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1774 - Diary of Fray Tomas de la Peña Kept During the Voyage of the Santiago

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DIARIO del viaje que por mandado del Padre Fray Junípero Serra, Predicador Apostólico y Presidente de estas Misiones de Monte-Rey, del cargo de nuestro santo colegio de Propaganda de San Fernando de la ciudad de Mexico. hago desde este Puerto de San Carlos de Monte-Rey sito en la costa de la California setentrional en 36 grados y 30 minutos de Latitud al Norte en la Fragata de Su Magestad nombrada Santiago, alias la Nueva Galicia, mandada por Don Juan Perez Alferez graduado de Fragata, primer Piloto de los del numero en el Real Departamento de San Blas, y Capitan Comandante de la expedicion que por orden del Excelentísimo Señor Don Frey Antonio Maria Bucareli y Orsua, ha de hacer en dicha Fragata á fin de reconocer la costa desde dicho Puerto de Monte-Rey hasta la altura de 60 grados de Latitud al Norte, comenzando dia 6 de Junio de 1774, en que me embarqué en compañía del Reverendo Padre Fray Juan Crespi, Predicador Apostolico de dicho Colegio y Ministro de la mision de San Carlos de Monte-Rey, vulgo del Carmelo.

Viva Jesus Maria y Joseph : Junio de 1774. Habiendome destinado el Reverendo Padre Presidente de estas Misiones de Monte Rey Fray Junipero Serra Comisionado del Santo oficio y Predicador Apostolico de Propanganda fide del Colegio de San Fernando de la Ciudad de Mexico para acompañar al Reverendo Padre Fray Juan Crespi Predicador Apostolico de dicho Colegio, que va con el encargo de observar la altura del Norte, cuando se verifique saltar en tierra, durante el viage de la expedicion :

Dia 6 de Junio, como á las cuatro de la tarde, salimos de la Mission de San Carlos de Monte-Rey, que dista como una legua del Presidio y Puerto de Monte-Rey, al que llegamos como á las cinco de la tarde y habiendonos despedido de los señores capitanes, vinimos á bordo acompañandonos dicho Padre Presidente hasta la

the letter on a single page of this publication it has been reduced by about one-third, and by the skill of the printer the color to which the ink of the original has faded has been reproduced faithfully. In continuation are reproduced a fac-simile of the authentication of the Sutro fac-simile by the archivist of the collection at Seville, and the royal permit by means of which this was obtained, together with an official letter to Mr. Sutro informing him of the royal permission. It is confidently believed that this is the first fac-simile of President Serra's manuscript ever published, and it is thought that a reproduction of the hand-writing of the founder of California must be of especial interest to Californians, while it can not be otherwise than pleasing to students of the history of our commonwealth and to the public in general.

playa, en donde nos dimos el último abrazo y despedida; al ponerse el sol llegamos á bordo y habiendo cenado la gente de la tripulacion embarcaron cuatro toretes y algunos cerdos, que el Sr. capitán comandante del presidio regalo para el rancho de la camara. Esta noche se levaron las anclas.

Día 7 por la mañana con una espia por la proa sacaron el barco del fondeadero y lo arrimaron á un yerbajal, que está junto á la Punta de Pinos, y distante de dicho fondeadero como un tiro de fusil. Esta mañana sopló el N. O., como á las 9 de la mañana se levó la última ancla, que había servido de espia y se alargaron velas, y habiendo hecho la ceremonia de hisar vandra española con un cañonazo, dimos dos ó tres bordos para fuera y refrescando el N. O. se volvió á dar fondo; como á las doce y media de la tarde poco mas á fuera de donde había estado anclado para el desembarque de la carga. Todo este día sopló el N. O. algo fresco. Por la noche se enfermó el Contra-Maestre.

Día 8 amaneció con el mismo viento del día antecedente y se mantuvo todo él. Como á la una de la tarde se divisó el Pacabot San Antonio, alias el Principe, el cual dió fondo como á las tres.

Día 9 nos mantuvimos fondeados por falta de viento favorable. Este día como á las 9 de la mañana, fuimos á dar un paseo al Real el señor capitán Don Esteban y los dos Padres, y allí encontramos al Padre Presidente, al Padre Fray Francisco Palou y al Padre Fray Joseph de Murguia, volvimos á comer á bordo, y el Padre Presidente se quedó á dormir en el Principe, para cantar al otro día una Missa que los señores Pilotos habían ofrecido.

Día 10 se cantó una Missa solemne á Maria Santisima por el buen viage en el mismo parage, en que se celebró la primera en Monte-Rey: assistieron á ella los Padres Fray Joseph de Murguia y Fray Francisco Dumez, los señores capitates Don Fernando de Rivera, Don Pedro Fages y Don Joseph Cañizares con toda la gente así del Presido, como de los dos barcos. Comimos todos en el mismo parage por convite del señor capitán Don Juan. Como á las 3 de la tarde confese al Contra-Maestre Manuel Lopez, y luego le administró la extremauncion el Padre Fray Juan y como á las cuatro y media espiró. El cadaver se embió á la Yglesia del Presidio, para que le diesen sepultura los Padres Ministros de la Mission de San Carlos.

Día 11 amaneció en calma y con una espia y el remolque de las lanchas de los dos barcos arrimaron la Fragata al yerbajal de la Punta: Como á las doce con viento Norte nos hicimos á la vela y habiendo quedado la lancha del Principe levando un anclote que

habia servido de espia no pudo darnos alcance ; toda esta tarde cabeceó mucho el barco á causa de la mar por proa. Por la noche hallandonos como 3 leguas de la Punta de año nuevo calmó el viento.

Dia 12 amaneció en calma ; celebramos missa los dos padres. Por la tarde sopló el N. O., pero lento y al ponerse el sol se calmó. Como á las 9 de la noche venteó el E. variable, y luego se calmó. Toda la noche se pasó en ventolinas y con nieblina muy densa y humeda.

Dia 13 amaneció con la misma nieblina y ventolinas. Celebramos el Santo Sacrificio ambos padres. A causa de la mucha nieblina no pudimos ver la costa esta mañana, ni los señores Pilotos pudieron observar ; toda la tarde y noche siguiente se mantuvo la nieblina densa y muy humeda.

Dia 14 amaneció encalma, con mucha nieblina. Esta mañana divisamos la Punta de año nuevo como á distancia de 2 leguas y las corrientes nos arrimaron tanto á la costa que á las nueve la teniamos como un cuarto de legua : á dicha hora se sondeó varias veces y se halló fondo en 25, 24 y 22 brazas. A las doce y media comenzó á ventolear lentamente el S. O. y con él nos apartamos de la tierra. Por la noche calmó á ratos y nos mantuvimos dando bordos entre las dos puntas.

Dia 15 amanecimos en frente de la punta de Pinos á la parte del Oeste y divisamos claramente la Punta de cipreses, la ensenada del Carmelo y la sierra de Santa Lucia. Como á las 8 comenzó á soplar el Noroeste algo fresco, pero se calmo antes de las 9. Este dia no hubo tanta nieblina como los antecedentes, pero estuvo nublado el cielo y se despejo algunos ratos. Al anochecer nos hallabamos como 6 leguas apartados de la tierra, la cual demarcaron los señores pilotos y la punta de año nuevo nos demoraba al Nordeste, la de Pinos al Este, y lo demas al Sur de Santa Lucia al S. E.

Dia 16 por la mañana se miraba la sierra de Santa Lucia como á distancia de 12 leguas ; este dia amaneció nublado como el antecedente. A las 8 de la mañana refrescó un poco el Nornoroeste con aparato de agua y cayeron algunas gotas, pero cesó luego y el viento se mitiguó. Por la tarde aclaró algo el cielo y el viento se fué aflojando.

Dia 17 amaneció en calma y el cielo muy despejado y claro. Como á la una de la tarde se levantó viento del S. O. muy lento ; divisamos al Noroeste la sierra de Santa Lucia como á distancia de 16 leguas. Por la noche se llamó el viento al N. O. y se viró de

bordo con la proa al oeste sudoeste.

Día 18 amaneció con el mismo viento y nieblina muy oscura y húmeda que parecía aguacero. Este día amaneció enfermo el señor capitán con indisposición del estómago y sin haber sosegado en toda la noche, pero al medio día ya estaba mejorado. A las 12 observaron los señores pilotos y digieron nos hallabamos en 34 grados y 57 minutos de latitud al Norte. Por la tarde refrescó mas el viento.

Día 19 amaneció con el mismo viento, pero muy fresco y mucha marejada. No se pudo decir misa por los muchos valances. A las 8 nos quedamos con solo el trinquete, y así se caminaba á 3 y 4 millas por hora; por la tarde aflojó el viento alguna cosa y se amuro la mayor.

Día 20 habiendose mitiguado el viento se marearon las gavias y se caminaba á 5 millas y media por hora. Todo este día sopló el Noroeste.

Día 21 amaneció muy claro y despejado el cielo. El viento se llamó al Norte y sopló fresco todo el día, se navegó al Oeste cuarto al Noroeste á tres millas por hora. Observaron este día los señores pilotos 34 grados y 8 minutos de latitud.

Día 22 amaneció nublado el cielo y á las 7 de la mañana vino del Norte una nieblina muy húmeda y el viento fué calmando. Al medio día observaron los señores pilotos 34 grados y 7 minutos de latitud; el viento se mantuvo lento y variable.

Día 23 por la mañana se llamó el viento al Nordeste pero luego se ladeó al Noroeste. Observaron los señores pilotos al sol en 33 grados y 46 minutos; todo el día sopló el Noroeste y se caminaba al oeste sudoeste á 3 millas por hora.

Día 24 amaneció nublado el cielo y el viento se llamó al Norte Nordeste algo fresco y se caminó al O. N. O. Digimos misa los dos padres y celebramos alegre el cumpleaños del señor capitán Don Juan Perez. Este día observaron los señores pilotos 33 grados y 43 minutos de latitud. Por la tarde se caminó al N. O. $\frac{1}{4}$ al O. á 3 y media milla.

Día 25 amaneció claro el cielo y con el mismo viento que ayer se caminaba á 4 millas por hora al mismo rumbo. Este día observaron el sol los señores pilotos en 34 grados y 26 minutos de latitud. A las 9 de la noche se llamó el viento al Este.

Día 26 amaneció con el mismo viento fresco. Digimos misa los dos padres. Observaron los señores pilotos el sol en 35 grados y 37 minutos de latitud. A las 5 de la tarde se calmó el viento.

Día 27 á las 6 de la mañana comenzó á ventolear del Nordeste

lento y variable. En este dia observaron los señores pilotos 35 grados 59 minutos, y prosiguió el mismo tiempo.

Dia 28 prosiguió el mismo viento y se caminaba á 2 millas por hora. Este dia nos hallamos en 36 grados y 26 minutos casi al paralelo de Monte-Rey. Por la tarde refrescó algo el viento y prosiguió toda la noche.

Dia 29 amaneció con el mismo viento. Digimos misa ambos padres. Al medio dia observaron el sol los señores pilotos en 37 y 20 minutos. Por la tarde se llamó el viento al Este y se caminaban 4 millas.

Dia 30 prosiguió el viento del Este aunque lento y como á las 7 se llamó el Este Sudeste muy flojo. Observaron los señores pilotos 38 grados y 35 minutos de latitud. Por la tarde refrescó algo el viento.

JULIO DE 1774.

Dia 1 amaneció casi calmado el viento y á las 10 se calmó del todo. Este dia observaron los señores pilotos 39 grados 45 minutos. A las doce y media comenzó á ventear el Sur muy lento y cargó mucha nieblina. A las 5 se calmó el viento.

Dia 2 como á las 3 de la mañana cayó un aguacero con ventolinas del Sudoeste y luego quedó en calma, la que duró todo el dia y calentó bien el sol. Por la noche sopló del E. S. E. muy lento.

Dia 3 amaneció con mucha nieblina y el viento algo fresco. Digimos misa los dos padres. A las 8 se calmó el viento, y la nieblina comenzó á descargar agua. A las 10 volvió á ventolear del E. Observaron los señores pilotos 40 grados 34 minutos de latitud, como á los dos se llamó el viento al S. E. algo fresco, y duró toda la tarde y noche siguiente. Esta tarde al ponerse el sol se vieron algunos pajaros y dijeron que eran de mar y que muchas veces se ven sin que haya tierra en muchos cientos de leguas.

Dia 4 amaneció el cielo nublado y con mucho rocío, el viento fresco del S. E. y se mantuvo todo el dia. No pudieron observar este dia los señores pilotos por lo mucho nublado que estuvo. Como á la una de la tarde comenzó á llover y prosiguió lo mas de la tarde. Por la noche serenó algo el cielo y cayo mucho rocío.

Dia 5 amaneció con el mismo viento aunque no tan fresco, y el cielo nublado, observaron este dia los señores pilotos 43 grados 35 minutos de latitud, pero dijeron que no era segura dicha observacion, por no haberse aclarado los horizontes. Al ponerse el sol vimos un pajaro grande como gavilan y dijeron que era de tierra, pero este no se pudo divisar desde el tope : hicimos juicio que por

el O. á donde caminaba dicho pajaró, habrá alguna isla. Por la noche sintieron los marineros un bufido que les pareció de ballena; pero Don Esteban que estaba de guardia me dijo que le parecia ser de lobo marino.

Día 6 amaneció con grande rocío y nieblina muy densa, el viento algo mas fresco que ayer ; pero á las 8 ya comenzó a escasearse. No pudieron observar los señores pilotos por la mucha nieblina. Como á la una se llamó el viento al S. O. ; á las 4 vimos un pato posado en la agua, como sesenta varas del barco y segun dijeron es señal de que hay tierra no muy lejos. Como á las 5 se calmó el viento, y luego aclaró el cielo y horizontes. El gaviero registró desde el tope y dijo que no divisaba tierra por parte alguna. Al anocheecer vi otro pato.

Día 7 amaneció en calma con mucha nieblina, y tanto rocío que parecia aguacero. Esta mañana vimos varios lobos marinos al rededor del barco. No pudieron observar los señores pilotos por la mucha nieblina. Como á las 7 de la tarde comenzó á ventolear del N. y toda la noche se pasó en ventolina.

Día 8 amaneció con nieblina como los días antecedentes, y las ventolinas del N. muy lentas y variables que á cada rato calmaban, y cuando mas se caminaba á milla por hora. A las 9 se calmó totalmente. No pudieron observar los señores pilotos con certeza por haber aclarado muy poco el sol y estar los horizontes ofuscados con la nieblina, que ya 5 días no nos ha faltado ni una hora. Por la tarde hubo algunas ventolinas del S. E., pero muy calmosas. Esta tarde vimos tambien varios pajaros.

