, 740.

Do. 1811: 21, 153

Do. Mr. Brown and party: 18, 509

Amount taken from the Farallones: 73, 402

The Islands of Lower California: 1, 124

Total amount of Prime Fur Seal Skins: 74, 526

Number of Prime Sea Otter Skins (ship’s share) taken by the Kodiaks:

561, Tails: 580

Do. Bought by the ship:

70, Tails: 58

Whole no. of Sea Otter Skins:

631, Tails: 639

248 Beaver Skins.

21 Raccoon Skins.

6 Wild Cat Skins.

153 Land Otter Skins.

4 Badger Skins.

5 Fox Skins.

58 Mink Skins.

8 Gray Squirrels.

1 Skunk Skin.

11 Musk Skins.

137 Mole Skins.

Estimating the above at the average prices then current in Canton—pay

sea otter \$40

seal \$1.75

tails \$1.50

and other furs would make the amount of sales about \$157, 397, which would likely to result in a very fair voyage. It would be very interesting could we see an invoice of the outward cargo, by which the furs were obtained, the cost of scrap iron, beads, cheap looking-glasses, nails, fish-hooks, etc.

To many persons who have heard stories of the "North-West Coast voyages," mixed up with considerable romance, the foregoing details and abstracts of actual and reliable journals of two voyages, will no doubt be interesting, as they also may be to the dwellers in San Francisco, who as they look upon the lonely, barren rocky islets which stand as sentinels just without their "Golden Gates," can hardly realize that very early in the present century such golden crops of furs were gathered there by "Boston men."

The *Albatross* about the 1st of November, arrived at Oahu. The King and Royal family came on board when the ship was entering the harbor. He very condescendingly passed the night, with all his retinue, on shipboard, receiving a salute of fire guns at his reception and the same on his departure. The ship was furnished with a great quantity of hogs, yams and taro, for which they paid in barter. The barnacles were again hoed off the bottom; the ship was refitted and ready for sea in two weeks and was now waiting the arrival of the *O'Cain* from the coast. She arrived about the 20th and the *Isabella*, a few days after. The latter ship, belonging to Messrs. Boardman and Pope, of Boston was on a similar voyage, and it seems that the three Captains about this time entered into a partnership, and prosecuted their voyages accordingly. The three ships sailed from Oahu in company, Jan. 1, 1812, bound to Canton. The ships, in addition to their valuable furs, had each a considerable quantity of sandalwood.

The second day out it was found that much time would be lost by keeping company with the *Albatross*, she being a dull sailor. It was thought expedient to leave her astern, and for the other ships to make the best of their way without her. The course across the North Pacific to the coast of China, lies mostly between the Tropics, where light winds and smooth water prevail, consequently it was very favorable for the cultivation of a fresh crop of barnacles on the *Albatross*'s plantation, as the ship dragged her way slowly on the long route.

Arriving at Macao, after a passage of 52 days, and at Whampoa the 26th of February, they found their consorts in port. From this time to the 20th of April the ships remained in the river refitting, it being decided to return to the North Pacific again. The ballast and stores were landed from the *Albatross*, and she was hauled on shore for repairs. The sheathing was stripped off, the seams recaulked, and the bottom coppered, so that in complete condition for sea, she was ready on the 24th of April to leave in company with the *O'Cain* & *Isabella* for the Sandwich Islands. With her copper bottom, the speed of the *Albatross* was so much increased that her consorts could not leave her behind. During a passage of fifty-two days, the three ships were scarcely out of sight of each other and when the weather permitted, the Captains always dined together. They all arrived at Oahu the same day.

V.

A new field of commerce was now opened before them, which promised better results than the fur trade of the North-West. A contract of sandalwood was effected with his Majesty, of which unforeseen circumstances prevented the fulfillment, chief of which, was the war between England and the United States.

