

DOCUMENTS

DIARY OF WILKES IN THE NORTHWEST

Introduction

The United States Exploring Expedition, 1838-1842, deserves much more attention than it has ever received in the Pacific Northwest. During the summer of 1841 it did much exploration work in this region and added extensively to the world's geographical knowledge of the Puget Sound and Columbia River areas. The squadron was in command of Lieutenant Charles Wilkes, of the United States Navy, and for that reason the enterprise is most often referred to as the Wilkes Exploring Expedition. The Government itself is partly responsible for the latter title. While the results were being prepared for publication, President Buchanan (February 8, 1859), complied with a resolution of Congress asking for a statement of all expeditions "on account of the preparation and publication of the work known as Wilkes's Exploring Expedition."¹

The actual inception of the enterprise is clouded in the rancor of political and personal wrangles. Contemporary publications gave J. N. Reynolds of New York credit as originator of the undertaking and expressed anger at the refusal to let him participate in it.² The act of Congress authorizing the expedition was passed on May 14, 1836, in the administration of Andrew Jackson. Ten years later, by the act of August 26, 1846, Congress directed the Joint Committee on the Library of Congress to supervise the publication of the scientific monographs in a form similar to the *Voyage of the Astrolabe* published by the Government of France.³ The scientists of the Wilkes Expedition referred favorably to conclusions reached by Charles Darwin in his explorations during the voyage of the British ship *Beagle*, 1831-1836.⁴ Anyone who has studied the character of Andrew Jackson will believe that he would not relish his country's being idle while England and France were gaining laurels by scientific explorations around the

¹ James D. Richardson: *Messages and Papers of the Presidents*, Vol. V., page 537.

² Contemporary authorities cited by H. H. Bancroft: *Northwest Coast*, Vol. II., page 669.

³ Superintendent of Documents, Government Printing Office, *Checklist of Public Documents*, 1895, page 176.

⁴ James D. Dana: *Coral and Coral Islands*, 1890, page 261.

world. Whether or not the suggestions by Mr. Reynolds influenced him, Old Hickory would favor that enterprise launched in the last year of his administration.

It is not necessary to dwell at length on the political wrangles that threatened disaster in the first two years. A contemporary publication says: "The failure of its first organization had exposed the whole affair to ridicule, and had seriously impaired the confidence and ardor of its officers and friends."⁵ Lieutenant Wilkes refers to the situation as follows: "The command of the Exploring Expedition devolved upon me, by orders from the Hon. Mahlon Dickerson, then Secretary of the Navy, on the 20th March, 1838. At that time, great confusion existed in its organization. It is unnecessary, and would be out of place here, to enter into its previous history. It is sufficient to refer to the fact, that it had already been denounced as an entire and complete failure, and that I was instructed to organize it anew."⁶

Opposition to Wilkes arose partly from that early trouble and partly from the fact that he was only a lieutenant in rank. In sarcasm he was referred to as "lieutenant-commodore." One of the best reasons for his selection is revealed by a later biographer as follows: "He was appointed to the department of charts and instruments in 1830, and was the first in the United States to set up fixed astronomical instruments and observe with them."⁷ The opposition continued and, with other troubles arising on the long cruise, culminated in court-martial at the end. In this he was acquitted of all charges except illegally punishing some of his crew, for which he was reprimanded. In trying to throw off personal feeling he wrote: " * * * it was as incumbent on me to see that our work was not retarded by their want of zeal and knowledge, as to shorten sail on the approach of the tempest."

This was the first expedition of the kind ever undertaken by the United States Government. The squadron consisted of the sloops of war *Vincennes* and *Peacock*, the ship *Relief*, the brig *Porpoise* and the tenders *Sea-Gull* and *Flying Fish*. The officers and men were all expected to cooperate fully in the scientific work and all papers and diaries kept should be turned in at the end of the cruise for the use of the Government in publishing the results. The corps of scientists attached to the expedition consisted of Horatio Hale, philologist; Charles Pickering and T. R. Peale, na-

⁵ *North American Review*, Vol. 61, July, 1845, page 55.

⁶ Charles Wilkes: *United States Exploring Expedition, Narrative*, Vol. I., page xlii.

