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BRITISH COLUMBIA COAST NAMES

1592-1906

TO WHICH ARE ADDED A FEW NAMES IN
ADJACENT UNITED STATES TERRITORY

THEIR ORIGIN AND HISTORY

WITH MAP AND ILLUSTRATIONS

BY
CAPTAIN JOHN T. WALBRAN
*Canadian Fisheries Protection Service, and Commanding
C. G. S. "Quadra," 1891-1903*

PUBLISHED BY ORDER OF HONOURABLE L. P. BRODEUR
MINISTER OF MARINE AND FISHERIES OF CANADA
FOR THE GEOGRAPHIC BOARD OF CANADA

OTTAWA
GOVERNMENT PRINTING BUREAU
1909

in Utica, New York, 1813. Educated at Yale; in 1836 was appointed assistant to Professor Silliman at Yale. While at New Haven he published his first important work, "The System of Mineralogy." From 1838-1842 Dana was a member of the Wilkes Exploring Expedition sent out by the United States government, which made a survey of the Haro archipelago in 1841, and so extensive was the material collected that, upon his return to the United States, he devoted thirteen years of almost constant labour to its study, the results being published by the United States government in three voluminous reports. Professor of Natural History, Yale college, 1855-1890. From 1846 until his death served almost continuously as editor of the "American Journal of Science," in which many of his papers were published. Received, in 1872, the Wollaston medal from the Geological Society, London, "in acknowledgment of his services to geology and mineralogy," and, in 1877, the Copley medal. Died at New Haven, 13 April, 1895. Named by George M. Dawson, Geological Survey of Canada, 1878.

See Dawson harbour; Haro strait; Alden bank; and San Juan island.

Danube rock, Skidegate inlet, Q. C. Ids. After the British merchant steamer *Danube*, 561 tons register, 100 h.p., Captain William Meyer, which vessel struck this rock, hitherto unknown, April, 1891. The *Danube* was built at Govan, near Glasgow, 1869, for the Scottish Oriental S.S. Company, and was one of the first merchant vessels to pass through the Suez canal, which was opened 31 January, 1865. Purchased in 1890 by the Canadian Pacific Navigation Company, and in 1904 became the property by purchase of the Canadian Pacific Railway Company, which took over in that year the business of the former company. Purchased in 1905 by the British Columbia Salvage Company for salvage purposes and renamed *Salvor*. Named by the Hydrographic Office, Admiralty, 1891.

Daring point, Kennedy island. After H.M. steam-sloop *Daring*, 4 guns, 894 tons, 916 h.p. (120), on this station, 1875-1878. Commander John G. J. Hanmer. The officers of this vessel made an examination of the entrance to the Skeena river in 1877, and the names of the commander and officers are given to the different points in the vicinity. Named by Commander Hanmer, 1877.

See Skeena river; Hanmer point; Hegan point; and Veitch point.

Darwin sound, Q. C. Ids. After Charles Robert Darwin, the greatest naturalist of the nineteenth century. Born at Shrewsbury, 12 February, 1809, son of Dr. Robert W. Darwin, F.R.S., and grandson of Erasmus Darwin. His mother was a daughter of Josiah

neighbourhood, and notes in his journal that the distance between Edmund and Walker points is two miles.

See Burke channel; and Walker point.

Edward point, Skeena river. After Edward J. Powell, chief draughtsman, Hydrographic Department, Admiralty, 1860-1870, &c. Powell point, about four miles northeast from Edward point, is also named after the subject of this note. Named by Commander Hanmer, H.M.S. *Daring*, 1877.

See Daring point; Hanmer point; and Skeena river.

Edward point, Cameleon harbour. See Hardinge island.

Edye passage, Chatham sound. After Captain William Henry Edye, H.M.S. *Satellite*, on this station in 1869, having arrived from China. William island and Henry island, Edye passage, also named after Captain Edye. Born, 1832. Entered the navy, 1845. Lieutenant, 1853. Commander, 1860. Captain, 1865. Rear admiral, 1881. Vice admiral, 1888. Retired in 1890. Admiral, 1893. Residing at Woodcote, Row, Dumbartonshire, 1906.

Admiral Edye when commander served on board the cadet training ship *Britannia*, 1862-1865 (see "The Story of the *Britannia*," p. 69), and when captain of the *Satellite* was one of the pall-bearers at the funeral of Governor Seymour, naval burial ground, Esquimalt, 16 June, 1869. Named by Staff Commander Pender, H.M. hired surveying vessel *Beaver*, 1870.

