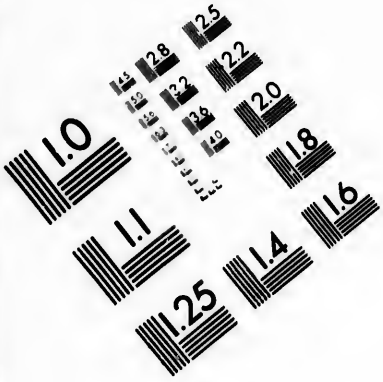


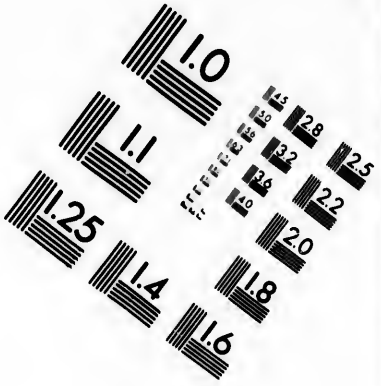
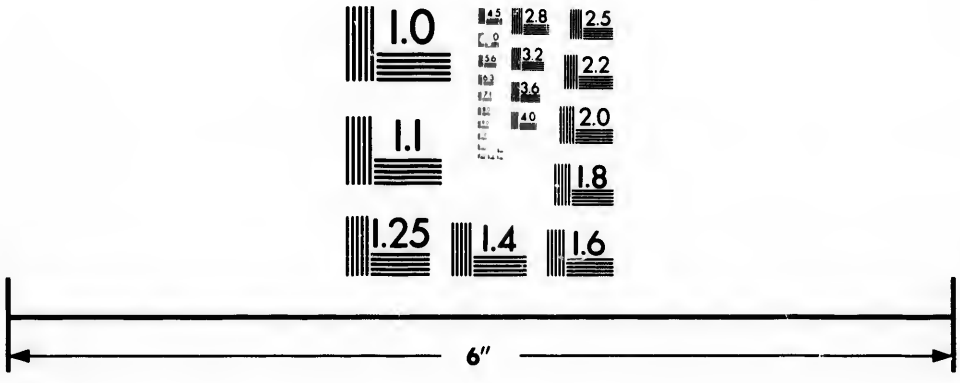
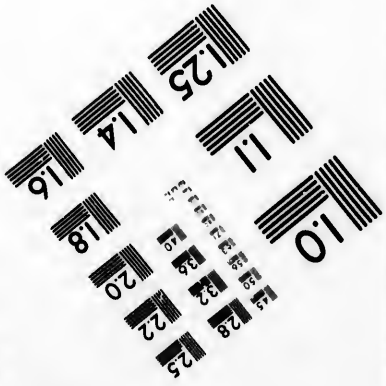


IMAGE EVALUATION TEST TARGET (MT-3)





Photographic Sciences Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured covers/ Couverture de couleur
- ☐ Covers damaged/ Couverture endommagée
- ☐ Covers restored and/or laminated/ Couverture restaurée et/ou pelliculée
- ☐ Cover title missing/ Le titre de couverture manque
- ☐ Coloured maps/ Cartes géographiques en couleur
- ☐ Coloured ink (i.e. other than blue or black)/ Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates and/or illustrations/ Planches et/ou illustrations en couleur
- ☐ Bound with other material/ Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion along interior margin/ La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- ☐ Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/ Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- ☐ Additional comments:/ Commentaires supplémentaires:

- ☐ Coloured pages/ Pages de couleur
- ☐ Pages damaged/ Pages endommagées
- ☐ Pages restored and/or laminated/ Pages restaurées et/ou pelliculées
- ☐ Pages discoloured, stained or foxed/ Pages décolorées, tachetées ou piquées
- ☐ Pages detached/ Pages détachées
- ☐ Showthrough/ Transparence
- ☐ Quality of print varies/ Qualité inégale de l'impression
- ☐ Includes supplementary material/ Comprend du matériel supplémentaire
- ☐ Only edition available/ Seule édition disponible
- ☐ Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/ Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
					✓						