Día 9 amaneció con tanta nieblina y rocío que parecia haber llovido toda la noche, pues las velas estaban como si las hubieran mojado y de la agua que destilaban habian llenado algunos valdes los marineros que los habian puesto debajo para recogerlo. La calma siguió todo el día salvo algunos ratos que venian algunas ventolinas del S. E. Al medio día aclaró algo el cielo, con que pudieron hacer su observacion los señores pilotos y dijeron que estabamos en 45 grados de que nos alegramos todos, pues estaban ya con cuidado los pilotos y luego que observaron volvió la nieblina muy oscura á cerrar los horizontes. Por la tarde calmaron mas las ventolinas y la nieblina descargó mucha agua.

Día 10 prosiguió con nieblina y calma. Digimos misa ambos padres. Como á las 10 comenzó á soplar muy lento el S. Al medio día aclaró algo el cielo y observaron los señores pilotos 45 grados 35 minutos. Por la tarde cayó mucha agua de la nieblina y el viento calmaba á cada rato. Este día se vió un lobo marino

el cual dió algunas vueltas al barco. A las 8 y media de la noche comenzó á soplar el S. E. algo fresco y se caminó toda la noche á dos millas y media por hora.

Dia 11 amaneció con el mismo viento y mucha nieblina como los dias antecedentes; como á las 8 se llamó el viento al S. y se caminaba á 3 millas por hora. Esta mañana se vieron dos gaviotas y varios pajaros. Al medio dia se aclaró algo el sol y lo observaron los señores pilotos en 46 grados y 32 minutos de latitud; por la tarde se llamó el viento al S. O. y la nieblina comenzó á descargar mucha agua y parecia lluvia de temporal y esto duró todo el dia y noche siguiente. Esta noche hizo bastante frio y por la tarde, que dijeron caía elada el agua.

Dia 12 amaneció con nieblina y rocío como los dias pasados, pero mas frio. El viento se llamó al O. S. O. como á las 5 de la mañana y la nieblina prosiguió llovisnando hasta las 10: en dicha hora se llamó el viento al O. algo fresco. Esta mañana se vieron algunos patos. No pudieron observar los señores pilotos por estar muy nublado el cielo y oscuros los horizontes. Por la tarde se llamó el viento al O. N. O. muy fresco y hubo mucha marejada y grande frio; viendo que el viento era contra á nuestro rumbo, (que ha sido al N. O. $\frac{1}{4}$ al O. desde que comenzamos á subir siempre que lo ha permitido el viento) y que las nieblinas eran tan continuas, pusieron la proa al Norte, para recalar á tierra ganando alguna altura. Como á las 3 de la tarde aclaró un poco el cielo, y toda la noche se mantuvo algo despejado, pero muy oscuros los horizontes.

Dia 13 amaneció con el mismo viento O. N. O. aunque no tan fresco y el cielo claro como por la noche pero á las 7 se volvió á cubrir de nubes. Al medio dia aclaró muy bien el dia y observaron los señores pilotos 48 grados 55 minutos de latitud y dijeron que tenian mas satisfaccion de esta observacion que de las antecedentes por haber estado mas despejados los horizontes. Por la tarde volvió á nublarse el cielo. Como á las 7 se llamó el viento al S. O. bien fresco y se puso la proa al N. O. en dicha hora vino la nieblina tan oscura que apenas se veía la proa del barco y con tanta agua que parecia aguacero y así continuó toda la noche.

Dia 14 amaneció con la nieblina y rocío dichos, y el viento fresco del O.; como á las 9 de la mañana mandó el señor capitan poner la proa al Norte, para recalar y ver si arrimandonos á la costa se halla despejado el cielo. Al medio dia observaron los señores pilotos (aunque no con seguridad por el mucho nublado) 50 grados y 24 minutos de latitud. Por la tarde se mantuvo fresco el viento

y variable del O. al S. En este día se reconoció la aguada y halló haber agua para dos meses y medio. Por la noche prosiguió dicho viento variable con mucha nieblina y rocío.

Día 15 amaneció muy nublado, con mucho rocío y el viento del S. muy fresco. A las 9 de la mañana convocó el señor capitán á todos los oficiales del barco y habiendoles manifestado el estado de la aguada, les pidió su parecer sobre si convenia seguir en demanda de la altura de 60 grados que pide Su Excelencia, ó ir en busca de la tierra para reconocer si se halla proporcion de refrescar la aguada y con ella hacer la diligencia de subir á los 60 grados ; todos fueron de sentir, que convenia recalar á tierra para surtirse de agua y al mismo tiempo tener parage conocido á donde recalar de arribada en caso de hacerse necesario por algun acaecimiento. Visto el parecer de los oficiales mandó el señor capitán gobernar al N. E. ; en dicha hora se llamó el viento al S. O. bien fresco. Estos dos días se ha caminado á cuatro y media milla por hora con mucha marejada y frio. Al medio día observaron los señores pilotos 51 grados y 42 minutos. Por la tarde prosiguió el mismo viento aunque no tan fresco y el tiempo aclaró un poco.

Día 16 amaneció nublado el cielo, pero no hubo nieblina ni rocío ; el viento se mantuvo del S. O. y á las 9 aclaró muy bien el día y quedó templado el tiempo. Este día se hizo una cruz grande de madera con el fin de fijarla en tierra en señal de posesion cuando se verifique el primer desembarque. Al medio día observaron los señores pilotos 52 grados y 41 minutos de latitud. Por la tarde se aflojo el viento y se mantuvo variable del S. al S. O. Esta tarde se vieron algunas ballenas y yerbas del mar que los marineros llaman porras, y se crían muchas en las costas de Monte-Rey ó cerca de ellas.

Día 17 amaneció nublado el cielo, sin nieblina ni rocío y el viento casi en calma, pues no se caminaba á milla y media por hora. Digimos misa los dos padres. Como á las 7 vino la nieblina y cayó un aguacero corto, pero pasó luego, y el tiempo comenzó á levantar. Este día no hubo frio. Al medio día ya estaba despejado el cielo y el sol calentó muy bien : observaron los señores pilotos 53 grados y 13 minutos de latitud. Por la tarde prosiguió la misma bonanza de tiempo con algunas ventolinás del S. O. y vimos algunas ballenas. La noche quedó buena y clara sin rocío.

Día 18 á las 5 de la mañana vino un chuvasco del S. E. con alguna agua y prosiguió con ventolinás y nieblina muy humeda. Esta mañana se sangró el piloto Don Esteban por causa de una inflamacion en la cara. Como á las diez entró un poco de viento

del N. O. pero muy variable y flojo. A las 11 divisamos tierra por la proa que es al N. O. Bendito sea Dios y alabado de todas las criaturas. No se pudo observar este día por no haberse descubierto el sol. A las dos reparamos que la tierra vista al N. E. estaba nevada no solo en la cumbre de la sierra sino tambien en las faldas. Mas al N. se miraban otras tierras sin nieve. Cuando divisamos la tierra que seria á distancia de veinte leguas poco mas ó menos, mandó el señor capitán poner la proa al N. N. E.; el viento se mantuvo flojo y caminabamos á milla y media por hora. Esta tarde se volvió á sangrar D. Esteban. A las 5 se llamó el viento al O. N. O. y se caminaba á dos millas, pero luego se escasó. Al ponerse el sol demarcaron la tierra y la sierra nevada demoraba al E. N. E. y la punta de tierra mas al N. que parece cabo al N. N. E. Por la noche hubo algunas ventolinás del O. N. O., pero lo mas de ella se pasó en calma; el cielo quedó nublado pero no cayó rocío.

Día 19 amaneció en calma, el cielo nublado, pero los horizontes claros. Como á las 7 de esta mañana se ofuscaron los horizontes con nieblina. D. Esteban se sacó una muela por no haber tenido alivio con las sangrias: á las 11 entró un poco de viento del S. E. muy lento y se puso la proa al N. $\frac{1}{4}$ al N. E. para montar el cabo de tierra que demoraba al N. E. y ver á donde corre la costa mas arriba de dicho cabo, pues al N. de él no se vé mas tierra. Al medio día observó el señor capitán 53 grados y 41 minutos de latitud; el viento fué refrescando muy bien y hallandonos á distancia de tres leguas de la punta de tierra mas al N. se reconoció que desde dicha punta corre al N. N. O. la costa de tierra baja. Como á las 5 de la tarde se puso la proa al N. E. para arrimarnos á la tierra que demoraba á dicho rumbo y ver si habia paraje donde fondear. Como á las 6 estando ya muy fresco el viento comenzó á llover, por lo cual, y estar muy oscuro el tiempo por la nieblina y la noche muy proxima determinó el señor capitán hacernos un poco afuera y ponernos á la capa como se hizo á las 7 de la tarde y así pasamos la noche; la nieblina prosiguió con bastante agua.

Día 20 habiendo amanecido se llamó el viento al E. S. E. y nos pusimos á camino con la proa al N. $\frac{1}{4}$ al N. E., la nieblina se mantuvo muy humeda y oscura; como á las 9 se puso la proa al E. N. E. para reconocer la tierra baja que se miraba al extremo de la punta, y á las diez desde el tope conocieron que eran tres islas chicas y proximas á la tierra. A estas islas llamó el señor capitán las islas de Santa Margarita, por ser día de la gloriosa señora. No

se pudo observar este día por la mucha nieblina que todo el día estuvo arrojando agua. Como á las tres de la tarde estábamos cerca de la tierra (que había parecido islas y no se pudo asegurar lo fuesen por lo poco que la nieblina dejaba extender la vista con ser que estábamos como tres leguas de ella) y se biró de bordo para fuera con ánimo de mantenernos bordeando sobre la tierra para en aclarando el tiempo registrar fondeadero y hacer la aguada. En dicha hora vimos humederas en tierra y luego se vió venir una canoa con 9 hombres dentro: esta se acercó á nuestro barco cantando los gentiles pero no quisieron arrimarse de modo que le pudiésemos hablar por señas, y habiendonos seguido un buen rato se volvieron para tierra. Como á las 5 vino en seguimiento nuestro, dicha canoa con otra en que venían 6 gentiles y habiendonos alcanzado se arrimaron las dos á nuestra popa, y el señor capitán les regaló algunas sargas de abalorios y ellos dieron pescado seco, pero no quisieron subir á bordo. Son gente bien dispuesta, blancos, con pelo largo, cubiertos de pieles y gamuzas y algunos son bordados. En sus canoas traían algunos hierros, pero no pudimos averiguar de donde los han habido porque luego se retiraron á su tierra convidándonos con ella y ofrecieron darnos agua al día siguiente. Como á las 6 llegó otra canoa con 7 gentiles, y se arrimaron con el mismo canto que los primeros; estos nos siguieron como una hora sin querer subir á bordo y cuando se volvieron á su tierra estábamos ya apartados de ella como ocho leguas y bastante marejada. Las canoas son como las que tienen en la canal de Santa Barbara, pero de mayor cavida. Esta tarde corrió el viento S. E. y á las diez de la noche se calmó.

Día 21 como á las 12 de la noche comenzó á ventear el S. E. muy fresco, y se prosiguió para fuera con la proa al S. O. $\frac{1}{4}$ al S. A las 8 de la mañana se viró de bordo para tierra con la proa al E. $\frac{1}{4}$ al N. E. Esta mañana hubo mucha nieblina. No pudieron observar los señores pilotos por estar nublado el cielo. Como á las 12 del día llegamos sobre la punta de tierra del N. de Santa Margarita á distancia de un cuarto de legua y la fuimos costearo hacia al E. como media legua con ánimo de registrar si tras de una punta al E. en donde parece hace recodo había fondeadero, pero no se pudo montar esta punta porque las corrientes nos rechazaban al S., por lo cual se viró de bordo y habiendonos apartado como una legua al S. O. de la tierra se calmó el viento que toda la mañana había soplado muy fuerte y había levantado grande marejada. Como á las dos y media de la tarde comenzaron á venir canoas de gentiles, unas mayores que otras; las mayores tendran

de largo doce ó trece varas, y al parecer son de una pieza, escepto un cerco de tablas por arriba, y la proa. En dichas canoas vinieron como doscientas almas; en una se contaron veinte y una personas, en otra diez y nueve, en las demas habia á cinco, á siete, á doce y á quince almas. Vino una canoa con doce ó trece mugeres sin hombre alguno; en las otras habia tambien algunas mugeres, pero el mayor numero era de hombres. Al tiempo de llegarse á nuestro barco la canoa de mugeres sucedió que esta topando con su proa en la de otra canoa de hombres se la quebró, de lo que se enfadaron mucho los hombres, y uno de ellos cojiendo en sus manos la proa de la canoa de las mugeres se la hizo pedazos, para vengarse del descuido de ellas. Toda la tarde se estuvieron las canoas que eran veinte y una entre todas, al rededor de nuestro barco, comerciando con los de á bordo para lo cual traian gran prevencion de petates, pieles de diversas especies de animales y peces, sombreros de junco, gorras de pieles, plumages con varias figuras y sobre todo muchas colchas, ó tejidos de lana muy bordados como de vara y media en cuadro con sus flecos de la misma lana al rededor y varios labores de distintos colores. De todo compraron los nuestros por ropa, cuchillos y abalorios, varias piezas. Se conoció que tienen mucha aficion al comercio y que lo que mas apetecian eran cosas de hierro, pero querian piezas grandes y de corte, como espadas, machetes, &c., pues mostrandoles velduques daban á entender que eran chicos, y ofreciendoles aros de barril, que no tenia corte. Subieron á bordo dos gentiles, y les cuadró mucho nuestro barco y las cosas de él. Las mugeres tienen taladrado el labio inferior y en él pendiente una rodeta plana que no pudimos saber que cosa era, ni de que materia. Su vestido es una esclavina con fleco al rededor y una ropa talar de sus tejidos de lana, ó de pieles que las cubre todo el cuerpo; tienen pelo largo y hecho trenza á las espaldas, son blancas y rubias como cualquiera española; pero las afea la rodeta que tienen en el labio y cuelga hasta la barba. Los hombres andan tambien cubiertos ya de pieles, ya de tejidos de lana, y muchos con esclavinas como las mugeres; pero no reparan en quedarse desnudos cuando ven ocacion de vender sus vestidos. A las seis se fueron despidiendo las canoas para sus tierras y demostraron que deseaban el que fuesemos á ella. Algunos marineros saltaron á las canoas y los gentiles los embijaron con mucha algazara y contento. Dieron á entender estos gentiles que no pasamos al Norte porque era mala gente que flechaban y mataban; (cuento comun entre gentiles decir que todos son malos menos ellos). Toda la tarde duró la calma y

las corrientes nos apartaron mas de la tierra como dos leguas.

