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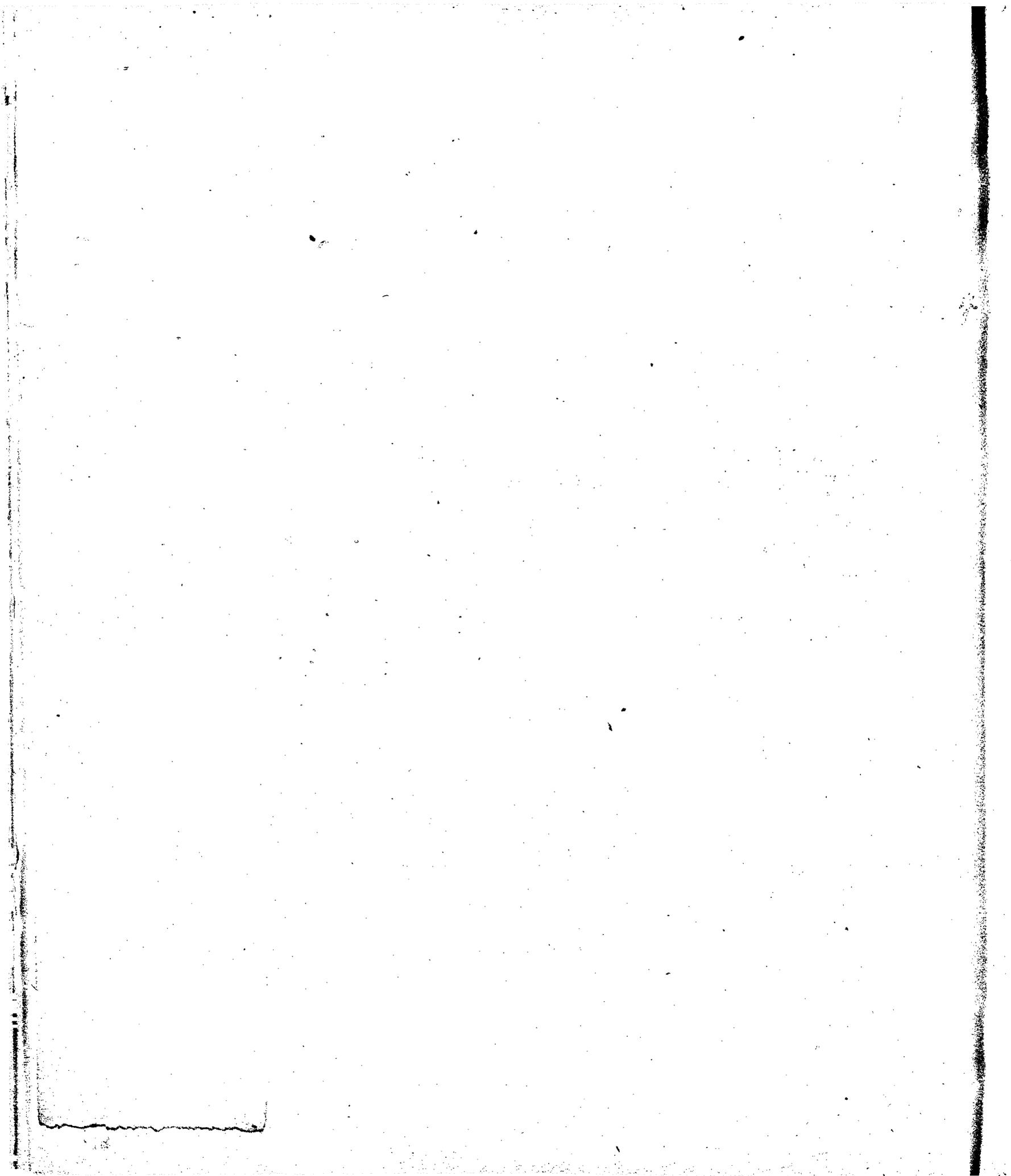
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PLAN  
for  
PROMOTING THE FUR-TRADE,  
and  
SECURING IT to THIS COUNTRY,  
by  
*Uniting the Operations*  
of  
THE EAST-INDIA and HUDSON'S-BAY COMPANYS.

by  
*Dalrymple.*

L O N D O N,

Printed by GEORGE BIGG, 1789.



## P R E F A C E.

**I**N the following Memoir I have omitted mentioning the Report inserted in Sir Humfrey Gilbert's "*Discourse for a new Passage to Cataia,*" on the authority of *Salva Terra*, in 1568, that Friar Andro Urdaneta, more than 8 years before that date, came from the South Sea through this NW Passage to Germany, and that *Urdaneta* had at Mexico shewn *Salva Terra* "a Sea Card made by his own experience, and travel, in that Voyage: wherein was plainly set down and described this North West Passage: agreeing in all points with *Hortelius* Map." I am convinced there is some mistake in this report: at the same time, *Andres Urdaneta*, though in the latter part of his life he became an Augustin Friar, was a very celebrated Navigator and Cosmographer, after he had taken orders, He was desired by an express letter from the King of Spain, to pilot the Fleet to the Philipinas in 1564, when Legaspi went to settle these Islands: Urdaneta did so, and returned in 1565, by the track usually practised afterwards by the Manila Galleons; I was assured, by Don Manuel Galvez, at Samboangan in 1761, that the Chart, then in use with the Pilots, was originally that of Urdaneta: of this, a copy has been published in Lord Anson's Voyage. Urdaneta's History is circumstantially recited by Fray Gaspar de San Augustin, \* but it is not mentioned there, or in any Spanish Memoirs I have seen, that Urdaneta made the Passage *Salva Terra* alledges; but Urdaneta  
may

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\* *Conquistas de las Islas Philipinas*, Madred 1698, folio.

may have been in possession of Portuguese Maps, representing such Discovery; for he was Captain in Loyla's Squadron, which departed from Spain in 1525; he was left at the Malucos in that early circumnavigation, and after remaining there several years, He returned to Spain, in 1536, by the way of Portugal.\*

I am aware that by the South-Sea Company's Charter, the Trade and Navigation of the NW Coast of America, is exclusively granted to that Company, or to such Persons as they licence to trade thither; without enquiring whether that abrogates the antecedent Rights of The East-India Company by Charter; It cannot be doubted, The South-Sea Company's Permission would be granted, if requisite for the Publick Interest.

I cannot conclude without making my acknowledgements to The Hudson's-Bay Company, for their very liberal communication of the many *Surveys* and Observations that have been made at their expence; indeed such works are only to be expected from Publick Bodys; and if ever a charge could have been made *with justice* against That Company for mysterious concealment, nothing of this nature can be imputed to The Present Managers.

*Dalrymple.*

18th March, 1789.

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\* There is an anachronism in Sir H. Gilbert's *Discourse*, for it is dated 1566; and he mentions Salva Terra having given this information in Ireland 1568.

1st January,  
17th March, 1789.

**T**HE *Discovery* of a *NW Passage*, has been a favourite Object of Pursuit, from the remotest period of our Navigation; but the early idea of such a *Passage* has been much misconceived, for it did not mean what has been in modern Times understood by the *NW Passage*.

