

## Chapter 1 : Spanish Explorers: Juan Perez | Grays Harbor Historical Seaport

*Juan Perez (Juan Josef Perez Hernandez), sailing on the frigate Santiago with a crew made up mostly of Mexicans, was the first non-native to sight, examine, name, and record the islands near British Columbia, including what are now Vancouver Island and Queen Charlotte Island.*

Heceta then gave Bodega y Quadra command of the Sonora. The three vessels sailed together as far as Monterey Bay in Alta California. The Santiago and Sonora continued sailing north together as far as Point Grenville, named Punta de los Martires or "Point of the Martyrs" by Heceta in response to an attack by the local Quinault Indians. The vessels parted company on the evening of July 29, Scurvy had so weakened the crew of the Santiago that Heceta decided to return to San Blas. On the way south he discovered the mouth of the Columbia River between present day Oregon and Washington. During the return voyage south Bodega y Quadra discovered, named, and explored a portion of Bucareli Bay on the west side of Prince of Wales Island. They also explored Cook Inlet, and the Kenai Peninsula, where a possession ceremony was performed on August 2, in what today is called Port Chatham. Due to various sicknesses among the crew Arteaga returned to California without finding the Russians. Throughout the voyage, the crews of both vessels endured many hardships, including food shortages and scurvy. On September 8, the ships rejoined and headed south for the return trip to San Blas. Although the Spanish were normally secretive about their exploring voyages and the discoveries made, the voyage of Arteaga and Bodega y Quadra became widely known. La Perouse obtained a copy of their map, which was published in 1797. After these three exploration voyages to Alaska within five years there were no further Spanish expeditions to the Pacific Northwest until 1802, after the Treaty of Paris ended the war between Spain and Britain. During the war Spain dedicated the port of San Blas to the war effort in the Philippines. Voyages of exploration were suspended. Support of Alta California, which depended upon San Blas, was minimal. By 1802 Alta California had become nearly self-supporting and peace with Britain was restored, making further voyages to Alaska possible. The ships arrived at Prince William Sound in May. Following evidence of Russian fur trading activity the ships sailed west. Using the information acquired from Delarov, the expedition sailed to Unalaska Island, where there was a large Russian post, also called Unalaska, under the command of Potap Kuzmich Zaikov. He also confirmed that the Russians planned to take possession of Nootka Sound the next year. He was referring to the expedition of Joseph Billings, but greatly exaggerating its mission. They sailed back to San Blas on their own, arriving on October 22, 1791. He arrived at San Blas in December, where he found himself faced with charges of irresponsible leadership. He soon regained favor and was placed in charge of a new expedition to occupy Nootka Sound before the Russians did. Events at Nootka Sound in lead to the Nootka Crisis. As the process unfolded, the Viceroy of New Spain decided it was important to establish a permanent base at Nootka Sound. Salvador Fidalgo captained the San Carlos. After getting settled, Eliza dispatched Fidalgo and Quimper on exploration voyages. Fidalgo was sent north and Quimper south. Acts of sovereignty were performed at both places. Quimper sailed to the eastern end of the Strait of Juan de Fuca, discovering the San Juan Islands and many straits and inlets. Having limited time he had to return to Nootka without fully exploring the promising straits and inlets. Contrary winds made it impossible to sail the small vessel to Nootka, so Quimper went south to San Blas instead. The voyage consisted of two vessels. Eliza sailed on the San Carlos, with Pantoja as his pilot master. The expedition was also to search for gold, precious stones, and any American, British, or Russian settlements along the northwest coast. At Yakutat Bay, the expedition made contact with the Tlingit. Spanish scholars made a study of the tribe, recording information on social mores, language, economy, warfare methods, and burial practices. Juan Pantoja y Arriaga served as his pilot. By much of the coast had already been visited by European explorers, but some areas had been overlooked, such as the southern part of Prince of Wales Island.

**Chapter 2 : Researchers uncover Northwest secrets in Spanish shipwreck | History News Network**

*The first comes from the diary of Juan P  rez, the first Spaniard to sail along the Northwest coast in The selection records the Santiago 's journey along the southern tip of Vancouver Island and just off the Strait of Juan de Fuca.*