⁷ Lieutenant William H. Beehler, U.S.N., in *Appleton's Cyclopædia of American Biography*, Vol. VI., page 508.

turalists; Joseph P. Couthouy, conchologist; James Dwight Dana, mineralogist; William Rich, botanist; Joseph Drayton and Alfred T. Agate, draughtsmen; J. D. Brackenridge, horticulturist. The titles thus used are from the instructions issued on August 11, 1838, by J. K. Paulding, Secretary of the Navy. The muster rolls of the crews show slightly different titles and add John G. Brown, mathematical instrument maker; and John W. W. Dyes, assistant taxidermist.

The expedition got under way from Norfolk, Virginia, on Saturday, August 18, 1838, and cast anchor at New York on June 10, 1842. They had sailed around the world. Most of their scientific work had been done among the islands of the Southern Pacific. It was believed that they had found a great continent in the Antarctic, but this was later proved to have been a huge ice-field.⁸ On May 1, 1841, the expedition entered the Strait of Juan de Fuca and began the summer's work in the Pacific Northwest.

This is the part of the great enterprise to which the present publication is devoted. That it was deemed important to the interests of the United States on the Pacific Coast is shown by its prompt and confidential use. The squadron anchored in New York harbor on June 10 and on July 1, 1842, President John Tyler sent this message to the United States Senate:

"In pursuance of the suggestions contained in the accompanying letter from the Secretary of the Navy [Abel P. Upshur] and of my own convictions of their propriety, I transmit to the Senate the report made by Lieutenant Wilkes, commander of the exploring expedition, relative to Oregon Territory. Having due regard to the negotiations now pending between this Government and the Government of Great Britain through its special envoy, I have thought it proper to communicate the report confidentially to the Senate."⁹

That report was in manuscript form as several years elapsed before the printed volumes of the expedition began to appear. There was no haste about preparing the materials for publication. Lieutenant Wilkes served on the United States Coast Survey, 1842-1843, during which time, on July 13, 1843, he was advanced to the rank of Commander. In 1844 he was detailed to work on the reports of the exploring expedition, preparing them for publication. This continued until 1861. During that time, or on Sep-

⁸ Personal interview in Seattle, 1921, with Captain Roald Amundsen, who discovered the South Pole on December 14, 1911.

⁹ Richardson: *Messages and Papers of the Presidents*, Vol. IV., page 160.

tember 14, 1855, he was advanced to the rank of Captain. Through that span of seventeen years of his editorial work, all the published volumes appeared but one, Volume XVII., on Botany, edited by Asa Gray, which did not appear until 1874.

The Superintendent of Documents, Government Printing Office, refers to the series as "Washington edition, 24 volumes, 11 atlases, 1844-1874."¹⁰ However, five of the projected monographs were never published and probably still exist in manuscript form. These are Volumes XVIII., *Botany*, by Gray; XIX., *Distribution of Animals and Plants*, by Pickering; XXI. and XXII., *Ichthyology*, by Agassiz; XXIV., *Physics*, by Wilkes. The volumes that did appear were the first five, called *Narrative*, edited by Wilkes and giving the story of the entire cruise; Volumes VI., *Ethnology and Philology*, by Hale; VII., *Zoophytes*, by Dana; VIII., *Mammalogy and Ornithology*, by Cassin; IX., *Races of Men*, by Pickering; X., *Geology*, by Dana; XI., *Meteorology*, by Wilkes; XII., *Mollusca and Shells*, by Gould; XIII. and XIV., *Crustaceæ* by Dana; XV., *Botany Phanerogamia*, by Gray; XVI., *Botany Cryptogamia*, by Brackenridge; XVII., *Botany Cryptogamia*, by Gray; XX., *Herpetology*, by Baird and Girard; XXIII., *Hydrography*, by Wilkes.