In conformity to the new enterprise the *Albatross* was sent to take a gang of sealers from the Farallones, finish up their unsettled business on the coast, and their cruise for some new sealing islands, which were reported to have been seen by the Russians. The other two ships were to remain at the Sandwich Islands to collect and prepare sandalwood for the Canton market, with which one ship was to load when a cargo should be ready. The King furnished as many natives as were requisite at the different islands, to cut and trim, and get the wood to an embarking place, and the ships employed a white to superintend the work of each gang. The journal of the *Albatross* says: "We anchored at the South Farallone the 15th of August, and took off the party with eight thousand prime fur seal skins, and all their effects." The ship then anchored at Drake's Bay to procure wood and water. At this time, there was on one of the Farallones, a sealing party left by the ship *Charon* of Boston, Captain Whittemore. Judging from the number of parties known to have been left on these rocks or islands, within the last three years by Boston ships, and the exact number of skins which some of them have procured, it will be safe to state that

150,000 fur seal skins were taken from there during that time; a fact which contrasts Spanish indolence and imbecility with the activity and enterprise “of Boston men.”

At Drake’s Bay “the second mate and one man (Jerry Bancroft) went on shore to hunt. They came across a grizzly bear, and shot him through the head, but not killing him outright, and the bear being very close to them, he seized Jerry in his hug, and before he expired, bit him severely in a number of places in his left thigh and leg. The man was brought on board bleeding quite freely, his wounds were dressed and an officer with a party was sent to bring the bear on board. They succeeded in doing so, and he proved excellent eating.”

The **Albatross** returned to Oahu, October 25th, 1812, after an unsuccessful hunt for the new islands, and the journal terminates on that date. The news of war probably reached them about that time. British ships of war soon made their appearance off the islands where the **Charon** was captured, and the **O’Cain**, **Isabella** and **Albatross** were blockaded nearly three years.

A Royal Contract

The original contract with the King is before me, with its mark of Royalty; and as it may be considered somewhat a curiosity in its way, a verbatim copy is presented.

“Articles of agreement indented, were made and concluded this twelfth day of July, in the year of our Lord one thousand eight hundred and twelve, by and between Tamaahimaah, [Kamehameha I] King of the Sandwich Islands, of the one part, and Nathan Winship, Wm. Heath Davis, and Jonathan Winship, Jr., native citizens of the United States of America, on the other part, Witnesseth:”

“That the said Tamaahimaah, for the considerations hereafter mentioned and expressed, doth hereby promise, covenant and agree, to and with the said Nathan Winship, William Heath Davis, and Jonathan Winship, Jr., and each and every one of them, and each and every of their executors, administrators and assigns, that he will collect, or cause to be collected for them and them only, a supply of sandalwood and cotton of the best qualities which his Islands produce; and he doth hereby give and grant unto the said Nathan Winship, William Heath Davis and Jonathan Winship, Jr., their executors, administrators and assigns, the sole rights and privilege of exporting

sandalwood and cotton from his Islands for the term of ten years, and will not on any account, or in any manner whatsoever, dispose of any sandalwood or cotton to any other person or persons whomsoever, or suffer any other adventurer, or adventurers, to export any sandalwood or cotton, from any of these Islands under his control, during the aforesaid term of ten years. In consideration whereof, the said Nathan Winship, William Heath Davis, and Jonathan Winship, Jr., do hereby for themselves, their executors, administrators and assigns, covenant, promise and agree well and truly to pay or cause to be paid, unto the said Tamaahimaah, his successors or assigns, one-fourth part of the net sales of all the sandalwood and cotton which they may export from the Islands belonging to Tamaahimaah, during the aforesaid term of ten years, & to make returns in specie or such productions and manufactures of China as the said Tamaahinaah, his successors or assigns may think proper to order. In testimony whereof, they have hereunto interchangeably set their hands and seals on this said twelfth day of July, in the year of Our Lord, one thousand eight hundred and twelve.