The idea, when that *Passage* was first attempted by the English, was to reach the *Coast* of *Catsya*, or *Tartary* by sailing to the Northward of *AMERICA*; This appears clearly by the *Map*, belonging to Sir *Humphrey Gilbert's* Discourse, written in 1566, printed 1576; and to the *Voyages* of *Frobisher*, published in 1578: The last having found an *Opening* on the *East* of *Groenland*, named it *Frobisher's Strait*, supposing it led *Westward* to the *Head* of the *Strait* of *Anian*, and thence *Southward* to *Japan*. A very short *Track*, indeed, from this Country, if The Sea had been navigable.

This Fact being incontestible, “ that by the *Strait* of *Anian* “ was then meant, The *Strait*, at the *East Extremity* of “ *Asia*, now called *Bbering's Strait*,” Every antecedent *Report* of any *Voyage* having been made by a *NW Passage*, must have a reference to the *alleged Passage*, on the *North* of *AMERICA*, by what may be called the *Hyperborean Sea*: and not to what is now meant by a *NW Passage*, *through AMERICA*.

B

Altho'

Altho' Capt. Cook, and his Successor, were obstructed by Ice; yet the Navigation may have been open above 200 years ago, if the Ice progressively accumulates: or, since it is known to be much more abundant in *Hudson's Bay* in *some* years, than in *others*, It may have happened; that the Portuguese Pilot, who is reported to have made the Passage, had a *lucky* year, although Captains Cook and Clerk, *unlucky* seasons: The existence of the *Hyperborean Sea*, nearly in the *Situation* represented in the early Maps, is established by Modern Observation, as well as by the concurrent Testimony of the Indians: This considered, a Portuguese leaving *Japan*, might, in a short time, by a SW Wind, be carried away to the *Strait of Anian*, and having got so far, might attempt his passage to Europe, by sailing Eastward through the *Hyperborean Sea*.

The Object of the English in the early attempts for the discovery of a NW Passage, was not only to facilitate the intercourse with the East, but to open a *new branch of Commerce*, in the Countries thro' which the Passage was expected to lead the *adventurous Navigator*.

The Public are well acquainted with the attempts made in *Queen Elizabeth's Reign*, as well as in those of *Her immediate Successors*, *James I.* and *Charles I.* but it is a Fact, not generally known, that the Object of *Sir John Narborough's Voyage*, in the *Reign of Charles II.* thro' the *Strait of Magalhanes*, was the *Discovery* of a *NW Passage* from the *West Coast of AMERICA*, which attempt was frustrated, by the Storeship parting company,  
and

and returning to England: This curious Fact is clearly established by a letter to Burgomaster *Witsen*, from *Greenville Collins*, Hydrographer to the King, the well-known Author of *Great Britain's Coasting-Pilot*, who was on board with *Sir John Narborough* in his *Voyage to the South-Sea*, 1669.\*

The *Hudson's Bay Company* received their *Charter* in this year; and therefore we may suppose The Government meant, by that Enterprize, to have given them, at their outset, an essential assistance: There appear to have been, for almost a Century after, nothing more than feeble attempts made towards *Discovery*: but in 1741, at the instigation of *Arthur Dobbs* Esq, Capt. *Middleton* was sent, on this Enterprize, with the *Furnace* Bomb-Ketch, and a Tender: tho' this Voyage was unsuccessful in the ultimate Object, very considerable Discoveries were made: amongst the rest, an *Inlet*, named *Wager* River by Capt. *Middleton*, but which *Mr. Dobbs* contended was a *Strait*: This produced a controversy, carried on with great acrimony, but without much Public Information; however, in 1746, another Expedition took place, by Private Subscription, The Parliament having offered a reward, of £10,000, to the fortunate Adventurers who should discover a NW Passage. The Vessels were the *Dobbs*, commanded by Capt. *Moor*, who was Captain of the *Tender* that accompanied *Middleton*, and the *California*, commanded by Capt. *Francis Smith*: in the former *Mr. Ellis* was Draughtsman.

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\* Nord & Ost Tartarye f<sup>o</sup> Amsterdam Edit. 1692 p. 566. Edit. 1705 p. 911.

The only important Discoveries made in this Voyage were, tracing the *Wager* to its source, in a *Large Lake* issuing by an unnavigable Stream: and The Discovery, which was made by their Boats, of a large *Inlet* in  $64^{\circ}$  N; They found this *Inlet* to lye NNW by Compaſs, or Variation  $31^{\circ}$  allowed <sup>b</sup> NW  $\frac{1}{2}$  W, having in the middle of it ſeveral Iſlands. *T. Swaine Drage*, Clerk of the *California*, names This Inlet, *Bowden's*; *Ellis* calls it *Chesterfield*: by which laſt name it is commonly known: It not having been traced to the End in 1747, The *Hudſon's-Bay Company* had it examined in 1761, and 1762, by Capt. *Chriſtopher* and Mr. *Norton*, who went up this Inlet 'till they found it terminate in a large *freſh-water Lake*, into which a *ſmall ſtream* runs from the Weſtward.

The *Hudſon's-Bay Company* have, with the greateſt liberality, communicated to me, the *Journals* and *Plans* of the Voyage in 1762; before I got them, I alſo received from Mr. *Wales*, Mathematical Maſter of Chriſt's Hoſpital, a MS. *Chart*, which he aſſured me was an exact copy made from the *Original*, at *Churchill*, when he was there to obſerve the *Tranſit* of *Venus*, in 1769: This MS. making the *Inlet* run direſtly Weſt,  
without

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\* In a Map, by the Indians, in the Collection of the *Hudſon's-Bay Company*, there is an *Inlet* called *Sturgeon River*, which appears to be the *Wager*, The *Lake* at the head of It, is made to communicate with the *Aratbapeſcow Lake*.

<sup>b</sup> *Ellis* makes the Variation  $35^{\circ}$  W or about NW  $\frac{1}{2}$  W.

*without Islands, except one at the Entrance, misled me to think, that the Inlet, explored in 1762, was not the Chesterfield, or Bowden, Inlet, but another, very little to the Southward of It, the Entrance whereto is indicated in Ellis's large Chart: But the four different Plans, communicated by the Hudson's-Bay Company, tho' not exactly conformable to each other, concur in marking many Islands in this Inlet; and, instead of making it run West, give it a NWesterly direction for the first fifty miles from its Entrance; and therefore I must conclude that it was the Chesterfield, or Bowden, Inlet, which Capt. Christopher and Mr. Norton explored to its head in 1762, altho' they make the Latitude 15' more Southerly than represented in 1747.*

This Inlet is navigable for more than 200 Geographic Miles; and, the greater part, by Vessels of any size: It might therefore have been expected, that much commercial advantages would have ensued from such a Discovery, but I am given to understand that the *Hudson's-Bay Company's* Servants are very averse to any Northern Expeditions; and every man, conversant in Public Business, must know the difficulty, almost amounting to an impossibility, of constraining men at a distance to execute any thing contrary to their inclination.