See Satellite pass; Seymour inlet; and Britannia range.

Edye point, Choked passage, Pedder bay. Named by Captain Kellett, H.M.S. *Herald*, 1846, after Lieutenant Adolphus George Edye, R.N., a surveying officer. Entered the navy under Admiral Sir Pulteney Malcolm, 1829. Lieutenant, 1841. Commander, 1856. Commander Edye was the inventor of several useful instruments, and tables, and has received the silver medal from the Society of Arts for the invention of an instrument which registers the inclination and oscillations of a ship. Captain, retired, 1863.

See Bedford islands; and Malcolm island.

Effingham inlet, Barkley sound. Named by Captain Richards, H.M. surveying vessel *Plumper*, in 1860, the name probably being taken from the Port Effingham of Captain John Meares on Village island, Barkley sound, 1788.

See Port Effingham.

Effingham island, Barkley sound. Formerly Village island. Name changed by the Geographic Board of Canada, 1905. Named Village island by Captain C. W. Barkley, of the trading ship *Im-*

Hankin reefs, Cunningham passage, Port Simpson. After Thomas Hankin, younger brother of Commander Philip J. Hankin, R.N. (see Hankin island). Born at Stanstead, Hertfordshire, 11 May, 1843. Came out to this coast, via Cape Horn, in 1858, and after engaging in various pursuits, and also in the service of the Hudson's Bay Company, joined Robert Cunningham, of Port Simpson, in a mercantile partnership, 1869, and the firm of Cunningham and Hankin began a forwarding and commission business on the northern coast of British Columbia. A store was established at Woodcock's Landing, now known as Inverness, at the northern entrance to the Skeena river, and business prospered. In about twelve months the firm opened a branch business at Hazelton, and removed from Woodcock's Landing to Port Essington of Vancouver. Here and at Hazelton business was carried on until 1877, when the partnership was dissolved, Cunningham retaining the Port Essington branch and Hankin that of Hazelton. Hankin was later in the service of Messrs. Turner, Beeton & Company, of Victoria, and stationed at Inverness on the Skeena, where he died 15 March, 1885, and was buried at Victoria. Named by Captain Pender (nav. lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, 1868.

See Hankin island; Cunningham passage; and Essington.

Hanmer point, Skeena river. **Hanmer rocks**, Brown passage. Named after Commander John George Job Hanmer, commanding H.M.S. *Daring*, whose officers made a sketch survey of the entrance to the Skeena river in 1877. Born 1836, second son of Captain Job T. Syer Hanmer, R.N., and great-grandson of Sir Walden Hanmer, first baronet of Hanmer, 1774. Entered the navy in 1850. Lieutenant, 1859. Commander, 1870. Captain, 1879. Rear admiral, retired, 1894. Residing in England 1906.

See Daring point; and Skeena river.

Hanson island, Broughton strait. After James Hanson, R.N., who, 1791-1792, was lieutenant of the armed tender *Chatham*, Lieut. Commander Broughton, which vessel in July of the latter year was engaged in examining the archipelago in this neighbourhood. A few days after the arrival of the *Discovery* and *Chatham* at Nootka, Lieutenant Hanson was appointed by Vancouver, 30 August, 1792, agent (as lieutenants in command of transports were then denominated) of the *Dædalus* storeship, rendered vacant by the murder of her late agent, Lieutenant Hergest, R.N. (who had been a midshipman under Cook in the *Adventure* and *Resolution*), by the natives of Woahoo, one of the Sandwich islands, during the voyage of the storeship from England. The *Dædalus*, a brig (owned by Alexander Davison, the agent and friend of Lord Nelson), under Hanson's

