

AUTHENTIC COPY
OF
LIEUTENANT MEAR'S MEMORIAL.

AUTHENTIC COPY

OF

THE MEMORIAL

TO THE RIGHT HONOURABLE

WILLIAM WYNDHAM GRENVILLE,

ONE OF HIS MAJESTY'S PRINCIPAL SECRETARIES OF STATE,

By Lieutenant JOHN MEARS,

OF THE ROYAL NAVY;

DATED 30TH APRIL, 1790,

AND PRESENTED TO

THE HOUSE OF COMMONS,

MAY 13, 1790.

CONTAINING EVERY PARTICULAR RESPECTING THE

CAPTURE OF THE VESSELS

IN

NOOTKA SOUND.

LONDON:

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IN PICCADILLY

MDCCLX

No. I

Mr. MEAR'S MEMORIAL, dated
30th of April, 1790.

(14 Inclosures.)

To the Right Honourable WILLIAM WYNDHAM
GRENVILLE, one of His Majesty's principal Secretaries of State.

The MEMORIAL of JOHN MEARS, Lieutenant
In His Majesty's Navy,

Most humbly sheweth,

THAT early in the year 1786, certain merchants residing in the East Indies, and under the immediate protection of the Company, desirous of opening a trade with the north-west coast of America, for supplying the Chinese market with furs and ginseng, communicated such design to Sir John Macpherson, the Governor General of India, who not only approved of the plan, but joined in the subscription for its execution; and two vessels were accordingly purchased, and placed under the orders and command of your Memorialist.

That in the month of March your Memorialist dispatched one of the said vessels, which he named The Sea Otter, under the command of Mr. Tipping, to Prince William's Sound, and followed her in the other ship, which he named The Nootka.

That on your Memorialist's arrival in Prince Williams's Sound, in the month of September, he found The Sea Otter had left that place a few days before; and, from intelligence he has since received, the ship was

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soon

soon after unfortunately lost off the coast of Kamschatka. That your Memorialist remained in Prince Williams's Sound the whole of the winter; in the course of which time he opened an extensive trade with the natives; and having collected a cargo of furs, he proceeded to China, in autumn of 1787.

That in the month of January 1788, your Memorialist having disposed of the Nootka, he, in conjunction with several British merchants residing in India, purchased and fitted out two other vessels, named the Felice and Iphigenia; the former your Memorialist commanded, and the latter he put under the direction of Mr. William Douglas. That your Memorialist proceeded from China to the port of Nootka, or King George's Sound, which he reached in the month of May, and the Iphigenia arrived in Cook's river in the month of June.

That your Memorialist, immediately on his arrival in Nootka Sound, purchased from Maquilla, the Chief of the district contiguous to and surrounding that place, a spot of the ground, whereon he built a house for his occasional residence, as well as for the more convenient pursuit of his trade with the natives, and hoisted the British colours thereon; that he also erected a breast work, which surrounded the house, and mounted one threepounder in the front; that having so done, your Memorialist proceeded to trade on the coast, the Felice taking her route to the southward, and the Iphigenia to the northward, confining themselves within the limits of 60° and $45^{\circ} 30'$ north, and returned to Nootka Sound in the month of September; that on your Memorialist's arrival there, his people, whom he had left behind, had nearly completed a vessel, which, previous to his departure, he had laid down; and that the said vessel was soon after launched by your Memorialist, and called the North-West America, measuring about forty tons, and was equipped with all the expedition to assist him in his enterprizes.

That during the absence for your Memorialist from Nootka Sound, he obtained from Wickananish, the Chief of the district surrounding port Cox and port Effing-

Effingham, situated in the latitudes of 48° and 49°, in consequence of considerable presents, the promise of a *free and exclusive trade with the natives of the district*, and also his permission to build any storehouses, or other edifices, which he might judge necessary; that he also acquired the same privilege of exclusive trade from Tatouche, the Chief of the country bordering on the straits of Juan de Fuca, and purchased from him a tract of land with the said strait, which on of your Memorialist's officers took possession of in the King's name, calling the same Tatouche, in honour of the Chief.

That the Iphigenia, in her progress to the Southward, also visited several ports, and in consequence of presents to the Chiefs of the country, her Commander had assurances given to him of not only a free access, but of an exclusive Trade upon that coast, no other European vessel having been there before her.

That your Memorialist, on the 23d of September, having collected a cargo of furs, proceeded in the Felice to China, leaving the Iphigenia and the North-West America in Nootka Sound, with orders to winter at the Sandwich Islands, and to return to the coast in the Spring. That your Memorialist arrived in China early in the month of December, where he sold his cargo and also the ship Felice.

That a few days after your Memorialist's arrival in China, the ships Prince of Wales and Princess Royal, fitted out from the Port of London by Messrs. John and Cadman Etches and Co. came to Canton from a trading voyage on the North-West Coast of America; and your Memorialist finding that they had embarked in this commerce under licences granted to them by the East India and South Sea Companies, which would not expire until the year 1790, and apprehending at the same time that the trade would suffer by a competition, he and his Partners associated themselves with the said Messrs. Etches and Co. and a formal agreement was executed in consequence between your Memorialist and Mr. John Etches, the Supra Cargo the two ships, making a joint stock of all the vessels and property employed in that trade; and under that firm they purchased

a ship, which had been built at Calcutta, and called her The Argonaut.

That the Prince of Wales having been chartered to load teas for the East-India Company, soon after returned to England, and the Princess Royal and Argonaut were ordered by your Memorialist to sail for the coast of America, under the command of Mr. James Colnett, to whom the charge of all the concerns of the Company on that coast had been committed.

Mr. Colnett was directed to fix his residence at Nootka Sound, and, with that view, to erect a substantial house on the spot which your Memorialist had purchased in the preceding year, as will appear by a copy of his instructions hereunto annexed.

That the Princess Royal and Argonaut, loaded with stores and provisions of all descriptions, with articles estimated to be sufficient for the trade for three years, and a vessel on board in frame, of about 30 tons burthen, left China accordingly in the months of April and May 1789. They had also on board, in addition to their crews, several artificers of different professions, and near 70 Chinese, who intended to become settlers on the American coast, in the service, and under the protection of the associated Company.

That on the 24th of April 1789, the Iphigenia returned to Nootka Sound, and that the North-West America reached that place a few days after; that they found, on their arrival in that Port, two American vessels, which had wintered there, one of them was called the Columbia, the other the Washington; that on the 29th of the same month, the North-West America was dispatched to the Northward to trade, and also to explore the Archipelago of St. Lazarus.

That on the 6th of May, the Iphigenia being then at anchor in Nootka Sound, a Spanish ship of war, called the Princessa, commanded by Don Estwan Joseph Martinez, mounting 26 guns, which had sailed from the port of San Blas, in the Province Mexico, anchored in Nootka Sound, and was joined on the 13th by a Spanish Snow of 16 guns, called the San Carlos, which vessel had also sailed from the Port of San Blas, loaded with cannon and other warlike stores.

That

That from the time of the arrival of the *Princessa* until the 14th of May, mutual civilities passed between Captain Douglas and the Spanish officers, and even supplies were obtained from Don Martinez for the use of the ship; but on that day he (Captain Douglas) was ordered on board the *Princessa*, and, to his great surprise, was informed by Don Martinez, that he had the King's orders to seize all ships and vessels he might find upon that coast, and that he (the Commander of the *Ephigenia*) was then his prisoner; that Don Martinez thereupon instructed his officers to take possession of the *Iphigenia*, which they accordingly did, in the name of his Catholic Majesty, and the officers and crew of that ship were immediately conveyed as prisoners on board the Spanish ships, where they were put in irons, and were otherwise ill treated.

That as soon as the *Iphigenia* had been seized, Don Martinez took possession of the lands belonging to your Memorialist, on which his temporary habitation before mentioned had been erected, hoisting thereon the standard of Spain, and performing such ceremonies as your Memorialist understands are usual on such occasions, declaring at the same time, that all the lands comprised between Cape Horn and the 60th degree of north latitude did belong to his Catholic Majesty; he then proceeded to build batteries, store-houses, &c.; in the execution of which he forcibly employed some of the crew of the *Iphigenia*, and many of them who attempted to resist were very severely punished.

That during the time the Commander of the *Iphigenia* remained in captivity, he had frequently been urged by Don Martinez to sign an instrument, purporting, as he was informed (not understanding himself the Spanish language) that Don Martinez had found him at anchor in Nootka Sound; that he was at that time in great distress; that he had furnished him with every thing necessary for his passage to the Sandwich Islands, and that his navigation had in no respect been molested or interrupted; but which paper, on inspection of a copy thereof, delivered to Mr. Douglas, and hereunto annexed (No. 2) appears to be an obligation from him and Mr. Vinania, the second Captain, on the part of their

their owners, to pay on demand the valuation of that vessel, her cargo, &c., in case the Viceroy of New Spain should adjudge her to be lawful prize, for entering the port of Nootka without the permission of his Catholic Majesty; that Captain Douglas, conceiving that the port of Nootka did not belong to his Catholic Majesty, did frequently refuse to accede to his proposal, but that Don Martinez, partly by threats, and partly by promises of restoring him to his command, and of furnishing him with such supplies of stores and provisions as he might stand in need of, ultimately carried his point; and having so done, he, on the 26th of the same month, was restored to the Command of the Iphigenia, but restrained from proceeding to sea, until the return of the North-West America, insisting that he should then dispose of her for 400 dollars, the price which one of the American Captains had set upon her.

That during the time the Spaniards held possession of the Iphigenia, she was stripped of all the merchandize which had been provided for trading, as also of her stores, provisions, nautical instruments, charts, &c., and, in short, every other article (excepting twelve bars of iron) which they could conveniently carry away, even to the extent of the master's watch, and articles of cloathing.

That the Commander of the Iphigenia, finding himself thus distressed, applied for relief, and after much solicitation obtained a trifling supply of stores and provisions, for which he was called upon to give bills on his owners. The articles so supplied were charged at a most exorbitant price, and very unequal in quality or quantity to those which had been taken from him.

That notwithstanding what had been insisted on by Don Martinez, respecting the Sale of the N. W. America, he had constantly refused to dispose of that vessel on any ground, alledging that, as she did not belong to him, he had no right to dispose of her; that the N. W. America not returning so soon as was expected, he (Captain Douglas) was told by Don Martinez, that on his ordering that vessel to be delivered to him for the use of His Catholic Majesty, he should have liberty to depart with the Iphigenia; that he accordingly, on the first

first of June, wrote a letter to the Master of the North-West America, but cautiously avoided any directions to the effect desired, (Vide Iphigenia's Journal) and availing himself of Don Martinez's ignorance of the English language, he instantly sailed for Nootka Sound, though in a very unfit condition to proceed to such a voyage, leaving behind him the two American vessels which had been suffered to continue there unmolested by the Spaniards, from the time of their first arrival; that the Iphigenia proceeded from thence to the Sandwich Islands, and after obtaining there such supplies as they were enabled to procure with the iron before mentioned, returned to China, and anchored there in the month of October, 1789.

Your Memorialist thinks it necessary upon this occasion to explain, that in order to evade the excessive high port charges demanded by the Chinese from all other European nations, excepting the Portuguese, that he and his associates had obtained the name of Juan Cawalho to their firm, though he had no actual concern in their stock; that Cawalho, though by birth a Portuguese, had been naturalized at Bombay, and had resided there for many years, under the protection of the East India Company, and had carried on an extensive trade from thence to their several settlements in that part of the world.

That the intimacy subsisting between Cawalho and the Governor of Macao had been the principal cause of their forming this nominal connection, and that Cawalho had in consequence obtained his permission that the two ships above mentioned, in case it should be found convenient so to do, should be allowed to navigate under, or claim any advantages granted, to the Portuguese flag.

That this permission had answered the purpose of your Memorialist, so far as respected to port charges of the Chinese, until the return of the Iphigenia; but the Portuguese Governor dying soon after her departure, and Cawalho becoming a bankrupt, his creditors demanded his interest in that ship; that your Memorialist having resisted their claim, an application was made by them to the succeeding Governor for possession;

of the ship; that the Governor had, in consequence, investigated the transaction, and finding that Cawalho had no actual concern or interest in the property, obliged her to quit the port; that this proceeding had subjected the Iphigenia at once to the increased port charges, which were instantly demanded by, and paid to, the Chinese.