Compiled by Stephenie Flora Around a young boy from Venice joined his father and uncle for a voyage to the far east. His name was Marco Polo. Upon his return to Venice some 24 years later, he told of the riches of the far east--the teas, spices, silks and jewels. At first his stories seemed so farfetched that few listened. Finally a few explorers and adventurers decided to investigate his claims. In time, trade to the far east became a lucrative proposition. One of the barriers to increased trade was the lack of a shorter route. The southern routes were extremely long and dangerous. It seemed probable that there was a northern route and thus began the long search for a northwest passage. In the ensuing years numerous explorers sailed along parts of the Pacific coastline searching for this passage. From Russia joined in the exploration. In Vitus Bering, a Danish explorer and sea captain, had sailed northward and had proved once and for all that the two continents were separate. He sent small boats ashore but never heard from these men again. It was believed that they were killed by local natives. Meanwhile, Berings was exploring some 70 miles to the north. He lost his way and he and his crew had to spend the winter on what is now known as Bering Island. Bering and many of his crew died. The following spring the few survivors found their way back to Kamchatka. On their voyage to the waters near Alaska, Chirikov and Bering had discovered the wealth of furs in the area. Furs were in great demand in Russia due to the severe winters. This news was as important as the finding of the passage. In Catherine the Great, ruler of Russia, organized a trading company to operate in the newly discovered territory. A trading post was set up on Kodiak Island and the local natives were compelled to pay tribute to the Empress in pelts. Trade was extended to the Aleutian Islands and three more major exploring expeditions were sent out. The man selected to head this expeditions was Juan Josef Perez Hernandez but many have come to know him as simply Juan Perez. His first mate was Don Estevan Jose Martinez. Perez set out in his ship the Santiago in He sailed the coastline of the Pacific Northwest, exploring as he went. On Aug 2, Perez discovered a small harbor which he named San Lorenzo. This harbor lay on the western side of Vancouver Island. It was later renamed Nootka and later became the center of an international controversy. The following spring, May 21, , another Spanish expedition under the command of Lt. Bruno Heceta, continued the exploration that Perez had begun. Near 46 degrees north latitude Heceta noticed a strong current of water emptying into the sea. He named the river the San Roque and then sailed on south, unable to explore his find because of the scurvy that plagued his crew. More than 15 years elapsed before another explorer guided his ship into San Roque and renamed it the Columbia River. In July , England sent the renowned explorer, Captain James Cook, to determine, once and for all, whether the Northwest Passage really existed. Earlier explorers sailing for England had sought the passage from the Atlantic. This was to be a final attempt to discover the route eastward from the Pacific. He sailed south from England, around the continent of Africa, across the Indian Ocean, and into the Pacific. He spent several months in the Society Islands, which he had visited on previous voyages, and then headed northward to the coast of North America. On the voyage northward from the Society Islands, he discovered a group of islands, which he named The Sandwich Islands in honor of his friend and sponsor, the Earl of Sandwich. These islands later became known as the Hawaiian Islands. Cook also sighted and named Cape Foulweather and Cape Perpetua. Without stopping for exploration, he continued north in his search for the Northwest Passage. After reaching Nootka he spent several weeks putting in supplies, repairing his ships, and trading with the natives. He then pulled anchor and headed northward toward Alaska and continued toward the Bering Strait. Concluding that there was no Northwest Passage, he returned to the Hawaiian Islands. He never returned to the Pacific Northwest. He was killed that winter by natives in a quarrel over a stolen boat. John Gore as his second-in-command. In the spring they sailed northward through the Bering Sea to the ice cap, southward along the coast of Russia to Kamchatka. It was here that Captain Clarke died and Lt. Gore started the long voyage home to England. The demand for furs increased in not only Russia, but in the Far East as well. Seamen increasingly visited the Northwest seeking suitable harbors and places to carry on trade with the

natives who supplied the furs. One of the most colorful visitors to the coast was John Meares, a retired British navy officer. He sailed for various nations, wrote a book, carried on a successful fur trade, and explored and charted portions of the coastline of the Northwest. He attempted to establish a colony of Chinese men and Kanaka Hawaiian native wives on Vancouver Island and started a quarrel which nearly plunged England and Spain into war. Captain John Meares was also a bit of a rascal. His intentions were to trade with the Indians for furs during the summer and then take the furs to China to trade for Eastern goods. In late fall, Meares arrived in the Gulf of Alaska. Since it was too late to return to China before winter, he decided to winter at Prince William Sound. It was a harsh winter for his men. By the time spring came, nearly half the crew had died, probably of scurvy. Meares was contacted by two British sea captains who were in the area. They supplied him with enough supplies to get him to China, warned him that he had no legal license to trade in the Northwest and elicited a promise to not return. Ignoring his promise to the British captains, Meares returned to the Northwest coast the following year, This time he was in command of two ships fitted out and supplied by English merchants. The ships were sailing under the flag of Portugal in order to avoid conflict with the British East India Company, which held a tight monopoly on trade in China. In May Meares sailed into Nootka Sound, prepared to launch his new venture. For a couple of English pistols he was able to buy a plot of land from an Indian chief. He started construction on a small fort. He had brought Chinese laborers with him, the first Chinese on the Pacific Coast. He put them to work building a small ship, for which he had brought the necessary supplies. The Northwest America, a small schooner, was launched September 19, With the fort build and the ship construction well under way, Capt. Meares sailed southward in a voyage of exploration. In the fall he returned to China with the pelts that had been collected. After selling his cargo and his ship, Meares joined several others in the formation of a new trading company. The company secured a British license to carry on a fur trade operation and outfitted two new ships, the Argonaut and the Princess Royal. The two ships, flying the British flag set sail for Nootka. Meanwhile, the Spanish and Russians also had their eyes on Nootka. Tensions were rising over claims in the area. A conference was called to decide the issue. Representatives were chosen for each of the nations involved. It was on April 29, while enroute to the conference that Capt. George Vancouver saw the sails of another ship. It was the vessel of Capt. Stopping to exchange greetings, Gray informed Vancouver that he he had recently lain for nine days off the mouth of a large river where the reflux was so violent he dared not attempt to enter. Gray had continued on and had sailed for many miles through the narrow waters of the Strait of Juan de Fuca and was now heading south again, to make a second attempt to enter the river which lay behind the forbidding wall of Cape Disappointment. Despite the information given him by the American, Vancouver, believed that he could not have passed any "safe navigable opening". He noted in his journal: He named Mount Baker in honor of another of his lieutenants who first spotted the white crowned beauty. He explored the mainland of British Columbia, and, circumnavigating the island that now bears his name, swung down to Nootka where the Spanish Commissioner, Don Quadra, awaited him. My name is Stephenie Flora. Thanks for stopping by.