I have long suspected all the NW part of *Hudson's-Bay* to be *broken Islands*: the disposition of *filling up* parts *unexplored*, is one of the *Curses* to which *Geographers* are subject, and this is no where more visible, than on comparing the various Charts, *printed* and *manuscript*, of the *West-side* of *Hudson's-Bay*. They are all discordant

and indistinct; Every following Voyage finds more openings in the Land: and it does not require an *Adept* in *Geography* to detect the flagrant absurdity, of pretending to have determined, by *Sea-Observations*, in a few days, that there are no *undiscovered Channels*, in such *extensive Sounds*, as *Wager* and *Chesterfield*; at the same time a *Negative not proven*, is very far from *proving an affirmative*: what I have here said, must not be misunderstood to imply, that I *believe*, or *even suppose*, there is a *Sea-Communication* from *Hudson's-Bay* to the *Pacifick Ocean*: There is no circumstantial report to countenance such an opinion, and The *Hudson's-Bay Company* in 1770, 1771, and 1772, having employed Mr. *Hearne* to travel inland from *Churchill* to the NW, the *Proof* is *positive*, (if all the *Lakes* and *Rivers* he passed were *fresh water*, and he says nothing to imply the contrary) that there can be no *Sea-Communication* under 72° North Latitude, \* in about which Latitude he reached the *Hyperborean Sea*. There is a very *curious Map* in the *Hudson's-Bay Company's* Collection, made by *two Indians*, describing the parts to the Northward and Westward of *Churchill*: It describes *Rivers*, or *Inlets*, still unknown to *Europeans*, and makes some of them communicate with the *Arathapescow Lake*, from whence the River *Kiscachewan* runs NWestward into the Sea; which is conformable to the *Map* of the *Canadian Traders*, although that *River* is there without name, falling into *Slave Lake*,  
and

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\* The exact Latitude of the *Sea* hereabout is not determined; however Mr. *Hearne* thinks he cannot err above 20': but the *Map* of the *Canadian Traders* makes it only about 65° N, which is less than Mr. *Hearne's* Observation at *Conge, ca, tha, Wha, Chaga*, viz. 68° 46' N, if that Observation can be relied on?

and *Red-Knife Lake*, before it reaches the *Hyperborean Sea*. There is also, in *The Hudson's-Bay Company's* Collection, a *Sketch* of those parts, drawn from the Report of the Indians, by *Moses Norton*, and brought by him to England in 1760; in which the River called *Kish-stoch-ewen* disembogues from a great *Lake*; but this is too rude a sketch to form any inference of positions or direction. \*

The late Voyages, particularly those of Captains *Cook*, *Hanna*, *Portlock*, *Dixon*, and *Barkley*, have ascertained with competent precision, the Longitudes of the *Lands* lying upon the *Ocean*, commonly called the *South Sea*, or *Pacifick Ocean*, from  $43^{\circ}$  to  $60^{\circ}$  N Latitude, and the Observations of the Spaniards in 1775, confirm the assertion of *Dudley*, Duke of *Northumberland*, in the *Arcano del Mare*, that *Cape Mendocino* is in  $40^{\circ}$  N, though erroneously represented in the Maps, in an higher Latitude, notwithstanding Sir *Francis Drake's* Observations concurred with the Spanish Pilots, in placing it in  $40^{\circ}$  N. <sup>b</sup> The Spaniards having visited that part of the *Coast*, which extends from *Cape Mendocino* to the Limits of Capt. *Cook's* *Chart*, and Capt. *Barkley's* *Researches*, we have now the general direction, at least, of the *Coast* from  $40^{\circ}$  N to  $60^{\circ}$  N.

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\* Both these Indian Maps imply that Hudson's Bay communicates with the Hyperborean Sea, which countenances the opinion of a *Passage* NWestward by *Repulse Bay*: this seems to be confirmed by an anonymous MS in the *Hudson's-Bay Company's* Collection, but it expresses the water to be shallow, beyond where *Middleton* went.

<sup>b</sup> In his *Chart* it is curious to observe a Bay in the situation of *Nooska*, called *Aycon de Iflas*.

The Positions assigned by C. Cook, from the Observations at *Nootka*, with the assistance of the Time-Keeper, are,

Lat.	Lon. fr. Greenwich			
43° 10' N	124° 5'	Cape Blanco?	. . . . .	} C. Cook's 3 <sup>d</sup> Voy. Vol. 2 p. 261
43° 30'	124° 3'	Cape Gregory	. . . . .	
44° 6'	124° 8'	Cape Perpetua	. . . . .	Ibid . . . . . 260
44° 55'	124° 6'	Cape Fool-weather	. . . . .	Ibid . . . . . 258
48° 15'	124° 57'	Cape Flattery	. . . . .	Ibid . . . . . 263
49° 15'	126° 40'	Point Breakers	} Nootka {	Ibid . . . . . 264
49° 36'	126° 42'	Ship Cove		Plan
50° 9'	128° 0'	Woody Point		Ibid . . . . . 264
57° 3'	135° 53'	Cape Edgecumbe	. . . . .	Ibid . . . . . 344
57° 57'	136° 39'	Cross Cape	. . . . .	Ibid . . . . . 346
58° 52'	138° 0'	Mount Fair-Weather	. . . . .	Ibid . . . . .
60° 27'	141° 0'	Mt. St. Elias	. . . . .	Ibid . . . . . 348

The Longitude of the *West Side* of HUDSON'S-BAY, is also determined by the Observation of the last *Transit* of *Venus*, at *Prince-Wales Fort*, in *Churchill River*.

Latitude.	Lon. from Greenwich.	
58° 47' 32" N	94° 12' 30" W	Prince-Wales-Fort

The Extent of the Land, from the *one Sea* to the *other*, is therefore now as well known, as any equivalent Space in Europe, or Asia.

From *Churchill River* to *Cross Sound*, is about 1300 Geographic miles: but this Distance, from *Sea* to *Sea*, will be considerably lessened by the direction of the  
*NW Coast*

\* This Longitude is deduced, from the 1<sup>st</sup> Internal Contact, by the Astronomer Royal; to whom I am indebted for the communication.

*NW Coast* of AMERICA trenching to the SEastward, so that from the part seen by English Navigators between  $51^{\circ}$  and  $53^{\circ}$  N<sup>o</sup> Lat. it will only be about 1200 miles.

It is the opinion of Capt. *Dixon*, that all the *Lands*, yet discovered, on the *West Side*, at least from \* *Nootka* inclusively Northward, are *Islands*, and not the *Continent*: If this opinion be well grounded, which every particular Examination of *parts in detail*, as well by *English* as *Spanish Navigators*, seems strongly to confirm; Then, the distance between the *two Seas* will be still more reduced; and the *Navigation*, being carried on through *Sounds* covered by *Islands*, abounding with excellent *Harbours*, will be exposed to little danger when the *Coasts* are properly surveyed.

But Capt. *Dixon*, and other late *Navigators*, have found an *Archipelago of Islands*, and the strongest indications of a *large River*, in the place where such are described by *De Fonta*; <sup>b</sup> This gives some countenance to that too hastily exploded Narration!

That there was a *celebrated Navigator* in the *South-Seas*, of that name, is *evident*, because *three years before 1708*, when *De Fonta's Discoveries* were first published, in the "Memoirs for the Curious," *Nicolas Witsen*, in the 2d Edit. of the *Nord & Ost Tartarye*, 1705, says, he had the

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\* Mr. *Cox*, from China, to whom I am indebted for much information in this quarter, assures me that the name *Nootka*, is a mistake, no such name appropriatively to that individual place being known to the *Natives*.