The first five volumes, the *Narrative*, were later reprinted, the most frequently encountered edition being that by Lea and Blanchard, Philadelphia, 1845. The Government's edition of the *Narrative* and of the scientific monographs was limited to 100 sets. The three leading officers of the expedition—Wilkes, Hudson and Ringgold—each received a set. One set went to each of the following: Library of Congress, Naval Lyceum at Brooklyn, each State and Territory of the Union, each friendly power and one extra set each to Great Britain and France. Washington Territory was organized in 1853, while the volumes were being printed. A set was forwarded to the new Territorial Library but, unfortunately, they were not appreciated in the early days and some of the volumes disappeared. In later years, studies in this field of history caused the necessity of securing photostatic reproductions from the set in the Library of Congress. These were especially helpful from the volume on *Hydrography* and the large atlas accompanying it.

The outbreak of the Civil War not only ended the editorial work by Captain Wilkes but it probably was also the cause of pre-

¹⁰ Checklist of Public Documents, 1895, page 176.

venting the publication of the five unprinted volumes mentioned. Captain Wilkes became a national hero during the Civil War. In 1861, while in command of the steamer *San Jacinto* he stopped the British steamer *Trent* and took off the Confederate Commissioners John Slidell and James M. Mason and carried them as prisoners to Boston harbor. Congress passed a resolution of thanks and northern newspapers were loud in their praise. Great Britain protested against the stopping of her steamer on the high seas. President Lincoln had already said the two prisoners were probably "a pair of white elephants on our hands." Secretary of State Seward caused the two prisoners to be given over to Great Britain and offered proper excuses. To approve the act, he claimed, would be the same as approving the "right of search" which had always been denied by the United States Government. Captain Wilkes was promoted to the rank of Commodore on July 16, 1862, and had command of a squadron in the West Indies. By June 25, 1864, he was deemed of age for retirement (he was born in New York City on April 3, 1798), and was placed upon the retired list. On July 25, 1866, he was given the rank of Rear-Admiral on the retired list. He could enjoy that courtesy title for the last decade of his life. He died in Washington, D.C., on February 8, 1877.

Mention should be made of the fact that while he was busily at work on his manuscripts, he condensed part of his *Narrative* into a book called *Western America, Including California and Oregon*, which was published in Philadelphia in 1849. The gold rush to California was undoubtedly the reason for this book's appearance. One item will show the value of the little book to our studies. Nowhere else has been found his reason for naming Point Defiance, near the present Tacoma. On page 81 of this book he says if it was strongly fortified it "would bid defiance to any attack."

The Philadelphia publishers of *Western America* were Lea and Blanchard, who had published the *Narrative* four years before. In the back of the first edition of the smaller work there is a catalog of the firm's publications, one page of which is devoted to the United States Exploring Expedition. They announced a magnificent edition of the *Narrative* "in five magnificent imperial octavo volumes with an atlas of large and extended maps" at twenty-five dollars. A new and cheaper edition at two dollars a volume was also announced and urged upon all who were forming libraries. There is included an excerpt from the *Albany Religious*

Spectator as follows: "We have no hesitation in saying that it is destined to stand among the most enduring monuments of our national literature. Its contributions not only to every department of science, but every department of history, are immense; and there is not an intelligent man in the community—no matter what may be his taste, or his occupation, but will find something here to enlighten, to gratify, and to profit him." The firm also offered a few copies of the five volumes and atlas at sixty dollars, calling them "the edition printed for Congress." A further announcement offered for ten dollars each a few copies of *The Ethnology and Philology of the United States Exploring Expedition*. This was one of the precious monographs published for Congress, which was also republished by Lea and Blanchard. In fine type at the end of the page there is the announcement that the volume on *Corals* by J. D. Dana, Esq., "will be shortly ready, to be followed by the others." Dana's *Corals* was republished in several editions; Pickering's *Races of Men* was also republished; but the other monographs were restricted to the 100 sets issued by Congress.

While at work on the *Origin of Washington Geographic Names*, 1915-1923, the desire arose to consult, if possible, the original diary from which Lieutenant Wilkes prepared the *Narrative*. Victor J. Farrar, then Research Assistant in the University of Washington, set about to find it. After much correspondence the original diary was located in the Hydrographic Office, United States Navy Department, Washington, D. C. Captain F. B. Bassett, U. S. N., Hydrographer, was kind enough to assist in having photostatic reproductions made of all those pages of the original diary which relate to the Pacific Northwest. Those pages are to be published as carefully and faithfully as possible. Lieutenant Wilkes became a naval officer before the establishment of the United States Naval Academy at Annapolis. His published *Narrative* is woefully redundant of commas and other punctuation, but his manuscript diary is relatively careless of such ornamentation. If any changes, however slight, are made they will be enclosed in editorial brackets. This document is considered a fundamental one in the history of the Northwest. Its faithful reproduction will be attempted with that thought constantly in mind.