Dia 22 como á las dos de la madrugada comenzó á ventear el S. E. muy lento y á las 5 distaríamos de la tierra como cuatro leguas, y la teníamos al E. S. E., y una isla que ayer se demarcó al N. O. $\frac{1}{4}$ O. á distancia de 8 ó diez leguas se miraba al N., y otra tierra alta demarcada ayer al N. $\frac{1}{4}$ al N. O. que no se supo si era isla demoraba al N. Caminamos sobre la tierra con la proa al E. $\frac{1}{4}$ al N. E. para ver si se podia montar la punta al E. de Santa Margarita y registrar si hay fondeadero en el recodo que hace tras de dicha punta; pero por lo mucho que las corrientes nos sotaventaban no se pudo llegar á dicha punta y asi dimos bordo para fuera con la proa al S. S. O. Al medio día dijo el señor capitan que habia observado al sol en 55 grados de latitud; como á la una se viró de bordo para tierra y á las tres y media se llamó el viento al E. S. E. y se vino para fuera con la proa al S., pero luego se llamó otra vez el viento al S. E. y se puso la proa al S. S. O. Toda esta tarde se mantuvo dicho viento fresco con muchisima nieblina, tan espesa que parecia de noche y tan humeda que parecia aguacero de temporal y grande marejada. Con motivo de ser el viento contrario, la nieblina tan espesa y humeda, la marejada tan grande y las corrientes que nos sotaventaban sobre la tierra alta que está al Norte de la punta de Santa Margarita, caminamos toda la tarde y noche para fuera y perdimos de vista la punta de Santa Margarita. Advierto que toda la tierra de Santa Margarita y la demas al Este, está tan poblada de arboleda que no se mira parte alguna que no sea bosque muy tupido de maderage alto y nos pareció ser cipreses. En las canoas de los gentiles vieron los nuestros palos de pino, de cipres, de fresno y aya, aunque yo no vi mas que de cipres y de pino.

Dia 23 amaneció con el mismo viento, nieblina, agua y marejada que ayer y se prosiguió para fuera con la misma proa caminando solamente á milla por hora, (estando con demasiada fuerza el viento) por la mucha marejada que nos venia por proa. Antes de medio día se llamó el viento al E. S. E. y se caminó todo el dia al S. á tres millas y á dos y media por hora. No se pudo observar por no haberse visto el sol en todo el dia. Por la tarde prosiguió llovisnando con bastante frio; viendo el tiempo tan malo y los vientos contrarios para bajar, determinamos hacer una novena al Señor San Juan Nepomuceno, que se comenzó este dia y otra á la Señora Santa Clara que se comenzará dia 4 del proximo Agosto (dandonos Dios vida) para alcanzar de Su Magestad Santisima por la intercesion de dichos santos la mejoría de tiempos que

necesitamos. Advierto que el señor capitan nos dijo este dia que la isla demarcada al N. O. $\frac{1}{4}$ al O. dia veinte y uno estando sobre la punta de Santa Margarita se llama isla de Santa Cristina, y la otra tierra alta demarcada al N. $\frac{1}{4}$ al N. O. se llama el cabo de Santa Maria Magdalena. Este cabo está al N. O. de la punta de Santa Margarita y entre él y dicha punta hace á la parte del E. una como ensenada muy grande que no pudimos conocer, (porque las corrientes nos rechazaban como tengo dicho) si es golfo, estrecho ó bahia con desemboque de algun caudaloso rio como imagina el señor capitan. El dicho cabo de Santa Maria Magdalena dista 10 leguas de la punta de Santa Margarita y esto es lo que tiene de ancho la boca ó entrada de dicha ensenada ó golfo. El cabo de Santa Maria Magdalena sale para fuera del E. al O. y junto á la punta que hace al O. está la isla de Santa Cristina, la cual nos pareció ser chica y apartada de tierra como dos leguas; esta noche á las once comenzó á ventear el S. O.

Dia 24 amaneció algo claro y el viento fresco del S. O. Desde las 11 de la noche antecedente hasta las 5 de esta mañana caminamos al S. E. A las 5 se puso la proa al E. S. E. para recalar á tierra. Este dije yo misa y el padre Fray Juan no la dijo porque antes de comenzarla se vió venir un chuvasco y cayeron algunas gotas de agua y refrescó mas el viento. Este dia observaron los señores pilotos 53 grados y 48 minutos de latitud. Por la tarde aflojó el viento y por la noche se calmó. Al ponerse el sol se divisó tierra y nos pareció ser la primera que vimos en la recalada dia 18 del presente. A las 11 de la noche se vieron en el cielo á la parte del Norte y N. E. unos resplandores muy luminosos.

Dia 25 amaneció en calma y el cielo muy claro y despejado. A las 6 comenzó á ventolear muy lento del E. Digimos misa ambos padres y le administré por viatico el Santisimo á un marinero enfermo. Como el viento era de tierra la cual se miraba al E. no pudimos ir en demanda de ella, que distaria de nosotros como doce leguas y se puso la proa al S. $\frac{1}{4}$ al S. E. Al medio dia observaron los señores pilotos 53 grados y 21 minutos de latitud. Como á la una de la tarde se llamó el viento al N. E. muy lento y con la proa al S. E. $\frac{1}{4}$ al E. caminabamos á milla por hora: esta tarde se vió bien clara la costa y la sierra nevada; al pie de esta se vé una tierra alta que hace cuchilla en la cumbre tendida del E. al O. y á la parte del O. hace la tierra un mogote redondo como un horno y parece ser islote; aunque no se pudo conocer, si lo es, como tampoco si la dicha tierra alta es continente con la falda de la sierra nevada, ó isla apartada de ella. Al N. O. de esta tierra alta, y

mogote con figura de horno parece que hace enseada. Esta tarde como á las 7 murió un grumete llamado Salvador Antonio, natural y casado en el pueblo de Gaynamota. Como á las 6 comenzó á cargar la nieblina, y á llovisnar. A las 9 se llamó el viento al N. E. $\frac{1}{4}$ al E. y comenzó á llover con mucha fuerza especialmente hasta las 11, y toda la noche prosiguió lloviendo con el mismo viento.

Día 26 amaneció llovisnando con mucha nieblina ; á las 4 de la mañana comenzó á ventear al S. S. E. y caminamos con la proa al O. S. O. hasta las 6 y media que se viró para tierra con la proa al E. Dige misa y enterré al grumete que murió ayer : el padre Fray Juan no dijo misa por el mal tiempo que sobrevino de aguaceros con tanto viento y marejada que no podíamos mantenernos en pié : á las diez se viró para fuera con la proa al O. S. O. por estar el tiempo tan malo para arrimarnos á tierra así por el mucho viento como por la marejada y oscuridad del día que todo él estuvo lloviendo con mucha fuerza ; no se pudo observar ; por la tarde se arreció mas el viento y se mantuvo variable del S. E. al S. S. O., pero siempre lloviendo ; por la noche se llamó el viento al S. O. y se puso la proa al S. S. E.

Día 27 amaneció oscuro el cielo y lloviendo como el día antecedente con grande marejada; el viento del S. O., pero no tan fresco; á las 8 de la mañana cesó la lluvia, y desde las 10 comenzó á aclarar el tiempo y mitigarse el viento. Al medio día observaron los señores pilotos 52 grados y 59 minutos de latitud ; por la tarde hizo buen sol y el viento se mantuvo flojo hasta la noche que se quedó en calma.

Día 28 amaneció en calma y el tiempo claro, se miraba bien la tierra á distancia como de 8 leguas ; es la tierra alta con muchos cerros tajados á la mar : como á las 7 comenzó á ventolear del S. y nublar el cielo, pero el viento se calmó luego y el cielo se despejó algo al medio día con lo cual pudieron observar los señores pilotos y segun dijeron nos hallamos en 52 grados y 41 minutos : tambien demarcaron la costa y lo mas al N. de ella demoraba al N. N. O. y lo mas al S. demoraba al E. S. E. Esta costa desde los 54 grados hasta aquí corre del N. O. al S. E. y toda es tierra muy alta. A esta tierra llamó el señor capitán la sierra de San Cristoval, y está nevada no solo en el cerro que está en los 53 grados de latitud, sino tambien en otros varios mas al S. Por la tarde como á las 3 comenzó á soplar muy lento el S. S. O., luego se fué llamando al S. O. y se puso la proa al S. S. E. pero fué tan lento el viento que se navegaba á milla por hora y varios ratos se calmaba totalmente

asi por la tarde como por la noche siguiente que se mantuvo dicho viento ; el tiempo se mantuvo esta tarde y noche sin llover con mucho nublado y algun frio.

Dia 29 amaneci6 nublado el cielo pero sin nieblina y asi se veia bien la costa que tambien distarfa como 8 leguas y es tierra muy alta y quebrada, en la cumbre tiene muchos picachos que hacen diversas figuras, como lo demas de la sierra de San Cristobal. En toda la costa desde Santa Margarita en los 55 hasta aqui no se ha podido reconocer si puertos, ensenadas, bahias, rios, &c., asi por lo apartado que hemos navegado como por los muchos nublados de los mas dias que han ofuscado los horizontes y playage ; esta mañana continu6 el S. O. con la misma lentitud é intervalos que ayer ; como á las 11 se llam6 el viento al S. S. E. y se vir6 de bordo para fuera con la proa al S. O. $\frac{1}{4}$ al O. No se pudo observar este dia por lo mucho nublado que estuvo el cielo ; por la tarde se qued6 casi calmado el viento y á anocheecer se calm6 totalmente y dur6 la calma toda la noche.

Dia 30 por la mañana hubo algunas ventolinas del E. S. E. y con ellas nos apartamos mas de la tierra con la proa al S. ; como á las 8 se llam6 el viento al S. S. E. muy lento y variable y se puso la proa al S. O. $\frac{1}{4}$ al S., luego se fu6 llamando al S. y cada vez mas fresco ; á las 12 se vir6 de bordo con la proa al E. S. E., y á la una habiendose vuelto el viento al S. E. se vir6 con la proa para fuera al S. O. $\frac{1}{4}$ al S. y se caminaba tres millas por hora. Este dia no pudieron observar los señores pilotos por estar nublado el cielo ; por la tarde se arreci6 mucho el viento con grande marejada y antes de anocheecer fu6 preciso aferrar el velacho para que no se viniese abajo el mastelero, se quebrase el trinquete con las grandes cabezadas que daba el barco ; luego que anocheeci6 comenz6 á llover y dur6 la agua toda la noche : á las 12 aferraron la gavia, porque el viento iba tomando fuerza y nos quedamos con las dos mayores : todos pasamos mala noche por lo mucho que se valanceaba el barco : el viento á prima noche se llam6 al E. S. E. y de la media noche abajo se volvi6 al S. E. y S. S. E.

Dia 31 amaneci6 lloviendo y el tiempo muy cerrado aunque el viento no estaba ya tan fuerte. No pudimos decir misa por estar malo el tiempo y haber mucha marejada y valances. Como á las 8 y media marearon las gavias habiendose mejorado algo el tiempo y cesado la agua ; el viento se mantuvo del toda la noche y mañana y se camin6 con la proa al S. O. $\frac{1}{4}$ al O. : como á las 10 volvi6 á tomar mayor fuerza el viento y á cerrarse mas el tiempo con amenazas de agua, pero no llovi6. A las 12 se aclar6 un poco y obser-

varon los señores pilotos 51 grados, y 58 minutos de latitud. Por la tarde prosiguió el mismo viento muy fuerte y el cielo muy cerrado y oscuro ; como á las 7 cayeron algunas gotas de agua muy gruesas y frias pero luego cesaron.

AGOSTO DE 1774.

Día 1 á la una de la madrugada habiendose llamado el viento al S. O. viraron de bordo para tierra y con la proa al S. S. E., se caminaba á cuatro millas por hora ; como á las 7 de la mañana se llamó el viento al S. S. O. siempre muy fresco y se puso la proa al S. E. A las 8 aclaró el cielo y se dejó ver el sol ; como á las 10 se llamó el viento al O. S. O. no tan fuerte como por la mañana ni tan frio ; al medio dia observaron los señores pilotos el sol en 51 grados y 35 minutos de latitud al N. Por la tarde prosiguió dicho viento algo mas fresco y lento, y se caminó al mismo rumbo á tres millas por hora ; como á las 7 se llamó el viento al O. el cual duró toda la noche y se prosiguió navegando al S. S. E. á tres millas por hora ; la noche estuvo muy clara y despejado el cielo.

Día 2 como á las cuatro y media de la mañana se llamó el viento al O. N. O. y se puso la proa al S. E. para recalar á tierra ; esta mañana aunque no era muy fuerte el viento por ser cuasi en popa y la marejada favorable, caminabamos á tres millas por hora. Al medio dia observaron los señores pilotos y dijeron que nos hallabamos en 50 grados y 20 minutos de latitud : en dicha hora mandó el señor capitan gobernar al E. $\frac{1}{4}$ al S. E. para caer á tierra sin perder tanta altura ; por la tarde prosiguió el mismo viento hasta las 6 que se llamó al O. ; por la noche cargó mucha nieblina y rocío, esta noche se gobernó al mismo rumbo hasta las 12.

Día 3 desde las 12 á las 4 se gobernó al S. E. $\frac{1}{4}$ al E. por miedo de la costa que por estar tan oscura la nieblina no se podía ver si estaba cerca ; á las 4 se puso otra vez la proa al E. $\frac{1}{4}$ al S. E., el viento se mantuvo fresco del O. hasta las 8 que se llamó al N. O. (viento que ya mucho tiempo se deseaba y no se habia logrado ni una hora). La nieblina duró toda la mañana, por lo cual no pudimos divisar la costa. Al medio dia observaron los señores pilotos el sol en 49 grados y 24 minutos de latitud ; desde las 12 de este dia por mandado del señor capitan se gobernó al E. para recalar á tierra y reconocer la costa, en caso de levantarse la nieblina ; pues segun sus cuentas debemos estar muy cerca de ella ; á las 3 de la tarde viendo que la nieblina no aclaraba y que el viento iba refrescando mandó dicho señor capitan tomar rizos á las gaviyas y poner la proa al S. E. $\frac{1}{4}$ al S. hasta que Dios quiera darnos tiempo claro como se necesita para ir por la costa ; á las 5 comenzó á levantarse

la nieblina, y habiendo aclarado y no viendose la costa alargaron rizos á las gavias y marearon todo el velamen y pusieron la proa al E. para ver si antes de anoecer se descubria la tierra ; el viento fué tomando cada vez mas fuerza y se caminaba á 5 millas por hora y lo demas del dia se habia caminado á 4 y á 4 y media. No pudimos divisar la costa por lo cual á las 9 se aferraron las velas y nos quedamos con solo el trinquete y asi se andaban á dos millas y media por hora ; á las 12 volvió á cerrarse la nieblina espesa.