Signed, sealed and delivered, in presence of Francis de Paula Marin, William Summer.

Tamaahimaah, his O mark, (seal)

William Heath Davis, (seal)

Nathan Winship, (seal)

Jonathan Winship, Jr., (seal)

When the ships were blockaded in Honolulu, there had been a considerable quantity of the above articles sold in Canton, and there remained in the hands of J.P. Cushing, Esq. At Canton, about \$80,000 to the credit of the King, waiting for an opportunity of remitting it to him with safety. Mr. Cushing chartered a Portuguese ship at last and dispatched for the Islands, but the captain delayed her departure until he lost the Monsoon, put into Manilla, and waited a change and was six months in reaching Oahu, which he ought to have done in sixty days. In consequence of the non-arrival of the vessel from China with the money and goods belonging to the King, the company was placed in an awkward position, which was increased by the false representations of an Englishman

who had resided many years with the King (John Young afterwards Governor of Oahu). Acting for the interests of an English concern in Canton, he influenced the King to believe that the company never meant to pay him and he refused to fulfill the contract. On the arrival of the Portuguese ship the captain was instructed by the company to deliver the China goods to the King, being one-half of the amount due him, but to keep the dollars on board intending to retain the money in their hands as security for the King's good faith. In case however that an English ship of war should make her appearance off the harbor, the captain was then to land the specie as the property of Tamaahimaah to prevent its being captured, but by an ingenious ruse of the wily savage, was prevented. One of the King's daughters was an inmate of the residence occupied by the captain; she overheard the conversation with the Portuguese captain and the instructions he received from the company, and of course informed her royal father of the whole matter, and he soon brought the proverbial deceit and cunning of the "Islander of the Pacific" into play against Yankee caution. It was usual in those days to keep a lookout from Diamond Hill (a high promontory south of the harbor), for vessels heaving in sight and bound in. The signal was made by one or two natives appearing on the summit and holding up their arms. The character or size of the vessel was indicated by the number of persons exhibited, viz; for a small vessel, but one or two were seen, and proportionally for a larger. For a large man-of-war, and approaching the harbor, the notice was given by an excited crowd on the mount. Having his plans secretly arranged, the signal was made, a big ship of war coming, and the word was soon spread, she had English colors. The Portuguese captain hastened to land the money; the King received it and the big ship disappeared. A contract, similar to the above one, was also made with Tamoree, king of Anoti, and Oneehow, two of the Sandwich Islands which were independent of Tammahimaah, the benefits of which were lost to the company, from the occurrence of similar unpropitious events; the kings broke faith with the company, and the contract was voided by their royal majesties non-fulfillment thereof. The Captains Winship returned to Boston during 1816, and retired from the sea. After passing so many years of exile from home, amid many scenes of storm and danger, it is not remarkable that more quiet and peaceful pursuits surrounded by social and domestic ties, should have had strong attractions for them. And now, in parting

with the nautical part of Captain Jonathan Winship's life, a passing tribute is due to him as a commander. The writer was personally acquainted with him, and gladly records his own opinion with the testimony of other men of the sea who knew him intimately. As an early pioneer to the North-West coast, and as agent for the company and chief in command of the ships of the expedition, he must frequently have been called to the firmest exertion of authority and command. His humanity is apparent from his treatment of the natives, while the health, the convenience, and as far as it should be admitted, the enjoyment of his seamen were the constant object of his attention; kind and courteous to all, he was manly and honorable in the transactions of the multifarious business in which he was engaged whether with the savage of Nootka Sound, the savage kind of the Islands, or the more civilized subject of the "Flowery Kingdom." As a seaman and navigator he ranked among the foremost. His brother appears to have been a counterpart of himself, and an able co-operator.