At the end of each of the original pages will be placed the next page of the manuscript in brackets. Lieutenant Wilkes evidently started to use but one side of the leaves in his diary. Occasionally he thought of another item and wrote it by itself on the

opposite side. All such are prefaced with [Added entry]. He also found it necessary at times to prolong a regular entry on the opposite page. Such cases will be indicated by [Continued on opposite page]. As the work progresses other devices may be found necessary to insure the readers and users of the document that they are being kept close to the original manuscript.

EDMOND S. MEANY.

*Diary of Lieutenant Wilkes**May 1841*

1st May.

The first part of this 24 hrs. was full of anxiety respecting the ship's standing from side to side in the entrance to the Straits of *Juan de Fuca* in a dark, thick and rainy night with baffling and variable winds. the land was not to be seen but at short distances and then indistinctly, I preferred standing to & fro on time varying the length on the short or long leg. At daylight I found I had made some progress into the straits. An Indian canoe came alongside about 8 o'clock they spoke a little English and said they belonged to the Classet tribe in which bay¹¹ it was my intention to have anchored last evg. if I had been fortunate enough to reach it. All this day we have scarcely had any wind, water quite smooth. At 2 P. M, I had all the boats hoisted out, and sent ahead to tow ships for the exercise of the men. The gig I sent to explore a near bay. Mr. Totten returned with the information that he had not been able to obtain any soundings though close in with the shore length of line ten fathoms. The land on both sides is high about 1200 feet clouds hung heavy all day [illegible] and the rain and mist continued until about 4 o'clock at which time the Barometer showed a rise of .02 and the weather to break with a higher breeze from the westward, heading all day for the Point of New Dungeness, From 4 to 6 we had sunshine which we took advantage of to dry the clothees, Ends with light airs from the westward and clear moon light Bar. 29.780 [Added entry.] Two of the Indians that boarded us this morning were dressed in red frock coats, I suppose the livery of the H. B. C.¹² time will show. [Ms. P. 55.]

¹¹ In early maps Cape Flattery is shown as Cape Classet and it is most likely that he here refers to Neah Bay, which he later tried to christen Scarborough Harbor.

¹² Hudson's Bay Company.

May 2d.

This day we commenced with light winds from the wd. smooth water fine night both shores of the Straits of Juan de Fuca in sight continued our course towards *New Dungeness Pt.* with a light wind which left us at 5 A. M. when the tide swept us back some 6 or 7 miles the light air hauling to the sd At noon observed the Latitude 48.15 north Weather fine about 2 P. M. the wind sprang up from the Westward and enabled me to steer up the Straits at the rate of 7 knots. Exercised studding sails and in consequence of studg. sails being torn badly and Lt. Budd¹³ persisting in exercising it whilst torn I was under the necessity of suspending him from duty, he spoke to me afterwards in the cabin, and I restored him to duty fully satisfied by his explanations that he did not intend the impression his conduct naturally led and therefore restored him to duty. At 6.30 we passed New Dungeness Pt. in 3½ fathoms within a ¼ of a mile of it and then bore away for Port Discovery¹⁴ where I anchored in 27 fathoms water the Brig in company near Vancouver's point. It would be difficult to imagine a more perfect harbor than this there appears but one objection to it the water is rather deep. there never was an island that better deserved its name than that of Protection Island At 8.30 furled all sails and gave the men their Hammocks. There appears a few lodges of Indians in the Port, & a strong smell of fish in the wind which is from their quarters [Added entry.] This morning a canoe came along side and few can imagine the degradation of these poor creatures they appear to be but one degree removed above the Fugians. they pretend to no decency in their clothing if a blanket alone may be entitled to this name We bought some fish for a few fish hooks and tobacco which they seemed eager to obtain. [Ms. P. 56.]

May 3rd.