Chapter 3 : Juan Jose P rez Hern ndez

*Juan P rez, Narrative of His Voyage along the Northwest Coast* Juan P rez on the Northwest Coast: Six Documents of His Expedition in , ed. Herbert K. Beals (Portland, Ore.: Oregon Historical Society Press, ),

Tweet Juan Perez Juan Josef Perez Hernandez , sailing on the frigate Santiago with a crew made up mostly of Mexicans, was the first non-native to sight, examine, name, and record the islands near British Columbia, including what are now Vancouver Island and Queen Charlotte Island. Perez sailed from Mexico on behalf of Spain, reaching the Pacific Northwest during the summer of He sighted the Strait of Juan de Fuca and much of the coastal territory of present-day Washington. Perez was the first European to see and describe Yaquina Head off what we now know as the Oregon coast. He sailed farther along the coastal stretch of California, Oregon, Washington, Canada, and Alaska than any sailor had done before him. During this mission he peacefully traded with the Haida, carefully recorded facets of their customs and culture, and mapped and recorded nautical details for others who soon followed his heroic and historic accomplishments. A naval base was built in on the West Coast of Mexico on the hot, isolated desert coast of what is now the state of Nayarit. After waiting in anticipation for almost an entire year at San Blas, Ensign Juan Perez, on the day before the Christmas, , finally received formal instructions from the Spanish crown to conduct an ambitious and secretive survey of Nueva Galicia and officially claim these unknown northern reaches for his country. Juan Perez was chosen to take command of the frigate and its mostly Mexican crew for this expedition. His ship, the three-masted frigate Santiago, alias the Nueva Galicia, was 82 feet from bow to stern, had 26 feet of beam, and weighed tons Cook, The Santiago was crafted in the port of San Blas from the finest and most durable woods Mexico had to offer. It was the largest ship to be built in the San Blas naval base and was constructed of sufficient size and strength to take on the anticipated rough waves and unpredictable currents of the northern Pacific Ocean. However, the ship was not small and nimble enough to conduct inshore reconnaissance. Perez chose Juan Jose Martinez as the second officer in command of the Santiago. Martinez would go on to play an important role during later voyages to this area. The job of attending to the religious duties aboard the ship, spreading the word of God, and recording the customs of the natives fell upon Fray Juan Crespi, a seasoned veteran of previous Spanish expeditions inside Mexico, and his assistant Fray Tomas de la Pena Y Saravia. Joining for only a brief part of the mission was Father Junipero Serra. Father Junipero is famous for establishing the missions in California. Accompanying him was a small flock of civilians who would serve as reinforcements for his struggling mission at Monterey, California. Many of the official crew and passengers were native-born Mexicans, who were more at home in the warm Mexican climate than in the frigid and foggy Northwest. The additional load of passengers added difficulty and delay to this already complex and historic journey. Provisions For A Long Journey The Viceroy required that the ship be sent with sufficient provisions to cover a long and difficult journey. Besides the usual provisions such as water, medicine, ammunition, and small arms, it also included five-and-a-half tons of jerked beef, 3, pounds of dried fish, 17 tons of hardtack, a half-ton of lard, quantities of beans, rice, wheat, lentils, onions, cheese, chili peppers, salt, vinegar, sugar, pork, cinnamon, cloves, saffron, pepper, chocolate, 12 barrels of brandy, five barrels of wine, and an assortment of fruits and vegetables. Adding to the already overcrowded condition of the ship, were 12 bulls, 24 sheep, 15 goats, and 79 chickens Cook, To complete the supply, bundles of beads and cloth were added for trade to the native inhabitants they predicted they would encounter. At midnight on January 25, , at high tide, Father Juniper Serra presided over a Salome ritual blessing of the Santiago and watched in anticipation as it dropped its sails and then eased out of its original harbor home on an expedition that Spain kept as a closely guarded military secret. Not long after it was out of port, the Santiago encountered structural problems and Commander Perez chose to have his ship spend 25 unscheduled days under repair in San Diego. With repairs completed, it set off again, reaching Monterey on May 8. The letter consisted of 24 articles that laid out explicit instructions for what was to be accomplished and exactly how the operation should be conducted. The Viceroy dedicated a great deal of attention to the way relations with the native inhabitants were to be addressed. If native settlements were found, their inhabitants were to be treated "affectionately and given the