<sup>b</sup> Burgomaster *Witsen* calls him *De Fonta* and not *De Fonte*.

the MS account before him, of the celebrated Portuguese Navigator De Fonta, who, in 1649, at the expence of the King of Spain, examined Terra Del Fuego, &c. It is true that De Fonta having been in 1649 at Terra del Fuego in SOUTH AMERICA, does not prove that he made any Discoveries in NORTH AMERICA in 1640: but the existence of any such Person has been denied: and the Proof is unequivocal, of the existence and celebrity of such a Person in those Seas, at the Time: The reality of that Voyage, of which Witsen had the MS Relation, might on the same ground be denied: Its Original never having appeared.

Capt. Dixon informs me that from the many Drifts, &c. he is persuaded, there must be a large River or some back-water, where De Fonta describes it. This opinion is more strongly confirmed by Capt. Hanna in the Sea-Otter 1786, who entered Fitzhugh Sound, about 50' beyond the furthest Land that Capt. Dixon saw: his words are,

“ 8th Sept. I found we were got into an extensive  
 “ Bay, bounded to the Southward by Lance's Islands, \*  
 “ from whence It takes a sweep Easterly, to a great  
 “ distance. In the NE corner of the Bay, we saw  
 “ the Entrance of a Great Sound: I called it Fitzhugh  
 “ Sound, in honour of William Fitzhugh Esq. From  
 “ this

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\* These Islands were named Scott's Islands by Mr. Strange 1786: They lye off the Point, to the NW of Nootka, in 50° 55' N, according to Mr. Strange, and in Long.  $\odot$  and  $\text{D}$  129° 27' W; the outermost is in 50° 40' N according to Capt. Hanna, but it is placed in 50° 53' N, and is named Berresford, by C. Dixon.

“ this *Sound* the Land trended about, to the Northward,  
“ and formed a well-looking *Inlet*, named *McIntosh's*  
“ *Inlet*; from *That* the Land trended WNW, and  
“ ended in a *fine round Mountain*, which appears in a  
“ small *double Peak*, by which it may be known at a  
“ very great distance. As this Mountain forms the  
“ *North Head* of the *Bay*, and will be the true *Di-*  
“ *rectory* to run for, I named it *Cape Cox*, in honour  
“ of John Henry Cox Esq. we now had a strong gale,  
“ from the SE, with rain and fog, so that we were  
“ glad to get clear of the Land, as fast as possible:  
“ the gale increased, and we soon had a confused high  
“ Sea running, by reason of a strong Current that  
“ was setting out of the *Bay*, and all the Sea herea-  
“ bouts was covered with *fallen Trees, Leaves, Grass,*  
“ and other *Rubbish*, that came floating out of *Fitzburgh*  
“ *Sound*.

“ 11th Sept. At Noon the fog cleared up, and we  
“ saw *Cape Cox* bearing E½N distant 5', and one of  
“ *Lance's Islands* bearing SbW½W, we now had a plea-  
“ sant Gale, with which we entered the *Bay*, and  
“ stood with all sail for *Fitzburgh Sound*. I never in  
“ the *Mouth* of any *River*, or *Inlet*, found *such large*  
“ *quantities* of *Timber*, and *Rubbish*, as continually came  
“ down here with the Stream. At 10 PM, the wind  
“ chopped round to the Eastward, with a light breeze:

“ 12th Sept. The first part of this day was employed  
“ in making unsuccessful attempts to get to the East-  
“ ward

ward. At Noon the weather became hazy, and the  
wind blew in strong squalls, between South and  
East: Soon after the fog and rain became very  
thick.

13th Sept. " The first part of this day we had a strong  
Gale at SE, with constant rain and a thick fog: to-  
wards Evening the Gale increased, and soon raised  
a Sea, very little inferior to that in the Bay of  
Biscay: This gale continued with great force, through  
the night, and drove us a considerable distance to the  
Westward.

14th Sept. " At 9 o'clock the gale abated, and we got  
a light breeze at NW. At 5 PM, the fog dispersed fast,  
and we got sight of *Fitzbugh Sound*; the *Entrance*  
bearing from N to NE. At Sunset the wind fell  
very light, then the *North Head*, that forms the  
*Entrance of Fitzbugh Sound*, bore NNE;E, distant  
about 6 miles. At 8 o'clock we were in the *mouth*  
of the *Sound*, and there we got a calm; the calm  
continued, and the night was clear."

At 10 they were driven, by the stream, within a  
cables length of some *Rocks* to the Westward; a Breeze,  
off the Land, came very opportunely to carry them  
clear; they then stood for the *Sound*.

" At daylight, being entered in the *mouth* of it, we  
were

“ were again becalmed; sounded and had 65 fathoms,  
“ *fine white sand*, free from *Rocks*.

“ This *Sound* is about 6 or 7 miles broad, in the  
“ Channel, and runs *due North*, in which direction we  
“ saw nothing but sky and water: The *Western shoar*  
“ is formed by high Land, making in *round Hills*, and  
“ forming bays, or small bays, as you pass up the *Sound*:  
“ The East side is composed of *innumerable Islands*,  
“ forming various creeks, bays, coves, &c. these Islands  
“ appear to extend to a great distance Eastward, and  
“ like all the Land about this Place, clothed with  
“ *Pine-Trees* to the summit of the highest Hills, though  
“ the Trees are of a smaller growth here than at *Nootka*:  
“ This appears to be a *River*, from the constant stream  
“ that runs out of it, and the *quantity* of *Timber* that  
“ is floated down.

“ About 6 AM we got light variable Breezes, with  
“ which I endeavoured to proceed up the *Sound*. At  
“ 8 AM we got a fine Gale, that blew down the  
“ *Sound*, and at the same time the current, or stream,  
“ came down with fresh rapidity, so that we were  
“ presently drove into the *Bay*; and there we met a  
“ strong wind at West, which had all appearances of  
“ increasing.”

He alledges, that the apprehension of a Great Sea,  
which would attend this wind, made it necessary for him

to get out of the *Bay*, as fast as he could; he pretends it was impossible, without hoisting out his boat, to weigh his Anchor, that hoisting out the boat would endanger it being stove; and therefore, as going up a river requires often anchoring, He looked on exploring this *Sound*, or *River*, as out of their power to perform.

*Fitzbugh Sound*, he says, lyes in  $51^{\circ} 34' N^{\circ}$   $231^{\circ} 50' E$ , or,  $128^{\circ} 10' W$ .

“ The *Bay* is surrounded with *Hills*, of a moderate  
 “ height, from *Cape Cox* to *Fitzbugh Sound*, these are  
 “ covered with *wood* to the top: Here are many *Inlets*  
 “ and *large Bays*, with *Sandy Beaches*, which no doubt  
 “ afford good anchorage; From *Fitzbugh Sound* Eastward,  
 “ the *Bottom* of the *Bay* is composed of a great number  
 “ of *Islands*, forming *Creeks* and *Inlets*, which appear  
 “ to run far Eastward, and here we saw such *vast flocks*  
 “ of *wild Geese*, that they darkened the air with their  
 “ numbers. A little to the Southward, the *Land* trended  
 “ immediately to the East, and then we lost sight of it,  
 “ so that I cannot say what the *depth* of the *Bay* is  
 “ thereabout.”