The copy filmed here has been reproduced thanks to the generosity of:

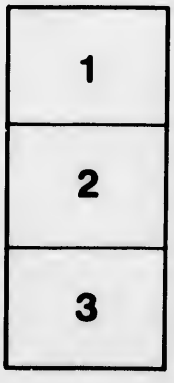
Library Division
Provincial Archives of British Columbia

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol → (meaning "CONTINUED"), or the symbol ▽ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Library Division
Provincial Archives of British Columbia

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole → signifie "A SUIVRE", le symbole ▽ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

32X

OUR KNOWLEDGE

OF

California and the North-West Coast

ONE HUNDRED YEARS SINCE.

BY

HENRY A. HOMES, A.M.,
Librarian, N. Y. State Library.


PROVINCIAL LIBRARY
& ARCHIVES
VICTORIA B.C.
SPLENDOR SINE OCCASU
Northwest
Collection

OUR KNOWLEDGE

OF

California and the North-West Coast

ONE HUNDRED YEARS SINCE.

READ BEFORE

THE ALBANY INSTITUTE,

FEBRUARY 15, 1870,

BY

HENRY A. HOMES, A.M.,
Librarian, N. Y. State Library.

ALBANY, N. Y.:
JOEL MUNSELL.
1870.

California and the North-west Coast.

Our familiarity of late years with the geography, the products and the increasing population of the Western empire of the United States on the shores of the Pacific, makes the reflection seem the more astonishing that a century since, this coast was unknown and had hardly been touched by the foot of an European.

It is evident from the history of geographical discovery that a century since, California, Oregon, Washington territory and British Columbia were both in their coasts and their interior almost absolutely unknown. At that time the name of California was given to all the coast that stretched north of the peninsula on the maps. More than two hundred and eighty years had elapsed from the date of the discovery of America, from 1492 to 1769, before the mere outline of its north-west coast had been traced by Europeans. From the date of the discovery of Monterey, latitude 36° 40′, and of Cape Blanc in latitude 43°, by Sebastien Viscayno (Biscaien) in 1602, for a period of one hundred and sixty years, not a new point was made on these west coasts of America, until the year 1775. Even Viscayno had gone no farther north than Cabrillo in 1542.

When we remember that Lower California had been discovered in 1535, by the same commander, Cortes, who had conquered Mexico, it certainly becomes extraordinary that a coast directly continuous with California, remained still unknown, two hundred and thirty-five years afterwards.

It can hardly be said that the question was settled in the minds of geographers previous to 1764, whether California was an island or a peninsula. Purchas upon his map of 1625, has engraved, "California was formerly supposed to be a part of the continent, but now is known to be an island," and he carries it up above the latitude of 42°, making it, as did many geographers, 1,700 leagues long. Many maps in the New York State Library, of as late date as 1741, represent it as an island, as those of Overton, Tillemon, DeFer and others, and they extend California up to latitude 45°, including New Albion. Giustiniani's atlas of 1755, makes California an island reaching to latitude 47°. Engel in 1764, tries to prove that it is not true that California, owing to the winds and tides, is sometimes a peninsula and at other times an island.

One hundred years since, the only coast of the continents of the world that had not been delineated with more or less completeness, excepting in the Arctic and Antarctic regions, was that of the north-west coast of America from lat. 35° to 80°.

The Russians under Behring in 1728 and Tchirikow in 1741 in successive voyages, had discovered points of land in America, and on the archipelagos of islands. Behring had discovered the strait that bears his name, but the discoverers were still ignorant whether what we now call Alaska belonged to America, and whether the lands which they had discovered were islands, a new continent, or the main land of America. As late as 1754 it was denied that Alaska was part of our continent. (Letter of a Russian officer, Dobbs). Bellin on a map of 1755 observes, "not known whether the Russian discoveries are islands or continents, as they did not touch land."