cove, Quatsino sound. **Hecate island**, Hakai channel. **Hecate reefs**, Hecate island. **Hecate rock**, Goletas channel, and **Hecate rock**, Duncan bay, Metlakatla. After H.M. surveying vessel *Hecate*, Captain George Henry Richards, R.N., who had previously carried on the survey of the coast in the surveying vessel *Plumper*. The *Hecate*, a paddle-wheel sloop, 860 tons, 5 guns, brigantine rigged and larger than the *Plumper*, arrived at Esquimalt from England, 23 December, 1860. Commander Anthony Hiley Hoskins, and the new year saw the transfer of the officers of the *Plumper*, with the exception of First Lieutenant Moriarty, to the new arrival. Lieutenant Mayne of the *Plumper* became 1st lieutenant of the *Hecate*, Lieutenant Hankin of the *Hecate* being appointed 2nd lieutenant, and Mr. Daniel Pender, who had succeeded the late Mr. Bull as master of the *Plumper*, became master of the *Hecate* and senior surveying officer. In the course of her duties the *Hecate* had a narrow escape from total loss. On the 19 August, 1861, during a dense fog, she ran on shore, close eastward of cape Flattery, between Tatoosh island and the mainland, while returning to Victoria from survey work on the west coast of Vancouver island. She was floated during the course of the day, and arrived at Esquimalt the same evening. (*Colonist*, 20 and 26 August, 1861.) After temporary repairs, the ship was despatched to San Francisco, where she was fully repaired in the floating dock, returning to Esquimalt on the 1 November, 1861. Lieutenant Mayne returned home from San Francisco on promotion, and Lieutenant Hand joined in his place. For an interesting account of this disaster, see Commander R. C. Mayne's book, "Vancouver Island and British Columbia," pp. 236, 7, 8 and 9. During the winter of 1862 the *Hecate*, anchored in James bay, Victoria, was frozen fast in the ice. The *Hecate* sailed for England 22 December, 1862, via San Francisco, Australia and the Cape of Good Hope, where she arrived 4 January, 1864, and the surveying duties were continued by Mr. Daniel Pender, master, R.N., who was placed in command of the steamer *Beaver*, hired, by the British government, from the Hudson's Bay Company, for that duty. Named by Captain Richards, 1861-1862.

See Hankin island; Mayne island; Moriarty mountain; Pender island; Bull passage; Richards, Vice Admiral; and Hand island.

Hegan point, Skeena river. After Sub-lieutenant George Vincent Hegan, H.M.S. *Daring*, Commander J. G. J. Hanmer. On this station, 1875-1878. Lieutenant, December, 1877. Lieutenant commander of the training brig *Martin*, 1893. Named by Commander Hanmer, 1877.

See Hanmer point; and Daring point.

Named Hibben island, in 1905, by the Geographic Board of Canada, to avoid the duplication of names in the waters of British Columbia, there being another Kuper island named after the above naval officer, in Stuart channel off the east coast of Vancouver island. Thomas Napier Hibben, after whom the island is now named, was born in 1828 at Charleston, South Carolina, and died 10 January, 1890, at Victoria, B.C. He had been a familiar figure in the city of Victoria since 1858, having arrived in that year from San Francisco. Shortly after his arrival he formed a partnership with James Carswell; then purchased Kierski's book and stationery business, which they continued to conduct till 1866, when Hibben bought his partner's interest and thereafter managed the business himself. The business is still second to none of the kind in the city of Victoria, and has been the agency for upwards of thirty-eight years of Potter, London, the Admiralty chart agent. Hibben was a thorough business man, and gained the highest respect of his fellow citizens. Member of the Pioneer Society and of the Victoria Board of Trade.

See Mitchell harbour; Moore channel; and Kuper island.

Hickey cove, Naysash inlet, Smith inlet. After William Hickey, a mechanical engineer, and the owner of the salmon cannery situated in this cove. A native of Peterborough, Ontario, he came to this coast, November, 1890. Mechanical superintendent of the B.C. Ironworks, Vancouver, for seven years. Named by Captain John T. Walbran, C.G.S. *Quadra*, on making an examination of Naysash inlet, June, 1903.

Hicks point, Smith island, Skeena river. After Robert Hicks, a native of Norfolk, England. He joined the British navy in 1845 and left in 1848. He then came to America, and in 1854 was one of the crew of the U.S.S. *Decatur*, which on her passage to this coast was detained eighty-four days in the strait of Magellan, being finally towed through by the U.S. steamship *Massachusetts*. Leaving the United States service on arrival on this coast, he commenced coasting, taking charge of his own vessels in the west coast and Queen Charlotte islands trade. In 1867 was an Alaska pilot, and had a successful career for years. Later was in charge of the old Fraser river lightship, and at present is living in Victoria, 1906. Named in 1877 by Commander John G. J. Hanmer, H.M.S. *Daring*, Hicks being engaged as pilot on board when an examination was being made of the Skeena river.