Your Memorialist has stated this transaction thus fully, in order to shew, that the Iphigenia and her cargo were actually and *boná fide* British property, as well as to explain the occasion of the orders which were given to her commander, extracts of which accompany this, and are referred to in the journal of the ship, having been under the inspection of Don Martinez.

Your Memorialist further begs leave to state, that after the departure of the Iphigenia, Don Martinez became apprized of the purport of the letter with which he had been furnished, and that on the return of the N. W. America, off the port of Nootka, on the 09th of June, she was boarded and seized by boats manned and equipped for war, commanded by Don Martinez; that he did tow and convey the said vessel into the Sound, and anchoring her close to the Spanish ships of war, did then take possession of her in the name of his Catholic Majesty, as good and lawful prize; that the above mentioned vessel was soon after hauled alongside of the Spanish frigate, and that the officers and men, together with the skins which had been collected, amounting to 215, of the best quality, and also her stores, tackle, and furniture, articles of trade, &c. were removed on board the Spanish frigate; that the commander of the N. W. America, his officers and men, were accordingly made prisoners, and Mr. Thomas Barnett, one of the officers of that vessel, and some of her men were, as appears by the affidavit of William Graham, one of the seaman belonging to that vessel, hereunto annexed, (No. 4.) afterwards put in irons.

That the Princess Royal arriving a few days after the seizure of the N. W. America, and being allowed by Don Martinez to depart, the skins collected by the last mentioned vessel (excepting 12 of the best quality, which Don Martinez thought fit to detain) were returned

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ed to the master, and, with the permission of Don Martinez, were shipped on board the Princess Royal, for the benefit of the owners; and that ship, as appears by her journal, put to sea on the 2d of July, to pursue the trade upon the coast.

That Don Martinez, after seizing the N. W. America in the manner and under the circumstances above stated, employed her on a trading voyage, from which she returned after an absence of about 20 days, with 75 skins, obtained by British merchandize, which had either been found in that vessel at the time of her capture, or had been taken from the Iphigenia; and that the value of the furs so collected cannot, upon a moderate calculation, be estimated at less than 7,500 dollars, and which Don Martinez had applied to his own advantage.

That the Argonaut arrived off the port of Nootka on or about the 3^d of July, 1789. That Don Martinez, on observing her in the Offing, boarded her in his launch, and with expressions of civility, promised Mr. Colnett, her commander, every assistance in his power; that before the Argonaut entered the Sound, Mr. Thomas Barnett (who had belonged to the N. W. America, and who was then a prisoner) came off in a canoe, and informed Mr. Colnett of the proceedings which had taken place, and of the danger to which he was exposed; but that, under the assurances given by Don Martinez, that the Argonaut should remain unmolested, and being in want of refreshments for the crew, Mr. Colnett proceeded into Nootka Sound.

That, notwithstanding the assurances given by Don Martinez, he on the next day sent the First Lieutenant of the Princessa with a military force to take possession of the Argonaut, and that ship was accordingly seized in the name of his Catholic Majesty, the British flag was hauled down, and the Spanish flag hoisted in its stead.

That on the seizure of the Argonaut, her officers and men were made prisoners, and Mr. Colnett was threatened to be hanged at the yard-arm, in case of his refusing compliance with any directions which might be given to him.

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That

That on the 13th of July, the Princess Royal, as is stated in her journal, again appeared off the port of Nootka; that her commander , approaching the Sound in his boat, in expectation of finding there the commander of the Expedition, (from whom he was desirous of receiving instructions for his future proceedings) was seized and made prisoner by Don Martinez, and under threats of hanging him at the yard-arm, forced him to send orders to his officers to deliver up the Princess Royal without contest.

That a Spanish officer was dispatched into the Offing with these orders; and that the vessel was accordingly seized in the name of his Catholic Majesty, and brought into port; that her crew were in consequence made prisoners; and that her cargo, consisting of 473 skins, (including 203 which had been put on board her from the N. W. America, as appears by the inclosed receipt, No. 5. was seized.

That Mr. Colnett, from the circumstances of his capture, became of deranged, that he attempted frequently to destroy himself; and that, according to the last accounts received, the state of his mind was such as to render him unfit for the management of any business which might have been entrusted to his care, that in this melancholy situation, however, Don Martinez (notwithstanding the vessel and cargo had before been formally seized) attempted to procure from him the state of the copper, of which a principal part of the cargo of the Princess Royal had been composed, and that such sale would actually haven taken place, had not the other officers of that vessel, seeing Colnett's insanity, prevented it.

Your Memorialist farther begs leave to represent, that the American ship Columbia intending to proceed to China, the crew of the N. W. America were ordered by Don Martinez on board her, principally, as your Memorialist understands, for the purpose of assisting her in her navigation to China, the greatest part of her own crew, as well as of her provisions, having been previously put on board the Washington, in order that she might be enabled to continue on the coast.

That

That the Columbia having reduced her provisions considerably from the supplies she had spared to her consort, was furnished from the Argonaut, by order of Don Martinez, with what was necessary for her voyage, said to be intended, however, for the supply of the N. W. America; that previous to the departure of the Columbia, 96 skins were also put on board her, as appears by the paper hereunto annexed, No. 6, to defray the wages of the officers and crew of the N. W. America, under a supposition that their late employers would be unable to liquidate their demands, first deducting, however, 30 per cent. from the sales which Don Martinez had agreed should be paid for the freight on the said skins to the American commanders.

That the Columbia thus supplied left Nootka Sound accordingly, and proceeded to the southward; that a few days after she entered Port Cox, where she was joined by her consort the Washington, from whom she received a considerable number of skins, conceived to be the whole (excepting the 96 before mentioned) which had been collected by the Americans and Spaniards, as well as by the British traders, and with which, after sparing a further quantity of provisions to the Washington, the Columbia proceeded to China, where she arrived on the 2d of November, and landed the crew of the North West America.

That the crew of the North West America, previous to their leaving Nootka Sound in the Columbia, saw the Argonaut proceed, as a prize, to San Blas; and that her officers and men, who were Europeans, were put on board her as prisoners; and that the Princess Royal was shortly to follow with her crew in confinement in the same manner. The Washington, on joining the Columbia in Port Cox, gave the information that the Princess Royal had also sailed for San Blas.

That Don Martinez had thought to fit, however, to detain the Chinese, and had compelled them to enter into the service of Spain; and that on the departure of the Columbia, they were employed in the mines, which had then been opened on the lands which your Memorialist had purchased.

Your Memorialist begs leave to annex a deposition of the officers and crew of the N. W. America, together with an extract of the journal of the Iphigenia, and also some letters which he has received from Mr. Duffin, second officer of the Argonaut, which papers will serve to throw considerable lights on several transactions alludes to in this memorial: He also has subjoined a statement of the actual as well as the probable losses which he and his associates have sustained from the unwarrantable and unjustifiable proceedings of Don Martinez, in open violation of the treaty of peace subsisting between this country and the Court of Spain, and at times and in situations where, according to the common laws of hospitality, they might have expected a different conduct. Your Memorialist therefore most humbly begs leave to submit the case of himself and his associates to the consideration of Government, in full confidence that the proper and necessary measures will be taken to obtain that redress, which he and his associates have, as British subjects, a right to expect.

London, (Signed)
30th April, 1790. JOHN MEARS.

Your Memorialist also begs leave
to annex an acknowledgement
given by Don Martinez, of his
having obtained possession of
the North West America. No.
II. J. M.

No.

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No. 2.

Copy of a Letter from Mr. Mears to Captain Colnett,
dated 17th April 1789.

In Mr. Mear's Memorial of 30th August 1790 (No. 1.)

SIR,

Macoa, 17th April 1789.

SO soon as the Argonaut is ready for sea, you will proceed on your voyage, and put into execution the several plans we have laid down, and with which you are so thoroughly acquainted; you are also so perfectly informed of the basis they are founded on, that any recapitulation here would be needless. We place the strongest reliance on your perseverance, temper, and prudence, and are convinced that our hopes can only be matured but through an exertion of those dispositions; we strenuously recommend a moderate use of the powers you are invested with, not only in you transactions with ships of foreign nations, who must be treated with that good faith and generosity which is the characteristic of the English nation, and which must turn ultimately to the honour and credit of your employers, but to all ships of our own nation, to whom we desire you to be particularly attentive in case of distress, or any other calamitous situation they may be thrown into; we impress on your mind this point, not only for the honour and credit resulting to us from such a liberal line of conduct, but from the absolute necessity of avoiding all subject of dispute with foreign powers; we hope that no motive whatever will induce you to deviate from this point, as we assure you, that a commerce that is not carried on with honour and respectability, as well as humanity, would be entirely repugnant to our feelings as men, and characters as British merchants, a character which appears to us in so respectable a light, that no emolument, no advantage whatever,

whatever, would persuade us to countenance the smallest deviation from it in the person and acts of those we employ.

Reports having been spread of great acts of cruelty and inhumanity being committed by the crews of various vessels on the coast of America, in their commerce with the natives, we now embrace the earliest opportunity to expressing our utter abhorrence of such hostile acts: we sincerely hope that no person or persons in our employ will have cause to be reproached of any thing in this kind – acts which we never will countenance or protect; on the contrary, we shall use every means in our power to have the perpetrators punished; we therefore most particularly order, that, in the course of your command, if any person or persons whatever in our employ shall commit any murder on the natives of America, or on others, that you seize the offenders, and put them in irons, and send them to the agents in China, in order that they may be brought to condign punishment; we are here necessitated to dwell on this subject, from the strong reports of such atrocious acts being committed, which are at once not only destructive of the commerce, but of every sentiment of humanity; we recommend a steady pursuance of a mild conduct, as the only means to cultivate the good will of the natives, and draw them within the verges of civilised life.

We recommend to you, if possible, to form a treaty with the various Chiefs, particularly near Nootka. If you happily accomplish this, you at once become possessed of the furs of a great district with honour and credit, and without incurring a stigma; and, if there is a possibility of conquering our competitors, we beg it may be in mode so honourable to ourselves as generosity and humanity, and also a strict attention to our business.

On the strength of a treaty we form considerable hopes; for although at the moment it may not be productive, yet in time it will be found the most stable way of accomplishing our wishes, and gaining the confidence of the Chiefs, who are known to manage the commerce of their subjects: for this purpose we have
supplied

Supplied you abundantly with every article known to be had in estimation among them; and so anxious are we to have a good understanding, and the perfecting a treaty, that we authorise you to take under your protection all our allies, and protect them from insult from all persons whatever. Our sentiments on this head you will make known to all persons to all persons whom it may concern, in order that they may govern themselves accordingly.

You will keep a diary of your proceedings, in which every minute occurrence is to be recorded; and you will forward this account of your proceedings, from time to time, by all opportunities.

In planning a factory on the coast of America, we look to a solid establishment, and not one that is to be abandoned at pleasure. We authorise you to fix it at the most convenient station, only to place your colony in peace and security, and fully protected from the fear of the smallest sinister accident. The object of a port of this kind is to draw the Indians to it, to lay up the small vessels in the winter season, to build, and other commercial purposes. When this point is effected, different trading hours will be established at stations that your knowledge of the coast and its commerce point out to be the most advantageous.

In the course of the summer we recommend your leaving single persons to reside with some of your friends, the Chiefs of the Charlotte Isles, in order to collect the furs; the natives, in full persuasion of your returning to them, would keep back from our competitors; and here at once you will perceive the advantages to be derived from conciliating their confidence and good will. To such people who are so prone to serve their employers rewards should be given, which should be agreeable to their success.

You are so well acquainted with the American commerce, that it would be needless to dwell on the necessity of husbanding your articles of trade, of guarding against the impositions of the native merchants, and of impressing them with an idea of the superiority of your merchandise, &c. &c. The tide of fancy of those people may be turned; the fickleness of their disposi
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tion is well known to you, as well as your ingenuity to us in combating those difficulties. The fall of the year we wish all the small craft to be laid up at the factory, which you will name Fort Pitt.