Dia 4 á las 12 de la noche se puso el barco á la capa con la mayor y á las 4 habiendo amanecido con la nieblina muy densa se marearon las gavias y trinquete y nos pusimos á camino con la proa al E. ; el viento se llamó al N. muy fresco y luego levantó mucha marejada ; á las 8 viendo que la nieblina no aclaraba y que el viento y mar iban en aumento se volvierron á aferrar las gavias y quedandonos con el trinquete se puso la proa al E. S. E. por no verse la costa, que se imagina muy cerca segun las cuentas de los señores pilotos. A las 11 comenzó á aclarar un poco el tiempo y no se divisó la tierra. A las 12 observaron los señores pilotos el sol en 48 grados y 52 minutos de latitud ; á la una de la tarde habiendose aclarado bien el tiempo se marearon la mayor y gavias y con la proa al E. N. E. fuimos en demanda de la costa caminando á 4 millas por hora : esta tarde se llamó el viento al N. N. E. y sopló con tanta fuerza como al N. por la mañana. Este dia es el unico que durante toda la navegacion se ha visto claro ponerse el sol. Por la noche prosiguió dicho viento con la misma fuerza y por ser tanta la marejada hubo mucho valanceo y poco sosiego. Esta tarde dimos principio á la novena de la Señora Santa Clara, como lo habiamos prometido para implorar el auxilio divino por interseccion de la gloriosa santa á fin de que el señor nos conceda vientos favorables y tiempos claros para poder costear la tierra y dar cumplimiento á los encargos y ordenes del superior gobierno, si conviene al servicio de Dios y del Rey nuestro Señor.

Dia 5 amaneció claro y despejado el cielo sin nieblina y no se pudo divisar la costa que segun cuentas debiamos estar ya dos dias sobre ella, y sin duda ha estado el yerro en la variacion de la hauja, que segun se ha podido demarcar estas noches el Norte, no destea dicha hauja dos cuartas. Esta mañana se volvió el viento al N. pero ya no tan fuerte y se puso la proa al N. E. $\frac{1}{4}$ al E., á las 5 de la mañana ; como á las 7 se alargaron los rizos á las gavias y se mareó todo el velamen ; el viento se fué escaseando poco á poco. Al medio dia observaron los señores pilotos 48 gra-

dos de latitud ; por la tarde se escaseó tanto el viento que no se caminaba mas que dos millas por hora, el sol calentó muy bien y fué el mejor dia que hemos tenido en toda la navegacion asi de calor como de claridad. Este dia vimos varias yervas de mar que los marineros llaman porras y son buena señal de no estar muy lejos la tierra ; el viento se mantuvo muy flojo toda esta tarde y noche siguiente con tiempo muy claro.

Dia 6 á las 12 de la noche se llamó el viento al N. O. muy lento y se puso la proa al N. E.; á las 4 de la mañana habiendo amanecido bien claro el dia y no divisandose la tierra se puso la proa al N. E. $\frac{1}{4}$ al N.; el viento desde dicha hora comenzó á refrescar y se caminaba á 3 millas ; á las 11 se divisó la tierra muy lejos y pareció ser tierra alta, pues se miraba por proa un cerro nevado y al parecer muy elevado. A las 12 observaron los señores pilotos y Don Juan nos dijo que estabamos en los 48 grados como ayer ; pero Don Esteban nos dijo que habia observado 48 grados y 52 minutos ; no se por que motivo hayan discordado, siendo asi que este dia como los demas se han comunicado el punto de observacion. Por la tarde prosiguió el mismo viento pero cada vez mas lento ; á las 8 de la noche se calmó totalmente el viento y comenzó á caer mucho rocío con alguna nieblina aunque no muy densa ; á las 11 se espesó mucho la nieblina.

Dia 7 amaneció en calma y con la nieblina tan espesa que no se podia ver de popa á proa y con muchisimo rocío. Este dia celebramos el santo sacrificio los dos padres. No pudieron observar el sol los señores pilotos porque la nieblina se mantuvo todo el dia y no se vió el sol en todo el dia. Por la tarde vimos algunos peces grandes que parecian taurones, pero dijeron que no lo eran ; estos son los primeros peces que se han visto en todo el viaje. Todo este dia y noche siguiente se mantuvo en calma.

Dia 8 á las 4 de la mañana comenzó á ventear al E. lento y variable y se puso la proa al N., este dia amaneció muy oscuro el cielo, pero sin nieblina baja ni rocío ; como á las 8 se llamó el viento al S. E. lento y con la proa al N. E., caminamos para la tierra que no se divisaba ya fuese porque las corrientes nos hayan apartado de ella durante la calma, ó ya por lo nublado del tiempo ; como á las 11 se vió la tierra y no se divisaba el cerro nevado porque la costa estaba cubierta de niebla ; la tierra que se miraba al N. E. como á distancia de 6 leguas es tierra medianamente alta, poblada de arboleda, y á la parte del S. E. hace una punta tajada á la mar. Toda esta mañana se caminó á 3 millas por hora. Al medio dia aclaró muy poco el sol y observaron los señores pilotos ;

segun me dijo Don Esteban nos hallamos en 49 grados y 5 minutos de latitud ; el señor capitán no dijo que latitud habia observado ; como á las dos de la tarde hallandonos 3 leguas de la tierra comenzó á calmarse el viento, pero con algunas ventolinhas nos acercamos como á distancia de 2 leguas ; aqui se sondeó varias veces y se encontró fondo en 24 y 22 brazas. Como á las 4 vinieron 3 canoas de gentiles, en una venian 4 hombres, en otra 3 y en la otra 2 ; estas se estuvieron algo apartadas de nuestro barco dando gritos con ademanes de que nos fuéramos de alli, pero á largo rato habiendoles hecho señas de que se arrimasen sin miedo, se acercaron, y les dimos á entender que ibamos en busca de agua ; pero ellos no debian estar satisfechos de nuestras señas y así se volvieron á sus tierras. Al retirarse estas encontraron otras dos canoas que venian para nuestro barco, pero habiendo comunicado con los que iban de retirada se volvieron á tierra juntamente con ellos. A las 6 habiendonos acercado á la tierra como una legua y encontrado buen fondo en 25 brazas, se dejó caer una ancla, para poder al dia siguiente saltar en tierra y tomar posesion de ella en nombre del Rey nuestro señor ; cuando se dió fondo ya se habia calmado totalmente el viento. Como á las 8 de la noche vinieron otras 3 canoas con 15 gentiles los que se estuvieron apartados del barco dando gritos en tono de lloros ; los llamamos y se acercaron y á breve rato se despidieron, pero se estuvieron como un tiro de fusil de nuestro barco hasta mas de las 11 de la noche, hablando entre si mismos y dando algunos gritos. Las canoas de estos gentiles no son tan grandes como las que vimos en la punta de Santa Margarita en las 55 grados, ni de la misma figura, las mas grandes tendran como 8 varas en largo, tienen la proa larga en canal y son mas chatas de popa ; los remos son muy hermosos y pintados, que forman una paleta con una punta como de una cuarta al extremo. Dichas canoas parecen ser de una pieza aunque no todas, pues vimos algunas cosidas, pero todas estan muy bien trabajadas.

Dia 9 amaneció en calma y claro á la parte del N. O., pero por los demas vientos cubiertos de nieblas ; habiendo amanecido comenzó la gente á hechar la lancha á la agua para ir á tierra ; cuando se estaba en esta maniobra llegaron 15 canoas en que venian como cien hombres y algunas mujeres ; dandoles á entender que se arrimasen sin miedo, se acercaron luego y comenzaron á comerciar con los nuestros cuanto traian en sus canoas, que se reducía á cueros de nutria y otros animales, sombreros de junco pintados con una pera en lo alto de ellos, y tegidos de una especie de cañamos con sus flecos de lo mismo con que se cubren y los mas

tienen una esclavina de este tegido; los nuestros les compraron varias piezas por trajes viejos, conchas de lapa que habian traído de Monterey y algunos cuchillos; á estos y á las conchas manifestaron mas aficion. No vimos entre estos gentiles tegidos de lana como en Santa Margarita, ni andan tan cubiertos como aquellos; las mugeres no tienen rodeta en el labio. Tambien á estos se les vieron algunos hierros y cobre. Como á las 6 de la mañana estando ya la lancha en la agua se levantó el viento del O., y se reparó que nos echaba sobre la tierra arrastrando la ancla, luego se empezó á levar dicha ancla, para ponernos á la vela y salir del peligro pero el mucho viento y marejada nos llevaban por instantes sobre la costa, por lo cual fué preciso cortar el cable y perder el cable. Cortado el cable nos hicimos á la vela con la proa al S. O. $\frac{1}{4}$ al S. y con mucho trabajo pudimos rebasar una punta de piedras que sale de la tierra como una legua. Al dicho fondeadero llamó el señor capitan la Rada de San Lorenzo, á unos cerros que estan al N. O. de la Rada llamó los cerros de Santa Clara, y á la punta que está al S. E. le puso el nombre de San Estevan. Dicha Rada segun nos dijo el señor capitan está en 49 grados y 30 minutos de latitud al N. Habiendo rebasado la punta de piedras y apartados de la tierra como 3 leguas era tanta la marejada y viento que fué menester aferrar todas las velas menos la trinqueta para poder subir á bordo la lancha que costó mucho trabajo y faltó poco á perderla con algunos marineros; subida la lancha se alargaron las velas y se puso la proa al S. S. O., el viento era cada vez mas recio y mayor la marejada. Al medio dia observaron los señores pilotos y segun nos dijo el señor capitan nos hallamos en 49 grados y 12 minutos; por la tarde se llamó el viento al N. O. y se fué mitigando cada vez mas de modo que al anochecer era ya muy poco y á la noche se calmó.

Dia 10 amaneció en calma y el cielo nublado pero sin nieblina baja y se miraba la costa aunque confusa á distancia de 15 leguas. Este dia digimos misa los dos padres. Al medio dia no aclaró el sol, por lo que no pudieron observar los señores pilotos su elevacion. Todo este dia estuvo nublado el cielo y en calma aunque por la tarde hubo tal qual ventolina del N. O. pero tan lenta que apenas se percibia el movimiento del barco; por la noche se despejó algo el cielo, y prosiguió la calma.

Dia 11 amaneció en calma y nublado el cielo como el dia antecedente; la costa se miraba bien clara al N. E. como á distancia de 10 leguas y á la parte del E. y del N. mas retirada. El mar venia del N. O. con algunas ventolinas interpoladas y se conocia

que nos iba llevando al E. N. E. á donde se gobernaba el barco desde que calmó el viento fresco. Al E. se divisaba un cerro muy alto cubierto de nieve que parecia una barranca blanca á primera vista ; lo demas de la tierra tambien es alta y muy quebrada pero sin nieve toda ella á escepcion de dicho cerro. Como á las 10 aclaró algo el sol, y al medio dia observaron los señores pilotos 48 grados y 9 minutos de latitud segun dijo el señor capitan. Por la tarde prosiguieron las ventolinás del N. O. algo mas fuertes pero no continuas. A las 3 se puso la proa al E. y desde las 4 comenzó á refrescar el N. O. y se caminaba á dicho rumbo á 3 millas por hora ; á las 5 estando á distancia de 7 leguas del cerro nevado (al que llamó el señor capitan el cerro de Santa Rosalía) se conoció que no era barranca blanca como aseguraban algunos, y mas al N. se divisaban otros picachos nevados ; el dicho cerro nevado de Santa Rosalía parece desde lejos que está tajado á la mar pero en acercandose se conoce que está tierra adentro algo apartado de la costa como el cerro nevado que está al N. de la rada de S. Lorenzo. A las 6 se cerró todo de una nieblina tan espesa y humeda que no se veía de popa á proa pero se desvaneció en menos de una hora quedando el tiempo claro y oscuros los horizontes. Desde las 7 se gobernó al S. E. con animo de mantenernos sobre la costa para ver si el dia siguiente se podia hallar surgidero ; el viento prosiguió lento del N. O. y á las 10 de la noche volvió la nieblina.

Dia 12 á las 12 de la madrugada se cambió el viento al S. S. E. y se puso la proa al E., la nieblina arrojaba tanto rocío que parecia aguacero ; á las 4 se viró de bordo para fuera con la proa al O. $\frac{1}{4}$ al S. O. por estar tan oscuro el tiempo á causa de la nieblina que no se podia ver la tierra estando tan cerca ; esta mañana llovió bastante con algunos chubascos ; el viento no fué muy fresco pero se sentia el frio por la mucha humedad ; á las 9 se llamó el viento al S. O. y se viró de bordo para tierra con la proa al S. E. Este dia no pudieron observar por estar tan nieblinosa que no se vió el sol en todo él : á las 4 de la tarde volvió á llamarse el viento al S. y se volvió á virar para fuera con la proa al O. $\frac{1}{4}$ al S. O., por la noche cargó mucho la nieblina y estuvo llovisnando hasta el amanecer ; el viento se mantuvo variable del S. al S. O. y muy lento toda la noche que pasamos dando bordos sobre la tierra.

Dia 13 al amanecer aclaró el cielo y tuvimos como dos horas de buen sol ; como á las 7 se volvió á nublar el cielo. Esta mañana amanecemos cerca de la costa como á distancia de 5 leguas y se divisaba bastante tramo de tierra no muy alta poblada de arboleda

que hace varias abras como ensenadas, pero como el viento era poco y de travesia no se podia arrimar a ella : como á las 9 refrescó muy bien el S. O. con mucha marejada. Toda esta mañana caminamos al S. E. y al S. $\frac{1}{4}$ al S. E. No pudieron observar por estar nublado el cielo ; por la tarde aclaró algunos ratos el sol y el viento se llamó al O. no muy fresco pero con mucha marejada ; por la noche sopló variable del O. al N. O. y balanceó mucho el barco ; toda esta tarde y noche se gobernó al S. $\frac{1}{4}$ al S. E. y se caminaba á dos millas y media por hora, el cielo quedó nublado con nubes muy gruesas y negras que arrojaron algunas gotas de agua.

Dia 14 amaneció con el cielo nublado aunque no como el dia y noche antecedente ; el viento se llamó al N. bastante flojo y como la marejada era del O. daba tan fuertes valances el barco que no podiamos tenernos en pie, por lo cual no fué posible decir misa este dia. Aunque la costa estaba muy oscura por la niebla que en ella habia divisamos la tierra al E. á las 7 de la mañana á distancia como de 8 leguas ó algo mas ; tambien hubo algunos chuvascos esta mañana con alguna agua aunque poca ; á las 8 se llamó el viento al N. E. muy lento y variable, el cielo se despejó varias veces pero cada rato se volvía á nublar con chuvascos. Al medio dia observaron los señores pilotos el sol en 46 grados y 8 minutos de latitud segun nos dijo el señor capitan, pero no quedaron satisfechos de esta observacion porque estando haciendola vino un chuvasco y oscureció el sol : por la tarde prosiguió ventoleando del N. E. y la marejada del O. cuasi tan fuerte como por la mañana ; á la noche se volvió el viento al N. fresco y se caminó toda la noche á 3 millas y media por hora con la proa al S. S. E. ; el cielo quedó claro y despejado.