See Hanmer point; and Daring point.

Hill head, Sooke inlet. **Hill island**, Sutil channel. After James Stephen Hill, R.N., a surveying officer, who, when the former was

work in geology and natural history: "His energy and powers of critical research enabled him to enter with success the field of professed naturalists. . . . He was a geologist after my own heart."

General Portlock retired from active service, 25 November, 1857, and died at Blackrock, near Dublin, 14 February, 1864. Portlock point named, circa 1861.

See Bligh island; Dixon entrance; Queen Charlotte islands; and Murchison island.

Powell lake, Sliammon, Malaspina strait. After Israel Wood Powell, M.D., Indian commissioner, British Columbia, 1872-1889. Residing in Victoria, 1906. Dr. Powell is a native of eastern Canada, of a United Empire Loyalist family; he arrived in Victoria, 1862. Named by Lieut. Commander Vere Bernard Orlebar, H.M. gun vessel *Rocket*, 1880.

See Rocket shoal.

Powell point, Skeena river. After Edward J. Powell, chief draughtsman, Hydrographic department, Admiralty, for many years, 1860-1878, et seq. Named by Commander John G. J. Hammer, H.M.S. *Daring*, 1877.

See Hammer point.

Preedy harbour, Thetis island. After Lieutenant George William Preedy, of H.M.S. *Constance*, Captain Richard W. Courtenay. On this station, 1846-1849. Captain, 1855. C.B. (civil), 1858. In 1868, Captain Preedy, C.B., was in command of the flagship *Royal Adelaide*, Admiral Martin, Devonport. C.B., 1869. Retired, as captain, 1870. Rear admiral, 1874. Vice admiral, 1879. Died, 1894. Named by the Hydrographic office, Admiralty, 1853.

Prevost island, Swanson channel. **Prevost passage**, Haro strait. **Prevost harbour**, Stuart island, state of Washington, U.S. After Captain James Charles Prevost, H.M.S. *Satellite*, on this station, 1857-1860. Born 1810 and entered the navy in 1823. Lieutenant, 1835. Commander, 1845. As commander he was on this station, in 1850, in the *Portland*, flagship of Rear Admiral Fairfax Moresby, whose daughter, Ellen, Commander Prevost had married, and he was transferred at Valparaiso in December, 1852, to the command of the paddle sloop *Virago*, where he remained till January, 1854. Captain, 1854. At the close of 1856 Prevost was appointed to the command of the *Satellite*, and was also appointed first British commissioner for settling the San Juan boundary question between British Columbia and the United States, which had been in abeyance since 1846, and on his return to England he was an important

entirely filled from thence with sandbars and boulders. Thus the Skeena was overlooked much in the same way as the Fraser, from ignorance as to what the entrance of a large river would be like when deploying into the sea. Vancouver named the opening Port Essington, by which name the settlement, situated where the river Ecstall enters the Skeena, is now known.

It seems strange that Vancouver, an officer of such an observing nature, should miss noting the three large rivers, Fraser, Skeena and Nass, yet such is the case; but it must be remembered that in the examination of these shores, Vancouver personally examined but a small portion; his officers did the work of examination in the boats of the *Discovery* and *Chatham*, and he accepted their reports. Captain Vancouver himself was never within thirty miles of the Skeena, passing the neighbourhood of the river with his vessels in what is now known as Hecate strait.

The Skeena was known to the early traders, circa 1787, as Ayton's river, and is mentioned under this name in a long public letter describing the coast hereabouts, addressed to Captain George Dixon from Captain Charles Duncan, dated, Islington, 17 January, 1791. Captain Duncan in the sloop *Princess Royal* was at anchor at the entrance of Ayton's river in the summer of 1788. (Dixon's "Further Remarks on Meares," 1791, 4°, pp. 20-32.)

This river has not yet been correctly surveyed, a sketch survey only having been made as far as the Raspberry islands, in 1877, by Commander John G. J. Hanmer and the officers of H.M.S. *Daring*.

See Birch bay; Fraser river; Nass river; Raspberry islands; Essington; Port Fleming; Princess Royal island; Duncan rock; Dixon entrance; Ridley island; Stephens island; Brown passage; Hunt point; Cunningham passage; and Daring point.