The observations of Sir Francis Drake in 1578 added no knowledge of regions north of 43°, but he gave a name to a portion of the coast which he saw from the deck of his

ship south of that latitude, calling it New Albion, and entered a port in latitude 38°, north of San Francisco. Cabrillo had discovered this coast before him in 1542 under the orders of Gov. Mendoza. Finally came Viscayno's voyage in 1602-3, and all discovery ceased for one hundred and sixty-five years, when the Spainards in 1769 rediscovered Monterey.

This ignorance of the western coast is strongly affirmed by the geographer Delisle, in 1755. He observes:

"The part of the southern or Pacific ocean to the north between Japan and California at present unknown is three thousand and six hundred miles wide." (*Hist. Ab.*, p. 11), Dobbs, in his account of Hudson's bay (1744) says, "I do not find that any countries have been discovered by Europeans in all that great tract between California and Japan from the latitude of 38° to the Arctic circle."

And in the same sentiment, Henry Ellis, writing the preface in 1748 to the voyage of the ships Dobbs and California says: "there lies a tract of country making part of America from the Welcome or Ne Ultra to cape Blanco in California, that is, from lat. 65° to 43° north, taking in 22 degrees of latitude and no less than thirty in longitude, having an extent of coast upwards of six hundred leagues, the coast of which wholly and the interior parts of it in a great measure remain unknown." And we see how mistaken he was in his suppositions as to the extent of this ignorance, seeing that the continent stretches west more than sixty degrees of longitude instead of thirty as he supposed. Dobbs drew his map four years before, running an imaginary coast, starting from Hudson's bay latitude 63° and from longitude 95° directly south-west to Cape Blanco on the Pacific in longitude 35°, leaving room or space between America and Asia for a continent larger than New Holland, which new continent would on his theory embrace the Russian discoveries of 1741.

The reasons for the neglect to make voyages of discovery to complete the coast outline of the new world, are not difficult to be found, notwithstanding each new discovery had excited the admiration and had been a source of wealth to the old world. The principal reasons are the following:

First: Spain, the only nation having territory on the south seas or Pacific, was satisfied with the abundant flow of wealth from her mines, and with annually dispatching ships laden with silver from Acapulco for the East India trade at the Philippines. These ships almost invariably followed the same route, sailing on the same lines of latitude, rarely north of 15°. And they feared that the extension and spread of the news of discoveries would create for themselves, rivals in trade among the other powers of Europe.

Second: The vessels of other powers that entered the Pacific, went as buccaneers or privateers or for trade, and not for purposes of discovery; such were the voyages of Drake, Cavendish, Shelvocke, Van Noort and Spilbergen and the successful one of Anson in 1743. They were satisfied in case they could fall upon the Spanish galleons laden with silver. Anson watched more than a year for the one which he captured with over a million and a half of dollars.

Third: After the discovery of the passage around Cape Horn which was mainly favorable to the Spaniards and Portuguese, the English and Dutch flattered themselves with the hope of becoming most effectually their rivals, by a northern passage either to the west or east. They were especially sanguine of securing a passage by the west, on account of the universal persuasion that the new continent was narrow in its northern parts; and they devoted themselves for centuries to securing a passage through Baffin's or Hudson's bays. As late as 1748, the

English were butting their ships against the ice in the western inlets of Hudson's bay, believing that they should come out into the vast Pacific due west or south-west, where we now find land stretching over fifty degrees of longitude. The name chosen for the ship of 1749, *the California*, indicates the region where the explorers hoped to emerge. So well convinced was the British government that the passage was through Hudson's bay, that Gov. Dobbs secured, at this late period, that £20,000 should be voted to the one who should discover a passage through Hudson's bay to the Pacific.

While master Briggs, as mentioned in Purchas (III, p. 851), was making use of the argument of the narrowness of the continent as a reason why the English should persist in making voyages by the north, the Spaniards at a very early period got out maps, on which the coast went steadily north-west by west from California for eighty degrees of longitude to the fifty-fifth degree of latitude, for the purpose one would think of discouraging their rivals from the attempts they were making. This fact appears plainly from the current maps which were published during the seventeenth century.