You will invest Mr. R. Duffin with the superintendence of this station, and strenuously recommend to him to keep good order and harmony therein; to build storehouses for the reception of the tackle and furniture of the shipping that you may order to be laid up; and, above all, to recommend to him to use every precaution against the scurvy by exercise and the unremitting use of the decoction of pine tops.

You will in the winter season send what vessels you judge proper to the Sandwich Islands for provisions, &c. In their return we imagine that some of the natives of those isles, both men and women, may be embarked and transplanted to America, and made useful in our employ; this must be done with their own consents, and with every precaution with regard to their health as well as happiness.

We desire the Argonaut may be returned to China the end of this season with the furs. You will deliver her to Captain William Douglas, and receive from him the Iphigene and America, shifting the crews, &c. & c. You will also receive his surplus trade, and all other stores of that nature and in return supply him with refreshments to carry him to the islands where he can procure a supply.

The furs you send to China, we desire may be well cleaned, and otherwise dressed, classed, and put into chests; musters of each quality must be put into a separate box; every skin, piece, and tail, must be numbered, and a register kept of the whole, and transmitted to us, with your other dispatches, by Captain Douglas; in these you will be very particular in advising us of all articles wanted for the year 1790.

We recommend to your attention the state of the markets in China; the vast difference between good and bad skins, as a guidance to your purchases on the coast, as 100 prime skins are most assuredly worth 500 bad, independent of lessening the value of your articles

cles of commerce. All collections of furs, to the latest period, you will send home in the Argonaut.

Sea-otters tails and seal skins now become an object, from the price they bear. – It will be entirely needless to direct you in the purchase of furs, where you are so well acquainted; this we leave entirely to yourself; but we cannot avoid reminding you, and to desire a strict attention is paid, that no illicit commerce is carried on by any persons in our employ; on any circumstances of this kind, the offenders may depend on our availing ourselves in the strictest manner which a breach of articles may occasion. The pay of officers of every description is extremely liberal; and we shall esteem it the duty of every individual to make known such circumstances of illicit commerce as may come within their knowledge, as in our eyes it is equally criminal, and shows a great neglect of their employers' interest, to either hide or stifle such discovery; and you have our most positive orders, on such points coming to your knowledge, to instantly dismiss such persons, and those concerned, from your service; nor will we permit any deviation from this point, except your reasons are strong and sufficient for pursuing a different line of conduct.

We also authorise you to dismiss from you service all persons who shall refuse to obey your orders, when they are for our benefit, and, in this case, we give you to understand, the Princess Royal, America, and other small craft, are always to continue on the coast of America; their officers and people, when the time of their service is up, must be embarked on the returning ship to China; and on account whatever will we suffer a deviation from those orders.

Should you meet with any of the ships of Messrs. Etches and Co. on the coast, you will of course afford them every assistance in your power; but as we shall have no interest in those ships, if you can induce the commanders to trade on our joint account, it will be most agreeable to us; but no trading connections whatever must be, except on account of the present Company. To the person entrusted with the command of those ships you will make known the nature of our connections

nections with Mr. Etches; you will in consequence make a demand of all their surplus stores, or articles of commerce, &c., that they have to dispose of, in order that they may be left in the factory; and a particular account must be taken of all that are delivered, as they must be accounted for to Mr. Etches by the Company. We have no doubt but that your requisition will be complied with, as it ultimately tends to the good of their employers.

The number of competitors you will meet with on the coast will, we fear, somewhat diminish your collection of furs, as well as enhance their price; we have no doubt of your activity and perseverance, as well as address, in your negotiations. We place the strongest reliance on your vigilance and caution; and as we have conferred on you the most ample powers, in return we look for considerable responsibility, and a happy completion of our plans. In a full persuasion of this we shall take our leave, with a strong recommendation of unanimity amongst your officers, and the strictest discipline over your people. We wish you health and a prosperous voyage, and remain, &c.

J. MEARS

For Messrs. Etches, Cox, and Co.

No. 3.

Extracts of a Letter from Mr. Mears to Captain Colnett,
dated Macao, 25 April 1789.

*In Mr. Mears's Memorial of the 30th April 1790.
To accompany Inclosure (No. 1.)*

“WE have well-founded information, that Mr. Jaques,
Mate of the Princess Royal, gave copies of his own and
Captain Hudson's journals and charts to
Captain

Captain Metcalf, who commanded an American ship when he was in China. This act of Mr. Jaques we esteem to militate so extremely against himself and our service, that we desire you to return him to China.

Our displeasure is no less pointed against Mr. Gibson, one of your officers, whose acts of inhumanity, exercised on the coast of America, render him extremely unfit to be employed in our service; you will therefore return him to China. Those circumstances relative to the above persons did not come to our knowledge till after the departure of the Princess Royal from China, or we most assuredly would have embraced the earliest opportunity of dismissing them our service; but, with regard to Mr. Gibson, we have put the small stock of his remaining merit against his situation, and our promises prior to the discovery of his character, and we have formed the resolution of employing him but one season.

As the dismissal of those officers may put you to some inconvenience, we shall write to Messrs. Sheppardson and Barnet to remain under our command; and though they are, yet we are convinced of their value, being entirely attached to interest and service.”

“As it is probable, that in autumn 1790 you may meet with a store ship from England, on the Company’s account, we have the strongest hopes, that should that event happen, that from her you will form the entire establishment of the coast on such reasonable terms under the present, that will meet our satisfaction, and enable the company, through the medium of œconomy, to destroy our competitors. It is probable, however, that all those engagements may be settled in England prior to the departure of the store ship: in this case you will resign the charge of our concerns to those who are appointed to manage the same, and return with the officers and people who are impressed from China on the store ship, or the Argonaut, whichever you think most eligible; but we rather apprehend that, by the above period, you will have so much tonnage on the coast, that it will be needless detaining the Argonaut, more particularly as we shall want her in 1791, to return her again to the coast.

We have nothing more to repeat in addition to the former orders.”

No. 4.

OBLIGATION to restore the Ship Iphigenia to His Catholic Majesty, if deemed a lawful Prize.

In Mr. Mears's Memorial of the 30th April 1790.

(No. 2.)

ON board His Majesty's frigate, called Our Lady of the Rosary, alias the Princess, 25th May of said year; I, Dⁿ Francis Joseph Viana, and Don William Douglas, the first Captain, and the second, supercargo of the packet boat Iphigenia Nubiana, at anchor in this port of St. Lawrence of Nootka, being empowered by Dⁿ John Cawallo, inhabitant of and trader at Macao;
declare bind

We say, that we oblige ourselves (in name of said Cawallo, to whom belongs said packet boat) to satisfy whomsoever shall present to us the import of valuation by experienced persons of said vessel, with lading and other appurtenances on board; and in order the better to certify in the antecedent inventory, in case that H. E. the Viceroy of New Spain may judge the said packet boat, the Iphigenia, to be a prize, on account of having found us at anchor in said port of Nootka, without having a passport, permission, or particular from His Catholic Majesty for so doing, that is, for navigating or anchoring in seas or ports belonging to

bind

his dominions. For all which we oblige ourselves to the said Dⁿ John Cawallo, as lawful owner of said

bind

packet, and we oblige ourselves in his name, in all
lawful,

lawful form, with our persons and effects, present and value future, to the satisfaction of the quantity of contents of said inventory; subjecting ourselves, as we do subject ourselves, to the laws, pragmatic sanctions, and ordinances of said Sovereign; and renouncing, as we do renounce, all laws, liberties, and privileges, which might favour us, without it being necessary in the exhibition of said value quantity, in which we may be condemned, to have recourse to lawsuit; for although this unstamped obligation be made upon simple paper, we give it as much force and value as if it were a writing made before a royal or public notary, and for its force we sign three of one tenor, one being fulfilled, the others to be of no value, which we have signed with our hand and signature, and authorized by the Commandant Dⁿ Stephen Joseph and by the proper Notary, Raphael de Canizares, on said day, month, and year, being witnesses thereto Dⁿ John Kendrick, Commander of the Boston frigate, named the Columbia, and Dⁿ Joseph Ingraham, second captain and first pilot of said frigate; and of this I give faith – Francis Joseph Viana – William Douglas – John Kendrick – Joseph Ingraham – Stephen Joseph Martinez – Raphael de Canizares.

This is a literal copy of the Obligation, of which triplicates were signed at the foot of the inventory made of the said packet boat of Macao, whereof I certify. On board the Princess frigate, 26th May, 1789.

RAPHAEL DE CANIZARES

Extract of a Letter from Mr. Mears to Captain William Douglas, commanding the Iphigenia, dated at Sea, 2d February, 1788.

In Mr. Mears's Memorial of the 30th April 1790.

(No. 3.)

ON your return to Macao you will seal up your log book, charts, plans, &c. &c. &c. and forward them to Daniel Beale, Esquire, Canton, who is the ostensible agent for the concern; and you have the most particular injunctions not to communicate or give copies of any charts or plans that you may make, as your employers assert a right to all of them, and as such will claim them.

Should you, in the course of your voyage, meet with the vessels of any other nation, you will have as little communication with them as possible; should they be of superior force, and desire to see your papers, you will cause your Portuguese Captain to show them. You will be on your guard against surprize. Should they be either Russian, English, Spanish, or any other civilized nation, and be authorized to examine your papers, you will permit them, and treat them with civility and friendship; but at the same time you must be on your guard. Should they attempt to seize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force; you will on your arrival protest publicly, before a proper officer, against such illegal procedure, and ascertain, as near as you can, the value of your cargo and vessel, and send such protest, with a full account of the transaction, to Juan Carvalho, Esquire of Macao; Daniel Beale, Esquire, Prussian Consul at Canton; Messrs. Francisco Jose Bandeiro, and Jononimo Rubisno Neves, attornies, at Lisbon.

Should

Should you, on such conflict, have the superiority, you will then take possession of the vessel that attacked you, as also her cargo, and bring both, with the officers and crew, to Macao, that they may be condemned, and their crews punished as pirates.

No. 6.

Extract of a Letter from Mr. Mears to Mr. Robert Funter,
second Officer of the Felice, commanding the America;
dated Friendly Cove, Nootka Sound,
10th September, 1788.

In Mr. Mears's Memorial of the 30th April 1790.

To accompany Inclosure (No. 3.)

YOU are on no account to hoist any colours until such time as your employers give you orders for this purpose, except on taking possession of any new-discovered land; you will then do it, with the usual formality, for the Crown of Great Britain.

No. 7.

The Information of William Graham.

In Mr. Mears's Memorial of the 30th April 1790.

(No. 4.)

Middlesex, }
to wit. } The Information of William Graham,
 } of Grub Street, mariner, taken before
 } me Sir Sampson Wright, Knight, one
 } of His Majesty's Justices of the Peace
 } for the said county of Middlesex, this
 } 5th day of May, 1790;

WHO, being on oath, says, That on or about the month of September 1788, he entered himself on Board the vessel called The North-West-America, then lying in King George's Sound, on the North-West coast of America, belonging to Mr. John Meares, a merchant trading in those parts: And further says, That he saw said vessel launched in said harbour under British colours, and navigated under the British flag, and that she was commanded by Robert Funter, who is a British subject.

And this Informant further says, That said ship was trading on account of said John Meares on the North-West coast of America, between the latitudes of 60 and 45 north, for furs, a large number of which they had purchased and got on board; and that being in want of provisions, they sailed from the Archipelago of St. Lazarus, where they had been so trading as aforesaid, and returned to King George's Sound for a fresh supply of provisions, at which time the natives were bringing great quantities of furs for sale.

And this informant further says, That when the said vessel arrived in the Offing of said King George's Sound, a number of boats came out of said Sound, and seized said vessel, and conducted her into said Sound; that one of said boats had a gun in her bow, and all the
people

people on board the boats were Spaniards, and were armed with cutlasses, pistols, and musquets; that they took possession of said vessel in the name of the King of Spain, and made this informant and the rest of the crew prisoners.