This day we have had many natives along side selling fish clams mussels &c. &c. They are for the most part under statue, dirty squalid and devoid of all pretensions to beauty smeared from head to foot with a red pigment, they seem to have had much communication with foreigners they generally wore blankets which served their only covering. they are much lighter than any natives

¹³ Thomas A. Budd is shown by the muster rolls to have joined the *Peacock* as Acting Master. He was transferred to the *Vincennes* at Feejee. After this temporary reprimand he was honored by having Budd Inlet, now Olympia Harbor, named for him and what is now Washington Harbor, near Dungeness, was charted as "Budd's Harbor."

¹⁴ Named in 1792 by Captain Vancouver for his ship. Lieutenant Wilkes, in the *Narrative*, Volume IV., page 298, says: "The description of Vancouver is so exactly applicable to the present state of this port, that it is difficult to believe that almost half a century has elapsed since it was written."

we have seen since leaving the Fuegians. This day I made the survey of this Harbour employing 12 boats & officers, the wind blew fresh which prevented all the soundings from being carried through. The weather has been variable and the wind changeable. This harbour is surrounded by Hills wooded to the waters edge. The Barometer had risen but again stood at 30.000 from which point it fell towards night the weather we have found chilly and the passing showers render the air damp.

I despatched a communication off to Fort Nasqually¹⁵ requesting a Pilot and interpreter, and look for his return tomorrow evening in company with the Steam boat of the H. P. Company that I have understood is now there Carpenters were sent on shore to cut some small spars for our boats. All the navies of the world might be furnished with spars here. Officers and crew were supplied with fish. [Added entry.] One of the natives whom I bargained to take the letter to Fort Nasqually was quite intelligent and spoke a few words of English & made great efforts to make us understand him, and to understand us but to little effect farther than the transmission of this letter and what he was to receive for his services. He was a *catholic* and finally made the sign of the cross, and said his short prayers.¹⁶

4. May.

Engaged draughting & plotting the work of yesterday the day was stormy in the morning in fact it rained hard all night and prevented the survey from being fully completed. In the morning we had no natives alongside owing to the stormy wind from the S. S. E. after noon it moderated & many canoes came bringing fish &c. &c. [Added entry.] Latitude of Discovery Harbour Carr's Pt. by obsn. of 4th $48^{\circ} .03' .13''$. North. No Longitude obtained. By my observations of 5th Latitude was $48^{\circ} .02' .58''$ N chronometric, Long^e $123^{\circ} .02' .07.5''$ W. [Ms. P. 57].

5th May.

I have been employed this day in making observations for Lat. and Long., Variation, Dip, and Intensity on the Point near the ship which I call Carr's Pt.¹⁷ the rest of the officers of this ship & Porpoise including her commander have been engaged completing the survey of this Harbr. The weather uncommonly fine with a light Breeze from the N^d & W^d temperature 55° in shade. Many Indians about us lazy lounging & filthy combined with

¹⁵ In the published *Narrative* he gives the correct spelling—Nisqually.

¹⁶ Probably a convert of Father Modeste Demers who began his missionary work along the shores of Puget Sound in 1838.

¹⁷ In honor of Lieutenant Overton Carr of the Expedition.

their guttural language is enough to disgust any one without their fishy smell. they seem all well disposed & desirous of cultivating our good will

Fish we have in abundance Salmon, Cod, flounders, Clams, Crabs, oysters (small) ducks, geese, Venison. The water to be had easily and plentifully at Carr's Point.

The number of natives resident in this Bay is quite large I had them counted in their canoes at the time of meals & the numbers were ¹⁸ The women have a miner piece of bone stuck through the septum of the nose about an inch long though peculiar in its appearance it has not that disgusting appearance that I had imagined it would have from the accounts I have read of it & appears the only clean article about their persons. [Ms. P. 58.]
6 May.