Dia 15 amaneció muy claro y limpio el cielo, el viento fresco como por la noche ; este dia aunque habia bastante valanceo por venir la mar del O. dije misa con algun trabajo ; el Padre Fray Juan no la dijo por miedo de los valanceos. Al amanecer estabamos sobre la costa como á distancia de 4 leguas y se divisaba mucho tramo de tierra medianamente alta poblada de arboleda segun me dijeron, pero yo no la distinguía ; este tramo de tierra corre de N. N. O. á S. S. E. segun dijo el señor capitan. Desde las 3 de la mañana que se divisó la tierra hasta las 8 se gobernó al S. $\frac{1}{4}$ al S. E. y desde las 8 se puso la proa al S. S. E. Al medio dia observaron los señores pilotos y segun dijo el señor capitan nos hallamos en 44 grados y 35 minutos. Toda esta mañana caminamos costeano la tierra apartados de ella como 3 leguas ; por la

tarde se prosiguió al mismo rumbo y se miraba muy clara la costa porque no estaba tan humeda la tierra como por la mañana. Tiene esta tierra mucha arboleda que á la vista aparece Pineria, no solo en la cumbre sino en las faldas de los cerros. En las playas se miran algunas mesas sin arboleda con mucho zacate y varias barrancas blancas tajadas á la mar : tambien se ven algunas cañadas ó abras que corren N. E. N. O. y en toda la tierra que este dia vimos no divisamos nieve, y cuanto mas al S. es tierra mas baja. A las 6 se reparó que la tierra salia por la proa al S. por lo cual desde dicha hora se gobernó al S. O. hasta las 8 que se puso la proa al S. y asi se caminó toda la noche. Todo este dia hizo buen sol, pero el viento muy frio y tan fuerte que al anochecer caminabamos á cinco millas y media por hora solo con las dos mayores y las gavias tomados sus rizos.

Dia 16 amaneció claro y limpio el cielo, como ayer, pero los horizontes muy ofuscados con nieblina á modo de humo, el viento fresco aunque no tanto como por la noche ; no se divisó la tierra por estar tan humeda, pero se hizo juicio que no estaria muy lejos porque el sol estaba ya muy alto cuando lo vimos. A las 5 de la mañana se puso la proa al S. S. E., á las 8 comenzó á calmarse el viento y la niebla cada vez mas espesa de suerte que apenas se podia ver el sol : á las 12 ya estaba del todo calmado el viento ; observaron los señores pilotos y segun dijo el señor capitan estabamos en 42 grados y 38 minutos. Por la tarde cargó mucha nieblina humeda y fria con algunas ventolinas del S. E. y del E. N. E. variables ; al ponerse el sol aclaró algo el cielo quedando los horizontes muy claros salvo por el O. ; como á las 9 de la noche estaban despejados los horizontes por todos rumbos pero luego se volvieron á ofuscar y cayó mucho rocío. En todo este dia no se pudo divisar la costa por causa de la nieblina y porque sin duda estabamos bien apartados de ella, pues no la pudimos ver á las 9 de la noche estando muy clara la luna y los horizontes como he dicho. En esta latitud conjeturo que estará el cabo blanco de San Sebastian y aquel famoso rio hondable llamado de Martin de Aguilar y descubierto por la fragata de su mando en la expedicion del general Sebastian Vizcaino, pues aunque dice la historia que dicho cabo y rio está en los 43 grados segun la observacion que hizo el piloto de dicha fragata Antonio Flores, se debe pensar sea menor latitud como se ha hallado menor en los parages que se ha observado con los nuevos octantes que la que en aquellos tiempos observaron con sus instrumentos. A las once y media de la noche comenzó á ventear lentamente del N. O. y á poco rato se llamó al

N. y duró toda la noche cada vez mas recio: la proa toda la noche estuvo al S. $\frac{1}{4}$ al S. O.

Dia 17 amaneció con bastante nieblina y el viento tan fuerte que fué menester aferrar las belas y quedarnos con solo el trinquete: desde las 5 en que se hizo dicha maniobra se governo al S.; no sé lo que caminaba el barco porque ya no se hechaba la corredera; á las 6 comenzó á despejarse el cielo y aclarar algo los horizontes. A las 12 observaron los señores pilotos 41 grados y 27 minutos de latitud segun dijo el señor capitan; á la una habiendose mitigado el viento alguna cosa se mareó el velacho y la mayor: á dicha hora se puso la proa al S. S. E. y á este rumbo se caminó toda la tarde. No se vió la tierra este dia con haber estado bien claro, aunque los horizontes siempre estuvieron humados. Por la noche aflojó algo el viento y se gobernó al S. E. y al S. E. $\frac{1}{4}$ al S.: esta noche hizo mas frio que en todo el tiempo del viaje, pero estuvo clara hasta cerca de amanecer.

Dia 18 como á las 4 de la mañana se cubrió de niebla muy espesa y humeda, el viento se quedó cuasi calmado pero no del todo y se prosiguió con la proa al S. E. que con el poco viento y la marejada del N. algo se caminaba; esta mañana se sintió mucho mas el frio; á las 10 comenzó á aclararse el sol aunque poco. No pudieron observar este dia por la nieblina, pero me hago juicio que estariamos en 40 grados con diferencia de pocos minutos: á la una se aclaró muy bien el cielo quedando siempre oscuros los horizontes escepto por la parte del N. O.: toda esta tarde hizo buen sol con algunas ventolinhas del N.: al anochechar refrescaron un poco las ventolinhas y quedó la noche muy clara hasta las once y media que se calmó totalmente el viento y se cubrió todo de nieblina muy espesa y cayó tanto rocío que parecia haber llovido.

Dia 19 amaneció en calma con la nieblina y el rocío, como por la noche; esta mañana apuntaron algunas ventolinhas del S. E. y se tuvo la proa al S. O., pero era muy poco el movimiento del barco: no se vió el sol en toda la mañana por causa de la nieblina, ni al medio dia se pudo observar. Por la tarde prosiguió en calma y hubo algunas ventolinhas del N. y N. E. variables y se mantuvo la proa al S. E. y S. S. E., como á las 7 comenzó á ventolear lentamente del N. O. y se puso la proa al S. E. $\frac{1}{4}$ al E. pero calmó antes de las 8 y toda la noche se pasó en calma. En todo este dia no se quitó la nieblina ni se pudo ver el sol; hizo bastante frio y cayó mucho rocío. Estas humedades pienso son la causa del mal de Loanda, ó escorbuto; pues aunque en todo el viage ha

habido algunos tocados de este accidente, no se han visto tan agravados como ahora que pasan de 20 los que se hallan sin poder servir á mas de otros muchos que estan aunque en pié lllagados de boca y piernas, y creo que si Dios no nos envia luego otros tiempos ha de perecer de dicho mal la mayor parte de la tripulacion segun van en enfermando estos dias de nieblina humeda y fria.

Dia 20 amaneció en calma y la nieblina tan espesa, fria y humeda como los dias antecedentes y duró todo el dia sin dejar ver el sol, salvo un poco que aclaró al medio dia, en cuanto se conocia en donde estaba ; á este tiempo observó el señor capitan el sol en 39 grados y 48 minutos de latitud, pero dijo que no era segura dicha observacion por razon de la poca claridad del sol y estar oscuros los horizontes. Por la tarde se aferraron las velas porque se hacian pedazos con los golpes que daban contra la jarcia á causa de la calma y valanceo. Todo este dia y noche cayó mucho rocío y la nieblina fué en estremo espesa y fria lo cual tiene á todos en mucho desconsuelo por ver que la gente se va enfermando y que no se sabe de fijo en donde nos hallamos, por hacer ya tres dias que los señores pilotos no han podido observar con seguridad. Dios sea servido darnos lo que convenga.

Dia 21 á la una de la madrugada comenzó á ventolear lenta y variablemente del E., del E. S. E. y del S. E.: al amanecer era tanta la humedad de la nieblina que parecia aguacero. Las ventolinas se calmaron luego y solo servian para romper las velas. Este dia dije misa, y el padre Fray Juan no la dijo por hallarse algo indispuesto del estomago. A las 9 de la mañana volvió otra vez á ventear del S. E. muy lento y se caminaba aunque poco al S. S. O.; á las once y media se viró de bordo y se puso la proa al E. N. E.; al medio dia aclaró un poco el sol y el señor capitan observó aunque sin certeza 39 grados y 30 minutos de latitud ; por la tarde se espesó mucho la nieblina y arrojaba mucho rocío como un hielo con ventolinas del S. E.; á las 6 de esta tarde se levantó la nieblina y aclaró algo el tiempo aunque el cielo quedó nublado y prosiguió ventoleando algo mas fresco del S. E. y del S. S. E. variable: por la noche se aclaró algo mas el cielo y se vió la luna : toda la noche hubo algunas ventolinas y se caminó con la proa al E. N. E. y al E. $\frac{1}{4}$ al N. E.

Dia 22 amaneció nublado el cielo pero sin nieblina, ni rocío y algo despejados los horizontes ; como á las 5 se vió la costa á distancia de 6 leguas ; á la parte del N. se miraba una punta de tierra tajada á la mar que demoraba al N. N. O. como á distancia de 9 leguas y la tierra que sigue desde dicha punta al S. E. es muy alta y

quebrada por mas de 5 leguas y la que se sigue al S. E. que es la que tenemos mas cerca al E. es tierra mediana poblada de arboleda á lo menos en la cumbre que se vió bien clara al salir el sol ; por el S. E. se miraba mucho tramo de tierra mas baja como lomeria. La dicha punta que nos demoraba al N. N. O. hicimos juicio que será el cabo Mendocino y siendo así estará dicho cabo en 40 grados con diferencia de pocos minutos segun la observacion que ayer hizo el señor capitan y el rumbo á que hemos caminado ; á las cinco y media se viró para afuera con la proa al S. O. y al S. S. O. con ventolinas variables del S. E. y S. S. E. : esta mañana aclaró algunos el sol y á cada instante se cubria de nublados, pero estuvo mas templado el tiempo que los dias antecedentes ; al medio dia aclaró muy bien el sol y los horizontes por todos vientos, observaron los señores pilotos muy á su satisfaccion y dijo el señor capitan que nos hallabamos en 39 grados y 46 minutos de latitud : como á las 3 de la tarde se cubrió otra vez el cielo de nubes ; á las cuatro se viró de bordo para tierra con la proa al E. N. E. manteniendose muy lento el S. E., á las 5 se volvió á virar de bordo y luego se calmó el poco viento que habia : toda la noche se pasó en calma con tal qual ventolinas del S. E. y el cielo quedó nublado no muy oscuro y con nieblina por los horizontes, pero no cayo mucho rocío.

Dia 23 al amanecer se divisó la costa aunque retirada y confusa por la nieblina que en ella habia ; esta mañana comenzó á soplar muy lento del S. S. E. y navegamos al S. O. y luego se perdió de vista la costa porque se cerro de nieblina espesa por todas partes ; desde las 9 aclaró algunos ratos el sol pero duraban muy poco : este dia no se sintió frio sino tiempo muy templado, á las diez comenzó á refrescar algo el viento y el cielo se oscureció mucho de modo que no pudieron observar el sol ; por la tarde aflojó el viento y á las 6 se calmó totalmente ; desde las 8 comenzó á llover y prosiguió hasta las 12 á intervalos ; como á las diez de la noche comenzó á ventear del E. muy lento y luego se llamó al N. E. algo mas recio y se caminó toda la noche al S. E. $\frac{1}{4}$ al E.

Dia 24 antes de amanecer se llamó el viento al N. medianamente fresco y sopló hasta las 8 de la mañana que se quedó en calma cuasi del todo. Esta mañana celebramos misa los dos padres. El cielo se mantuvo nublado de modo que solo á las 6 se vió un poco el sol ; como á las 10 volvió á ventear el N. bastante fresco pero á cada rato se escaseaba ; á las 11 se oscureció mucho el cielo con amagos de agua, cayeron algunas gotas, aunque pocas, luego se cerró de nieblina humeda pero no muy espesa. No pudieron

observar los señores pilotos por causa de estar tan nublado y oscuro el tiempo. A las 4 de la tarde mandó el señor capitán gobernar al S. E. porque aunque este día no se vió la tierra se hizo juicio que no estaríamos muy apartados de ella y que sin duda se hubiera visto á no estar tan oscuro el día; desde las 8 de la noche valanceó mucho el barco á causa de venir la marejada muy gruesa del N.: desde dicha hora sopló el N. O. lento y se puso la proa al S. E. $\frac{1}{4}$ al E., el cielo estuvo muy oscuro y cerrados de nieblina los horizontes.

Día 25 á las tres y media de la mañana se quedó en calma el viento, pero siempre con grande marejada del N. que sin duda ha soplado muy fuerte mas arriba; el cielo se mantuvo muy oscuro toda la mañana con bastante nieblina por los horizontes y de cuando en cuando algunas ventolinas del E. y del S. E. variables; á las 11 comenzó á soplar algo fresco el S. E. y se puso la proa al N. E.; en dicha hora se aclaró algo el cielo y se vió el sol, pero por los horizontes se quedó oscuro como antes; á las 12 ya se habia calmado otra vez el viento; este día observaron los señores pilotos y nos dijo el señor capitán que estábamos en 38 grados y 38 minutos de latitud; por la tarde se cubrió el cielo de nubes y hubo algunas ventolinas ya del N. ya del S.; como á las 6 de la tarde se fijó el viento del N. N. O. lento y por la noche refrescó algo mas, pero variable del N. O. y del O. N. O.; desde las 6 hasta las 8 se gobernó al E. S. E. y lo demas de la noche al S. E. $\frac{1}{4}$ al E., toda la noche estuvo muy oscuro y con bastante nieblina humeda.

Día 26 amaneció con mucha nieblina y rocío, el viento muy escaso: luego que amaneció se puso la proa al E. S. E.; no se pudo divisar la costa por la mucha nieblina y oscuridad del tiempo, pero vimos muchos pajaros de tierra grandes y chicos y varios patos que decían ser de agua dulce; á las 8 ya el viento se quedó en calma y la nieblina despedía tanto rocío que parecia lluvia; á las 9 volvió á ventolear del N. O. y luego refrescó muy bien y se aclaró algo el tiempo: á las 10 se divisaron al S. E. á distancia de legua y media los Farallones de San Francisco que estan al S. O. de la punta de Reyes y puerto de San Francisco como á distancia de 5 leguas segun dijo el señor capitán; en cuanto se vieron dichos Farallones mandó el señor capitán poner la proa al S. O. para dejarlos á sotavento, por no saber si hay paso bueno entre ellos y la costa; como el viento era fresco á las 11 ya estábamos sobre ellos y divisamos mas al S. E. otro monton de Farallones apartados de los primeros como dos leguas al S. E. Los primeros son siete picachos altos unos mayores que otros con algunas piedras

anegadas cerca de ellos, y ocupan entre todos como el circuito de una legua : pasamos muy cerca de ellos. Los de la parte del S. E. parecen mayores ; no pude conocer con certidumbre cuantos son porque pasamos algo retirados de ellos, pero me pareció que eran seis picachos y uno de los del medio es mayor que los otros ; cuando estuvimos poco adelante de los primeros Farallones se puso la proa al S. $\frac{1}{4}$ al S. O. y á las 12 se puso al S. $\frac{1}{4}$ al S. E. : no se pudo divisar la costa ni observar por estar muy cargado de nieblina por todas partes. Toda la tarde sopló el viento dicho muy bonancible y navegamos al S. E., al ponerse el sol aclaró muy bien el cielo y los horizontes por el O. y N., pero por el E. y S. quedaron oscuros, por lo cual no pudimos ver la tierra : por la noche refrescó un poco el viento y se puso la proa al S. E. $\frac{1}{4}$ al E. para recalar á la costa y reconocerla el día siguiente en amaneciendo.