I have given Capt. *Hanna's* Relation circumstantially, because it strongly indicates the reality of *De Fonta's* account, who says, He sailed about 260 leagues (890') in *crooked channels* amongst *Islands*, named the *Archipelago* of *S<sup>t</sup>. Lazarus*, and on the 14th June 1640, he came to the *River*, which

which he named *Rio de los Reys*, in  $53^{\circ}$  N Lat.; he went up it \* to the NEastward 60 leagues (206'); it was fresh 20 leagues (68') from the mouth; the Tide rising 2.4 feet; the depth, not less than 4 or 5 fathoms at low water, all the way up into *Lake Belle*; which he entered the 22d June, in this *Lake* there was generally 6 or 7 fathoms: and at a particular time of tide there is a *Fall* in the *Lake*: That from a good *Port*, sheltered by an *Island*, on the South Side of *Lake Belle*, *De Fonta* on 1st July failed in his boats to a *River*, which he named *Parmentiers*; that he passed 8 falls, in all 32 feet perpendicular, from its source, in *Lake Belle*, into a large *Lake*, which he reached the 6th July. *This Lake* he named *De Fonte*, it is 160 leagues long (550') and 60 broad (206') lying ENE and WSW in length, having in some places 60 fathoms depth, abounding with Cod and Ling: having in it *several very large Islands*, and *ten small ones*: from the ENE extremity of this *Lake*, which he left the 14th July, He passed in 10 hours with a fresh wind and whole ebb, a *Lake*, which he named *Strait Ronquillo*, 34 leagues long (114') and 2 or 3 leagues broad (7' or 10') with 20, 26 and 28 fathoms depth.

On

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\* A Spanish MS, dated Mexico 24th October 1770, giving an account of their March to Monterey, in 1768, says, *Rio de los Reys*, in  $43^{\circ}$  N Lat. is the Limit of the Spanish Discoveries; He does not name *De Fonta*, as the Discoverer, but naming the *River*, discovered by him, as the Limit of the Spanish discoveries, (tho' erroneously placed in  $43^{\circ}$  N Lat.) implies that his discoveries were acknowledged at Mexico. English accounts reckon *Rio de los Reys*, in  $53^{\circ}$  N Lat. Some French Geographers in  $63^{\circ}$  N Lat.

On the 17th. He came to an *Indian Town*, where he learnt there was a Ship in the neighbourhood; to this Ship he sailed, and found on board only one man, advanced in years, and a youth; The Man was the greatest in the mechanical part of the Mathematicks he had ever seen: he learnt they were from *Boston* in *New England*, The Owner, named *Gibbons*, who was Major General of *Massachusetts*, and the whole Ship's Company came aboard the 30th July.

On the 6th August *De Fonta* made the Owner some valuable presents, and took some Provisions from them, and gave Capt. *Shapley*, the Commander of the Vessel, 1000 pieces of eight for his fine Charts and Journals.

On the 11th of August *De Fonta* arrived at the 1st Fall in the *River Parmentiers*; and

On the 16th on board the Ships in *Lake Belle*.

There is not competent data for describing *De Fonta's Track*, since neither the extent of *Lake Belle*, the *direction* and *length* of the *River Parmentiers*, nor the distance or direction in which they sailed beyond *Strait Ronquillo* to the *Indian Town*, are given: only he was from 1st July to 6th from *Lake Belle* to *Lake De Fonte*, and on his return, from 11th to 16th August, that is 5 or 6 days each time. From the ENE Extremity to the *Indian Town*, near to which the Boston Ship lay, *De Fonta* was from the 14th to the 17th of July. On his return he was on his passage from the *Indian Town* to *Lake Belle* from 6th to 16th August.

August. So that his Voyage *Eastward*, including both days, could not have exceeded 18 days, and in his return *Westward*, including both days likewise, not more than 11 days: The Extent of *Lake De Fonte* 160 leagues (550<sup>o</sup>) he passed from the 6th to the 14th July, that is in 8 or 9 days, or between 60' and 70' <sup>o</sup> day. On the 14th he passed *Strait Ronquillo*, which was 34 leagues (114') in 10 hours, with the help of a strong ebb, but it is not expressed what was the distance to the *Indian Town* from *Strait Ronquillo*: only it seems to be above two days voyage farther Eastward.

It is reasonable to suppose that *De Fonte* would come back with more expedition than he went, as he was then returning in a known navigation, where he could sail with less caution. And it is also to be remembered, that the length of the days at that season would leave but a short night.

The Discoveries, made by Those whom *De Fonte* detached to the Northward, do not require any discussion at present.

However, as the whole of *De Fonte's* Voyage has been considered as *Forgery*, It may be proper to add a few words on that head.

The Account of *De Fonte's* Voyage in the "Mémoires for the Curious" Vol. 2. P. 123 and 183,  
April

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\* It does not absolutely follow that *De Fonte* failed the whole extent of this Lake, he may describe its extent from the report of the Indians; I should be inclined to suppose *Lake De Fonte*, to be the *Arathapescow* Lake, if it was not from the circumstance of *Cod and Ling*, which implies it to be *Salt Water*: the direction and extent of the *Arathapescow* Lake countenance the supposition: in such case *R. Parmentiers* would be the *Arathapescow* River.

April and June 1708, has, undoubtedly, many mistakes and inconsistencies: It has been alledged that the Collection was published by *Petiver*, as a *banter* on the *Royal-Society*; whoever broached this opinion, must surely never have seen the Book! for the greater part has no relation to *Natural History*, or to any Subject in which the *Royal-Society* could be in the smallest degree concerned: It is a very Miscellaneous Collection.

The *Original Journal* of *De Fonta* has never appeared: the change from the 1st to the 3d Person, and the insertion of circumstances, in the *Translation*, which could not have come from *De Fonta*, have been considered as *Proof* of the *Forgery!* but according to this *Test* many *manuscript Relations*, in my own possession, would come under the same description, tho' of indubitable authenticity: For in translating, or copying, MSS, it is usual to make of some parts *only* an *Abstract*, either for expedition, or because the *Original* may not contain any new or important information: But it often happens that the *very words* of the *Original* will be *inserted*, sometimes from a doubt of the *precise meaning*, sometimes to point out the express information, or from accidental motives; and *Notes* will also occasionally be inserted in the body of the MSS, between Crotchets, or with some other distinction sufficient for the Writer's *own* information: Such a MS coming into the hand of an injudicious, or careless, Editor, would just make such an *incoherent Piece*, as The Voyage of *De Fonta* in the "Memoirs for the Curious;" That The *Translator* was ill versed, not only in the *Spanish Language*, but in the

the *Spanish History*, is beyond a Doubt. *De Fonta* is said to be *now Prince of Chili*; I suppose the Original was P<sup>o</sup>. for *Presidente, President of Chili*, which was blundered into *Prince*.

That there was such a Person, as *De Fonta*, about that time, employed in important *Nautical Researches* in the *South Seas*, is apparent from Burgomaster *Witsen* mentioning Him in his *Nord and Ost Tartarye*, published before this Voyage of *De Fonta* was inserted into the "Memoirs for the Curious." It does not appear that *Witsen* was acquainted with *this Northern Voyage of De Fonta*, unless his calling him the *celebrated Portuguese Navigator De Fonta*, may be so construed: nor can we suppose the Editor of the "Memoirs for the Curious" knew any thing of *that Voyage*, mentioned by *Witsen*, for had it been known to him, It would undoubtedly have been noticed as well as "*new Prince of Chili*:" since, even, were the *Publication* admitted to be a *Forgery*, it would have given *plausibility* to *that Forgery*, to have shewn there was such a *Navigator*, then employed by the *King of Spain*, in the *South-Seas*.