That on entering said Sound in the manner aforesaid, he this informant saw two Spanish men of war lying there, one carrying 26 guns, called The Princessa, and the other 24 guns, called The St. Carlos, with several hundred men on board, and carrying the Spanish flag.

That the Spaniards who had boarded said vessel as aforesaid, brought her to an anchor close to said frigates, and put the captain and crew of said vessel on board of said frigates, that they then took out of said vessel all the furs and other merchandize, and put the same also on board said frigates, and the hoisted the Spanish flag on board the vessel they had so captured.

That the Spaniards entreated this informant, and the rest of the crew of said vessel, to enter themselves as seamen on board said frigates, which they all refused to do; that said Spaniards then put the crew of said vessel in irons, and fed them with horse beans and water for the space of about three weeks, and beat and otherwise ill treated several of them.

And this informant further says, That he was informed that the name of the officer who commanded said frigates is Stephen Joseph Martinez; and he also further says, that if said vessel could have continued longer in the Archipelago of St. Lazarus, from whence she was obliged to return to King George's Sound through want of provisions, or if she had got a supply of provisions at said Sound, and gone back to the Archipelago (from which she was prevented by being captured as aforesaid) he is well assured that they should have collected a large quantity of furs, and other merchandize, and that the voyage would have been very advantageous to the parties interested therein.

That soon after the capture of said vessel as aforesaid, she was fitted out, and sent on a trading voyage, by said Stephen Joseph Martinez, manned with Spaniards, bearing the Spanish Flag, and having also on board one David Coolidge, mate of the sloop Washington, belonging

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to

To the United States of America, which was then lying in said Sound; and in the month of July following, said vessel returned to said Sound, having on board a considerable quantity of otters skins, which he this informant saw taken out of said vessel, and put on board said frigates.

That on the 14th day of the month of June 1789, the Princess Royal merchant ship, of London, belonging to said Mr. Meares and others, and commanded by Mr. William Hudson, came into said Sound with British colours flying, and anchored near the said frigates; that said vessel Princess Royal lay in said Sound a few days, and then sailed (having first obtained the permission of said Martinez so to do) without any other interruption or molestation whatever.

That on or about the third of July the Argonaut, a merchant ship, appeared in the Offing of said King George's Sound, commanded by James Collnett; that said Martinez equipped a launch with twenty men and upwards, and went with the same himself, accompanied by Richard Howe, an American, and supercargo of the ships Columbia and Washington (belonging to the United States of America, and then lying in said Sound) on board said Argonaut; that said Argonaut sailed into and anchored in said Sound with British colours flying; that the next morning the Argonaut wanting to put to sea, was prevented by said Martinez, who seized said vessel with an armed force, took the captain and crew on board said frigates, and put them in irons; that said Martinez ordered the British colours on board the Argonaut to be hauled down, and the Spanish colours to be hoisted, and fired a gun on board the Argonaut, and took possession of the vessel in the name of his Catholic Majesty; that said Martinez then ordered all the property on board said Argonaut to be removed on board said frigates; that on the 13th day of July the before-mentioned vessel the Princess Royal appeared in the Offing of said King George's Sound, and that Robert Hudson, Master of said vessel, came into said Sound in his boat, that said Martinez immediately seized said boat, together with said Hudson and the boats crew, on whom several Spanish soldiers who were on board the Argonaut

Argonaut and the Princessa (one of said frigates) fired with ball; that when said Hudson came along side said frigate in his boat, the crew belonging to said frigate beat said Hudson and his men, and threw said Hudson down the after-hatchway of said frigate, saying, "Get down, you English dog," and afterwards put him in the cabin under a guard of soldiers; that the Spaniards then launched two boats, armed with cutlasses, &c. which went on board the Princess Royal, and brought her into the Sound; that they then fired a gun on board her, hauled down the English and hoisted Spanish colours on board her, and put the crew, all the merchandize, and other property that was in her, on board one of said frigates, and took possession of said Princess Royal in the name of His Catholic Majesty; that at this time he this informant saw two Spanish batteries which were erected on shore in said Sound, the one mounted 16 guns, and the other seven guns, with the Spanish flag flying thereon.

And this informant further says, that he remained in confinement on board one of said Spanish frigates for the space of three weeks, and was then put on board the aforesaid American vessel the Columbia, in order to return to China; that before said vessel sailed, he this informant was several times on board the Argonaut, where he saw Captain Colnett and his officers confined in the cabin, and the crew in the fore hatchway in irons.

And this informant further says, that he sailed from China on board the Felice, and arrived in said King George's Sound in the month of May, 1788; that in about a fortnight or three weeks after their arrival he saw Mr. Mears deliver some articles of merchandize to Maquilla, the Sovereign Prince of the said Sound, which he then understood and believed were given as a consideration for lands which the said Mr. Mears had required for an establishment on shore; that said Mr. Mears did erect a building and other conveniences on said land, and that the same were taken possession of by said Martinez, who raised a battery of two guns, and hoisted the Spanish flag thereon.

And this informant says, that there were a number of men, natives of China, at said Sound, who had been

taken thither by said Mr. Mears; and that said Martinez refused to let them return to China, and employed them in erecting batteries and other works, and, as he hath been informed, in digging in the mines.

That while he was on his passage in the Columbia to China, he saw a quantity of furs put on board said vessel from said Princessa, and that the name Martinez was stamped or marked thereon; that in Port Cose, in their way to China, (and where the Washington and Columbia met) he also saw a number of furs put on board the Columbia from the Washington.

And this informant hereby acknowledges, That he has received from said Mr. Mears all the wages due to him from the time of his embarking on board the Felice as aforesaid, to the time of his arrival in China on board the Columbia; and says, that the principal reason of his coming to Europe was to give information of the before-mentioned transactions.

That when he was at Port Cose, in the Columbia as aforesaid, Captain Kendrick, who commanded said vessel, told this informant, that if he would not sign articles to assist in navigating her to China, he would turn him ashore among the Indians; and in consequence of said threats, he signed said articles; and he this informant is of opinion, that if he and others under the like circumstances had not given such assistance, they could not have carried said vessel to China; but he did not receive any recompense for such service.

WILLIAM GRAHAM

Sworn before me the
day and year above
written,

SAMPSON WRIGHT

[29]

No. 8.

T. HUDSON's receipt for two hundred and three sea
otter skins.

In Mr. Mears's Memorial of the 30th April 1790.

(No. 5.)

July 2d, 1789, in Friendly Cove, Nootka Sound.

RECEIVED from Robert Funter, two hundred and three
sea otter skins, numbered 1 to 215, in good order and well
conditioned, of which numbers twelve are wanting, viz.
No. 96, 170, 179, 180, 163, 197, 199, 202, 203, 205, 208,
and 204, which I promise to deliver in the like good order
and condition at Macoa, Canton, or any other port where
they may be ordered by the established Company of
Merchants trading from the above ports to this coast.

Witness my hand this 2d day of July, 1789,

T. HUDSON

203 skins.

No. 9.

CERTIFICATE of Ninety-six Skins being shipped on
board the Columbia.

In Mr. Mears's Memorial of the 30th April 1790.

(No. 6.)

OF the 96 skins, which I have permitted to be embarked
on bard the Columbia, to Captain Robert Funter, and Pilot
Thomas Barnet, on their account
they

they shall pay to the Captain of said frigate, John Kendrick, the corresponding freight for said skins, as also the support of the crew, and payment of said individuals, because that they might not lose their labour and pain, I have given this permission, leaving to the said captain and pilot their right, apart, to demand of Don John Cawallo, in whose service they were, *or of the London Company of free trade*, as this has satisfied the expences incurred by said Cawallo in his vessels by means of the purchase.

On board this frigate under my

Command, in the port of St.

Lawrence of Nootka, 14th

July, 1789.

(Signed)

STEPHEN JOS. MARTINEZ

This is original copy of an order, which they say Don Stephen Joseph Martinez, Captain of the Spanish frigate, gave.

Canton, 2d December, 1789.

Manuel Netgole, First Supercargo

Witness,

of the Philippine Company.

Henry Hopman,

Third Supercargo.

Deposition of the Officers and Men of
the Schooner North West America.

In Mr. Mears's Memorial of the 30th April 1790.

(No. 7.)

WE, the undermentioned captain and seamen of the N. W. America, a vessel of 40 tons burthen or thereabouts, built in King George's Sound, on the north-west coast of America, by Captain John Mears, agent for the society or British merchants trading to those parts, and launched under the colours of Great Britain, make oath before the chief supercargo of the honourable East India Company resident at Canton:

That in the month of September, in the year of our Lord 1788, the carpenters of the said John Mears did, with the assistance of divers natives of America, build, launch, and equip a schooner of forty tons, or thereabouts, in the sound or port discovered by the late captain James Cook, and named by him King George's Sound, in honour of our most gracious sovereign; that the said John Mears did name the said vessel the N. W. America, as the first vessel ever built in that part of the world; that she was equipped at a great and heavy expence of stores, tackle, and furniture, particularly iron, the most valuable commodity in those parts; that all those stores, iron, &c. were conveyed to the American cost, with infinite labour, cost, charge, and expenses, on the ship Iphigenia, as appears by her books of outfit and equipment; that the said John Mears did appoint Mr. Robert Funter, master of the N. W. America, deeming him a full and sufficient person to conduct her commerce and guidance, and did also appoint Peter Henny, Robert Davidson, and John East, quarter masters of the said schooner, as well as Thomas Thistlewood, William Graham, and John Clarke, mariners, all subjects of the

the crown of Great Britain; and also assisting, a native of China, a carpenter, and Assee and Achaw, mariners of the same country, to compose her crew, to trade along the north-west coast of America, on account and for the benefit of the associated merchants of Great Britain trading to those parts; and that we the above mentioned people have been paid our full and just wages agreeable to justice, from the time of our first sailing from China until the time of our return, as the books of outfit will show, and agreeable to our receipts.

That on the 09th of June 1789, being returned to King George's Sound from a trading expedition amongst the Charlotte's Isles, unsuspecting enemies or other hostile attacks, there did come from thence boats manned and equipped for war, commanded by Don Joseph Stephen Martinez, commander of two ships of war of his Catholic Majesty then in King George's Sound, and did tow or convey the said N. W. America, her crew, tackle, cargo, furniture, into the said sound, and did anchor her close to the Spanish ships of war, and then did take possession of the schooner, her tackle, cargo, furniture, goods, and chattels of the associated merchants, in the name of his Catholic majesty, and as good and lawful prize.

That the said schooner N. W. America did barter and trade with the natives of the north-west coast of America, for two hundred and fifteen sea otter skins of good and prime quality; that the said number of two hundred and fifteen sea otter skins were put on board of the sloop Princess Royal, of London, belonging to the associated merchants, for their use and advantages.

That the said Robert Funter and his crew were removed prisoners on board the said Spanish ships of war, to their vexation, detriment, and loss; and that the said schooner N. W. America was taken out of his care, and given up to the plunder of the subjects of his catholic majesty; that the colours of Spain were hoisted on board the said N. W. America; that every formality was used by the Spaniards, by sprinkling

holy

holy water, &c. above the vessel, in order to cover their unjust and cruel proceedings.

That the quantity of trade and commerce on board the N. W. America, when taken by the Spaniards, was great and considerable; and that being in want of provisions, she returned to King George's Sound, in the sole hopes of meeting with some of the ships of the associated merchants, to receive from them the supplies wanted; that numbers of skins were left behind amongst the Charlotte's Isles; and we do aver, to the best of our belief, that had there been sufficient provisions on board the schooner, so as to have permitted her further stay, that one thousand sea otter skins would have been collected, in addition to the two hundred and fifteen above mentioned: and we further make oath, That the detention in King George's Sound, by Don Joseph Stephen Martinez, was to the ruin of the voyage, and the irreparable loss of the associated merchants.

That the said N. W. America was immediately equipped and manned by Don Joseph Stephen Martinez, with Spanish officers and seamen, with Mr. David Coolidge, first mate of the sloop Washington, of the United States of America, a pilot; that she sailed from King George's Sound under the Spanish flag on a trading voyage; that in the month of July she returned to the said Sound with a cargo of seventy-five sea otter skins, or upwards, to the heavy loss of the associated merchants.

