

short time establish a trade superior to any the country enjoys at present, and the idea may with propriety be extended to an establishment in that country at least equal to what Hudson's Bay is to Great Britain.

That a voyage of discovery was likewise intended, is apparent from another paragraph which we quote:

"But in case the fur trade does not answer at Nootka, then to proceed along the coast to the northward, examining the same in the most attentive manner for bays, rivers, or harbors suitable for trade between Nootka and Prince William's sound in latitude  $60^{\circ} 19'$  north, longitude  $213^{\circ} 7'$  east, as between those two places the coast was not explored by Captain Cook or any former navigator."

In the fulfilment of this design the ship *Columbia*, of over two hundred tons burden, and the sloop *Washington*, of about ninety tons, were procured, the former in command of Captain John Kendrick, and the latter under Captain Robert Gray.

Your committee find in this manuscript book of Mr. Barrell, who was the originator and master-spirit of this enterprise, the original letter of instructions, entitled "Orders given Captain John Kendrick, of the ship *Columbia*, for a voyage to the Pacific ocean," which are referred to as exhibiting the designs and purposes of the projectors of the voyage, and extracts therefrom are appended to this report. (A.)

The ledger of the owners, which is also before your committee, gives their names, and shows the items and value of the invoice. These vessels thus fitted out, sailed from Boston in October 1787, to accomplish their destiny and to carry the American flag to a sea over which it had then never swept, and the American name to a land where it had not then been heard. That sea is now white with the sails that float in security under that flag, and that country thus discovered and first visited by these daring adventurers, is now a part of the American Union, solicits the protection of our constitution and our laws, is represented by its delegate upon the floor of our Congress, and will certainly before long seek admission as a sovereign State of this republic.

The memorialists state that the sloop *Washington* entered and explored the Straits of De Fuca. This is admitted by the English navigator Meares, in whose book of voyage to the northwest coast, "published in London, 1790, are several maps having dotted lines round the island now called Vancouver's, representing a sketch of the supposed track of the American sloop *Washington* in the autumn of 1789." The commissioners of the British admiralty, in their orders and instructions to Captain Vancouver, dated August 20, 1791, give additional testimony to the fact. See *Voyage*, vol. i. p. 62.

"You are therefore hereby required and directed to pay particular attention to the examination of the supposed straits of Juan de Fuca, said to be situated between  $48^{\circ}$  and  $49^{\circ}$  north latitude, and to lead to an opening through which the sloop *Washington* is reported to have passed in 1789."

The memorialists further represent that Captain Kendrick, in the year 1791, while on the coast, purchased several extensive tracts of land of the native chiefs for the benefit of the owners of the *Washington*; that he took proper deeds for the same, duly executed and attested, and that copies of some of these deeds, with the letter enclosing them, addressed by Captain Kendrick to the honorable Secretary of State, are on file in the State Department. Certified copies of the papers referred to, are hereunto appended. (B.)

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