articles which he carried for that purpose" Beals p. Natives were to be treated with dignity and respect and conflicts were to be avoided at all times. Evangelization of new subjects to convert them to the Christian religion was of primary importance. The Spaniards had learned from previous colonization attempts in the Americas that maintaining a friendly relationship with the native population was the key to long-term success. Although the Santiago landed short of its planned destination, by arriving at this point the stubborn commander and his crew became the first Europeans and Mexicans to reach this latitude by sea, map the Alaska coastline, and describe the customs of the Haida Indians. This accomplishment remains as one of the most important naval accomplishments in Pacific Northwest maritime history. The Haida Moving farther south, on August 6, they spotted another large land mass now known as Vancouver Island in Canada. While they were there, a group of natives from Nootka surrounded the ship in 15 dugout canoes. Having never seen a ship of this size, the natives were reluctant to approach it. However in due time, the bravest cautiously paddled out, keeping a safe distance, to inspect this wooden marvel and get a closer look at the strangers aboard. Occupants of three of the canoes, disturbed by the foreign intrusion, signaled for the invaders to leave. Perez communicated by hand signals that he meant them no harm and was in need of fresh water. The next morning a small launch was readied to go ashore to take formal possession and find the much-needed fresh water. Just as the launch entered the water, an unexpected strong gust of wind sent the mother ship drifting towards a dangerous shoal. During this frightening episode, the crew in the small launch quickly abandoned their plans. In an effort to save themselves from drowning in the freezing waters, they frantically paddled to re-board the Santiago. Shortly after this incident, the ship hastily made its way back to the safety of deeper, less turbulent waters. Seeing the fate that had befallen the Spanish ship, a throng of natives returned to the side of the ship, cautiously assured that the intruders would not send a landing party. Two Silver Spoons When the situation had calmed down sufficiently, the natives approached even closer to the ship and soon initiated the first known trade with non-natives in the Pacific Northwest. Abalone shells, knives, and clothing were traded to the natives in exchange for wolf pelts, sea-otter robes, and fresh sardines. It was during this exchange of trade goods that an event took place that forever left its mark on the history of this area. Several of the Indians boarded the Santiago to get a closer look at the vessel. At some point while the native guests were making their historic visit on board, a pair of silver spoons belonging to second pilot Martinez were either traded or pilfered. Because Perez failed to send a party on land to officially take possession, as he was instructed to do by the Viceroy, this key evidence was needed later to confirm their presence at that latitude. Spanish authorities measured the shortcomings of his mission against the stark backdrop of the dangers and difficulties of having only one ship on a very unforgiving and uncharted, cold, foggy voyage where no mariner had gone before. Above all, the Spanish knew that Perez and his crew had established an undisputable Spanish presence in Nueva Galicia, and confirmed that no Russian, English, or American presence was there or had been there. The state of Washington owes a great homage to the expedition mounted by Perez and his mostly Mexican crew. Although the expedition did not reach its intended latitude, the sea path to Nueva Galicia was now secure and ready for other Spanish expeditions soon to follow in the wake of these intrepid sea goers. This essay made possible by: Beals translator , For Honor and Country: The Diary of Bruno de Hezeta Portland: Beals translator , Juan Perez on the Northwest Coast: Six Documents of His Expeditions in Portland: Cook, Flood Tide of Empire: Spain and the Pacific Northwest, New Haven: Binfords and Mort Publishers,

**Chapter 4 : Washington History Timeline – Legends of America**

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Having learned from the difficulties of sailing only one vessel during the first voyage, this expedition was carried out with three Mexican-built ships. Naval officers recently transferred to San Blas, Mexico, from the best naval academies in Spain were expressly recruited for the purpose of helping complete this important expedition. This time, Juan Perez was second in command. Joining Hezeta as the second officer on the Santiago was the proven, yet cautious, sea-worn veteran of the first Pacific Northwest expedition, Juan Perez. Juan Manuel de Ayala was initially appointed the commanding officer of the foot schooner Sonora, officially named the Nuestra Sonora de Guadalupe. This much smaller and more nimble two-masted supply ship served as the escort for the Santiago. It was needed to conduct costal mapping and reconnaissance in places where Juan Perez had been unable to navigate during the previous mission. Most importantly, the Sonora was to be used on this expedition for getting close enough to the coast to allow a crew to take formal possession of territory. To adapt it for the churning waves, unforgiving winds, rocky shoals, and strong currents of the northern Pacific sea, it was thoroughly refitted and careened in San Blas prior to the expedition under the watchful eyes of its commanders, Juan de Ayala and Juan Francisco de la Bodega y Quadra. Despite the skillful modifications it was noted that the ship was still much too cramped to comfortably accommodate the 16 crewmen packed on board for the long and arduous sojourn. Lieutenant Bodega y Quadra, the only non-Spanish commander on this trip, was originally given the lesser position of second officer on the Sonora despite the fact that he outranked the others. Bodega y Quadra had all the qualifications and training necessary to be considered for a senior officer position. However, as a non-native Spaniard born in Lima, Peru, he was subject to the class prejudice common to Spain and the colonial Americas during that time. As such, he was passed over for promotions usually afforded native Spanish officers of equal training and skills. The packetboat San Carlos carried provisions for the fledgling mission outpost at Monterey. It was also instructed to investigate and map the Bay of San Francisco, which a previous Spanish naval expedition had discovered in 1769. The San Carlos was initially under the command of Miguel Manrique. Jose de Canizarez was the steersman. Beef, Beans, and Lard With the exception of the San Carlos, the ships were outfitted and provisioned for one year with the same assortment of goods and supplies that were taken for the Perez expedition the previous year, with the exception that livestock was not taken. The supplies included several tons of jerked beef, more than a ton of dried fish, hardtack a hard biscuit made of flour and water, a half-ton of lard, quantities of beans, rice, wheat, lentils, onions, cheese, chili peppers, salt, vinegar, sugar, pork, cinnamon, cloves, saffron, pepper, chocolate, barrels of brandy, barrels of wine, and an assortment of fruits and vegetables. In total, officers and men would take part in this expedition aboard the three ships. The majority of the crew was made up of Mexican Indian ranch hands who, though capable and strong, were completely untrained and unseasoned in naval duties and ill suited and unprepared to be sequestered for months aboard a cramped damp ship in open seas. The Mission, and a Change in Command Again under the shroud of secrecy, the Spanish northbound flotilla set sail on its expedition on March 16, 1791. The orders for the Sonora and Santiago, the two ships going beyond Monterey to the Pacific Northwest, were similar to the instructions the Viceroy had given to Juan Perez in 1791. However, just three days out of harbor, the San Carlos fired its canons twice and hoisted its red signal flag atop its mast. This was an emergency distress signal to the other two ships. When its companion ships arrived in response to the distress signal, they found Lieutenant Manrique in a state of total psychological breakdown and unable to function as commander. After a brief meeting, Hezeta ordered that the ill pilot be returned to San Blas immediately. This unexpected turn of events resulted in a three-day delay in the mission and a fortuitous change in the command. Once they were again at sea the schooner Sonora, now piloted by Bodega y Quadra, proved to be even less able to sail in the difficult open waters than originally expected. The Santiago had to resort to towing its escort ship for a period of time in an attempt to make headway. Despite a difficult and meandering journey, the ships finally sighted land off the coast of California

