

# NORTH-WEST COAST OF AMERICA.

289

for an East Indiaman just arrived. At eight o'clock our Captain went in the whale-boat to Macao, in order to procure a choppe for our passage to Canton, and to learn the best method of expediting our business. Towards afternoon the wind blew very fresh from North North East and North East, and in the evening increased to a gale, on which we let go the best bower.

1787.  
November.

During the night, and former part of the 10th, the wind continued to blow very fresh from the same quarter, which caused the vessel to pitch very much, but growing moderate towards the afternoon, we took up the best bower.

At ten o'clock in the evening a Chinese boat came along-side, bringing a Mr. Folger on board; he was Chief Mate of the vessel we had seen in the Roads, and which proved to be the Imperial Eagle, Captain Berkley, who, thou mayest remember, was seen by Captain Colinett in King George's Sound. In consequence of a quarrel with Captain Berkley, he had left him and been at Macao, where, meeting with Captain Dixon, he had procured a passage with us to Canton.

We learnt from Mr. Folger, that the Imperial Eagle left Ostend the 23d of November, 1786, and that King George's Sound was the farthest they had been to the Northward on the coast. They procured a good many valuable skins a degree or two to the Southward of King George's Sound; and their cargo consisted of nearly seven hundred prime skins, and many of inferior value. In the course of their trade they met with a most melancholy accident. Captain Berkley frequently sent his long boat with his Second Mate, Mr. Mackie, and ten or twelve of his people, to trade with the Indians in places on the coast where the ship had not

O o

access.