Fourth: The English trading companies and those of other nations concealed their own acquired knowledge of the country, and discouraged rather than stimulated all attempts at discovery, except what they made for themselves, so as to secure the monopoly of the trade in furs. That this allegation is true is manifest from the writings of Dobbs, Middleton, Ellis, Barrow and others.

Thus much we state concisely as the reasons for the long continued ignorance of the north-west coast.

I will now proceed to illustrate this ignorance and the extent to which credulity and speculation took the place of information, only a hundred years since, by exhibiting

the geographical views of Delisle, in 1752, and of Engel in 1765.

Joseph Nicolas Delisle, a member of the French Academy, and distinguished as a geographer, had for 22 years lived at St. Petersburg as Astronomer of the government, and had accompanied the Russian expedition of 1741 which discovered the land which we now call Alaska. His elder brother, First Geographer of the king of France, was called the "creator of modern geography," and died in 1720. In 1750 Joseph Delisle presented to the French Academy a memoir illustrated with maps to explain after his rich experience, his views of the geography of North-Western America. Several editions of it were published.[1] On these, maps, copies of which are in the State Library, he has drawn: First, a sea of the west, within the interior of the continent, six hundred leagues in circumference, having on its shores the great city of Quivira, and communicating with the Pacific ocean at two points. Second and third, two series of straits and lakes stretching towards Hudson's and Baffin's bays from the Pacific, running northeast by east. Fourth, the straits of Anian, communicating with the Arctic ocean.

Delisle and his associate Buache, another distinguished geographer of that day, defend this map, by arguments which they thought convincing, during the four or five following years.

The first novelty, the Sea of the West, he was led to believe in from an account to be found only in Purchas His Pilgrimes (III, 849), which was from the pen of one

---

[1] Nouvelles cartes des découvertes de l'Amiral De Fonte, et autres navigateurs Espagnols, Portugais, Anglois, Hollandois, François et Russes dans les mers septentrionales, avec leur explication. Par M. De Lisle. A Paris, 1753, 4to.

Considérations géographiques et physiques sur les nouvelles découvertes Nord de la grande mer....du Sud, avec des cartes ...Par P. Buache. A Paris, 1753. 4to.

Michael Locke, being what a Greek pilot, Jean De Fuca, told him at Venice in the year 1596. De Fuca told Locke that when he was in the Spanish employment in the Pacific Ocean in the years 1592–3, he entered into the North or Arctic sea through certain straits very near those we are now agreed to call Juan De Fuca's straits, and found himself in this Sea of the West, the size of which he gave very indefinitely.

Delisle's brother had left manuscript maps of Western America with this sea, stretching over 30 degrees of longitude, which he had drawn in 1697, but did not publish till 1718, out of regard to the interests of France in Canada. It was these maps which had led Joseph Delisle to restudy the subject. They both believed that Hudson's bay could be entered from this sea. Although De Fuca is now generally regarded as a fabulist, still his Western sea remained on maps up to at least as late as 1780. Tytler says "the whole voyage of De Fuca rests upon apocryphal authority."

Notwithstanding this is the belief at present, still after the discovery of a strait near where De Fuca had assigned one, his name became affixed to it. Delisle made a most thorough study of the existence of this sea of the west, his investigations into all travels and voyages were most minute and he attempted a most painful adjustment of it with all other discoveries, both pretended and real. What acuteness of judgment would have been ascribed to him, if his elaborate reasonings, instead of having been confuted with the lapse of time, had been authenticated. He had studied Marquette, Hennepin, the Jesuit relations of New France, and every available source of information. The southern strait of entrance, Delisle derived from an account in Viscayno's voyage of an entrance into this sea in latitude 43°. Coxe in his Carolana (1699) had said that he had discovered a west sea several thousand miles in circumference.

