

came over as usual, among them Tot-teescosettle. Alas! for poor human nature, he was detected stealing the boat-swain's jacket. Soon after he had gone, Attoo, the Hawaiian lad, informed the captain of a deep-laid plot to capture the ship. The natives, he said, had promised to make him a great chief if he would wet the ship's fire-arms and give them a lot of musket balls. They were planning to come through the woods and board the ship from the high bank near by, and kill every man on board except Attoo. Gray's excitement can be easily imagined. All his heavy guns were on shore, but he ordered the swivels loaded at once, and the ship to be removed away from the bank. Haswell put the fort in a good state of defence, reloaded all the cannon and had the small arms put in order. The ship's people were ordered aboard. At dead of night the war-whoop was heard in the forest. The savages had stealthily assembled by hundreds, but finding their plan frustrated, they reluctantly went away. On the 23d of February, the sloop was launched and taken alongside the *Columbia*. She was named the *Adventure*, and reckoned at 44 tons; upon receiving her cargo and stores, she was sent northward on a cruise under Haswell. She was the second vessel ever built on the coast and proved to be a good sea-boat and could even outsail the *Columbia*.

Gray soon after took his ship on a cruise which was destined to be the most important of all—one that will be remembered as long as the United States exist. On the 29th of April, 1792, he fell in with Vancouver who had been sent out from England with three vessels of the Royal Navy as commissioner to execute the provisions of the Nootka Treaty, and to explore the coast. Vancouver said he had made no discoveries as yet, and inquired if Gray had made any. The Yankee captain replied that he had; that in latitude $46^{\circ} 10'$ he had recently been off the mouth of a river which for nine days he tried to enter, but the outset was so strong as to prevent. He was going to try it again, however. Vancouver said this must have been the opening passed by him two days before,

which he thought might be "a small river," inaccessible on account of the breakers extending across it, the land behind not indicating it to be of any great extent. "Not considering this opening worthy of more attention," wrote Vancouver in his journal, "I continued our pursuit to the northwest." What a turn in the tide of events was that! Had the British navigator really seen the river, it would certainly have had another name and another history.

Gray continued his "pursuit" to the southeast, whither the star of his destiny was directing him. On the 7th of May, he saw an entrance in latitude $46^{\circ} 58'$ "which had a very good appearance of a harbor," and observing from the mast-head a passage between the sand bars he bore away and ran in. This he called Bulfinch Harbor, though it was very soon after called, as a deserved compliment to him, Gray's Harbor—the name which it still bears. Here he was attacked by the natives, and obliged in self-defence to fire upon them with serious results. Davidson's drawing gives a weird view of the scene.

On the evening of May 10th, Gray resumed his course to the south, and at daybreak, on the 11th, he saw "the entrance of his desired port" a long way off. As he drew near about eight o'clock he bore away with all sails set and ran in between the breakers. To his great delight he found himself in a large river of fresh water, up which he steered ten miles. There were Indian villages at intervals along the banks, and many canoes came out to inspect the strange visitor.

The ship came to anchor at one o'clock in ten fathoms of water, half a mile from the northern shore, and two miles and a half from the southern, the river being three or four miles wide all the way along. Here they remained three days busily trading and taking in water.

On the 14th, he stood up the river some fifteen miles farther, "and doubted not it was navigable upwards of a hundred." He found the channel on that side, however, so very narrow and crooked that the ship grounded on the sandy bottom, but they backed off without