An extremely fine day. At 10.30 got under weigh and beat out of Port Discovery and rounded the Point called by Vancouver Point Wilson and went in and anchored. Roads in 10 fathoms water sandy bottom. This is a beautiful Bay¹⁹ and has a long level beach with a Pond of Freshwater backing it and a run into the Bay where vessels may be supplied the Point a low sandy one called Hudson's point²⁰ is bold to and may be passed about a $\frac{1}{4}$ of a mile in 10 fathoms from our anchorage Mount Baker shows over Hudson Point a large fleet might anchor and maneuver here, there is a Bluff that joins the beach abreast the ships the top of which slopes to the water and is a beautiful lawn here and there with groups of trees and to the N^d and W^d a fine copse of pine trees upwards of 1000 acres all ready for the plough the soil is a light sandy loam but seems exceedingly productive the grass was several inches high & covered with flowers & wild strawberry plants in blossoms. We anchored at 5.30 having had very light winds The distance from our anchorage in Discovery Port is not over 10 miles I think. At night made preparations for the survey of it.

7 May.

At 4 $\frac{1}{2}$ all boats left ship for surveying duty put up signals and observed measured a Base of 4,620 feet on a fine Beach. All Boats returned by 9 A. M. wind set in from the Eastward. Employed on board plotting work until [Continued on opposite page] $\frac{1}{2}$ hour after noon when the wind hauled to the westward and I

¹⁸ He failed to enter the number in the space left for that purpose.

¹⁹ Port Townsend Harbor.

²⁰ In honor of Lieutenant William L. Hudson of the Expedition.

got under weigh Porpoise in company and stood up the Straits at 3.30 the wind came out ahead stood into a bight and came to anchor making preparations for surveying it tomorrow morning if the wind is ahead or calm. We have advanced almost 8 miles to the S. E. and from where we now are lying have a view of Admiralty inlet & Hoods Canal. With weather unpleasant and wind ahead with little cloud. Caught several new things in the dredge. Fish & Venison alongside in plenty. Also ducks & geese. [Ms. P. 59.]

8th May.

Strong breezes this 24 hrs. boats at day light sent on surveying duty of a Bay which I call²¹ and in which I took shelter last evening at 1.30 P. M. got under weigh and beat up to a small bight Pilots Bight²² opposite to Whidby's Island (East End) where I anchored in 15 fath. water close to the shore but being under lee of a Point we found it a snug berth for the night. here we were joined by Mr. Heath 1st Officer of the Steamer Capt. McNeil²³ who kindly sent him down to Pilot us up to Nasqually Fort the principal settlement in Puget Sound belonging to the Company H. B. In beating up today we had a strong breeze from the S. E. and as much as we could carry our topgallant sails to. The Porpoise was unable to keep way with us and anchored about an hour after I did. [Added entry.] Mr. Heath mentioned a ceremony of offering the salmon before selling or trading any by the Indians. inquire about it.

²¹ He left a blank space here but in the *Narrative* Volume IV., page 303 he calls it Port Lawrence, an honor for James Lawrence, of the United States Navy, whose battle-signal: "Don't give up the ship!" made him famous. Vancouver in 1792 had named it "Oak Cove" because his men had found some oak trees there. Captain Henry Kellett, in 1847, sought to revive the old name and charted it Oak Bay, which name is in present use.

²² In the *Narrative* and on his chart he calls it Pilot Cove and says it is opposite the southern end of Whidby Island instead of "East End" as here mentioned.

²³ Captain William Henry McNeill, for whom Lieutenant Wilkes later named McNeil Island, (dropping one 'l' in the process) was then in command of the Hudson's Bay Company steamer *Beaver*. That famous craft had arrived in northwestern waters in 1836. Charles W. McCain in his *History of the S.S. "Beaver,"* page 21 says: "Capt. David Home was first officer in command of the *Beaver*, and one can well imagine the feeling of pride with which the bestrode the deck of his brave little steamer which had so successfully made the perilous voyage around Cape Horn, and thus attained the proud distinction of being the first steamer to cross the Atlantic to America, the first to round Cape Horn, and the first to ripple the waters of the broad Pacific." Captain McNeill succeeded Captain Home in command of the steamer late in 1836 or early in 1837. At the time of the above entry the steamer was undergoing repairs at Fort Nisqually. All printed accounts heretofore have said that the first mate was sent out to Wilkes as pilot. In his diary he plainly says Heath was the first officer who was sent. Other authorities say that Charles Dodd, who came out in the *Beaver* as second officer, was promoted to first officer on arriving at Fort Vancouver. H. H. Bancroft, *Northwest Coast*, Volume II., page 657, says that when Governor Simpson of the Hudson's Bay Company visited Fort Nisqually in that year 1841 "Hopkins and Heath" were in temporary charge there. On February 23, 1848, Dr. W. Fraser Tolmie wrote to the Board of Management of the Hudson's Bay Company: "On the farm in occupation of Mr. I. T. Heath, there are now 170 acres enclosed," etc. Heath's name figures often in the "Journal of Occurrences at Nisqually House." It seems likely that Heath was the pilot who later turned farmer.