The second and third of these novelties the straits we have mentioned running N.N.E, were mapped out by Delisle from the descriptions contained in a printed account in English of a voyage by a Spanish admiral in 1640. This account had first been published in 1708, in a periodical called the *Monthly Miscellany, or Memoirs for the Curious.* Admiral De Fonte in this narration tells his own story: He narrates that in the year 1647 he sailed from Callao in Peru, accompanied by Capt. Bernardo in a second ship, under orders to intercept ships from Boston in N.E., which were in search of a north-west passage, and that at latitude 53°, Bernardo left time and traced the coast still farther north. Bernardo in latitude 61° ascended a river to 79°, whence one of his men went near to the head of Davis's strait and found there was no passage by water. When he rejoined De Fonte, the latter had returned from his extraordinary voyage through straits and lakes to the town of Conasset: where leaving his ship, and ascending a river near Hudson's bay, he came to a ship from Boston, Capt. Shapley, and conversed with him and its owner, Mr. Seymour Gibbons. This ship was trading for skins in a port of Hudson's bay.[1] The Admiral's conclusions were that there was no water communication to either of these bays, and he returned home with this report. This Boston ship must have left Boston within ten years from the founding of the Massachusetts colony. The names of Shapley and Gibbons were Boston names.

This alleged voyage of De Fonte in 1640 was so well accredited, that Dobbs made it the basis of an argument in 1744 to the British government for the certainty of a passage west through Hudson's bay: Ellis sustained it in 1748,

[1] This voyage from Boston is not the only one spoken of from independent authority; for at about the same period, (Ellis p. 71) Jeremie speaks of another ship's crew from Boston having been met with, whom some inferred might have been those spoken of by De Fonte.

and it was extensively believed in England up to 1776. Delisle's maps of 1750-55 were constructed on the theory of the voyage having been a reality. Lacroix in 1773 defends the truth of the account. As late as 1792, the Spaniards sent a ship to discover the Rio del Reys, the only authority for which was De Fonte's voyage.

While the credit which was given to this voyage of De Fonte by leading French and English geographers may astonish us, we must remember the intensity of interest by which it was stimulated, the desire to find a rapid passage to India by a northern route. On further investigations, pursued by a rival French geographer, Robert De Vaugondy and others,[1] it was pretty clearly established that although there were De Fontes or De Fuentes in Chili and Peru, yet there never was a Spanish or Portuguese admiral of the name of De Fonte, and that the records of Mexico and Spain contained no account of a similar voyage having ever been performed at any period. It was further established that there was no Spanish original manuscript, and that the account of the voyage in the English magazine of 1708 was a jeu d'esprit of the editor, Mr. Petiver, who was disposed to write a moon story on the most interesting theme of the day, i. e. the remaining undiscovered limits of the New World. And perhaps he hoped by showing from pretended Spanish sources almost the certainty of water communication from Hudson's bay to the Pacific, notwithstanding the Spaniards affirmed that there was no passage, to induce farther voyages to Hudson's bay for exploration.

The fourth of the geographical legends sustained by Delisle and Buache in their maps was the traditional straits

[1] Observations critiques sur les nouvelles découvertes de l'Admiral De La Fuente. Par M. Robert de Vaugondy, fils., Geog. ordinaire du Roi. Paris, 1755. 12°.

of Anian. It was a strait believed to be a passage by the north from east to west, commencing in from fifty-five to sixty degrees of latitude. Cortereal had named it in the year 1500 : Ladrillero in 1504, M. Chack in 1579, and Maldonado in 1598, all pretended to have entered those straits. Maldonado says that he sailed through it and back again. De Fuca thought his straits were those of Anian. Viscayno had been sent in 1602 to discover them. Drake said that he had discovered them. Maldonado's account which was the most detailed turned out to be sheer invention. Even after Behring's straits had been discovered, (Alaska being supposed to be an island and our continent narrow on the north), the straits of Anian were still searched for : and it was inferred that Bernardo's or De Fonte's straits must be those of Anian. The discoveries of the Russians were supposed to confirm the statements of De Fonte. And even after the discoveries of Capt. Cook, and as late as 1791, the straits of Anian were sought for by the Spaniards under Malaspina.