Día 27 amaneció el día claro aunque algo nublado el cielo y oscuros los horizontes con nieblina ; luego que aclaró el día se vió la costa por el E. á distancia de tres leguas y dijeron que era la punta de Año Nuevo ; caminamos al S. E. hasta las 10 que se divisó la punta de Pinos y luego se gobernó al E. S. E. hasta que se dió fondo. A las 9 de la mañana se aclaró muy bien el cielo y tuvimos buen sol ; al medio día observaron los señores pilotos como 4 leguas al N. O. de la punta de Pinos y dijo el señor capitán que habia observado 36 grados y 35 minutos de latitud al N. Por la tarde prosiguió fresco el viento pero se fué llamando al O. y á las tres estando sobre la dicha punta de Pinos se llamó al S. O. : á las 4 de la tarde poco menos se dió fondo en este puerto de San Carlos del Monterrey. Bendito sea Dios y alabado para siempre y su Santísima Madre Maria Señora Nuestra, Amen. Advierto que en todo este viaje no ha habido desgracia alguna en el barco : bendito sea Dios pues no ha faltado palo, ni mastelero, ni cabo de su jarcia, en medio de haber tenido vientos y mares fuertes ; pero es cosa notable en esta mar que en cuanto se apacigua el viento se baja y sosiega la mar, y pienso que por esta causa le llamarían los antiguos el mar pacífico. También advierto que desde los 55 grados de latitud, termino á que llegamos hasta el puerto de Monterrey no hemos podido saber si hay puertos, ensenadas ú otros surgideros, por causa de lo retirado que hemos bajado de la tierra y por la oscuridad de los tiempos que hemos tenido los mas de los días de toda la navegacion, de todo lo cual daran mejor razon los señores pilotos como inteligentes y practicos.

Ultimamente advierto que este diario lo he escrito día por día en el viaje por habermelo encargado el Reverendo Padre Presidente

para lo cual el señor capitan me ha hecho el favor de comunicarme los mas días el punto de latitud que observaba, y para saber el rumbo á que se navegaba he tenido el cuidado de mirar á menudo la haguja en la vitacora. Y para que conste ser verdad lo que en este diario tengo escrito lo firmo en esta mision de San Carlos de Monte-Rey dia 28 de Agosto de 1774.

FRAY TOMAS DE LA PEÑA.
(hay una rúbrica)

TRANSLATION.

Diary of the voyage which, by order of Father Fray Junípero Serra, Preacher-Apostolic, President of these Missions of Monterey entrusted to the care of Our Holy College *de Propaganda Fide* of San Fernando of the City of Mexico, I make from this port of San Carlos de Monterey, situate on the coast of Northern California, in 36° 30' north latitude, in His Majesty's Ship called the *Santiago*, otherwise the *Nueva Galicia*, commanded by Don Juan Perez, *Alferez Graduado de Fragata*, Navigating Officer of the first class among those serving in the royal department of San Blas and Captain-Commanding of the expedition¹ which, by order of the Most Excellent Lord Don Frey Antonio María Bucareli y Orsúa, is to be made in that ship, for the purpose of examining the coast from said port of Monterey to 60° north latitude, begun on the 6th of June, 1774, on which day I embarked, in company with the Reverend Father Fray Juan Crespi, Preacher-Apostolic of said college and Minister of the Mission of San Carlos de Monterey, commonly called Carmelo.

Jesus, Mary and Joseph: June, 1774.

The Reverend Father President of the missions of Monterey, Fray Junípero Serra, Commissioner of the Holy Office and Preacher-Apostolic *de Propaganda Fide* of the College of San Fernando of the City of Mexico, having assigned me as companion to the Reverend Father Fray Juan Crespi,² Preacher-Apostolic of said College,

1. *Alferez graduado de fragata* was a rank in the Spanish navy corresponding to that of sub-lieutenant in the army.

2. It will be noticed that, in the letter of President Serra of which a fac-simile is herewith published, the final letter of Father Crespi's name is apparently accented. A careful inspection of the President's manuscript makes it evident that in many words where the letter "i" should not be accented he appears to have accented that letter. The President's

charged with the duty of making observations for the determination of the latitude wherever a landing shall be made during the progress of the expedition:

6th June: About four in the afternoon we set forth from the Mission of San Carlos de Monterey, about one league distant from the Presidio and Port of Monterey, which place we reached about five; and, having taken leave of the captains there, we came on board, the Father President accompanying us to the shore, where he gave us his last embrace and good-bye. At sunset we arrived on board. After supping, the crew put on board ship four young bulls and some pigs which the Captain-Commanding of the Presidio presented to the cabin mess. This night we weighed anchor.

On the morning of the 7th the ship was warped out from the anchoring ground and brought near to a shallow place where the seaweed grows to the surface of the water, close to Point Pinos and about a musket-shot distant from said anchorage. This morning the wind was northwest. About nine the anchor which had served for warping the ship was weighed and the sails were loosed; and, the ceremony of hoisting the Spanish flag and firing a gun having been observed, we made two or three tacks seaward, but, the northwest wind increasing, about a half an hour after noon we went back to an anchorage a little farther out than where the ship had anchored when her cargo was discharged. All day the wind blew from the northwest rather fresh. During the night the boatswain sickened.

At dawn on the 8th the same wind was blowing, and held all day. At one in the afternoon we saw the packet *San Antonio*, otherwise *Principe*, in the offing, and about three o'clock she came to an anchor.

On the 9th we remained at anchor, lacking a favorable wind. About nine o'clock Captain Don Estéban³ and we two fathers made a visit to the fort, meeting there the Father President, Father Fray Francisco Palou and Father Fray Joseph de Murguia. We returned on board to dine, and the Father President slept on board the *Principe* in order to chant a mass, offered by the navigating officers, on the day following.

manuscript shows that he was a quick, nervous writer, who did not waste time in writing out words or in placing accents properly. Father de la Peña does not accent the final letter of his companion's name. In the document which follows this, which is Father Crespi's own diary, it will be noticed that he himself wrote his name without an accent. It must be admitted that these clergymen of the Roman Catholic church knew how to spell their own names and those of their companions, and, therefore, that Mr. H. H. Bancroft's writers are in error when they give the name with an accent on the final letter.

3. This was Estéban (not Estevan, as given by H. H. Bancroft's writers) Martinez, assistant navigating officer of the expedition.

On the 10th a solemn mass was chanted to Most Holy Mary for a good voyage, in the same place where the mass was first celebrated in Monterey.⁴ Fathers Fray Joseph de Murguia and Fray Francisco Dumez, Captains Don Fernando de Rivera, Don Pedro Fages and Don Joseph Cañizares, together with all the people of the Presidio and the ships, were present. We all dined at the same place, by invitation of Captain Don Juan Perez. About three in the afternoon I received the confession of the boatswain, Manuel Lopez; soon afterward Father Fray Juan Crespi administered the rite of extreme unction, and he expired at about half past four. The corpse was sent to the church at the Presidio, that it might be given sepulture by the fathers ministers of the Mission of San Carlos.

The 11th dawned calm. By means of a warp, and the ship being towed by the longboats of the two vessels, she was taken to the shallow at the point where the sea-weed grows to the surface. About noon we made sail, with the wind from the north. The longboat of the *Principe*, which had remained behind to get up the anchor used in warping, could not overtake us. All the afternoon the vessel pitched heavily, for her head was to the sea. At night, the ship being some three leagues off Point Año Nuevo, the wind died away.

At day-break on the 12th it was calm. We two fathers celebrated the mass. During the afternoon the wind was northwest, but light, and at sundown it died away. About nine o'clock at night the wind was east, but it shifted about and soon it was calm again. All night long there were light shifting winds, with a very dense and wet fog.

The 13th dawned foggy, with light shifting winds. We two fathers celebrated the mass. Because of the heavy fog we could not see the coast this morning; nor could the navigating officers take an observation. All the afternoon, and the night following, there was a dense and very wet fog.

At dawn on the 14th it was calm, with a thick fog. This morning we saw Point Año Nuevo about two leagues distant, and the current bore us so near to the coast that at nine it was only a quarter of a league away. At that hour several casts of the lead were made, with bottom at twenty-five, twenty-four and twenty-two fathoms. At half past twelve a light breeze sprang up from south-

4. Mr. H. H. Bancroft's writer (*History of the Pacific States*, XIII., 228) says that this mass was said "under the old oak, &c." In this diary no mention is made of an oak, and Father Crespi (see Document No. 19) says that this mass was celebrated under an *enramada*—a shelter made of boughs. He adds that they all dined together, near the old oak which Vizcaino saw.

west, and by its aid we drew away from the land. During the night the breeze died away at intervals, and the ship kept tacking between the two points.

At dawn on the 15th we were west of Point Pinos, and we saw clearly Point Cipreses, the bight of Carmelo and the Sierra of Santa Lucía. About eight o'clock it began to blow rather fresh from the northwest but before nine the wind died away. To-day there was not so much fog as on other days, but the sky was overcast, though clear at intervals. At nightfall we were about six leagues from shore, its bearings being taken by the navigating officers, Point Año Nuevo bearing northeast, Point Pinos east, and the land to the southward of Santa Lucía southeast.

On the morning of the 16th we saw the Sierra of Santa Lucía, about twelve leagues away. The day dawned cloudy, as yesterday was. At eight in the morning the north-northwest wind freshened. There was an appearance of rain, and some drops fell; but it soon ceased to rain and there was less wind. During the afternoon the sky was clearer and the wind was dying away.

The 17th dawned calm and the sky was very cloudless and clear. About one in the afternoon a very light southwest breeze sprang up. To the northeastward we saw the Sierra of Santa Lucía, about sixteen leagues away. During the night the wind shifted to the northwest and the ship went about and stood to the west-southwest.

At dawn of the 18th the same wind held; the fog was very thick and so damp it was like a shower. The Captain arose this morning suffering from an indisposition of the stomach, having had no ease during the night; but at noon he felt better. At twelve the navigating officers took an observation and said that we were in $34^{\circ} 57'$ north latitude. During the afternoon the wind freshened.

At dawn on the 19th the same wind was blowing, but it was very strong and there was a heavy sea. It was impossible to celebrate mass, owing to the rocking of the ship. At eight o'clock the ship was under the foresail only, and so made three and four miles an hour. During the afternoon the wind was less strong and the main-tack was hauled aboard.

On the 20th the wind had become lighter and, the topsails being set, the ship made five miles and a half an hour. All day the wind blew from the northwest.

At dawn on the 21st the sky was very bright and clear. The wind shifted to the north and blew fresh all day. The course was

west by north, the ship going three miles an hour. To-day the navigating officers took an observation in $34^{\circ} 08'$.

The 22d dawned with the sky overcast and at seven o'clock there came from the north a very wet fog, the wind dying away. At noon the navigating officers got an observation in $34^{\circ} 07'$. The wind was light and variable.

On the morning of the 23d the wind shifted to the northeast, and presently to the northwest. The navigating officers took an observation in $33^{\circ} 46'$. All day the northwest wind blew and the ship sailed three miles an hour, the course being west-southwest.

At dawn on the 24th the sky was cloudy, and the wind rather fresh from north-northeast. The course was north-northwest. We two fathers said mass, and all celebrated joyously the birthday of Captain Don Juan Perez. To-day the navigating officers took an observation in $33^{\circ} 43'$. During the afternoon the ship sailed three and a half miles an hour, the course being north-west a quarter west.

On the 25th the sky was clear, and the ship sailed on the same course at the rate of four miles an hour with the wind as it was. To-day the navigating officers took an observation in $34^{\circ} 26'$. At nine o'clock at night the wind hauled to the eastward.

At dawn on the 26th the same wind was blowing fresh. We two fathers said mass. The navigating officers observed the sun in latitude $35^{\circ} 37'$. At five in the afternoon the wind died away.

At six o'clock on the morning of the 27th the wind began to come from the northwest, light and variable. To-day the navigating officers took an observation in latitude $35^{\circ} 59'$, and the weather was the same.

On the 28th the same wind was blowing, and we made two miles an hour. To-day we were in $36^{\circ} 26'$ latitude, almost that of Monterey. The wind freshened during the afternoon and continued to blow during the night.

At dawn on the 29th the same wind was blowing. Both fathers said mass. At noon the navigating officers observed the sun in $37^{\circ} 20'$. During the afternoon the wind shifted to the eastward, and the ship sailed at the rate of four miles an hour.

On the 30th the wind continued to blow from the east, although it was light, and at seven o'clock it shifted to the east-southeast, still being very light. The navigating officers took an observation in latitude $38^{\circ} 35'$. In the afternoon the wind was fresher.

JULY, 1774.

At dawn on the 1st it was almost calm, and at ten o'clock the wind had ceased. The navigating officers took an observation in $39^{\circ} 45'$. At half past twelve a very light wind set in from the south, and a dense fog arose. At five o'clock the wind died away.

About three o'clock on the morning of the 2d there was a shower, with light variable winds from the southwest, which soon died away. The calm lasted all day, and the sun shone with great warmth. During the night there was a light wind from the east-southeast.

There was a thick fog at dawn on the 3d and the wind was fresh. We two fathers said mass. At eight o'clock the wind died away, and the fog became rain. At ten o'clock the wind came from the east again. The navigating officers took an observation in latitude $40^{\circ} 34'$. About two the wind shifted to the southeast, and was quite fresh during the afternoon and the following night. At sunset this afternoon some birds were seen; it was said that they were sea-fowl, and that they were seen often although there were no land within a distance of many hundreds of leagues.

At daylight on the 4th the sky was overcast and there was a heavy dew. The wind was fresh from the southeast and blew all day. As it was so cloudy the navigating officers could not get an observation. About one o'clock in the afternoon it began to rain, and rain fell during almost all the afternoon. During the night the sky became clearer and there was a heavy dew.

At dawn on the 5th the same wind was blowing, although it was not so strong, and the sky was clouded over. The navigating officers observed the sun in latitude $43^{\circ} 35'$, but said that this position was uncertain as the horizon was not clear. As the sun went down we saw a bird as large as a hawk; it was said that it was a land-bird, though from the masthead land could not be seen. We concluded that towards the west, in which direction the bird was going, there must be an island. At night the sailors heard what they thought was the blowing of a whale, but Don Estéban, who was on duty, told me he thought it was made by a sea-wolf.

At daybreak on the 6th there was a heavy dew and a very thick fog, the wind being rather more fresh than it was yesterday. At eight o'clock it began to die away. On account of the thick fog the navigating officers could not get an observation. About one o'clock the wind hauled to the southwest. At four o'clock we saw a duck sitting on the water, distant about sixty yards from

the vessel, and this was said to be a sign that land was not very far away. About five o'clock the wind died away and presently the sky and horizon were clear. The look-out at the masthead said that he saw no land anywhere. At sun-down I saw another duck.