Oregon is now a part of the United States, and it would seem that if any persons could put forth claims for grants of land founded upon actual possession, building and planting, the heirs of the Winships have more than ordinary claims. The first American settlement started on the banks of the Columbia River was by them. Unfortunate circumstances in location and the occurrence of the war put a stop to the projected enterprise, but the fact that they were the first pioneers of civilization who planted corn, and laid the foundation of a settlement at the Columbia River, cannot be disputed. It is hoped that the Oregonians, with a knowledge of these facts, will suitably honor & perpetuate the name, by bestowing it on some fair city yet to arise in the vicinity of the first attempt.

Captain Winship was sorely disappointed at the result of his brother's attempt at the River; he hoped to have planted a Garden of Eden on the shores of the Pacific, and made that wilderness to blossom like the rose. Repulsed on the western slope of the continent, he returned to the eastern, and here in the midst of a high civilization, where horticulture is considered as one of its broad footprints, he engaged in pursuits of science, and the production of the most beautiful things in creation. In his native town of Brighton he laid out and cultivated the most extensive gardens of the kind then existing on the continent of

America, filled with the choicest plants and shrubbery, millions of pinks, roses, and every flower that can be named; it invited the attention of all who had a taste for the purest things under the canopy of heaven; his opinion was that a dissemination of the love for flowers was a dissemination of happiness, and he scattered these flowers around with a liberal hand. Almost every rural fete in the vicinity had been indebted to some of these for their chief attractions. The early manhood of Captain Winship was passed in the most perilous pursuits, on a savage coast and in the remotest parts of the world, which added much to the commercial knowledge and prosperity of this country—and his latter years were peacefully spent among beds of flowers. He died among his roses. How useful and honorable the life—how beautiful its close.

There was also another brother, probably the eldest, Charles Winship, who sailed from Boston in the ship *Alexander*, Captain Asa Dodge, for the north-west coast, as part owner and joint super cargo, in the year 1797, and subsequently, two years afterwards, as commander of the brigantine *Betsy*, to the north-west coast and the coasts of Upper and Lower California, supposed to be the first vessel from the United States to those coasts. No account of those voyages is to be found. Captain Charles died at Valparaiso from the effects of a sun stroke during that voyage. Still another Captain Charles Winship, a nephew of the previous named gentleman was in the Pacific in about 1819, on a sealing voyage, and spent much time at the Falkland Islands. The voyage was not a successful one. The ship (which I think was the *O'Cain* of her previous renown) put into Valparaiso, when, by a singular coincidence, the captain's life terminated in the same manner as his uncle who bore the same name. Thus the descendants of the Winships may justly feel a pride in ancestors who have contributed largely to the knowledge and benefit of mankind, and extended the bonds of commerce. Others may boast of hereditary noble blood, transmitted with stars and garters and the trappings of royalty, but in fact "ignoble blood, that has crept through scoundrels ever since the flood," but these old sea kings were impelled to noble deeds by their own noble natures, born in a land of freedom where free institutions are cherished and laudable pursuits encouraged; where men bow to no one "save when to Heaven they pray, nor even then unless in their own way."

And here may be a fitting place to make a final mention of the two ships which have been most conspicuous in this brief history. The *O'Cain* was lost on Topocaliha [?] Shoal, off the coast of Chile, while in command of Captain Lewis Heuchman, and the *Albatross* never returned to the Pacific after Capt. Winship left her. The merchants of Boston sent out the fast sailing schooner *Tamaahinaah* to the Pacific at the commencement of the war, to warn the American ships on the Northwest coast of their danger. The warning was a timely one and those at the Russian ports, and at the Sandwich Islands, mostly remained at the neutral ports where the schooner found them. Most of their furs and some of the crews were taken down to China by the *Tamaahinaah*, under the command of Capt. Porter. The ship *Jacob Jones* was fitted out in Boston, and sailed during the war under the command of Captain Roberts. She was a heavily armed letter of marque, bound to Canton. During the voyage she was to fight her way wherever necessary, and probably was expected to render assistance to the Northwest traders who might be at Canton. On the voyage out she had an action off the Cape of Good Hope with an English man-of-war, with the results of which I am not acquainted; but she arrived safely. To the purser of the *Jones*, D.M. Bryant, Esq., now living at South Deerfield, I am indebted for a few anecdotes and reminiscences of some of the Northwest men he met with in China. Captain. P., and some others of his stamp, used to boast of spending night after night in drunken orgies with the Russian Governor of Sitka, and of many acts of brutality toward the natives, which forbear repeating. Others are mentioned more favorably. Captain John Suter of the *Mentor*, was a pious Baptist man. Suter always had a large bible on his cabin table, and read it [unknown word] during the voyage. Young Preble, his clerk, used to amuse himself by putting back the Captain's mark from time to time and made him read the same chapter over and over again for a month. The old Captain thought he had a head wind all through the book of Daniel, and made slow progress, but he got wonderfully well acquainted with it.