Torquemada in his Monarquia Indiana (liv. v, cap. 45), says that Philip II of Spain had determined to discover the coasts of California, because certain foreigners had reported that they had passed by the north-west passage to the South sea by the straits of Anian, where they had seen a great town, and therefore Viscayno was sent on the enterprise.

The final conclusion must be, that although we have in Behring's straits, that which responds to the idea of a water communication to the Arctic ocean, yet that all the pretended straits of Anian, were delusions of navigators or inventions of others.

Ten years after Delisle, in 1765, only one hundred and five years since, Engel, the Swiss geographer, published a volume containing his studies on Western geography, accompanied

with maps, upon which were delineated his ideas of the mountains and rivers of the interior and of the coast.[1] He rejected the notion of the truth of De Fonte's voyage, of the sea of the west, and of De Fuca's strait, and preferred generally the data given in the Spanish maps of the earliest period. These, the Dutch and English geographers had, with good reason, little by little disregarded in their maps, or had given undue preference to the account of some one of the navigators. In accordance with his theory, Engel between 35 and 40° of latitude stretches our western coast through 25° of longitude to the west, instead of less than five, as is the real fact; and draws five rivers running due west to the Pacific from the interior, between 36 and 48° north latitude, one of them flowing over 50 degrees of longitude.

The results of Engel's studies, when compared with our present knowledge, show that as little value was to be attached to the Spanish maps as to his own speculations. They were all alike constructed from unreliable data as regards the north-west coast in almost every particular.

Maps published in London as late as 1775, (Sayer & Bennett's), adopt Engel's views in part, and a river is represented as flowing into the Pacific in latitude 45° due west, out of Lake Winnipeg. These maps trace sometimes an imaginary north-west coast, but only refer to De Fonte, De Fuca, Chinese or Japanese maps for their authority. Some maps of this date treat the coast as unknown north of 43°, and leave an absolute blank from that point.

We have thus followed the discoveries of the North West coast up to one hundred years since. And one hundred years since commenced the re-discovery by the Spaniards of Upper California. An ecclesiastico-military expe-

[1] Mémoires et Observations géographiques et critiques sur la situation des pays septentrionaux de l'Asie et de l'Amérique. Lausanne, 1765. 4to.

dition came by land from Lower California, and established itself at San Diego on the first day of July, 1769, making the first historic day for California. Montèrey was re-discovered May 31, 1770, not having been seen since 1603 by Viscayno. San Francisco was re-discovered by land, in 1770, made a mission in 1775, and a presidio in 1776. The harbor was entered by water for the first time in 1775 (Randolph, p. 22, 33). These proceedings caused great rejoicings and ringing of bells in the city of Mexico, and at Madrid.

The final general outline of our North-West coast was not made till ninety years since, in Capt. Cook's great but fatal third voyage. From Drake's time to Cook, no English flag had gone north of 43°. Simultaneously with our revolutionary war, under instructions from the Admiralty to survey that coast for the purpose of finding a northern passage to the east, and to discover the limits of the continent, Cook left Plymouth in July, 1776, and reached lat. 44° 33′ in March, 1778. It is not impossible that the ideas prevalent during the twenty-five preceding years, both of the narrowness of the continent and of numerous channels and rivers from the west, led the British government to surmise that their rebellious colonists might with advantage be attacked from the rear as well as the front, or at least might be prevented from settling remote from her vengeance.

After Cook reached New Albion, the outline of the coast, as high as latitude 70°, was for the first time seen by a European, and surveyed with an accuracy that with the instruments of former navigators would not have been possible. "He effected more in a single season than the Spaniards had accomplished in two centuries, though he passed De Fuca's straits without seeing them." D'Urville, the French navigator, declares that he was the founder of

the true geography of the Pacific ocean: and to him we are indebted for the destruction of the geographical fictions so readily embraced by many preceding geographers.