on June 9, They anchored in the bay for two days, traded with the Indians, and formally claimed what is now Trinidad Bay, California, before they again sailed off. What caught their eyes was the jagged green coastline of what is now Washington state. This anchoring spot has been now identified as Point Grenville, several miles from the mouth of the Quinault River Cook, p. Due to unfavorable conditions, the Santiago kept its distance from the rocky shores while the smaller Sonora maneuvered closer towards land. As the Sonora advanced closer to the shore, nine canoes greeted the ship and quickly encircled it. We now know that the Indians they encountered there were the Quinault Scott, p. The Indians motioned the crew of the Sonora to land and go ashore. They then approached the ship, boarded, initiated trade, and became friendly with the Hispanic crew. By the time the Indians departed at sunset it had been determined by Bodega that the Indians were apparently friendly. However, later that same evening the Quinault returned bearing more gifts, obliged by the presents that commander Bodega had given them previously. Again Bodega offered them additional trade items, but after receiving the gifts the Quinault men began a chorus of ominous chants, giving Bodega cause for concern. They successfully reached the shore and became the first non-Indians to set foot on what is now Washington state and formally take possession of this land. It could now be officially considered part of Mexico and part of the Kingdom of Spain. As part of the ceremony, Hezeta named the landing spot Rada de Bucareli in honor of the Viceroy of Spain at that time. As would be the unfortunate trend to erase much of the original European that is, Spanish nomenclature of this area, it has since been renamed Grenville Bay. Approximately one hour after taking possession, the small launch quickly returned to the safety of the larger ship. The act was a monumental and historic event, but later that day the joys of that accomplishment would be swept away by the repercussions of having undertaken it. The resulting conditions made it impossible to maneuver out of this rocky trap until the tide waters returned. When the ship was finally able to sail out of the shoal with the rising waters, it went to deeper water just a short distance from where it had been trapped. A Tragic Encounter The Quinault men who had visited the previous night showed up again the next morning and boarded the ship. This time, in a bold act of confidence, they brought with them three women, presumably their wives. In this friendly atmosphere, the Quinault traded salmon and other types of dried fish for glass beads. After the Indians left, Bodega formed a landing party of seven of the most able crewmen to search for fresh water, cut some replacement masts, and gather firewood. With whitecap waves almost swamping the small landing boat, the men struggled to reach the shore some 30 yards from the mother ship. When the struggling boat finally reached the shore, several hundred Quinault Indians who were waiting in ambush suddenly appeared en masse from the dense shoreline thicket and pounced upon the unprotected landing party. In the ensuing fierce but quick battle, the Quinault succeeded in massacring all seven of the Spanish crew and then hacked the small landing boat to pieces in search of scraps of metal. Bodega watched through his spyglass in horror, unable to save his men from the unexpected and unprovoked attack. In the ensuing chaos, the landing party was not able to, or chose not to, fire a single shot at their assailants. With the aid of the few remaining able crew, Bodega struggled to maneuver the ship toward deeper and safer waters. Armed and determined Quinault men in their canoes paddled menacingly in close pursuit. Several of the warriors in the lead canoe were able to clamber aboard the retreating ship. Bodega reacted by ordering a volley of shots. The unfortunate assault killed several of the Quinault Indians yet thwarted the complete annihilation of Bodega and the remaining half dozen ill and injured crewmen. Exhausted and remorseful, Bodega rendezvoused with Francisco Mourelle and the Santiago who were over a mile away and unaware of the horrors that had befallen their companions. The two commanders reunited and held a brief meeting to discuss what had occurred and their options. Upon taking a vote, they agreed to continue on the mission without seeking retribution for the massacre. Six crewmen from the Santiago were quickly transferred to the Sonora and the two ships quickly sailed away from the now unfriendly shores. On the dark cold night of July 29, , the sister ships separated, as planned by the two commanders. The Santiago, with Bruno de Hezeta at the helm meandered north until August 11 to about the border between what is now Washington and Canada. It was at this point that the ever cautious, and now quite frail, Juan Perez encouraged the commander to return back to San Blas, Mexico, with its sick and scurvy ridden crew. The much smaller ship, with Bodega y Quadra commanding, remained on its original course, steadfast and determined to reach its instructed destination of 60 degrees North. The Spanish