The Yankee fleet, during the winter of 1814-15, lay for some time at the first bar, below Whaupoa[?]. While there they had pretty high times on board some of the ships. One night there was a company on board the *Tamaahinaah* having a gay time. Chinese girls were among them. Being filled with liquor, the captains concluded to enliven the

entertainment with fireworks. After letting off a few rockets, fire was communicated to the stock on board, and then a scene ensued which was amusing to those on board the *Jones*, but anything but pleasing to those on board the schooner. During the explosion and alarm, the girls jumped overboard, and were picked up by the conspirator's boat.

Mr. Bryant relates the following of Captain Jonathan Winship: that while the latter was at the Islands, a brother captain wished him to fire a salute on some particular occasion, which Captain W. agreed to if the other would return gun for gun. The terms were accepted. Captain W. had a large quantity of powder on board his ship to sell, and at it they went, firing from each ship, alternately, until the ammunition was all expended by the party who requested the salute, but Winship held him to his work, and would not excuse him. He, however, offered to sell him a supply to last 'til sunset. The result was they hammered away all day, much to the advantage of the party who had powder to sell. Rich enough has been said to portray the characters and customs of the early north-west school, and here I leave them.

The Custom House Records exhibit the clearance of the following ships from Boston for the north-west coast, with their invoices of cargo, in addition to those already named:

Year	Ship	Captain	Invoices
1797	<i>Jenny</i>	Bowers	\$17,650
1797	<i>Alert</i>	Bowles	\$13,090
1797	<i>Hazard</i>	Swift	\$15,408
1797	<i>Eliza</i>	Rowan	\$14,000
1797	<i>Alexander</i>	Dodge	\$7,507
1798	<i>Ulysses</i>	Lamb	\$14,000
1800	<i>Caroline</i>	Derby	\$18,500
1800	<i>Atahualpa</i>	Wildes	\$18,750

1800	<i>Globe (NW + China)</i>	Magee	\$29,253
1800	<i>Lucy</i>	Pierpont	\$9,718
1800	<i>Guatamozin</i>	Bumstead	\$18,036
1800	<i>Dispatch</i>	Dorr	\$19,681
1800	<i>Polly</i>	Kelly	\$10,631

The above will show that an invoice of about \$17,000 was sufficient to procure a cargo of furs. The outward cargoes consisted mostly of tin and iron hollow ware, brass kettles, wire, beads, lead, knives, nails, small looking-glasses, bar iron, hatchets, firearms, powder, flints, rum and molasses. The natives were fond of the two last articles. The molasses was given in trade—a certain number of buckets for a prime sea otter skin, etc.; the molasses in most cases consisted of the latter article and salt water in about equal proportions; perhaps the rum was doctored the same way, and was a better article at trade that is now sold in the States.

During the year 1800 there was at least ten different ships belonging to Boston trading on the coast being 10-12^{ths} of all the trade. The town of Boston at the time contained a population of less than 25,000 inhabitants. Comment is unnecessary.