Skidegate inlet and Skidegate channel, Q. C. Ids. An adaptation of a Haida word meaning, "Red paint stone," and was a name of the principal chief residing here. The stone is found on the shores of the inlet and in other places, was calcined by heat, ground into powder, and then used by the Indians as paint. (Per C. F. Newcombe, M.D., Victoria.) This place is given on the chart in Ingraham's journal, 1791-1792, as Skitgiss. It was also known to the early traders, from 1788 *et seq.*, as Skitekat and Skittegate. The tribe call themselves Hlgaiu-haidagai, and the present holder (1906) of the hereditary name of Skidegate can, according to the Rev. Charles Harrison, of Masset, clearly trace his ancestry back for 150 years. Name adopted on the Admiralty charts by Captain Pender (Master, R.N.) in the *Beaver*, on making a survey of the inlet in 1866.

See Queen Charlotte islands; Dixon entrance; Masset; Port Ingraham; Cumshewa inlet; and Houston Stewart channel.

buried at Ludlow. (Dict. Nat. Biog. LVIII, pp. 154-155; Annual Register, 1827, LXIX, p. 259; and Captain Casper J. Baker, R.N.)

See Mount Baker; Mount Rainier; Gardner inlet; Grey point; Domett point; and Vancouver island.

Veitch point, Skeena river. Now recognized and known as the point Lambert of Vancouver, 1793. After James Richard Veitch, R.N., navigating lieutenant, H.M.S. *Daring*. On this station, 1874-1878. Second master, 1866. Nav. lieutenant, 1873. Retired 1882. Died, 1886.

Veitch was navigating sub. lieutenant on board H.M. frigate *Galatea*, Captain H.R.H. the Duke of Edinburgh, on H.R.H.'s cruise to Australia, East Indies, China and Japan, 1867-1870. Named by Commander Hanmer when the officers of the *Daring* made a sketch survey of the river in 1877.

See Daring point; Hanmer point; and Skeena river.

Venn passage, Metlakatla. After the Rev. Henry Venn, a noted divine of the Church of England, who, after holding several livings, resigned the vicarage of St. John's, Holloway, in 1846, in order to devote himself entirely to the work of the Church Missionary Society. He acted as honorary secretary for thirty-two years, 1841-1873, and it is with this society that his name will always be associated. His father was one of the founders of the society in 1797. The Rev. Henry Venn's remarkable gifts of organization, discrimination of character, and sound and rapid judgment, made him for many years the leading spirit in the councils of the Church Missionary Society. Born 10 February, 1796. Died 13 January, 1873. A portrait of him by George Richards is in the committee room of the society, London. Venn passage was named by Mr. William Duncan, and the name adopted by the Admiralty surveyors, Captain Richards in charge, H.M.S. *Hecate*, 1862.

See Duncan island; Metlakatla; Alford reef; Doolan point; Ryan point; Chapman point; Cridge islands; and Carr islet.

Vere cove, West Thurlow island, Johnstone strait. Named, in 1898, in association with Dorothy rock, by Commander Morris H. Smyth, H.M. surveying vessel *Egeria*, after Vera and Dorothy Thurlow, daughters of Major Reginald Thurlow, Royal Welsh Fusiliers, and nieces of Commander M. H. Smyth, R.N. The cove was surveyed in 1898 by Sub-Lieutenant Horace C. Watson, R.N., under the direction of Commander M. H. Smyth.

See *Egeria* shoal; and Thurlow islands.

Vernaci point, Valdes island. After Lieutenant Juan Vernaci ("teniente de fragata") of the Spanish exploring schooner *Mexicana*, Commander Valdes, engaged in examining the channels

of emigrants, 17 March, 1850. Dr. J. S. Helmcken came out in her as medical officer in charge, and on the voyage smallpox broke out, but owing to Helmcken's vigilance and care only one death occurred. The vessel arrived again at Victoria from London in 1851, Wishart in command with W. B. Ella, 1st officer, and made several successive voyages, many of the old residents of this province arriving by her. Named by Captain Pender (master, R.N.) in the *Beaver*, circa 1864.

See Deans point; Ella point; and Helmcken island.