That we do further make oath, That Don Joseph Stephen Martinez did offer to Mr. Robert Funter to go as pilot to the schooner, to show the different harbours where skins were to be collected, and to trade along the coast; and as an inducement to accept of this station, the said Don Joseph Stephen Martinez did offer unto the said Mr. Robert Funter the half of all furs or valuables collected during the voyage; and the said Mr. Robert Funter having acquired a considerable knowledge of the trade of the north west coast of America, was pressed by D. J. S. Martinez to discover the nature of the commerce, and to enter into their service. And we do further make oath, That

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those offers of Don Joseph Stephen Martinez were rejected with indignation, as incompatible with our being in the service of the associated merchants.

That the said Don Joseph Stephen Martinez did make use of all manner of threats and other unlawful endeavours of punishments and imprisonments, & c. &c. &c. to induce the said Robert Funter to make some instrument of writing, whereby the right and title to the said schooner N. W. America, should be conveyed to the above Don Joseph Stephen Martinez; that all those efforts and threats were sustained without giving such an instrument in writing. And do further make oath, That of the two hundred and fifteen sea otter skins collected on board the N. W. America, twelve whereof were either lost or stolen on board the Spanish ship Princessa, which reduced the above number of two hundred and fifteen to two hundred and three skins, which were put on board the Princess Royal.

That on or about the 14th of July, the Princess Royal of London, being in want of wood and water, and otherwise much distressed, did fail into King George's Sound, and did anchor near to the ships commanded by the said Don Joseph Stephen Martinez; and that Mr. William Hudson, master of the above vessel, finding the schooner N. W. America, belonging to the associated merchants, with cargo and tackle, &c. seized by the Spaniards, did receive on board the said sloop Princess Royal, with the leave and licence of Don Joseph Stephen Martinez, the number of two hundred and three prime sea otter skins, on account of the associated merchants; and the said Don Joseph Stephen Martinez having determined to capture the hull and tackle of the N. W. America, but liberate the cargo of the above number of two hundred and three sea otter skins.

That the above sloop Princess Royal, William Hudson, master, did put to sea out of Nootka sound, having on board the above cargo of the associated merchants, and after having signed a receipt for the above skins, which receipt is attached to this affidavit.

And we do further make oath, That the receipt attached

to this affidavit is the true and just receipt from William Hudson, master of the Princess Royal.

And we do make oath, That the ship Argonaut, commanded by lieutenant James Colnett, of his majesty's navy, and belonging to the associated merchants, did arrive off King George's Sound, on or about the 3d of July 1789; and that Don Joseph Stephen Martinez perceiving the said vessel in the offing, did man and equip a launch with seventy men and upwards, and went himself, accompanied by Mr. Richard Howe, an American, and supercargo of the ships Columba and Washington, belonging to the United States of America, and then in King George's Sound, and went on board the said ship Argonaut, where he was received with every friendship and civility; that the Argonaut being come off a long voyage, and otherwise much distressed, was enticed and decoyed into the said Sound by the assurances, and resting on the faith of Don Joseph Stephen Martinez, who promised him every assistance and friendship; and that the ship Argonaut having in consequence of this, entered King George's Sound, was boarded by armed boats equipped from the Spanish ships, and seized and made a prize of, her officers, crew, and cargo, in the name of his catholic majesty, by Don Joseph Stephen Martinez; and that the officers and crew were immediately removed on board the Spanish ships, and the British ship Argonaut was given up by Don Joseph S. Martinez to plunder, not only the goods, &c. of the associated merchants, but the private moveables and valuables of the officers and crew.

That Don Joseph Stephen Martinez, with priests and all due formalities, hoisted the flag of Spain on the British ship Argonaut, and did threaten Captain James Colnett, that if he did not comply with all orders, injunctions, and other demands, that they would immediately hang the said Captain James Colnett at the yard arm, which pressed so forcibly on the mind of the said Colnett, that it deprived him of his senses; that he made repeated attempts to destroy himself, and

did once jump out of the cabin window into the sea, and was with difficulty saved.

That the said Don Joseph S. Martinez, being in possession of the ship Argonaut, did take out of her the greatest part of her copper trade, arms, great guns, ammunition, provision, tar, pitch, canvass, and other naval stores, with all the charts, instruments, &c. of the officers.

We do further make oath, that the journal of the ship Argonaut was true and faithfully delivered by Mr. Robert Duffin, first officer of the said ship, to Mr. Robert Funter, master of the N. W. America, as well as the letters signed Robert Duffin, and addressed to John Mears, agent for the associated British merchants trading to the North West coast of America, which journals or letters are attached to this affidavit.

And we do make oath, that on the 13th of July the sloop Princess Royal of London was out at sea, in the offing of King George's Sound, and that Mr. Robert Hudson, master of the said sloop, did take his boat and row into the said sound, and that himself, boat, and crew, were seized by Don Joseph Stephen Martinez, who made prisoners of them; and did, by force and threats of hanging him at the yard arm, get the said William Hudson to write a letter on board the Princess Royal, then lying off at sea, to deliver up without contest the above sloop; and that Don Joseph Stephen Martinez did order his second lieutenant, named Montefare, to take armed boats, equipped for war, and go on board the Princess Royal, and deliver the said written letter to the commanding officer on board; and that those boats did accordingly go to the Princess Royal, and did seize her, and with force confined the crew below deck, and did carry her into King George's Sound, when Don Joseph Stephen Martinez did order the Spanish colours to be hoisted on the Princess Royal, and captured her officers, crew, cargo, tackle, and furniture, in the name of his Catholic majesty.

That, to the best of our knowledge and belief, the said Princess Royal had on board two hundred and seventy prime sea otter's skins belonging to the associated
merchants

merchants, as well as two hundred and three prime sea otter skins received from Mr. Robert Funter, master of the N. W. America, making in all four hundred and seventy-three prime sea otter skins, all which were seized by the said Joseph Stephen Martinez, in the name of his Catholic majesty.

That the said Don Joseph Stephen Martinez did take possession, with all due form, &c. &c. of the Princess Royal of London. And we do further make oath, that Don Joseph Stephen Martinez did give us, the above-mentioned Mr. Robert Funter and seamen, leave and licence to return to China in the American ship Columba; and that we did embark on board the same ship, and did return to China on the 2d of November 1789; and that previous to our leaving King George's Sound, and the north-west coast of America, we did see sail out of the said port the british ship Argonaut under the Spanish flag, a prize to Don Joseph Stephen Martinez, having on board Captain James Colnett, Mr. Robert Duffin, and the greater part of her crew, with a guard of fifty Spanish seamen, bound to the Spanish port of St. Blas, in the latitude of 21 or thereabouts, agreeable to the orders of Don Joseph Stephen Martinez; and that Joseph Tobar, first lieutenant of the Spanish ship Princessa, was in command of the Argonaut on her leaving King George's Sound; and that the Columba and the American sloop Washington did depart from King George's Sound together unmolested in any measure by the Spaniards, but on the contrary in full friendship and alliance, leaving in that sound Don Joseph Stephen Martinez, with his two ships, and the sloop Princess Royal and the N. W. America as prizes. That the Columba and Washington did steer to a harbour to the southward of King George's Sound, where they separated, the Columba returning to China, and the Washington remaining on the coast.

That we do make further oath, that Don Joseph Stephen Martinez did order a certain number of sea otter skins (the number of which we cannot ascertain) to be put on board the American ship Columba, previous to her and the Washington's leaving King George's

George's Sound, and that the same ship Columba did go to sea with those skins on board; that on the arrival of the two American ships at the port above-mentioned to the southward, Mr. John Kendrick, Master of the ship Columbia, did leave the said ship, and go on board the sloop Washington, taking the above mentioned Spanish skins with him; and Mr. Robert Grey, Master of the sloop Washington, did go on board the ship Columba, and took charge of the said ship, quitted the coast of America, and returned to China as above-mentioned, leaving the sloop Washington in the above-mentioned harbour to the southward.

And we do further oath, that the provisions agreeable to the receipt attached to this affidavit, were put on board the ship Columba, by order of Don Joseph Stephen Martinez, in order, as he said, to victual us, the captain and crew of the N. W. America; but that, instead of being appropriated to this use, part thereof were put on board the sloop Washington, then commanded by Mr. Kendrick, in order that she might continue out a longer trading voyage on the coast of America.

That the said Don Joseph Stephen Martinez did order to be shipped on board the ship Columba, commanded by the said Mr. Grey, the number of ninety-six sea otter skins, for the purpose of fulfilling the contents of a Spanish paper attached to this affidavit, duly authenticated by the chief of the Spanish East India Company at Canton.

And we do further make oath, That the ship Columba, on quitting the coast of America, was so weakly manned, that we do verily believe that she would not have been able to have returned to China had it not been for the exertions of us, the master and seamen of the N. W. America; that the reason of this weakness on board the Columba was their sending the greater part of their crew on board the sloop Washington, in order that she might be manned and made more competent to continue on the coast of America.

Sworn

Sworn at Canton, before the honourable East India Company's chief supra cargo, this fifth day of December one thousand seven hundred and eighty-nine.

(Signed).

Robert Funter, master of the N. W. America.

Robert Davidson, quarter master.

Peter Henry, quarter master.

John East, quarter master.

William Graham, }
Thomas Littlewood, } seamen

Sworn before me, at Canton n China, this fifth day of December one thousand seven hundred and eighty-nine.

(Signed).

JOHN HARRISON, junior, chief supra cargo.

No. 11.

John Kendrick's Receipt for Provisions,
&c. on board the ship Columba.

In Mr. Mears's Memorial of the 30th April 1790.

To accompany Inclosure, No. 7.

13th July, 1789.

Received from on board the Snow Argonaut, on board the ship Columba, the under-mentioned Articles; viz.

5 Casks of salt provisions.

20 Pickles of rice.

180 Gallons of arrack.

12 Squares of shoe leather

2 Small casks of vinegar.

Per JOHN KENDRICK.

The above is a true copy of the original, signed as above,
&c.

Per ROB. DUFFIN.

No. 12.

Extract of the Journal of the Iphigenia.

In Mr. Mears's Memorial of the 30th April 1790. (No. 8)

Remarks, &c. on Board the Iphigenia Nubiana.

20th April 1789. AT one P. M. a breeze sprung up from the NW. stood in for the Sound. At 7 ditto, the tide and wind failing, dropped the stream anchor in 50 fathoms water, one mile from the shore, and two ditto from Friendly Cove. At 10 A. M. weighed with a southerly wind. Shortly afterwards came along-side Captain Kendrick and officers; they had wintered in Friendly Cove, and had only removed a few days with their ship up to Moweena, about 8 miles higher up the Sound. At 11 ditto dropped anchor in the Cove, and moored with the pieces of junk. Employed unbending sails, and getting the top-gallant masts and yards down on deck. – This log at midnight.

21st April. Light winds and variable. The Limbers being all choaked with the sand ballast, so that the water could not find its way into the pump well, set all hands to work in the morning to clear the hold. Departed this life Acchon Aching, a seaman, he was delirious from the time of his fall from the cross trees till he died; interred the corpse on shore.

22nd April. The wind from the NW. and SW. with fair weather; sent from sails on shore, and erected a tent to put our empty casks in: employed in the hold, the cooper overhauling the provisions, and putting fresh pickle in the casks.

23rd April. First part light winds and variable: employed heaving out ballast; in the morning moved the
tank

tank to get to the limbers. At 10 A. M. arrived the sloop Washington from the southward: I found that they had been out six weeks, and had procured about 300 sea otter skins.

24th April. Strong gales and hazy weather, with rain: employed moving the great guns in the hold, which we found a very laborious piece of work; every rope we had in the ship gave way, so that we were obliged to borrow a fall from the American sloop. Having intelligence that a sail was in the offing, dispatched the long-boat to her assistance; found her to be our consort, the N. W. America; at noon she anchored in the Cove. Sailed out of the Cove the sloop Washington for Moweena.