Sighting of the Columbia In its return trip to San Blas, the Santiago shadowed the coast line mapping its new prize for the many Spanish ships that would soon follow. In the afternoon of August 17, , Hezeta sighted a large bay between two capes, penetrating so far inland that it reached the horizon Cook, p. He named the high cliff on the north side of the entrance San Roque after a saint of that given name. It is now know as Cape Disappointment. The south side of the entrance to the river he called Leafy Cape. This waterway is now known as the Columbia River. Hezeta became the first non-native to discover this magnificent body of water. Unfortunately, as fate would have it, the poor health of his crew prevented him from navigating it. We know today that his unquestionable, detailed description of the currents and his maps are evidence of his accomplishment of being the first non-native to discover and name this river. There Hezeta and his crew completed successful acts of sovereignty, naming and claiming Puerto de los Remedios and Puerto de Bucareli and the Mount Jacinto, now called Edgecumbe. They continued north until September 8, when they turned south and headed for San Blas due to the illness of the commander and his crew. With only two able seamen aboard, the Sonora finally dropped anchor at Monterey Bay on October 7, This was five weeks after Hezeta had arrived with the Santiago. Bodega and Mourelle had to be carried off their ship. On the first of November the two boats again lifted their tired sails and together headed south to San Blas, Mexico, to report their adventures and accomplishments to the Viceroy and Carlos III, King of Spain. The Death of Juan Perez On November 3, , aching from scurvy and poor health acquired on two heroic expeditions, Juan Perez died and was buried at sea with a solemn Mass in his honor, a round of musket fire, and a final fitting cannonade. He was a true hero, having led expeditions where no European had gone before and providing the inspiration for others to follow. This second voyage, although costly in terms of the deaths of crewmen and the strained relationship with the Indians, was historically very significant. They dispelled the myths of the presence of Russian traders and settlements, and took formal possession according to international law. Bodega y Quadra, Francisco Mourelle his second pilot , and an inexperienced native Mexican crew survived numerous close calls on their small ship. They endured the ravages of scurvy, hunger, burning thrust, and biting cold to become the first European-led expedition to take possession and officially claim the Pacific Northwest Coast and Alaska. The brave crew members who undertook this harrowing ordeal with Juan Perez, voyaging into the unknown, also deserve to be recognized for their exceptional bravery and skill. Despite the secrecy of this expedition, it served to open the door to the Pacific Northwest and proved the talent and tenacity of the Hispanic Mariners. This essay made possible by: For Honor and Country: Oregon Council for the Humanities, , ; Warren L.

**Chapter 5 : Center for the Study of the Pacific Northwest**

*Spanish claims to Alaska and the West Coast of North America date to the papal bull of , and the Treaty of calendrierdelascience.com , this claim was reinforced by Spanish explorer Vasco N  ez de Balboa, the first European to sight the Pacific Ocean, when he claimed all lands adjoining this ocean for the Spanish Crown.*