Wood mountain (4,162 feet), Bedingfield range, Clayoquot sound. **Wood islands**, Mosquito harbour, Clayoquot sound. **Wood bay**, Campbell island, Raymond channel. After Charles Bedingfield Wood, M.D., surgeon, H.M. surveying vessel *Hecate*, Captain Richards, on this station, 1860-1862. Dr. Wood in the summer of 1862 made an exploring trip across Vancouver island from Kyuquot sound to Cheslakee, Broughton strait, in company with Lieutenant Philip J. Hankin, R.N. On the 3rd January, 1865, Dr. Wood, when surgeon of H.M.S. *Orlando*, was accidentally drowned in Tunis bay, Mediterranean sea, with several other officers, by the upsetting in a squall of one of the ship's cutters, returning from a picnic. (*Victoria Colonist*, 11 January, 1865.) Wood mountain and Wood islands named by Captain Richards, 1862, Wood bay by Captain Pender, 1866.

See Hankin island; Bedingfield range; and Hecate strait.

Woods island, Oyster harbour. After Artificer Engineer James J. Woods, H.M. surveying vessel *Egeria*, 1904. Named by Commander John F. Parry, H.M.S. *Egeria*, on re-surveying the harbour, 1904.

Woodcock landing, North Skeena passage. This landing, the Indian name of which is "Willaclough" meaning "The place of slides," and now generally known as Inverness, was known locally as Woodcock's landing from the fact that William H. Woodcock established here, previous to 1870, a public inn for the accommodation of miners going and coming to and from the Omineca country by the Skeena river. The land here was crown granted to William Soar, 30 August, 1871, from whom it passed into the possession of various parties; a salmon cannery, the first on the northern coast of British Columbia, was established here in 1876 by the North Western Commercial Company. On the 10 November, 1880, the establishment became the property of Turner, Beeton & Co., who named it Inverness and who had for some time exercised a controlling interest in it. They carried on the business until 1902, when it was purchased by J. H. Todd & Sons, of Victoria, the present owners. A trading store was established here by Cunningham & Hankin in 1870, who shortly afterwards removed to Port Essington. A heavy landslide occurred here a few

years ago when the cannery had a miraculous escape, and the next day another slide occurred at the North Pacific cannery, a few miles farther up the passage, when eleven Indians lost their lives. Woodcock died at Victoria in 1877. (Communicated to writer by C. F. Todd, and B. Stapledon, and from Records in the Land Registrar's office at Victoria.)

Name adopted on the chart by the officers of H.M.S. *Daring* in 1877.

See Cunningham passage; Daring point; and Essington.

Woodward point, Sooke inlet, Vancouver island. After Thomas Woodward, R.N., paymaster, H.M.S. *Herald*, Captain Kellett, surveying on this coast in 1846. The *Herald* subsequently went to the Arctic regions where Woodward contracted a severe cold from which he died during the commission in 1851. Named by Captain Kellett in 1846.

See Herald rock; Kellett bluff; and Sooke inlet.

Woody point. See Cape Cook, and Esperanza inlet.

Wootton bay, Lancelot arm, Malaspina inlet. After Henry Wootton, who arrived at Victoria from London as 2nd officer of the Hudson's Bay Company's new steamer *Labouchere*, Captain Trivett, 31 January, 1859. He shortly afterwards retired from the sea service and was clerk of Writs of the Supreme Court of Vancouver Island; later and until his death, postmaster of Victoria, and for several years postmaster general of British Columbia. At various times, 1862, &c., he also acted as harbour master of Victoria. Native of Ramsgate, Kent, born 1828, and died at Victoria on Christmas day 1875. (*Colonist*, 27 December, 1875.)

This bay was named in 1792 by Galiano and Valdes, "*Brazo de Bustamente*," after Josef Bustamente, captain of the *Atrevida*, one of Malaspina's two ships. In 1804, Rear Admiral Don Josef Bustamente, knight of the order of St. James, had command of a squadron of four frigates returning with treasure from Montevideo to Cadiz. When near their destination, the squadron was fallen in with, on the 5 October, by four British frigates under the command of Captain Moore, when, after a short action, three of the Spaniards were captured, the fourth unfortunately blowing up, under most distressing circumstances. Brenton in his naval history relates the incident as follows:—

"Among the victims on board the *Mercedes* were the wife and several children (daughters nearly grown up) of Captain Alvear, of the Spanish navy. This good and gallant officer, after a residence of 30 years in South America, was returning to spend the remainder of his days in his native country. He did not command either of the frigates, but, having procured a passage for his family in the