25th April. Fresh gales and cloudy weather, with the wind from the SW. Having intelligence that the American sloop was bound to the northward as soon as they could get trade wrought up, I gave orders for the schooner not to unbend her sails, but to be hauled on shore immediately to stop her leaks. At 6 P. M. having stopped her leaks as well as we could, by nailing lead over them (for we had neither pitch or tar on board) and scrubbed her bottom, at ten hauled her off the ways.

26th. In the morning hauled the schooner along-side, and struck her guns and other stores in; sent likewise on board her the following articles, viz. All the canvas I had got, on puncheon of bread, one cask of yams, one of pork, two of my best men, and second officer, who was well acquainted with the part of the coast I intended to send her: I sent on board her as trade 50 bars of iron, 30 cut up, 200 choppers, 3 dozen of adzes, one dozen of wood axes, and a quantity of large blue beads.

28th. Moderate and clear weather, with the wind from NE. At day-light towed the schooner out of the Cove, the long-boat attending her out to sea about two leagues.

May 6th. Moderate and fair weather. Having intelligence from the natives that a vessel was in the offing, in the morning I ordered the long boat to go off with the chief officers (being unwell myself); about ten I was acquainted by my people that the vessel appeared to be a ship, and not like the Felice Adventurara. At eleven ditto she dropped anchor, and saluted me with nine guns, which I returned; my boat came on board, and acquainted me she was a Spanish ship of war, commanded by Commodore Don Joseph Stephen Martinez, on discovery; that there were two others, a ship and a snow, that had parted company about 14 days ago: The commodore sent his compliments to me, and requested my company on board the Princessa (for that was the name of the ship) to dinner; I went on board, and carried him a present of a long feathered cloak and cap. He told me on my going on board he came from Oonalashka; that he had been in Prince William's Sound and Cook's River; and showed me a copy of a letter I wrote in answer to one I received from Mr. Ismyloff on the 25th day of June 1788. At the time I wrote this letter I was in Cook's River, he was at anchor then off Montagu Island. How we came to pass one another, he sailing from the Sound to Cook's River, and I sailing from Cook's River to the Sound, I am at a loss to know. He fell in with the Washington to the northward, and supplied her with several things she was in want of. I acquainted him with my distressed situation; that the vessel had like to have foundered before we made the port, for want of pitch and tar to stop her leaks; that I expected my consort from Macao every day; if she did not arrive, I must beg his assistance, which he promised me. Captain Kendrick arriving from Moweena, after dinner we went on shore, accompanied by Don Joseph, and three padries that were to make all the Indians Christians. I thought they had taken a hard task in hand.

7th May. Foggy weather, people employed in cutting up fire wood.

8th.

8th. Moderate breezes and fair weather; compleated our fire wood, waiting with great impatience for the arrival of the Felice.

9th. Ditto weather. In the morning I accompanied the commodore, the padries, and his officers to Moweena, to dine with Captain Kendrick. In the evening we returned.

10th. Pleasant land and sea breezes. This day captain Kendrick and officers, the Spanish commodore, and the padries dined on board the Iphigenia; having one Sandwich Island hog left, and a few yams, I send the hog on board the Spanish ship and had it dressed after their own fashion; they added two or three other dishes; so that we made it out pretty well.

11th. Cloudy weather and heavy rain. In the morning the Spanish commodore went up to Moweena, taking his cot and bedding along with him. He promised to let me have the articles I was in want of at his return. In the evening we had intelligence by the natives of a vessel being in the offing.

12th May. Moderate and cloudy weather. In the morning, having got some pitch and tar from the Princessa, hauled the long boat ashore, and set the carpenter and caulker to work to caulk her bottom. At three P. M. having finished the long boat, I intended to send him down the Week-a-nannishies. At five ditto Mr. Adamson acquainted me that Captain Meares was in the offing, that the natives had sold him some fish; (having been unwell for some time past, and now confined to my bed) I ordered him to go off with the long boat to his assistance. At six ditto I was acquainted she dropped anchor one mile to the northward of the port, and hoisted Spanish colours.

13th May. Moderate and cloudy weather. At ten A. M. came in and dropped anchor in the cove the Spanish snow St. Carlos, commanded by Captain Arrow. He sent his compliments to me, and requested my company

to dinner; being unwell I declined his invitation. In the afternoon he paid me a visit; and in the evening the Commodore came down from Moweena, accompanied by Captain Kendrick, and some of his officers.

14th. At nine in the morning of the 14th the Spanish commodore sent for Mr. Viana and me on board the *Princessa*. As soon as I was on board he took out a paper, and told me, that was the king of Spain's orders to take all the vessels he met with on the coast of America; that I was now his prisoner. I urged the distress we were in before we reached the harbour; the vessel without cables; no pitch nor tar on board to stop the leaks; no bread on board, nor any thing to live on but salt pork; that if I had steered for any port in South America, the Spaniards would not have seized my vessel, but supplied me with the necessaries I was in want of, agreeable to the laws of nations; to take me as a prisoner, in a foreign port that the king of Spain never laid claim to, was a piece of injustice that no nation had ever attempted before: but that, sooner than be detained as a prisoner (although the vessel had like to have foundered before we got into the harbour) if he would give me permission, I would instantly leave the port. This was denied. Forty or fifty men, with some officers, went on board, hoisted the Spanish colours, and took possession of the *Iphigenia Nubiana*. The keys of my chest was demanded; my charts, journals, papers, and in short, every thing that was in the vessel, they took possession of. I was not so much as allowed to go on board. I enquired the cause of his not taking the *Washington* sloop, as he had orders from the king of Spain to take every vessel he met with on this coast. He gave me no satisfactory answer; but told me, my Portuguese papers were bad; that they mentioned, I was to take all English, Russian, and Spanish vessels that were of inferior force to the *Iphigenia Nubiana*, and send or carry their Crews to Macao, there to be tried for their lives as pirates. I told him, they had not interpreted the papers right; that though I did not understand

understand Portuguese, I had seen a copy of them in English at Macao, which mentioned, if I was attacked by any of those three nations, to defend myself, and if I had the superiority, to send the captain and crew to Macao to answer for the insult they offered the Portuguese flag. The padries and the clerk read the papers over, and said they had interpreted the papers right. The Portuguese captain, Viana, was silent, although he must have known to the contrary. In the evening of the 15th, captain Kendrick came down from Moweena; having been informed captain Kendrick was privy to my being taken prisoner, and that it was settled when the Spanish commodore was last at Moweena, when he came on board the Iphigenia I refused to see him. This being reported to the Spanish commodore, I was ordered, at ten o'clock at night (although I was very unwell) to turn out, and carry me bed on board the Spanish snow, it both raining and blowing at the time. Here I remained for some time without a soul to speak to. My servant, that was a Manilla man, and spoke the language very well, was not permitted to come near me, for fear of his discovering some of their proceedings that was carrying on. In short, they stole a number of things, and afterwards laid the blame on my servant. My people were divided between the two vessels, and every method made use of to entice them to enter. The sails were bent, and some new running rigging wove. A captain was appointed, and officers, to carry me and Mr. Viana to St. Blaws. My officers were to be detained, and one half of my people on board the two Spanish ships, and I was requested to choose the quietest of my men to go along with me. A list of them I was desired to give to the commodore, as we were to sail in a few days. This I would not comply with, but told him, he might send home if he thought proper; that the Iphigenia was not fit to go to sea till she was caulked, and her leaks stopped. This they immediately set about. After taking every thing out of her, copper, iron, trade of every kind, and all my Sandwich Island pork, they filled the after-hold with sand ballast, that we had

been

been at so much pains to get out. The schooner N. West America, and the Felice Adventurara, being daily expected in , none of us were permitted to speak to the natives, although I found an opportunity to acquaint M'Quilla, and the other chiefs, as did Mr. Ingraham, chief officer of the Columba. We requested them to have boats ready to go off to captain Mears and captain Funter, and acquaint them not to come in to Nootka. That I was *cap chetled*, they told us they understood. They wanted to know if I was now a colt, that is, a slave – that if I would go with him, they would send boats to watch for an opportunity to carry me off. They instantly shifted their village about four miles to the northward, so that I am in great hopes both captains Mears and Funter will have intelligence of my being captured. One of my people on board the Iphigenia, the servant, was bargaining with the natives for some fish they had in their boat; the Spaniards, not understanding what was said, he was ordered on board the commodore's ship, and put into the stocks, where he was strictly examined, and threatened severely, if he did not tell whether he had mentioned to the natives for them to go and acquaint captains Mears and Funter not to come in to Nootka. When they found he had not mentioned any thing about the other vessels, they wanted to know if the natives had not told him they had seen a vessel in the offing. He told them they had not. He was after this set at liberty, but ordered never to converse with the Indians, nor speak to them in future. I afterwards had a conference with captain Kendrick; he denied being accessory to my being taken; that the Spanish commodore had mentioned to him he would take captain Mears prisoner as soon as he arrived in the harbour; that he had said every thing, and had made use of all his interest to prevent my being taken prisoner. How far this is true, I shall leave it for him to discover. On the 22d the irons arrived from Moweena, which were made by captains Kendricks's armourer. We were now to proceed instantly to St. Blaws, and I was once more requested to choose one half of my men, as the other half was
was

was to remain with my officers. Finding not one of them would enter, or desert me, I declined giving the preference to any. Before we sailed, I requested my own private papers might be delivered up, likewise a copy of my Portuguese papers, which was promised me. The interpreter, when he came to that part which mentions my defending myself in case I was attacked, and, if I had the superiority, to carry the aggressors to Macao to be tried for their insult, he mentioned to the commodore, in my presence, he thought the papers very good. I told him, if that was the only cause he had to alledge against me, it would not be difficult for me to cast him in any court of justice in Europe. He had now got every thing out of her that he took a liking to; and what things I had belonging to myself, he robbed me of in as gentle a manner as he possibly could, by letting me know he must have my gold watch, my sextant, my stove, and all my charts; likewise all my long feathers, cloaks, and caps, that Tyany and his relations presented me with; even my shoes and boots, and very bed cloaths went; as a reason for doing so, he told me some of those things could be got at Mexico. He now proposed to return the vessel, and supply me with provisions to carry me to the Sandwich Islands, if I would sign a paper that was already prepared and presented me. This I refused to comply with, till I had witnesses, and know the contents of the paper. Mr. How, supercargo of the *Columba*, was requested to write a letter to Captain Kendrick and Mr. Ingraham, to come down from Moweena, to be witnesses to the papers I was to sign. On the 24th they arrived; the papers were interpreted to me, which mentioned he arrived on such a day, and found me in the Bay of St. Lawrence, Nootka; that I was in distress, and in want of every thing; that he had not stopped my navigation, but supplied me with every necessary I was in want of to carry me to the Sandwich Islands. This paper I refused signing, for two reasons; one was, he had not only stopped me in my navigation, but had taken possession of the ship, and every thing that belonged to her; another was, the