Six Documents of His Expedition in , ed. Oregon Historical Society Press, , At 3 in the afternoon canoes began coming out from the land; three of them were nearby and up to five of them collected together, but without wanting to come near regardless of how much they were called. From the said hour we were sounding frequently, and the first depth was 25 brazas. From this depth we came to 15, 16 and 19 brazas, and from this to 25 brazas, very dark sand and green slime, where we anchored, giving it the name of Surgidero de San Lorenzo [St. This maneuver was done at 7 in the evening, at which time a bearing was taken of Punta de Santa Clara [St. The wind went calm. As darkness came on the sea was smooth, the sky and horizons overcast. The night was calm. It dawned clear and beautiful, with a west wind trying to blow. A launch was immediately put in the water fitted out - page 88 - with sails and masts, with the purpose of locating a good anchorage, this one being unsheltered from the wind, and being anchored with a stream cable. At the time the launch was put in, a number of canoes were around, and immediately when they saw it they fled; but they returned giving us their advice. Seeing the appearance of the weather clear, we began weighing anchor confident of some shelter from Punta de San Estevan. We anchored in the middle as I have said, and not trusting the place, we began weighing the stream anchor. The wind freshened out of the W, and we were in danger of running aground on a foul coast, for which reason I ordered the stream anchor cut, and we sailed under full sail, leaving the launch tied with a stout rope and towed from our stern. This was done and happened between 5 and 7 in the morning. It was frightening to see in so short a time the entire sea become angry, stirred up by the blowing wind. The Indians then came within speaking distance, and they started their trading by an exchange of furs for shells which our men brought from Monterey. They [the sailors] got in return various sea otter skins and many sardines. The Indians differed in appearance from those at Santa Margarita, the pelts [they wore] not being placed against the body. There is copper in their land, for various strings of beads were seen similar to glass beads that were made of animal teeth, and at their ends they had some eyeholes of beaten copper, which had certainly been grains extracted from the earth and later pounded, implying that they had some mines of this metal. These Indians are very docile, for they gave up their furs even before they were paid for them. They are very robust and white as the best Spaniard. The two women whom I saw had the - page 89 - same appearance as the others. Some Indians wore rings made of bone in their ears. It did not appear that they had experienced or seen civilized people before. As many as 15 canoes collected around. At 11 a survey was taken of Loma de San Lorenzo [St. Thanks be to God. We remained with the foresail steering a course SSE; the wind was very strong out of the WNW; the sea turbulent on the said course; the weather clear. The horizons were clear at nightfall, and at At sunrise they were the same. At 4 in the morning we loosened the topsails under two reefings; at 6 we loosened one reefing. I gave orders to steer ENE, returning to the coast which I discovered bearing to the N 18 leagues at the greatest distance, and the rest S to East the same distance. We hauled the mainsail aloft. At one-thirty I gave orders to haul down the topsails with the purpose of mending them, and in place of them we hoisted, at a quarter to 4, new ones that had been fashioned. At sunset I took a bearing on the closest part of the coast to the NNE, a distance of 14 leagues. The horizons at nightfall were threatening and dark, although it came to nothing, everything dissolving into a calm. We took two reefings in the topsails. It was calm the greater part of the night, with some light variable winds out of the W. The reefings were loosened in the topsails, said work being done at sunrise. The coast runs NW-SE, a moderately low land, densely forested. At 3 in the afternoon I gave orders to steer East. At nightfall the horizons were beautiful and clear. At one the sky clouded over and became dark toward the South. At the said hour we noticed a wind out of the said direction, rather fresh. At the same time it began to rain, and it has continued [to do] so most of the night and until noon. At 4 in the morning we were tacking ahead. At 11 we came about, tacking off and on, because I did not want to tack ahead, the wind having swung around to the SW. Although by noon it stooped

raining, an observation has not been obtained.

*Juan Perez on the Northwest Coast: Six Documents of His Expedition in by H K Beals starting at \$ Juan Perez on the Northwest Coast: Six Documents of His Expedition in has 1 available editions to buy at Alibris.*

In , the Spanish established settlements in the Pacific Northwest. By the 17th of May the expedition had already reached the entry to Prince William Sound. Unable to enter the Sound they headed towards Montague Island, which had been visited by Captain James Cook on his voyage. Following official instructions, they took possession of the port, and soon sighted the Russians off the Island of Floridablanca or Trinidad Kodiak Island. On the 19th of July, they finally established contact with the Russians on the Island of Unalaska. They even insisted that Spain and Russia were one and the same. Kuzmich claimed that there were only 2 Russian settlements Unalaska and Kodiak Island and Russians scattered around various locations. According to Kuzmich, their only occupation was fur trading with the Tartars and Chinese. He also describes the location of various Russian artillery. Each Russian had to pay three Rubles a year to the Empress. Kuzmich also explained that they had not explored further south than Saint Elias Mountain, but after the arrival of a British frigate and supply ship they discovered the existence of the Ports of Bucareli and Nootka, where the British traded sea otter furs. Kuzmich further announced that they had informed their Empress of the British presence and she had decided to send four frigates from Siberia to occupy the Port of Nootka. He asserts that the establishment of the settlement would be feasible and would provide Spain with command of the coast from San Francisco to Nootka, Alaska. They finally reached Monterey California on the 17th of September. Folio 6 leaves 5 written on both sides, 1 blank. They replied that they has seen the ships commanded by Captain James Cook in and the ships commanded by La Perouse and Langle, but had not seen any Russian troops. He was unsuccessful in finding the Russians. This letter contains more information than the above letter about the taxes paid to the Empress from Alaska Natives and Russians. He was also concerned about the Americans though the only American ship the Spanish had sighted was the frigate Columbia which had sailed from Boston. Furthermore, he sees a British as a threat as well. He announces that he has been able, after great difficulties which included the selection of commanders, to make two ships in San Blas sufficiently seaworthy to undertake the occupation of Nootka in the following year: The objective of the operation was to create the impression to the Russians and other foreigners that the Spaniards had been occupying the Port of Nootka for some time. For the deception to be more effective he instructed the commanders of the expedition, together with troops, missionaries, settlers and bakers to parade themselves ostentatiously so that any visiting foreigner would gain the impression that the settlement was well established. The Viceroy requests that a new commander, marine officers, surgeons, and chaplains be immediately commissioned and sent to San Blas. The Spaniards decided to preempt the Russians and occupy Nootka first. If they encountered Russian resistance, they were to defend themselves and prevent the Russians from trading with Alaska Natives. The Viceroy ends his instructions with general recommendations on treating Alaska Natives, dealing with foreign powers, maintaining harmony between officers and crew, and preventing scurvy and food supply spoilage. The Junta grants permission to the Viceroy to undertake the building of extra ships if necessary in the Port of Realejo on the Pacific coast of Nicaragua. They also inform the Viceroy that the Junta has commissioned four surgeons to accompany the expedition and has ordered the forging of cannons to arm the ships. In the meantime, they report that they are also sending dispatches to the Russian capital informing them that the Spanish King is aware of the Russian presence on the Northwest coast of America and that they expect that future Russian navigators will abstain from settling in Spanish-controlled territories in America. This list provides an account of the Spanish ships and their captains at the Port of San Blas at the time of the Nootka expedition, particularly those ships used to establish the demarcation line between Spanish and British territory. There was also the Aranzazu which had arrived from the Philippines in and had been converted from a paquebote supply ship into a frigate. The document ends with a list of the Presidios military outposts of San Francisco, Monterey, Santa Barbara, and San Diego, the names of their commanders, and the number of soldiers stationed. This report provides the salary details of all personnel including pilots, divers, cooks, and cabin boys from the arrival of