While Cook was preparing for his voyage, the viceroy of New Spain sent out an expedition for the same purpose under Bruno Heceta, Juan de Ayala and Iuan de la Bodega y Quadra, in 1775. The account of this expedition was written by Maurelle the pilot of one of the vessels. Maurelle went as far north as 57°, and he obtained a tolerable outline of the coast to that point, and sent home a note of alarm regarding the progress of Russian settlement. Maurelle had no better charts than the conjectural ones of the French, such as Bellin's of 1766, and he was on the look out for DeFonte's pretended straits, which were in full faith still retained upon those charts. In 1779, another Spanish expedition, accompanied also by Maurelle, and De la Bodega y Quadra, was sent over the same track, apparently unconscious that Cook had preceded them during 1778. This voyage went no farther north than 59°.

In 1774 and 1755, Perez and Martinez, under the Spanish flag, anchored at Nootka sound and sailed as far as 58°.

The discoveries of Capt. Cook were not published until 1784. They produced a great excitement in favor of free trade in furs, hitherto a monopoly of fur companies; and the rivalry for this trade led to numerous voyages of ships of all nations. The most prominent of these were those of Portlock and Dixon in 1786 and 1787, chiefly for the purpose of trading in furs: when a détour for discovery was made, it was for the sake of finding new regions to buy furs of the natives. Dixon chronicles our still existing ignorance of the continent by the observation, that "so imperfectly do we know the coast that it is in some measure to be doubted whether we have yet seen the main land; whether any land we have been near is really the

continent, remains to be determined by future navigators." But he adds "the fur trade is inexhaustible."

Meares, a mercantile voyager, in 1786, was the first European who had wintered on the coast north of San Francisco, making it an event of historic importance. He was a believer in De Fonte's and De Fuca's voyages as authentic.

The next discoverer was, as was proper, an American, sailing under ship's papers given by the old Confederation in 1787. Capt. Gray, of Boston, on his second voyage, discovered the Columbia river, in 1792, and by right of discovery, then the law of nations, secured that outlet on the coast to the United States. He discovered Bulfinch's harbor, the only one for seven hundred miles, discovered Queen Charlotte's to be an island, and revealed De Fuca's straits to Vancouver, and for the first time carried the United States flag around the world. La Perouse had discovered the archipelago of Queen Charlotte's in 1786.

Notwithstanding the discoveries of Capts. Cook and Gray, the results of the fabulous voyages of De Fonte, De Fuca and others were retained on maps till within eighty years, and they were not overthrown, and the veritable continent defined in its western limits until the memorable voyage of Vancouver was completed in 1794.

Vancouver met with Capt. Gray on the coast to the great surprise of the former, and profited by the communications made to him. He surveyed and defined Vancouver's island and its archipelago, and visited in all nine thousand miles of coast.

It was only after the results of his discoveries were published that it could be said that we had a tolerably correct map of the north-west coast. And yet absurd as it may seem, as late as 1794, Vancouver was in the hope, according to his instructions, of finding a river by

which he could reach the Lake of the Woods, which is in latitude 49° and longitude 95°, and writes of it as an important fact he had substantiated that there was no naviable passage to the east from latitude 30° to 56°. Capt. Hendrick, an American, in 1789 went around Vancouver's island.

While it is within eighty years since we have learned what is the coast outline of our continent, it is not till within a period less than half of that, that we have become acquainted with the outlines of its interior geography. The continent a hundred years since had never been traversed by a European, north of Mexico; nor in Mexico, north of the gulf of California. Delisle's map of 1785 has in an immense blank space the record: "the whole interior is unknown."

The plan of Jonathan Carver of Connecticut for crossing from ocean to ocean in 1772 had failed. His scheme was to have a military post established at the straits of Anian near Oregon. His map of 1778 contains a delineation of the sea of the west, the straits of Anian and of De Fuca, now fables of the past.