Spaniards

Spaniards could lay no claim to a port they had never before seen, nor had any of the King of Spain's vessels ever entered. The commodore said, in the year 1775 he was second officer on board a king's frigate that was on discovery, that saw the port, and named it the Bay of St. Lawrence. I told him, having the chart of that voyage by me, I begged leave to differ in opinion from him. If I did not choose to sign the papers, he told me he would keep the vessel, and send her along the coast as a privateer to trade with the natives. The papers were instantly laid aside, and Captain Kendrick went up to Moweena. The same evening he told me his orders were to take captain Kendrick, if he should fall in with him any where in those seas; and mentioned it as a great secret that he would take both him and the sloop Washington as soon as she arrived in port. The 24th and 25th a heavily gale blew from the S. W. the Spanish vessels had each four anchors a-head; the commodore requested I would go on board the Iphigenia Nubiana with my officers and people, and secure her; having nothing on board to secure her with, I declined having any thing to do with her; he was therefore under the necessity of sending two hawsers of eight-inch, and making her fast to Hog Island. As I was not permitted to go on shore, I did not know much of what was carrying forward; they were busy in erecting forts on Hog Island, and by what I learned, they were cutting down large trees to build houses. The commodore acquainted me, that last year when he was at Oonalashka, Mr. Ismyloff told him he expected three vessels from Kamtschatka with a number of men; that on their arrival at Oonalashka, he was to take the command, and conduct them to Nootka Sound, where they were to form a settlement; that he expected to arrive at Nootka by the middle of July, or 1st of August 1789; that two Russian frigates were to sail from Petersburg by the way of Cape Horn, and join them in Nootka Sound with stores and other necessaries that they might want. On his arrival at St. Blaws last year he sent an express to the viceroy, who ordered him to sail immediately for Nootka, and erect forts

to

to keep the Russians out. He likewise acquainted me, that in the year 1786, two English vessels were cast away, one was drove ashore at her anchors on the Island Maidenoi Ostroff; that all the hands perished except three men that happened to be on shore; they were sent over land to Petersburg. The officers of the other vessel being on shore they put to sea, and as there was no person on board that could navigate the vessel, she was never afterwards seen or heard of. As they now had got possession of my charts and journals, the Spanish commodore intended to send the St. Carlos, captain Arrow, to the northward as soon as they could get her bottom cleaned and her sides caulked. Captain Kendrick was likewise ready for sea, and he was going to push to the northward. My people were after me every hour of the day, requesting I would sign papers, that they might get on board their own vessel. Although the commodore had promised to supply me with what he thought would be necessary to carry me to the Sandwich Islands, and made this promise before Mr. How and Mr. Ingraham, still there was no dependance to be put on his word; however on the 26th this paper was once more produced. The Portuguese captain Viana said it was a pass for him, and signed the paper. I was under the necessity of doing the same. At eleven o'clock on the twenty-sixth I carried my people on board, and took possession of the Iphigenia Nubiana. I was not above half an hour on board when a message came, that I was wanted on board the Princessa. When I went on board, I was told by Don Joseph Stephen Martinez (in the presence of Mr. Ingraham) that, although he had given me back the Iphigenia Nubiana, he would not permit me to sail till the arrival of the schooner N. W. America, and that I must sell her to him for the price that captain Kendrick and officers should set on her. I told him the schooner did not belong to me; that I had no power to sell her; that he might act as he thought proper on the occasion. In the afternoon the Spaniards left the ship, each carrying off what he could lay his hands on.

May 27th. Cloudy weather, with the wind from the
H the

the W.; loosed the sails to dry; employed heaving out the sand ballast. In the evening the commodore acquainted me he had intelligence from the natives that the schooner was in a port a little way to the Northward. He got out some ink and paper, and requested I would write a letter to captain Funter to come into Nootka Sound. This I would not comply with, so that he refused to send my stores, or any of his own, on board me.

28th. Fresh breezes and fair weather; employed fitting the rigging in its old places.

29th. On the 29th I made out a list of what articles I was in want of; I desired the Portuguese captain to write it off and present it, as my chief demand was one cable of eleven inch, bread, some pitch and tar, together with forty fathoms of four inch rope for top-sail sheets, and the rope that was woven when the vessel was in their possession. The commodore sent me word he would let me have what things he thought necessary, and what he could best spare, so that I received on board the following articles: viz. one cask of beef for three casks of Sandwich Island pork that was kept, four bags of weighing each 20lb. one box of bread, weighing about 150lb.; two bags of rice, four of beans, eight ditto of flour, one chest of pitch, one bladder of tar, and one eighteen-gallon keg of Spanish brandy; rope of three inch, eighteen fathoms; one coil of one and an half inch; containing fifty fathoms, and thirty fathoms of two inch. The rest of the cordage and other things were wove and sent on board when I was a prisoner.

May 30th. Employed rigging the top gallant masts. In the afternoon an account of the articles we had received was brought on board, charging five times the quantity and five times the sum they cost; in short, I was going to return most of them, but I found if I returned any I must return the whole. As I had made no charge against him of my pork, iron, copper, watch, stove, sextant, my cloaks, caps, and charts, which he had deprived me of; on this account I granted him the bills he requested. There was

was another thing I was obliged to comply with; my servant being a Manilla man, by great promises he got him to enter on board the *Princessa*. – I was therefore under the necessity of discharging him, and paying his wages up to the day he was discharged.

May 31st. As I was determined to be detained no longer, I went on board in the morning of the 31st, and acquainted Don Joseph Stephen Martinez, that the moment the wind favoured me, I would sail for the Sandwich Islands. I found there were objections made. – The commodore acquainted me, he had information, and was told I intended to go the northward. As I had taken great care not to give the least hint to any person of my future intentions, I mentioned, that whoever he was that told him so, could not be so well acquainted with the state of my vessel as he was himself; that by his own calculation I had not above six week's provisions; that he had only left me 10 or 12 bars of iron; which would only purchase me as many sea otter skins, and if I was even to dispose them, the consequence would be but small; we should only be starved before we got to Macao, as he had left us nothing else to purchase our hogs with at the Sandwich Islands; besides he had not left a chart to carry me to China, let alone along the coasts of America. My people, I told him, were on high wages, and that it was necessary for me to make the best of my way to Macao, having no other prospect but to lessen the

expenses of the voyage as much as lay in my power. I gave orders to unmoor, and requested he would let me have my guns, small arms, and ammunition; which he complied with. Captain Kendrick and officers having come down from Moweena, they acquainted me the *Columba* would sail the day following northward. Another paper was produced, which the commodore requested I would sign, and be witnessed by captain Kendrick and Mr. Ingraham; the contents of this paper they told me was, if my Portuguese papers were bad, the vessel was to be delivered up at Macao. It was easy to see through

those artifices. I signed paper after the Portuguese captain, and requested a copy, but this was not complied with. A dinner being provided on board the *Princessa*, every method was made use of by captain Kendrick and others, to find out if I intended to touch to the northward. I gave them the same answers as before, telling them I had no intention to throw away the lives of my people. On this day they drank my health, wishing me a good voyage to Macao, and accompanied it with thirteen guns. As soon as dinner was over I went on board, accompanied by captain Kendrick and officers, and the Spanish commodore. A light breeze springing up from the northward, I gave orders to get under way. The commodore told me I must leave a letter for captain Funter, if he should arrive in Nootka Sound, to sell the schooner. I acquainted him, captain Funter nor myself had neither power nor authority to sell the schooner; that I would write a letter and leave it with him to be delivered in case of his returning to Nootka Sound. I shall here insert a copy of the letter I left.

To captain Robert Funter, commander of the schooner
North West America.

“Sir,
 “On the 6th of May, a Spanish ship of war arrived in
 “Friendly Cove, Nootka Sound, commanded by
 “commodore Don Stephen Joseph Martinez; on the 13th
 “the snow *St. Carlos* arrived; on the morning of the 14th
 “the *Iphigenia Nubiana* was seized, and we were made
 “prisoners, it being alledged our papers were not good.
 “This being cleared up, I am now permitted to sail to
 “Macao, being supplied with stores and provisions to carry
 “me to the Sandwich Islands. As there is no account of
 “captain Mears, I am afraid some accident has happened to
 “him between the Sandwich Islands and China; if that is
 “the case, you will be but poorly off for provisions. My
 “own situation prevents me from giving you any
 “assistance; I must therefore leave you to your own good
 “conduct,

“being

“being as much at a loss how to act as you can be. All that
“I have to say is, you will act to the best of your judgment
“for the benefit of your employers.

Iphigenia Nubiana, Friendly Cove, Nootka Sound, 1 June 1789.	}	“I am, &c. “WM. DOUGLAS”
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The moment I had finished my letter I gave orders to slip the hawser, and made sail out of the Cove, the fort on Little Hog Island saluting me with five guns, which I begged to be excused returning. At 3 P. M. the Spanish commodore and captain Kendrick left me and went on shore. As the wind was from the northward, I stood to the southward under all sail; at sun-set Nootka Sound bore N.

half W. distance seven or eight leagues. Having June 2nd. got out of the hands of my enemies, I was now at liberty to judge for myself, knowing it would be a length of time before the Spaniards could have their snow ready which they intended to send to the northward, and being of opinion they would not permit captain Kendrick to sail before she was ready, the interval was therefore mine. I had no idea of running for Macao, with only between sixty and seventy sea otter skins which I had on board. My people had been accustomed to short allowance, I therefore gave orders at midnight to put the ship on the other tack, and stand away to the northward. I was in great hopes I should fall in with captain Funter, and I am fully resolved if I do, to take the people and cargo out of her, and set her on fire, if I find I cannot carry her along with me. At noon we had thick hazy weather; Nootka Sound bore N.E. half E. distance fourteen leagues.

Copies of Letters from Mr. Duffin to
Mr. Mears.

In Mr. Mears's Memorial of the 30th April 1790. (No. 9.)

Dear Sirs,

Nootka Sound, July 12th, 1789

I BEG to inform you, per favour of Mr. Barnett, with our safe arrival in Nootka Sound, after a pleasant passage of nine weeks and four days, during which time nothing material happened. We lived in the greatest harmony and good friendship during the time we have been together, and every thing promised fair for a continuation of the same; every officer on board seeming strenuous for their employers' interest. We made the coast of America, July 3rd, at Woody Point, and stood along shore under easy sail during the night. In the morning several natives came off, with the rest Counna Keelah (that was brought by you from Macao to Nootka) from him we learnt there were five vessels in Friendly Cove, but could not learn of what nation they were; however he informed us they had captured the North West America schooner, commanded by Mr. Funter. We immediately conjectured that the vessels were some belonging to Mr. Etches, and the American ship and sloop. We made all the sail we could, intending to get in that night if possible. On our nearing the sound, we saw a sloop coming out, which we were informed was the Princess Royal, belonging to our concern. We then had not the least doubt but there were some of Mr. Etches' vessels in the cove. When we were about two miles from the entrance of the sound, we saw a boat coming towards us; it was then between nine and ten o'clock, so that we could not discern of what country they were. The hailed us in Spanish; and asked if they might be permitted to

come

come on board. They were answered in the affirmative; on which they came alongside, and the officer, with several other gentlemen, stepped up. We found the former to be the Spanish Commodore; those who accompanied him were of his ship. After having welcomed them on board, captain Colnett asked them down in the great cabin; what their conversation was there I am unacquainted with; but captain Colnett soon told me his intention was to go into Friendly Cove, and the Spanish launch took us in tow accordingly. About ten minutes after this, came on board Mr. Barnett, whom I directly introduced to captain Colnett, who informed him that there was a Spanish frigate of 26 guns, and a snow of 16 lying in the Cove, as also the American ship and sloop; that the former had erected a fort on Hog island, on which 16 guns were mounted, and had taken possession of the Sound in the name of his most Catholic majesty, Carolus the 3rd, king of Spain; that they had captured the schooner, and plundered the Iphigenia Nubiana, but had permitted captain Hudson to proceed without any molestation. As the commodore heard this intelligence, he immediately gave captain Colnett his word and honour that he would not offer to detain him, but give him every assistance in his power, in doing which, he only complied with the king of Spain's orders. Under these circumstances, and depending on his honour, captain Colnett entered the Cove, and brought up between the frigate and snow, though I must add, that Mr. Barnett, with others of our well-wishers, advised us to anchor without side the Cove, that we might take a view of the surrounding objects in the morning. Every thing that night, and the next morning, seemed to wear a favourable aspect, no obstacle arising that might stop our departure. In the afternoon captain Colnett went on board the commodore's ship, and requested his permission to go to sea immediately, which at first was granted, but on second consideration, the commodore desired to see his papers. Captain Colnett left the commodore and came on board of his own vessel, where, after having put on the company's uniform, and his hanger, he took

took his papers on board the commodore. He was then informed by that gentleman, that he could not sail that day, on which some high words ensued between them, and captain Colnett insisted on going out immediately, which he said he would do unless the commodore fired a shot at him; if so, he would then haul down his colours, and deliver himself up a prisoner. Hardly had he uttered this, but he was put under an arrest, his sword taken from him, the vessel seized, and the officers and crew taken out, and sent prisoners, some on board the ship, and the rest on board of the snow; but what is most particular, he desired captain Kendrick to load his guns with shot, to take a vessel that had only two swivels mounted, so that it was impossible to make any resistance against such superiority; indeed it would have been madness to have attempted it. The commodore's passion now began to abate a little, and he sent for me from the St. Carlos, where I was imprisoned. When I came to him, he seemed to profess a very great friendship for me, and appeared to be exceeding sorry for what he said his officers compelled him to do. He declared to me, that he had given Captain Colnett permission to depart, and would have assisted him all in his power, but that Captain Colnett insisted on erecting a fort opposite his; said he represented the King of Great Britain, and that he came to take possession in his Britannic Majesty's name. The Spaniard quoted the same, and said he was representative of his most Catholic Majesty the King of Spain; but I have every reason to suspect there was a misunderstanding between the two parties, for the linguist spoke English very imperfectly, and in all likelihood interpreted as many words wrong as right. This is as particular and impartial account of the above transaction as it is in my power to relate; but as this will be accompanied by Messrs. Funter and Barnett, who are permitted to take their passage in the American ship, and who were eyewitnesses of every transaction, it will enable them to explain every particular concerning it, more explicitly than I am able to do in writing. Since our being captured Captain Colnett has been in a high state of
insanity

preparations are now making to accommodate us in that vessel. They have also built cabins between decks for the seamen, where they are to be confined in irons during the night, but suffered to walk out in the day. The officers, I believe, are also to be used in the like manner. I am at present in possession of my cabin, as are also the rest of us, and the commodore behaves with great civility, by obliging us in every liberty that can be expected as prisoners. Whatever deficiency may be left concerning our present transactions will be explained to you in its true light by Mr. Funter or Barnet: for I confess that I am very unhappy, unsettled, uneasy, and, in short, feel every anxiety that is the companion of a person involved in so disagreeable a situation as I am.