the first officers in until The letter also alludes to a Royal Order approved by the King of Spain in which changed the type of salary for many personnel from fixed to daily, ensuring that personnel were only paid when they worked. Juan de Bodega was tasked with implementing the demarcation line between Spanish and British territory, which was decided at the Nootka Convention of During a voyage past San Francisco, Bodega discovered that British troops had landed about 60 miles north of Bodega Harbor. On the 17th and 18th of the same month, the government orders the immediate dispatch of the frigate Sutil under the command of Lieutenant Don Juan Bautista Matute to lay claim and settle the Port of Bodega for Spain. If they encountered the British there, they were instructed to present an official protest and withdraw. The report recounts that Matute, who had set sail on the 23rd of March and arrived on the 26th of May, reached Bodega Harbor, the only apparent sign of the British was the presence of some small cut trees that seemed to indicate that a ship had been there. After having explored the area for three days, he discovered that the port was in shallow waters and could only be entered by ships with a low keel. He also found that there was no timber or water within easy reach. Deeming that the establishment of the port was not feasible, he sent the frigate Aranzazu, with troops, artisans and other equipment, back to San Francisco. He also sent back the small contingent of cavalry led by the commander of the presidio military post of Santa Barbara who had lent Matute assistance. On the 9th of August, he returned to San Blas in the company of the frigate Atrevida, which was on its way back from exploring the Strait of Fucar. Francisco Eliza en el reconocimiento de la Costa de Californias Report of Mexican and [de las Foletas Atrevida] travel under Lieutenant Francisco Eliza to explore the coast of California 12 leaves 10 written on both sides, 8vo. The exploration of this portion of the coast had been postponed due to the urgent need to examine the coast north of Nootka and determine the extent of the Russian presence. However, they were unable to complete the mission due to the quickly approaching winter weather. Eliza had previously been in charge of the occupation of Nootka in and had explored the Fuca Strait in They set sail from the Port of San Blas on the 30th of April of with enough food and water supplies to last them eight months. Eliza piloted his own ship further north and eventually began working his way back down while exploring the coast. He is able to supply himself with water and timber here. He describes Trinidad Harbor as being small, rocky, and surrounded low hills covered with pines and oaks. He also mentioned four small houses. According to Eliza, unlike the Native Americans further to the north they did not use guns and seemed to have had very little contact with outsiders. On the 9th of August, Eliza reaches Bodega Harbor, where he finds the goleta Sutil under the command of the Lieutenant Don Juan Matute, who has been sent by the Viceroy or New Spain, to establish a settlement and ascertain if the British have landed. On this second leg of the journey, Eliza explains that the coast is entirely inhabited by Native Americans, whom he provides gifts of cloth to as a gesture of goodwill. He arrives in San Francisco on the 3rd of September and commissions his pilots to create a map of the bay. He provides the frigate with 12 barrels of fresh water. He sails down the coast, passing the Isla de los Dolores and Punta de Labastida, mapping and taking depth soundings. After covering 14 miles by noon, the Native Americans became threatening. The Spaniards respond with open fire. Instead, under the order of Juan de Bodega, he maps the harbor from the 5th to the 11th of September. He also attempts to ascertain the extent of the Native American population, but finds that it is difficult due to the scattered nature of settlements. Both ships reached San Blas on the 4th of November.

#### Chapter 7 : Beals, H. K. (Herbert Kyle) [WorldCat Identities]

*Juan Perez In the last quarter of the 18th century, Spain, Great Britain, Russia, and the United States struggled for predominance on the west coast of North America. A common method for claiming territory was the exploratory expedition.*

#### Chapter 8 : Juan Jos   P  rez Hern  ndez - Wikipedia

*In March , the second Spanish expedition, commanded by Bruno de Hezeta (sometimes spelled Heceta), sailed north from Mexico to Nueva Galicia (the Pacific Northwest). This expedition set forth shortly after Juan Perez returned from his*

*historic first European journey to explore and map Spain's.*

## Chapter 9 : Northwest Explorers

*on the northwest coast T is commonly stated that on his third and last voyage Captain James Cook, the great navigator, discovered Nootka Sound, on the northwest coast of America.*