John Ledyard, also of Connecticut, in 1786, persevered in a scheme, in which he was aided by Jefferson, to traverse the American continent by entering it from Russia; but was hindered from accomplishing it, owing to his imprisonment by the Russians.

Samuel Hearne of London, in 1772, by his journey of thirteen hundred miles from Fort Prince of Wales in latitude 60° to the Coppermine river, established the fact that the continent did not extend to the North pole.

Alexander McKenzie in his first journey westward in 1789, reached only the Arctic ocean, but farther west than Hearne, to the river still called after his name as discoverer. In his second journey in 1793, he was the first

European to cross the continent on the north, and in its broadest part, latitude 52° 20′. He had started also from the same fort on Hudson's bay, from which Hearne had proceeded. The British had no trading or military posts west of the Rocky mountains previous to the year 1806.

A map of Mexico of Humboldt's, bearing date of the year 1811, designates the whole of the western territory of the United States as "unknown."

In concluding this representation of our ignorance of California and the north-west coast until a comparatively very recent period, I will simply enumerate very briefly the prominent American exploring tours of the present century, by means of which this ignorance has been removed, and the country opened for settlement.

It was not until 1804, the continuous chain of the Rocky mountains being as yet untraversed, and it still being possible that an inland sea existed larger than Lake Superior, that the continent was traversed by explorers through the territory of the United States. The expedition of our government, for which so much credit is due to Jefferson, was commanded by Lewis and Clark, and went down the Columbia river to its mouth. Their full narrative was not published till 1814, and down to 1844 was the principal source of information regarding the interior.

Major Zebulon Pike's expedition in 1805 to 1807, was to find the sources of the Mississippi, and of the Arkansas, Kansas and Platte rivers.

Hunt's expedition of 1811 was to found the settlement of Astoria at the mouth of the Columbia river. This settlement was shortly after abandoned by the American interest, owing to the war with Great Britain.

Major S. H. Long's expedition in 1819 and 1820, was up the Platte to the Rocky mountains, and back by way of the Arkansas river.

Schoolcraft and Cass's expeditions in 1820 and 1832, were for the discovery of the sources of the Mississippi, and to visit the copper deposits of Lake Superior.

Fremont's expedition to Oregon and California, in 1843 and 1844, made a virtual discovery of Great Salt lake, of the basin of California, and established that there was no principal river flowing into the Pacific besides the Columbia.

The magnificent series of explorations of the United States government for a Pacific rail road route across the continent, on eight parallels of latitude, were as late as 1853 and 1854.

No permanent settlements were made by us west of the Rocky mountains previous to 1834, being those which were commenced in Oregon.

It was in 1827, that the first American entered California across the continent. He was an agent of the American Fur Company by the name of Jedidiah S. Smith. Finding himself in want, he resorted to misrepresentation, so as to secure protection and food from the jealous Spanish settlers. He and his party of forty men were already gold hunters rather than fur hunters.[1]

The future of California, its wealth, population and prosperity, either under Spaniards or Americans, was as yet anticipated or prophesied by no one. Two years before the discovery of gold, a writer in the *Southern Quarterly Review*,[2] predicts for her a future of the greatest inferiority. "Whether California will ever become of any great importance in the history of the world, or advance to any conspicuous position, agriculturally, commercially, or politically, is susceptible of the greatest doubt. In itself, it

[1] E. Randolph's Address, 1860, San Francisco.
[2] Vol. VIII, 1845.

has little prospect beyond a nerveless imbecility." Such were the prevailing anticipations only twenty-five years since, regarding the destiny of the countries on the shores of the Pacific.

It will always be a theme for wonder that by the progress of the arts and sciences within this one hundred years, the shortest route from Europe to China and Japan, to Cathay and India, has been found not in a passage by sea to the north of the continent, but by means of steam-cars on an iron road, through the territory of a people, not then having an independent existence, and now having more than five millions of inhabitants west of the Mississippi.