I am,

Dear Sir,

Your's most obediently,

(SIGNED) B. DUFFIN.

P.S. I am sorry to inform you that the Spaniards have taken the chief part of our copper, all our guns, shot, and powder, with the spare canvass, &c. The former he means to trade with, as I am informed he sends his furs to Macao by Captain Kendrick, who also trades for him on shares.

To Captain John Mears.

Dear Sir,

Nootka Sound, July 13th, 1789.

Captain Colnett has been in such a state of insanity ever since the vessel has been captured by the Spaniards, that we are obliged to confine him to his cabin. He yesterday morning jumped out of the cabin window, and it was with great difficulty his life was saved. His constant cry is that he is condemned to be hanged. I sincerely hope for his speedy recovery, but am apprehensive he never will recover his former senses again. I understand from the boy Russel, that it is a family disorder, and that they all have symptoms of madness, more or less. I have written the whole transaction concerning our being captured, &c. previously to this, as minutely as at present circum-

stances will permit, for I am apprehensive, if I am seen writing, they will take my book, paper, pens, ink, &c. from me, so that whatever I have written is by stealth; but Mr. Barnett has been so obliging as to assist me as much as lay in his power to do it. Gibson was seen writing one day, and they immediately took the paper and ink from him, and told him prisoners had no business to write. We are tomorrow to sail for St. Blas, with all our officers and seamen, both English and Portuguese, except those that have entered with the Spaniards. They have taken our stores to themselves, all our pitch, tar, canvas, twine, some provisions of all kinds, our guns, ammunition, the chief of our copper, and many other articles that we were not acquainted with. All the officers being prisoners, some on board one vessel, and some on board the other, we have great expectations that the vessel will be delivered up at St. Blas. The commodore promises me if she is, every thing that he has taken to himself shall be replaced at that port; but there has been a number of things taken out of the vessel by theft, that he knows nothing of; nevertheless, if any, and the vessel is returned, they must undoubtedly make it good; but you, Sir, and the rest of your employers must be great sufferers, as it has frustrated all our expectations. Had not we met with this misfortune, there were strong appearances of our procuring a great quantity of furs, as the Americans have no copper to purchase with, so that the natives reserve all their prime skins expecting a copper ship.

If our vessel is delivered up to us, our stores, trade, &c. returned, you may rest assured I will do all that is in my power for the benefit of my employers, and the captain remains in this state of insanity ; if he recovers, he will undoubtedly do the same. I can say nothing more, but beg you will present my compliments to all enquiring friends, and remain,

Dear Sir,

Your's, most obediently,

(SIGNED)

B. DUFFIN

To Captain John Mears.

Dear Sir,

Nootka Sound, July 14th, 1789.

Yesterday at 2 P. M. a sail was seen in the offing, coming round Breaker's Point from the southward, standing into the sound: as she neared the shore, we perceived her to be the sloop Princess Royal, captain Hudson. At 7 she came to an anchor about two or three miles from the cove, and captain Hudson himself came into the cove in this boat, with four of his people, when instantly as he made his appearance in the cove, the Spanish boat boarded him, and took him and his people on board the commodore as prisoners. His motive for coming in, from what I could learn from himself, was to see if captain Colnett was there, in order to receive his orders how he was to proceed in future. Whether captain Hudson's conduct in this proceeding is blameable or not, I leave to your superior judgment.

We are now out of the cove in the mouth of the sound, and are positively to sail to-morrow morning for St. Blas. The sloop is towed into the cove within all the shipping; and the Spaniards from every appearance, have finally captured her.

Captain Hudson seems very much hurt from his misfortune, and candidly declares that it is entirely from his own simplicity, and being too credulous of the Spaniard's honour, that has brought him into this disagreeable dilemma.

Captain Colnett is much better to-day, and in general discourses very rationally. I have endeavoured to persuade him to draw out every particular concerning our being captured, to send to his employers, which he refuses: his objection is, that he has involved himself and every one else in difficulties that he is not able to extricate himself from, and therefore declares to me that he will have no more concern with the charge of the vessel, but leaves every thing entirely to me, which I have, but most reluctantly, complied with, knowing that I cannot acquit myself with satisfaction to myself, nor undoubtedly more so to my employers. Nevertheless, if the vessel is delivered up at St. Blas, as the commodore gives me every reason to hope that she will, I will endeavour,
to

to the utmost in my power, to do every thing in my power that may be any ways beneficial to my employers.

The commodore wanted captain Colnett to sell all his copper to him, and he'd give him bills for the as he valued it, which captain Colnett had complied with; but I objected, as I thought if his orders tolerated him to capture the vessel, they would undoubtedly tolerate him to capture the cargo likewise. We are deficient in a great deal of copper, as I mentioned in my former, but Mr. Barnett will be able to inform you, I imagine, where it goes to.

Accompanying this, I send under the care of Mr. Barnett a copy of my journal from Macao, wherein you will find the principal occurrences that have happened to us since our departure. I have nothing more to add; neither have I opportunity to do it, the vessel being continually crowded with people from different ships, so beg you will present my compliments to Mr. M'Intire, and every other gentleman in Macao; and remain,

Dear Sir,

Most obediently your's

B. DUFFIN

To Captain John Mears.

A STATEMENT of the ACTUAL and PROBABLE LOSSES sustained by the Associated Merchants of London and India, by the Capture of their Ships.

In Mr. Mears's Memorial of the 30th April, 1790 (No. 10.)

ACTUAL LOSSES	Sp. doll.	PROBABLE LOSSES	Sp. doll.
To Cash paid the Crew of the Iphigenia, on their return to China, being near two years wages, and other incidental expenses incurred, for which vouchers have been obtained	15,534	To the value of the cargo which probably would have been collected by the Iphigenia, 1000 sea otters skins, at 100 dollars per skin	100,000
To cash paid the crew of the North West America, being near two years wages, on their return to China, for which vouchers have been obtained	3,719	To the value of the cargo which would probably have been obtained by the North West America, 1000 sea otters skins, at 100 dollars per skin	100,000
To the equipment of the ship Argonaut, for which vouchers have been obtained	39,816	To the value of the cargo which would probably have been obtained by the Princess Royal, 1000 sea otters skins, at 100 dollars per skin	100,000
To the equipment of the Princess Royal, for which vouchers are ready to be produced		To the value of the cargo which would probably have been obtained by the Argonaut, 2000 skins, at 100 dollars per skin	200,000
To the cargo of sea otters skins seized on board the Princess Royal, being 473, at 100 dollars per skin	47,300	To the loss and destruction of the commerce of the associated merchants	
To 12 sea otters skins detained for the particular use of Mr. Martinez, at the same valuation	1,200	To the particular loss of the vessel of 30 tons, in frame, on board the Argonaut, and of the furs she would probably have obtained	
To the agent's expenses in returning to England	2,000		
To insurance on the principal stock, at 20 per cent. the usual premium.	23,864		
To the loss of the officer's charts, journals, nautical instruments, cloathing, private goods, &c. the amount of which cannot now be ascertained			
Toe the amount of wages due to all the servants of the associated merchants now in captivity, from the time of their sailing to the time of their return			
To the value of the North West America, on the coast of America	20,000		
Spanish dollars	153,433	Spanish dollars	500,000

INVENTORY of the Goleta, the
Property of Don Juan Cawallo
and Company, of Macao.

In Mr. Mears's Memorial of the 30th April, 1790 (No. 11.)

Translated from
the Spanish. }

INVENTORY, taken by Order of the
Commandant Don Stephen Joseph
Martinez, of the Hull, Masts, Tackle,
Stores, Necessaries, and Articles,
belonging to the Vessel (la Goleta)
being the Property of Don Juan
Cawallo and Company, of Macao,
which is at Anchor in the River of this
Port, and is as follows, viz.

First. **H**ER hull rotten, eaten through by the worm, as appears
by the survey made by the master carpenter and
caulker Ferdinand Campusano and Francis Joseph de
Castro, upon the first and following page
And her main-mast, fore-mast, and boltsprit, without top masts or
poles
And two hooks for fore-mast and main-mast
And the tackle for both masts, which being of hemp can only
serve for oakum or tow, being rotten
And her rudder or helm, serviceable
And her binnacle, with a compass
And a small iron anchor
And a with two pieces of cable, from 40 braces long,
for cables of middle dimensions
braces
And two larger ones
And two fore-sails
And one round-sail
And one top-sail
And one *Togue*

And

And some pieces of old cable
And six iron guns, calibre 2
And six gun carriages, 20 balls of 2, and 20 ditto smaller
And three copper swivel guns, with their keys
And one ditto, without key
And five musquets with bayonets, and 300 balls
And six pistols
And half cunete of fine gunpowder, which is supposed to weigh
an arroba*
And another ditto of common gunpowder
And 160 short iron swords, of a small palm in length, and four
fingers breadth.
And 10 coopers hatchets
And 20 carpenters ditto
And 10 slips ^{or ingots} – of the iron called platina, which
_{computed}
are supposed to weigh two quintals
And 78 short pieces of iron, computed to weigh one quintal
And three large iron bars, about one brace in length, 8 inches
breadth, and 6 inches in thickness, which served instead of
ballast, and computed to weigh 699 lbs.
And 13 small water casks
And 1 ditto for a provision of water
And 1 barrel of pork
And 2 ditto empty, all in pieces
And 8 small pewter dishes, some of them broken
And 1 iron pot of cast iron, frying-pan and stew-pan of ditto
La Goleta.
On board the vessel at anchor in the river of this port St. Lawrence
of Nootka, 11th June 1789 – Joseph Tovar and Tamariz, Robert
Funter, Thomas Barnet, Raphael de Canizares.

This is a literal copy of the original, triplicates whereof were
signed by the above-mentioned persons, and which is left in my
care to transmit to H. E. the

viceroi

* About twenty eight pounds.

viceroys of New Spain, for his superior determination. Dated as above:

Raphael de Canizares.

I Don Stephen Joseph Martinez, ensign of the ship belonging to the royal navy, and commander in chief of the vessels of his Catholic Majesty upon this coast, and in the port of St. Lawrence at Nootka, do declare, That I have received from capt. Dⁿ Robert Funter and pilot Dⁿ Thomas Barnet, every article contained in the preceding inventory, as being the property of Dⁿ John Cawallo and C^o of Macao until the determination of his excy. the viceroys of New Spain, to whom I have given an account by this date for his superior orders; and, at the request of the said concerned, I gave the present receipt on board this frigate, the Princess, under my command, in the port of St. Lawrence of Nootka 13th July 1789.

STEPHEN JOSEPH MARTINEZ.