At dawn on the 7th it was calm and there was a dense fog, and dew so heavy that it was like a shower. This morning we saw several sea-wolves about the vessel. On account of the fog the navigating officers could not get an observation. About seven o'clock at night it began to blow from the north and all night the wind was variable.

As on previous mornings, at dawn on the 8th there was a fog, and there were light and variable breezes from the north, which at intervals died away. At most the ship made a mile an hour. At nine o'clock there was a dead calm. The navigating officers could not get a sure observation because the sun was not very clearly visible and the horizon was obscured by the fog, which for five days has not been absent a single hour. During the afternoon there were light breezes from the southeast. This afternoon, also, we saw several birds.

At dawn on the 9th there was so much fog and dew that it seemed as if it had rained all night long. The sails appeared as if they had been wetted, and the water from them had filled some buckets which the sailors had placed under them for the purpose of catching it. The calm lasted during the day, except that at times there were light breezes from the southeast. At noon the sky cleared a little, so that the navigating officers were able to take an observation. They said we were in 45° . Of this result all were glad, for the navigating officers had been uneasy. After the observation had been obtained the fog became very thick again and the horizon was obscured. During the afternoon the force of the breezes was less and a great deal of rain fell.⁵

On the 10th the calm and fog continued. Both fathers celebrated mass. About ten o'clock it began to blow very gently from the

5. The writer employed by Mr. H. H. Bancroft who alludes to the voyage of Perez (*History of the Pacific States*, XIII, 228) says that the ship was "driven back and forward along the coast," until "the 9th July, when they were again able to make observations." This diary and that of Father Crespi show that on the 18th June, the day after that on which a final departure from the coast was made, the latitude was determined by an observation of the sun; and that, from that date until the 9th July, observations were made on no less than fourteen days. Captain Perez knew that he had plenty of sea-room and that the general trend of the coast to the northward of Monterey, so far as it was then known, was to the northwestward. He stood out to sea, though he was driven farther south than was desirable, in order to get an offing, and then sailed to the northwestward until the 14th July, when he put the ship's head to the northward—in order to make the land in about the latitude sought. It is very evident that Captain Perez was an officer who understood his instructions, which were that he should go to 60° north latitude, and thence return southward, making an examination of the coast as he came. The Bancroftian writer seems to intimate that Perez did not know what he was about.

south. At noon it cleared a little, and the navigating officers took an observation in $45^{\circ} 35'$. During the afternoon a great deal of water fell from the fog and every little while the wind ceased to blow. To-day a sea-wolf was seen which swam around the vessel several times. At half past eight at night it began to blow rather fresh from the southeast and during the night the ship made two miles and a half an hour.

The wind and dense fog were present, as previously, at dawn on the 11th. About eight o'clock the wind shifted to the south and the ship made three miles an hour. This morning we saw two sea-gulls and several other birds. At noon the sun was seen more clearly and the navigating officers took an observation in $46^{\circ} 32'$. In the afternoon the wind hauled to the southwest, and a great deal of water came from the fog so that it seemed a storm of rain. This continued all day and the night following. The night was cold and it was said that the water which fell during the afternoon was frozen.

The 12th dawned foggy and with dew, like the preceding days, but the cold was greater. The wind went to west-southwest about five in the morning, and the drizzling fog lasted until ten o'clock. At this hour the wind hauled to west and blew somewhat stronger. This morning we saw some ducks. The navigating officers could not get an observation because the sky was very much overcast and the horizon obscure. In the afternoon the wind hauled to west-northwest and was very strong; there was a heavy sea and it was very cold. As this was a head wind, for since we began to sail northward, as we have done whenever the wind allowed, the course has been northwest by west, and as fogs were continual, the ship's head was put to the north, in order to make land at a point farther to the northward. About three in the afternoon the weather cleared a little, and the sky remained rather clear all night, though the horizon was very much obscured.

At dawn on the 13th the wind continued at west-northwest, although it was not so strong, and the sky was as clear as during the night, but at seven o'clock it was overcast again. At noon it cleared, and the navigating officers got an observation in $48^{\circ} 55'$, and said that this was more satisfactory than preceding observations because the horizon was more distinct. During the afternoon the sky became overcast again. About seven o'clock the wind hauled to the southwest, very fresh, and the course was changed to northwest. At that hour so thick a fog came on that barely the

length of the ship could be seen and it was so wet that it seemed to be raining. Thus it continued all night long.

At dawn on the 14th the same fog and dew were present, and the wind blew fresh from the west. About nine in the morning the Captain ordered the ship's head to be put to the northward, in order to get in with the land and determine whether in nearing the coast the sky would become clearer. At noon the navigating officers got an observation in $50^{\circ} 24'$, although not sure of it on account of a very cloudy sky. During the afternoon the wind was fresh and shifted about between west and south. To-day an inspection of the water-supply was made, and it was found that there was sufficient for two months and a half. At night the same shifting wind continued, and there was a good deal of fog and dew.

The 15th dawned very cloudy : there was a heavy dew and the wind was very fresh from the south. At nine o'clock in the morning the Captain called a council of all the officers of the ship; and, having made known to them the condition of the water-supply, he asked their opinion as to whether it were better to go on to latitude sixty, as was exacted by His Excellency, or to make land for the purpose of endeavoring to renew the water-supply, afterwards going to 60° . All were of opinion that it were better to make the land, for the purpose of getting a supply of water and at the same time to gain the knowledge of some place where a refuge might be had in case some accident should make it necessary to seek one. In conformity with this opinion of the officers, the Captain ordered the ship's head to be put northeast. At that hour the wind hauled to southwest, and was very fresh. During the past two days the ship has sailed at the rate of four and a half miles an hour, with a heavy sea and great cold. At noon the navigating officers got an observation in $51^{\circ} 42'$. During the latter part of the day the wind held, though it was not so fresh, and the weather cleared a little.

At day-light on the 16th the sky was overcast, but there was neither fog nor dew. The wind was still in the southwest. At nine o'clock the day was clear and the weather moderate. To-day a great wooden cross was made, with the intention of planting it in the earth in token of taking possession when the first landing shall take place. At noon the navigating officers got an observation in $52^{\circ} 41'$. During the afternoon the force of the wind lessened and it shifted about between south and southwest. This afternoon some whales were seen, and some sea-weed, called *porras*

by the sailors, which abounds along the coast at and near Monterey.

The 17th began with a cloudy sky, but there was neither fog nor dew; there was scarcely any wind, the ship not making a mile and a half an hour. We two fathers celebrated the mass. About seven o'clock the fog came on and there was a light shower; it did not last long and the weather began to lighten. It was not cold to-day. At noon the sky was clear and the sun made it quite warm. The navigating officers took an observation in $53^{\circ} 13'$. The same fair weather continued during the afternoon, with light winds from the southwest; we saw some whales. The night was fine and clear and there was no dew.

At five on the morning of the 18th there was a squall from the southeast accompanied by rain and followed by light winds and a very wet fog. This morning navigating officer Don Estéban was bled for the purpose of alleviating an inflammation in the face. About ten o'clock a little wind came from the northwest, but it was very light and variable. At eleven land was descried on the bow, in the northwest. Blessed be God and let him be praised by all creatures. No observation was taken to-day as the sun did not shine out. At two o'clock it was noticed that the land seen in the northeast was snowy, not only on the summits of the sierra but on the slopes. Farther towards the north more land was seen but it was not snowy. When we made out the land, which might be a little more or less than twenty leagues distant, the Captain ordered the ship's head to be put to the north-northeast. The wind remained light and we made a mile and a half an hour. This afternoon Don Estéban was bled again. At five o'clock the wind went around to west-northwest and we made two miles an hour, but this speed soon diminished. At sunset the bearings of the land were taken. The snowy range bore east-northeast; the point of land was farther toward the north, and there seemed to be a cape in the north-northeast. During the night there were light winds from the west-northwest, but most of the time there was a calm. The sky was overcast, but no dew fell.

The 19th dawned calm; the sky was overcast but the horizon was clear. About seven o'clock in the morning the horizon was obscured by fog. As bleeding had brought no relief to Don Estéban, he had a tooth pulled. At eleven a very light breeze from the southeast sprang up, and the ship was headed north by east for the purpose of doubling the cape which bore northeast and determining the trend of the coast beyond it, for to the north-

ward of that cape no land was seen. At mid-day the Captain took an observation in $53^{\circ} 41'$. The wind freshened considerably ; and, when we were three leagues from the point of land farthest to the northward, it was noted that beyond that point a low coast stretches to the north-northwest. About five in the afternoon the course was altered to northeast, so that we might draw near to the land lying in that direction and see whether there were any place where the ship could anchor. About six, the wind being very fresh, it began to rain, on which account and because the weather was obscure by reason of the fog and night was coming on, the Captain determined to go a little farther off the land and lie to. This was done at seven o'clock ; and thus the night passed, the fog continuing with a good deal of water.

After dawn, on the 20th, the wind came from east-southeast, and the ship's head was put on a north by east course, the fog continuing very dense and wet. About nine o'clock the course was altered to east-northeast, that we might examine the low land that showed at the end of the point. At ten o'clock it was noted from the masthead that it consisted of three small islands which were near to the main-land. These the Captain named the Islands of Santa Margarita, this being the day of that glorious lady. It was impossible to get an observation to-day on account of the heavy fog and drizzle. About three in the afternoon we were near the land which had appeared to consist of islands, although this could not be verified because the fog so limited the view when we were about three leagues away, and we went about and stood off shore with the intention of continuing tacking along the land, so that when the weather cleared we might find anchorage ground and take in a supply of water. At that hour we saw bonfires on the land, and presently there came to us a canoe with nine men in it. This canoe drew near to the vessel, the pagans in it singing ; but they would not come near enough for us to communicate by means of signs. Having followed us for some time, they returned to the land. About five o'clock this canoe, and another in which there were six pagans, caught up with us, both drawing up to our stern. The Captain made them a present of some strings of beads and they gave us some dried fish. But they would not come on board the ship. These persons are well-made, white, with long hair ; and they were clothed in skins, some of them embroidered. They had some iron implements in their canoes, but we were unable to inquire where they obtained them, for presently they went back to land, inviting us thither, and offering to give us water on

the following day. About six o'clock there arrived another canoe with seven pagans, who drew near, singing the same air the others had sung. These followed us for about an hour without being willing to come aboard the ship. When at length they went back to land we were about eight leagues from it, and there was a high sea on. These canoes resemble those used in Santa Barbara channel, but are of greater burthen. This afternoon the wind was in the southeast, and at ten o'clock it died away entirely.

Shortly after midnight, it being the 21st, it came on to blow very fresh from the southeast, and the ship stood off shore with her head to the southwest by south. At eight in the morning we went about toward the land on a course east by north. This morning there was a dense fog. The navigating officers could not take an observation, for the sky was overcast. About noon we made the point of land to the northward of Santa Margarita, a quarter of a league away, and we coasted along it to the eastward for about half a league with intent to discover whether there were an anchorage behind a point to the eastward where there seemed to be an indentation in the coast line. But we could not double this point, for the current carried us to the southward. For this reason we went about, and, after we had sailed about a league to the southwestward, the wind, which all the morning had blown with much force and had raised a heavy sea, died away. About half-past two canoes, some larger than others, all full of pagans, began to arrive. The larger canoes were twelve or thirteen yards in length, and appeared to be of a single piece, excepting that there was planking along the sides and at the bow. In these canoes were some two hundred persons; in one there were counted twenty-one, in another nineteen, while in the others were five, seven, twelve and fifteen. One canoe contained twelve or thirteen women and no men. In others, also, there were women but the majority consisted of men. At the time the women's canoe arrived at the ship it happened that its prow struck that of another canoe whose occupants were men and broke it; at this the men became very angry, and one of them, seizing the prow of the women's canoe, broke it to pieces in order to repay their carelessness. All the afternoon these canoes, twenty-one in all, were about the ship, their occupants trading with the ship's people, for which purpose they had brought a great quantity of mats, skins of various kinds of animals and fish, hats made of rushes and caps made of skins, bunches of feathers arranged in various shapes, and, above all, many coverlets, or pieces of woven woolen stuffs very elaborately

embroidered and about a yard and a half square, with a fringe of the same wool about the edges and various figures embroidered in distinct colors. Our people bought several of all these articles, in return for clothing, knives and beads. It was apparent that what they liked most were things made of iron ; but they wanted large pieces with a cutting edge, such as swords, wood-knives and the like—for, on being shown ribands they intimated that these were of trifling value, and, when offered rice from the barrel, they signified that this had no edge. Two of the pagans came aboard the ship, and were much pleased with the vessel and things on board of it. The women have the lower lip pierced, and pendent therefrom a flat round disk ; we were unable to learn the significance of this, nor of what material the disk was made. Their dress consists of a cape with a fringe about the edge and a cloth reaching to the feet, made of their woven woolen stuff, or of skins, and covering the whole body. Their hair is long and falls in braids to the shoulder. They are as fair and rosy as any Spanish woman, but are rendered ugly by the disk they have in the lip, which hangs to the chin. The men also are covered, with skins or with the woven cloths of wool, and many have capes like those of the women ; but they do not hesitate about remaining naked when occasion for selling their clothing offers. At six o'clock, taking leave of us, they made for the land, and they made evident their desire that we should go thither. Some sailors went down into the canoes and the pagans painted their faces, with delight and shouts of joy. These pagans gave us to understand that we should not pass on to the northward because the people there was bad and shot arrows and killed.⁶ How common it is for pagans to say that all are bad except themselves ! The calm lasted all the afternoon and the current took us about two leagues farther from the land.

About two o'clock on the morning of the 22d a very light wind set in from the southeast, and at five we were at a distance of about four leagues from the land, which bore east-southeast, and an island which yesterday bore northwest a quarter west, distant about eight or ten leagues, now bore north, and high land which yesterday bore north by west, and which we thought might be an island, bore north. We stood for the land on an east by north course, for the purpose of trying to double the point lying to the eastward of Santa Margarita, in order to discover whether there

6. Of course these Indians had no woolen stuffs. It is not probable that any of the natives seen during the voyage possessed any implements or weapons of iron or copper. The men were certainly not white ; nor the women as fair and rosy as Spanish women.

were anchorage ground in the indentation of the coast behind that point, but the current took us so far to leeward that we were unable to fetch the point; so we stood off shore on a south-southwest course. At noon the Captain said that he had taken an observation of the sun in 55° . About one we went about and stood toward the land. At half-past three the wind hauled to east-southeast and we went seaward on a course due south, but presently the wind shifted back to the southeast and the course was altered to south-southwest. All this afternoon this wind blew fresh and there was a heavy fog, so thick that it seemed night and so wet that it was like a rain-storm, and there was a great deal of sea on. As there was a head wind, together with a dense and wet fog and a heavy sea, and as the current was carrying us to leeward upon the high land to the northward of Point Santa Margarita, all the afternoon and during the night we stood out to sea and lost sight of Point Santa Margarita. I note that all the land of Santa Margarita, as well as that to the eastward of it, is so thickly covered with forest that no part of it can be seen which is not clothed with a very thick growth of tall timber, the trees appearing to be cypresses. In the canoes of the pagans our people saw poles of pine, cypress, ash and beech, although I noticed only some of cypress and some of pine.