It is alledged that a *Person* of the name of *De Fuentes*, was *President of Chili*, which might easily give occasion to the Writer of the MS, used by the Editor of the "Memoirs for the Curious," for supposing *Him* the same Person, whose Voyage he was copying: even should it be really a different Person: but as it is not said what was the year in which *De Fuentes* was *President of Chili*; It is not evident,  
the

the Person mentioned by *Wrisson* was not *President of Chili*, for although it is reported the name of the *President of Chili* was *De Fuentes*, names are not given with sufficient precision to decide on the *specifick letter*. \*

It is well ascertained, that there were such Persons at *Boston*, and its neighbourhood, as *Major-General Gibbons*, who was with *Sir Thomas Button*, in *His Discovery Voyage*, to *Hudson's Bay*; and *Capt. Nicolas Shapley*; that *Capt. Shapley* was an ingenious Man, and passed under the appellation of *Old Nic*, I was assured by the celebrated *Dr. Franklin*, from the researches he had made at *Boston*: but *this Fact*, and its concomitant circumstances are clearly recited by *T. Sewaine Drage*, Clerk of the *California*, in his *Traët* entitled, "Great Probability of a NW Passage" London 1768, 4<sup>o</sup> p. 65 & seq. I shall only add that I have seen at the *British Museum*, a MS Chart of part of the Coast of *New-England* by *Nic Shapley*.

The affectation of being wiser than our *Forefathers*, is the *great Characteristick Distinction* of *Those Men* who assume the authority of *Modern Oracles*: and it is so much easier, to *treat with derision*, than to *investigate*, that it is not wonderful They find, amongst the Indolent, many *Votaries* ready to admit their *Dogmas*.

Although

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\* Norton Nicolls, an English Renegado, at Manila in 1761, assumed, or received, the name of *Don Nicolas Norton*; if *De Fonta* was a *Portuguese*, His name may have been accommodated to the Spanish.

Although Capt. *Hanna*, in the *Sea-Otter*, has gone further than any other recent Navigator, of whom we have an account, The Extent of the *Sound*, he named *Fitzbugh Sound*, is not yet determined; but I learn from Capt. *Dixon*, that he recommended to the Vessels he left on this Coast, the examination of the *Sounds*, in that vicinity, we may therefore hope, in a few months, to receive further information from them.

Capt. *Barkley* has made a *Chart* of the *Coast*, from *Nootka* SEastward, for which, as well as for his *Journal*, I am indebted to Mr. *Cox*; the *last* is very brief, and without the *Chart* would convey but little information, the positions in his *Chart* are,

47° 9'	•	125° 23'	Point Fear
47° 43'	•	125. 1.	Destruction River
47° 47'	•	125. 14.	Pinnacle
48° 8'	•	125. 31.	Cape Flattery
48° 24'	•	125. 47.	Center of Talouck Island
48° 26'	•	125. 44.	S° Point of De Fuca's Entrance
48° 33'	•	125. 48.	N° Point D°
48° 50'	•	126. 0.	S° Point Barkley's Sound
49° 0'	•	126. 17.	W Point D°
		127. 0.	W Point Nootka

The most important Discoveries in this Voyage seem to have been made in the boat, when detached, but there are no circumstantial details of her trip.

It is alledged that the Spaniards have recently found an *Entrance* in the Lat. 47° 45'. N which, in 27 days  
 G course,

course, brought them to the vicinity of *Hudson's Bay*:<sup>a</sup> This Latitude exactly corresponds to the ancient Relation of *John de Fuca*, the Greek Pilot, in 1592, who sailed into a broad *Inlet* between 47° and 48° which led him into a far *broader Sea*, wherein he sailed above 20 days, there being at the Entrance, on the NW Coast, a great *Head Land* or *Island*, with an *exceeding High Pinnacle*, or *spired Rock*, like a *Pillar* thereupon.

We have no other than verbal report of *De Fucas's* Discovery; he communicated the information to Mr. *Lock* at Venice, and offered to perform the Voyage, on condition of having Repayment of the great losses he had sustained, to the value of 60,000 Ducats, when captured by Sir *Thomas Candish*, in the *South-Seas*; The amount of this Sum would be an obstacle to the Enterprize, however well-convinced they may have been of the reality of his Discoveries:<sup>b</sup> It is curious that Capt. *Barkley* should have found such a *Pinnacle*, in 47° 47' N; or very little to the Northward of where the Spaniards are reported to have discovered an *Entrance*.

Capt. *Barkley* indeed supposes a *very wide Entrance*, found more to the Northward, to be *De Fuca's Strait*, but, without presuming to decide, It must be observed, These various Reports imply, that *this part of the Coast*,  
as

<sup>a</sup> My Friend the R. Hon. *Charles Greville* communicated to me this intelligence, which Sir *John M'Pheron* got at the *Cape Good Hope* from the Spaniards.

<sup>b</sup> But *De Fucas's* information only proves an inland Sea, and does not imply that he sailed beyond America, altho' he himself drew that inference.

as well as that farther to the Northward, is only *broken Land* and *Islands*. There is a *Chart*, in the *Arcano del Mare*, of this Coast from *Cape Mendocino* in  $40^{\circ}$  N to *Cape Fortuna* in  $50^{\circ}$  N, in this Chart there is a *deep Bay*, with *Islands*, called *Baia de los Tachaios* in  $47^{\circ} 20'$  N, probably the same referred to in *Cox's Carolana* p. 64, where he mentions Capt. *Coxton* having fitted out a Ship of 26 guns, with intention to take the *Manila Ship*, which he had been informed usually made the Land in  $42^{\circ}$  N, " but when he came to the head of California, " (it being too soon by some months for the putting " in execution his intended design) romaging the Coast, " he discovered a great River in about Degrees " North Latitude, which entered a great Lake, near " the mouth whereof he found a very convenient Island, " where he staid two or three months to refit himself, " happening to have a man on board, who understood " the Language of the Country. The Natives finding " he was engaged in an Expedition against the Spaniards, " treated him very kindly, supplied him very chearfully " with whatsoever he wanted, and he contracted great " friendship with them. He calls them the Nation of " *Thoya*. The Spaniards, as I find in divers of their " Expeditions, call it *Thoyago*, sometimes *Tejago*.<sup>a</sup> They " are often at war with the Spaniards, who have been " always repulsed by them, They bring thirty or forty " thousand

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<sup>a</sup> In the *Map of Mexico* &c. by Don *Joseph Antonio Alzate y Ramirez*, 1768, is marked, *Laguna de Teguyo* " from the Environs of which it is said " the *Mexican Indians* set out to establish their Empire." This *Lake* seems to be marked in the *Map* only from report, it is placed to the NW of *New Mexico*, in about  $41^{\circ}\frac{1}{2}$  N Latitude.

“ thousand men in one body into the Field. These and  
“ Two other Nations neighbouring, and not much  
“ inferior unto them, are accounted the most sensible  
“ and civilized Indians in America.”