The Company has a lease of 10 years of the Coaststead North of 54° from the Russian Company.

Finished letters and dispatches for Capn. Hudson who I am informed has arrived in the Columbia.²⁴

9th May.

I got under weigh at daylight and found great difficulty in getting the officers to their stations. Lt. Alden²⁵ not having made his appearance on the forecastle when the topsails were sheeting home and after we had hove in 30 fathoms of cable I felt myself obliged to make an example of him by suspending him from his duty—and what aggravated his case more was he stood several calls. We beat up for about 2 hours with the flood and then anchored in *apple tree cove* in 20 fathoms water about 4 miles to the Sd. & Ed. of our last nights anchorage at 1 P. M. surveyed the cove & then got under weigh and beat to windward about 7 miles more and then anchored for the night under the western shore in 12 fathoms water sandy bottom The Point Orchard in sight to the Sd. & Wd. [Continued on opposite page.] found the tide to set strong to the Sd. & Wd. up the Sound. The wind generally draws down ship and with a head wind it is a tedious job getting up the Sound. the scenery is not unlike the North River particularly about Poukeepsie in places and from there up. Porpoise still in company. Trees putting out their foliage but the great majority of the timber is pine. Today I saw some apple trees nearly in blossom, I called the place apple tree cove.²⁶ [Ms. P. 60.]

10. May

This day after 9 A. M. I despatched all the Boats on surveying duties up a Small Bay²⁷ off the point of which we had anchored last evening. the morning proving calm prevented my getting under weigh with the tide which set flood until 8½ o'clock after 12 o'clock, with the men that were on board I attempted to get under weigh but the wind proved light and I found it necessary to drop anchor again and run a tow line to the Porpoise by which I hove the ship sufficiently ahead to get under weigh by,

²⁴ It will later appear that Captain Hudson in the *Peacock* was wrecked at the mouth of the Columbia.

²⁵ Lieutenant James Alden of the *Vincennes*.

²⁶ It is not known that a single apple tree was there at the time and it is believed that he saw the western dogwood trees beginning to bloom.

²⁷ In the *Narrative* he shows that he named this bay Port Madison. The north and south points of the bay he named Jefferson and Munroe in order to honor three former Presidents.

and off the lee shore when the boats returned filled away²⁸ and stood up the Sound with a stiff breeze which dying away about 7½ o'clock I came to anchor within about a mile of the Narrows²⁹ on the western shore in 17 fathoms water within about a cables length of the shore the bank shelving off very rapidly— from there we have a splendid view of Mount Ranier³⁰ which is conical and covered about 2/3 rd. of its height with snow last Evening the weather cleared sufficiently to see it and also Mt. Baker at the Entrance of Admiralty Inlet—The survey of the last Bay made this morning proves it to be capacious and good water from 3 rivers or brooks that empty into it. If the weather should prove calm in the morning I shall make a Survey of this part of the Sound as I deem it highly important as vessels are likely to be detained here in consequence of the difficulty in getting through the Narrows,³¹ which I trust we shall pass tomorrow and reach the Fort before night.

Ends calm and cloudy. the country is about the same altitude tho less covered with wood & the trees are more blended.
[Added entry]. Latitude

(To be continued.)

28 A nautical phrase meaning to trim the yards so that the sails shall catch the wind.

29 Near the present city of Tacoma. The diary capitalizes the name but the *Narrative* does not. However the capital "N" establishes the name on chart 78 in the Atlas accompanying the monograph on *Hydrography*.

30 The published *Narrative* and charts show the correct spelling—Rainier.

31 His whole experience was with sailing craft and he knew such would not always find it easy to pass the Narrows into what was then known as Puget Sound.