Don Francisco Seyxas y Lovera, in *Theatro Naval Hydrographica*, 4<sup>o</sup> Madrid 1688, gives a brief account of the Voyage of Thomas Peche, 1676, who entered the Strait of Anian 120 leagues, intending to return that way to England, but the month of October being well-advanced, and the winds Northerly, with a strong Current setting to the Southward, he returned back, and coasting the *Californias*, *New-Spain* and *Peru*, came into the North-Sea, by the Strait of *Magalhanes*, in 1677. He says, that when he entered the Strait of *Anian*, he found, from *Cape Mendocino* on *California*, for more than 20 leagues within the *Channel*, the Current set to the NE.

The account given of *Peche's* Voyage is so brief, that it does not appear where he entered the Strait, nor, indeed, am I quite satisfied, that the *Sea*, on the *West* of *New Albion*, is not here meant by the Strait of *Anian*.

However, The multiplicity of Reports, concerning an *Inland Sea*, on this part of AMERICA, gives strong confirmation to the Opinion that the *West-Coast*, hitherto discovered, is only *Islands*, and will account for the supposition of *California* being an *Island*, which prevailed in some part of the last century, though contrary to all the *early Maps*.

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The Allegation, that this mistake arose from *low Land*, in the Latitude of  $30^{\circ}$  N, being *sometimes overflowed*, does not appear by any means satisfactory; for, This would have implied, that the *Island California* did not exceed the Latitude of  $30^{\circ}$  N, whereas *all the Maps*, which describe *California* as an *Island*, carry the Sea *within It* beyond the Latitude of  $40^{\circ}$  N; and *Janson* says, although formerly supposed to be a *Peninsula*, it was found to be an *Island*, in *Spanish Charts* taken by the Dutch: *Buache* has published a Copy of that part of the *Spanish MS*, which is alledged to have given rise to the mistaken Opinion; but, although that MS carries up the Gulph *within California* as far as  $37^{\circ}$  N Latitude, it describes *Rivers*, falling into it in every direction, as well from NW as NE: So that it seems impossible! *This* could have been the *Map*, from whence it was inferred "the Northern part of California was *detached* " from the Continent."

*De Lisle* has collected various *Reports*, in *Canada*, tending, if not to prove the existence of a *Mediterranean Sea*, on this side of AMERICA, at least to corroborate that opinion: These Reports are strongly confirmed by the information of the Indians, concerning the *Tide* near the *Mountains of Bright Stone*, which being above 300 Geographic miles from the *West Coast* of *New Albion*, it is not likely the *Tide* could come from thence.

This long discussion was necessary, to introduce the proposed Union of the Operations of The *East-India* and *Hudson's-Bay Companys*, because the further-in the *Sea Communication* extends, on the West-side of AMERICA, with the greater facility will their joint Operations be connected.

The Hudson's-Bay Company have already Establishments very far inland; *Hudson's House* in  $53^{\circ} 0' 32''$  N<sup>o</sup> Lat. and in  $106^{\circ} 27' 20''$  W Long. <sup>a</sup> is above 530 Geographic Miles from their nearest Settlement in the *Bay*: the distance remaining to compleat the Communication is about 800 Geographic Miles: Mr. Turnor, by whose Observations the position of *Hudson's House*, has been determined, informs me that the Indians report the River continues navigable as far *above* Hudson's House as *below* it: and he says It is of as easy navigation as the Thames, there not being *one fall* or *rapid*, after passing that near the *Winipeg Lake*, in a course of more than 200 miles. But it is probable that the Communication between *Hudson's-Bay* and the *West Coast* of AMERICA would, with more facility, be made in a higher Latitude, by means of the *Chesterfield Inlet*, or some of the *Inlets* and *Rivers* from *Hudson's Bay*, connecting with the *Arathapescow*, *Dobaunt*, <sup>b</sup> and other *Lakes*.

In the Voyages hitherto made to the NW Coast of America, the principal Object has been the Sea-Otter  
Skins,

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<sup>a</sup> I am indebted for this and other Observations to Mr. Phillip Turnor, who was employed, by the Hudson's-Bay Company, in 1778 and the following years, in making *Surveys*; and determining the Latitude and Longitude of their several Forts and Factories; this he seems to have executed with great credit to himself; and to The Company who employed him.

<sup>b</sup> I cannot find any particular description of *Dobaunt Lake*, it is, by Lieut. Roberts's Map, represented to be of great magnitude; its existence is proven by *Hearne's* Map, which marks a River *running into it*: *Hearne's Journal*, 1770, mentions a *Lake* " in  $62^{\circ} 31' N$ , called *Magnus* by the Natives, because of its having " communication with a River, which joins to *Knap's Bay*, which is where " they always see the *Churchill Sloop*, *Magnus Johnson* Commander." He also mentions another *very large Lake*, called *Yash ked Whoie* " on different " parts of which all the Esquimauxs winter that the *Churchill Sloop* sees in " the Summer."

Skins, and although these be, undoubtedly, the most valuable of all Skins, and seemingly the produce of this Coast only, yet the Fur-Trade, carried on from Hudson's Bay, and Canada, have never extended so far as to meet with these Skins; and, therefore, in estimating the value of the Branch of Trade here in question, The Sea-Otter must be considered only as *one* Article.

The Spaniards, so early as 1777, brought 200 Skins of the Sea-Otter to China; and, in 1788, they imported 1500; but of a very inferior quality, the fur being coarse and short: They collect these Skins at their Settlements of *St. Francis* and *Monterey*, from whence they are sent to *Lima*, and brought from *Peru* to *Manila*, that Trade being no longer carried on to *Acapulco*.<sup>a</sup>

The following State of the Fur-Trade to China, I received from Mr. Cox, to whose obliging disposition I am indebted for many favours.

	From whence.	Skins.	Spanish Dollars.
1786,	Sea-Otter Brig,	China .	560 Sea-Otter fold for 20,040.
1787,	{ La Bouffole } { L'Astrolabe }	France .	about 600 . . . . . 9,000
1787,	{ Capt. Cook } { Experiment }	Bombay .	604 . . . . . 24,000 <sup>b</sup>
1787,	{ King George } { Queen Charlotte }	England .	2552, . . . . . 50,000 434, 34 . . . . . 2,662 other Skins . . . . .
1787,	Sea-Otter Snow,	China .	100 and 300 Pieces 8,000
1787,	Nootka .	Bengal .	about 350 . . . . . abt. 14,000
1787,	Imperial Eagle	Offend .	about 700 . . . . . abt. 29,000
			4906 . . . . . 136,662
			Notwithstanding

<sup>a</sup> I am indebted to Mr Cox for this very curious Fact.

<sup>b</sup> But it is said The Purchaser lost 12,000 SDollars by his Bargain.

Notwithstanding the many Vessels, and the number of Furs imported in 1787, which must of course affect the market, and raise apprehensions, in the Chinese Merchants, that the Commodity would fall, the Imperial Eagle's Skins sold at about 40 Dollars  $\text{¥}$  Skin, which may fairly be considered as the Market-Price of the *Nootka Furs*; Those from *Prince William Sound*, are held in the most esteem by the Chinese, being the largest Skins, and the finest Fur.

But an article, perhaps, still more important, is the *Seal Skins*; which, altho' individually of much less value, being wanted for the common uses of Life, will be the less liable to be affected by accidental valuation: They are very much on demand in China, and Mr. Cox informed me, that such as fell in England for 2 shillings, sold for 3 to 5 Spanish Dollars, at Canton.

It is unnecessary to mention the various other Skins, as Beaver, Martin, Fox, &c. but it is to be remembered, that not only the Climate, but the Habits, of China, make *It* the great mart for *Furs* of all denominations, and their own Country and Coasts are too well inhabited to afford an asylum to those animals, which abound only in wastes and wilds. <sup>a</sup>

Having, in general, said enough to give an Idea of the Object in view; It becomes necessary to explain, in what manner the operations of the two Companys are to be united.

Not only the experience of the Vessels, which have gone to the NW Coast of America, but a moderate knowledge of the Winds in the China Seas, must evince,

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<sup>a</sup> I am informed that the Beaver imported by the Hudson's-Bay Company were chiefly exported to Russia for the China Market; the suspension of the Trade from Russia to China has consequently very much affected the Market in England, but is an argument of double force in favour of the Plan here proposed.

evince, that Sailing from the Coast of China, earlier than the end of June, or beginning of July, will only harrass the Crew, and tear the Vessel to pieces, for no purpose.

At this time, the early ships are arrived at Canton, or may always be certain of arriving if they chuse; Having delivered their outward Cargo, and refreshed their Crew, I propose a Coppered-Ship shall sail the 1st July, for the NW Coast of America, to receive the Furs collected there by the Hudson's Bay Company's Agents.

I would recommend the Ship to pass *without*, or to the *South* and *East* of *Formosa*; because the Navigation will be more in the open Sea; but the Passage *within* has been also used, and has the probability of a favourable Current; therefore the last is to be preferred, in case of meeting *East-erly* winds to impede the Ship's going to the *South* of *Formosa*.

It cannot be doubted, a coppered Ship will reach the Coast of America in two months; \* She will remain in Harbour 'till after the Equinoctial Gales, and then return to China, where she will arrive in December, and be ready to come home to England, in January or February: so that, in the general view, there will be no loss of time:

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\* Capt. Hanna, in the Sea-Otter, 1786, left Macao the 4th of May, and, by sailing so soon, was 42 days in getting 3 moderate days sail. They left the Coast of Japan the 2d July, and made the Coast of America, near Nootka, 16th August, and  $\phi \rightarrow$  there the 18th, or in 47 days from Japan: allow to Japan . . . . . 12 at 100 miles  $\frac{1}{2}$  day,

The Sea-Otter is described as a very bad Sailer.

Capt. Meares, in the Nootka, 1786, left the Balhees the 30th June, and made the Fox Islands the 30th July.

time; for although the Ships are dispatched from China, in turn, according to their arrival, and therefore a Ship arriving in June, would be dispatched home before February, yet other Ships must remain till that month, and if one be dispatched early, another must come late; and v. v. if this comes from China early, that will be dispatched late: However, although Ships, remaining in India, usually arrive at Canton in June, it may be alledged, that direct Ships from England, would not arrive before August, and therefore it may be proper to state a charge of two months demorage to this account. <sup>b</sup>

To what Port it would be the fittest for a Ship to proceed, may admit a question; perhaps *Bucarelli* in  $55^{\circ} 19' N$  as being the most central; Capt. Portlock is inclined to prefer some Port to the Northward; in the *Sounds* from *Mount Edgumbe* to *Cross Sound*, or between  $57^{\circ}$  and  $58^{\circ} N$ . Latitude, from the abundance of *Sea Otter-Skins*, and the many excellent *Harbours*: He learnt from the Natives, of *Portlocks Harbour*, that there was *Water* behind them, to the *Eastward* of the *Hills*, which he conceived to refer to *Sounds*, making *Islands*, on that part of the *Coast*: However, this is a matter which to authorise a determination, would require a more exact knowledge, not only of the *Coast*, but of the interior *Lakes* and *Rivers*, than we at present have. But the Election should be made of that Port, where the communication can be most conveniently kept up, by Posts or Factories, at regular and expedient distances from *Hudson's-Bay*.

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<sup>b</sup> In time of Peace the demorage is £20. 16. 8.  $\frac{3}{4}$ <sup>d</sup> day to the common sized Indiamen; to small ships less; It commences at the expiration of four Months after the Ship's arrival at her first-contrigined Port; Two months demorage will therefore be about £1200.

A bare inspection of the Map, with the slightest attention to what has been said, will evince, that the Co-operation of the Two Companys, would effectually secure to this Country the Command of the *Fur-Trade*; for by no other way, than Hudson's-Bay, can the Communication be made with so much facility, nor with so little expence as by a Ship from China: and having thus the option of the *Chinese*, as well as the *European* Markets, no other Traders can stand in competition.

The Canadian Traders have extended their Traffick up to, and beyond, the Hudson's-Bay Company's *Inland Factories*; This competition cannot redound to the Public Interest, but, on the contrary, must enhance the price of the Furs, purchased from the Indians; and, what is much more consequence to this Country, the Canadians having so great a distance to traverse, and so many *carrying-Places* and *Rapids* to impede their way, cannot convey to the Indians our Staple Manufactures, such as *Coarse Woollens* and *Iron-ware*, but their Exports, must be chiefly in Ammunition, and *Proof-Spirits*, to the destruction of the Indians.

Nor, politically considered, is it so desirable that this Commerce should be carried on from Canada, as from Hudson's Bay: for if these Traders were to reach the  
South-Sea,

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\* In their application for an exclusive privilege for 10 years, They justly represent that an exclusive Privilege was essentially necessary for the proper management of this Trade, but They forget that The Hudson's-Bay Company's Charter had already granted that exclusive Privilege. They offered to explore and deliver Maps of the Country to the West of Hudson's Bay, from 55° to 65° N Latitude: But The Hudson's Bay Company had before their offer was made, communicated Mr. Hearne's Map of those parts, and although Mr. Hearne has left much yet to be done, This is more likely to be effected by The Hudson's-Bay Company, than by the Canadian Traders; who seem to be scarcely less *savage*, than the most *Savage* of the Indians.

South-Sea, it is highly probable they would, in conjunction with Emigrants from the United States of America, in course of Time, establish themselves on that Sea, and carry on the Trade independant of this Kingdom, Whereas the Factories in Hudson's Bay can never be alienated from the Mother-Country.

It appears, from the Indian Maps, that the *Arathapescow Lake* communicates with *Hudson's-Bay*; it is therefore highly expedient to examine what obstructions there are to navigate thither; for this Lake is reported by Mr. Hearne, from the information of the Indians, to be about 400 miles long: The most effectual manner of making this examination, would be from the *Arathapescow Lake*, which, by the Observation of the Longitude at *Hudson's House*, appears to be much nearer *Hudson's Bay* than Mr. Hearne's Map represents.

Whoever has read Mr. Hearne's Journal, must feel a strong desire, of correcting the brutality of the Indians, truly called *Savage*, by introducing amongst them the Comforts and Humanity of civilized Life, and nothing will be more conducive, towards effecting that desirable Purpose, than establishing the Knowledge of God, and the Light of the Gospel, amongst them.

But in Justice to the Indians, on the West Coast of America, it ought to be mentioned, that they do not appear, in any degree, so barbarous and brutal: the *Abooa* Tribe of Indians, in the neighbourhood of *Nootka*, stood true to their engagements with Capt. Hanna in 1785, and would not sell one Skin to Mr. Strange, altho' he came thither in 1786 before Capt. Hanna, but kept the whole 'till Capt. Hanna's Arrival: This Instance of Probity and Honour ought not to pass unnoticed!