The same wind held at daybreak on the 23d; also yesterday's fog and the heavy sea. We continued to stand out to sea on the same course, making only a mile an hour, the wind being too fresh on account of the heavy head sea. Before noon the wind hauled to east-southeast and all day we stood due south, at the rate of two and a half or three miles an hour. No observation for latitude could be taken as the sun was not seen during the whole day. During the afternoon the drizzling rain continued to fall and it was quite cold. Seeing that the weather was so bad and the wind so contrary for running down the coast, we determined on a novena to San Juan Nepomuceno, to commence to-day, and another to Santa Clara, to commence on the 4th of August (God giving us life), in order to obtain from the Most Holy Majesty, through the intercession of these saints, that bettering of the weather which we need. I note that to-day the Captain told us the island which bore northwest by west on the twenty-first instant, lying off Point Santa Margarita, is called the Island of Santa Cristina,⁷ and the other high land bearing north by west is

7. Mr. Bancroft's writer says, (*History of the Pacific States*, XXVII., 154), that Father Crespi says Perez named this island *Santa Catalina*. A reference to the diary of Father Crespi, which is Document No. 19, will show that, among his notes of the 21st July he also says that the island was named *Santa Cristina*.

called Cape Santa María Magdalena. This cape is to the north-westward of Point Santa Margarita ; and, between it and said point, to the eastward is what appeared to be a large bight. The current drifting us away, as I have noted, we were unable to know whether this were gulf, strait, or bay into which some great river discharges, as the Captain fancies. This Cape Santa María Magdalena is distant ten leagues from Point Santa Margarita, and this also is the width of the mouth of, or entrance to, said bight or gulf. Cape Santa María Magdalena stretches out from east to west, and close to its western extremity is the Island of Santa Cristina, which seemed to us to be small and to lie about two leagues from the mainland. To-night, at eleven o'clock, the wind began to blow from the southwest.

The dawn of the 24th was rather clear and the wind was fresh from the southwest. From eleven o'clock last night until five this morning our course had been to the southeast. At five it was altered to east-southeast, that we might draw in with the land. To-day I celebrated the mass ; Father Fray Juan did not assist because just before it began a squall came upon us, some drops of rain fell and the wind freshened. To-day the navigating officers obtained an observation in $53^{\circ} 48'$. During the afternoon the wind died away; to a dead calm during the night. At sundown land was seen, and it seemed to us to be that we saw first as we approached the coast on the eighteenth instant. At eleven at night there was an appearance in the sky, in the north and the northeast, of some very brilliant northern lights.

The 25th dawned calm, the sky being very clear and cloudless. At six o'clock a light breeze sprang up from the east. Both fathers celebrated mass, and I administered the most holy sacrament to a sick sailor. As the wind blew off shore, the land being in sight to the eastward, about twelve leagues away, we could not sail toward it, and our course was south by east. At noon the navigating officers obtained an observation in $53^{\circ} 21'$. About one in the afternoon the wind shifted to northeast and was very light ; we sailed at the rate of a mile an hour on a course southeast a quarter east. This afternoon the coast and the snowy range were very clearly visible. At the foot of this range appears a high land with a knife-like summit and stretching from east to west. At its western extremity there is an insulated round rock with a flat top, resembling an oven, which seems to be an island, although we could not discover whether it is or not. Nor could we make out whether the high land referred to joins the slope of the snowy

range or whether it is an island separated from it. To the north-westward of this high land and the insulated, oven-like rock there appears to be a bight. About seven o'clock this evening a ship's boy named Salvador Antonio, a native of Gaynamota and married there, died. About six o'clock the fog began to thicken and it began to drizzle. At nine the wind hauled to northeast a quarter east, and it began to rain very heavily, especially so until eleven, and all night it continued raining with the same wind.

At dawn on the 26th it was drizzling, and there was a heavy fog. At four in the morning it began to blow from the south-southeast and the course was west-southwest until half past six, when we went about for the land with the ship's head due east. I celebrated the mass and the funeral service over the ship's boy who died yesterday. Father Fray Juan did not celebrate the mass on account of the bad weather, for there were showers of rain accompanied by a high wind and a sea so heavy that we could not keep our feet. At ten we went about and stood off shore with the ship's head to west-southwest, the weather being too bad for us to draw near to the land, for the wind was very high, a heavy sea was running and the day very dark, as it rained heavily all the time. It was impossible to get an observation. During the afternoon the wind went on increasing and shifted about from southeast to south-southwest; and it rained continuously. During the night the wind hauled to the southwest, and the course was south-southeast.

At dawn on the 27th the sky was overcast, it was raining as it had rained the day before and a high sea was running. The wind was from the southwest, but not so fresh. At eight in the morning it stopped raining, and after ten o'clock the weather began to clear and the wind to go down. At noon the navigating officers got an observation in $52^{\circ} 59'$. In the afternoon the sun shone clear, and the wind was light until night-fall, when it was calm.

The 28th dawned calm, with fair weather. The land was plainly visible at a distance of about eight leagues; it is high land, with many hills all running downward towards the sea. About seven o'clock the wind began to blow from the south and the sky to become overcast; but the wind soon died away and the sky cleared—so that at mid-day the navigating officers could get an observation. According to what they said, we were in $52^{\circ} 41'$. They took the bearings of the land also. The more northerly part bore north-northwest; the more southerly, east-southeast. The coast, from the fifty-fourth degree to this point, trends northwest and

southeast, and the land is all very high. The Captain named this land Sierra of San Cristóbal; and it is snowy, not only the hill in 53° but several others more to the southward. About three in the afternoon the wind began to blow very gently from the south-southwest, presently hauling to the southwest, and the course was made south-southeast. But the wind was so light that we made only a mile an hour, and it died away entirely at times during the afternoon and the following night. During this time there was no rain, but it was cloudy and rather cold.

At daybreak on the 29th the sky was overcast; but there was no fog, and the coast was seen plainly. It was about eight leagues distant, and the land is very high and broken. Along the summit are many peaks of different figures, as is the case in the rest of the Sierra of San Cristóbal. On the whole coast, from Santa Margarita in 55° to this place, we have not been able to discover any harbors, bights, bays, rivers, and the like, as well on account of the distance from it which we have kept, as because most of the time it has been cloudy and the horizon and the shore-line have been obscured. This morning the wind came from the southwest, with the same gentleness and intervals of calm as on yesterday. About eleven o'clock the wind hauled to south-southeast, and we went about and stood out to sea on a southwest a quarter west course. No observation of the sun was possible because of the very cloudy sky. During the afternoon it was almost calm, and by nightfall the wind died away entirely. The calm lasted all night.

During the morning of the 30th there were light winds from the east-southeast, and these took us farther away from the land, our course being south. About eight o'clock the wind went to south-southeast; it was light and variable and the ship's head was put to southwest a quarter south. Presently the wind hauled to the southward and was fresher. At noon we went about and stood east-southeast. At one, the wind having gone back to southeast, we went about and stood out to sea on a southwest by south course, making three miles an hour. The navigating officers could not get an observation as the sky was overcast. During the afternoon the force of the wind increased and there was a very high sea. Before night it was necessary to furl the fore-topsail, so that the topmast might not be carried away, or the foremast itself, by the heavy pitching of the ship. As the night came on it began to rain and it rained all night. At midnight the main-topsail was furled, for the wind increased in force, only the fore and main

courses remaining set. The ship rolled so much that all passed a bad night. During the first quarter of the night the wind was east-southeast; after midnight it went back to southeast and south-southeast.

At dawn on the 31st it was raining and the weather was very thick, although the wind was not so strong. We could not celebrate the mass because the weather was so bad, and there was a heavy sea causing great pitching of the ship. About half past eight the topsails were set, as the weather was better and the rain had ceased. The wind held all night and continued this morning, and the course was southwest a quarter west. About ten o'clock the wind freshened again and the weather became worse; there was a threatening of rain, but none fell. At noon it cleared a little, so that the navigating officers could get an observation in $51^{\circ} 58'$. During the afternoon the same wind blew very fresh, and the sky was very much overcast and dark. About seven some drops of rain fell; they were heavy and cold but soon ceased.

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At one o'clock on the morning of the 1st, the wind having gone to southwest, we went about and stood in for the land, on a south-southeast course, the ship going four miles an hour. About seven in the morning the wind, which was still very strong, hauled to south-southwest, and the course was altered to southeast. At eight the sky cleared and the sun was seen. About ten the wind went to west-southwest, but it was not so strong, nor was it so cold as it had been. At noon the navigating officers observed the sun in $51^{\circ} 35'$. During the afternoon the wind was in the same quarter and rather fresher, the ship being on the same course and going at the rate of three miles an hour. About seven o'clock the wind hauled to west and so remained all night, during which we stood south-southeast at the rate of three miles an hour. The night was very clear and the sky cloudless.

About half past four on the morning of the 2d the wind went to west-northwest and the ship's head was put to the southeastward, in order to draw in to the land. This morning the wind was not very strong, but it was almost a stern wind, and the send of the sea was favorable, so we made three miles an hour. At noon the navigating officers took an observation and said that we were in $50^{\circ} 20'$. At that hour the Captain ordered the ship's head to be put east by south, so as to make a landfall without losing too much latitude. The same wind continued until six o'clock in the even-

ing, when it hauled to west. During the night the fog and dew were heavy. We sailed on the same course until midnight.

On the 3d, until four o'clock in the morning, the course was southeast a quarter east, for we were afraid of the coast, as the fog was so thick we could not see if it were near. At four o'clock we again stood east by south. The wind blew fresh from the west until eight o'clock, when it hauled to the northwest. This was the long desired wind which we had not had for one single hour. The fog lasted all the morning, for which reason we could not make out the land. At noon the navigating officers took an observation of the sun in $49^{\circ} 24'$. After mid-day, by order of the Captain, the course was east, so that we might draw in to land and examine the coast in case the fog should lift, for, according to his reckoning, we should be very near it. At three in the afternoon, seeing that the fog did not lighten and that the wind freshened, the Captain ordered the topsails to be reefed and the ship's head to be put southeast a quarter south, until such time as it may please God to give us the fair weather necessary for us to go to the coast. At five the fog began to lift; and, it being clear and the coast not being visible, the reefs in the topsails were shaken out, all sail was set and the ship's head was put to the eastward, so as to see whether before the night fell we might make the land. The wind freshened continually and we made five miles an hour; the rest of the day we had made four and four and a half. But we could not see the coast, for which reason, at nine o'clock, sail was reduced to the foresail only, and thus we made two miles and a half an hour. At twelve the fog shut in again, very thick.

It was now the 4th, and the ship was hove to under her mainsail. It was daybreak at four o'clock, and, the fog being very thick, the foresail and the topsails were set, and we went to the eastward. The wind hauled to the northward, very fresh, and soon there was a heavy sea on. At eight o'clock, as the fog did not lift, while both wind and sea were increasing, the topsails were furled again, and, under the foresail, the ship stood east-southeast, for we could not see the coast, which, according to the reckoning of the navigating officers, is thought to be very near. At eleven the weather began to clear a little, but no land was seen. At noon the sun was observed in $48^{\circ} 52'$. At one o'clock, the weather being clear, the mainsail and the topsails were set, and we went towards the coast, our course being east-northeast, the ship making four miles an hour. This afternoon the wind went to north-northeast and blew as strong as it had blown from the

north in the morning, To-day is the only one during the voyage on which we have seen the sun set clear. During the night the wind held with the same strength ; and, as the sea was very high, there was much pitching and tossing and little rest. This afternoon we commenced the novena to Santa Clara, as we had promised, for the purpose of imploring divine aid through the intercession of this glorious saint, to the end that the Lord may concede to us favorable winds and fair weather, so that we may sail along the coast and comply with the charge and orders of the superior government, if it be acceptable to the service of God and the King Our Lord.

The 5th dawned clear, the sky was cloudless and there was no fog. Yet we could not see the coast ; though, according to the reckoning, we should have made land two days ago. Undoubtedly the error consists in miscalculating the variation of the needle ; but, from observations of the north star we have made, the needle does not vary more than two points. This morning the wind went back to the northward, though now not so strong ; and, at five o'clock, the course was made northeast a quarter east. About seven the reefs were shaken out of the topsails and all sail was made. The wind died away, little by little. At noon our latitude was 48° . During the afternoon so light was the wind that we made but two miles an hour. The sun gave out a great deal of heat, and it was the pleasantest day of the voyage as to warmth and clearness. To-day we saw much sea-weed of the kind called *porras* by the sailors, and this is a good sign that we are not far from land. The wind was light during the afternoon and night, and the weather was very fine.

At midnight the wind was very light, from the northwest ; and the course was changed to northeast. At four o'clock on the morning of the 6th, the day breaking very clear and no land being seen, the ship's head was put northeast a quarter north. From this time the wind began to freshen, and we made three miles an hour. At eleven o'clock land was seen, but very far away. It appeared to be high land, for over the bow we saw a snowy hill which seemed to be very lofty. At noon the navigating officers took an observation, and Don Juan said we were in 48° , the same as yesterday, but Don Estéban said that he obtained an observation in $48^{\circ} 52'$. I do not know why the results of these observations were not alike ; to-day, as on all other days, we were informed of the ship's position. During the afternoon the wind held from the same quarter, but it died away gradually until, at

eight o'clock at night, it was a dead calm, and the dew began to fall and a fog to arise, though this was not very thick. At eleven o'clock the fog was thicker.

At dawn on the 7th it was calm, and the fog was so thick we could not see the length of the ship; there was a heavy dew. To-day both fathers celebrated the mass. The navigating officers could not obtain an observation of the sun, for the fog lasted all day and we did not see the sun. During the afternoon we saw some great fishes which seemed to be sharks, but it was said that they were not. These are the first fish we have seen during the voyage. The calm continued all day and during the following night.

On the 8th, at four o'clock in the morning, the wind came from the east, light and variable, and the course was north. The day dawned with the sky very much overcast, but there was no low-lying fog nor dew. At eight o'clock the wind hauled to the south-east, although it was light, and we stood in towards the land on a northeast course. Whether it was that the current had carried us away from it during the calm, or because of the foggy weather, we saw no land. At about eleven o'clock we caught sight of land, but did not see the snowy hill, for the coast was covered with a fog. The land which we saw bore northeast, about six leagues away; it was rather high and covered with forest. In the southeast there was a point stretching out to the sea. All the morning the ship made three miles an hour. At mid-day the sun was a little clearer and the navigating officers took an observation. Don Estéban told me that our position was $49^{\circ} 05'$; the Captain did not say what he made it. About two o'clock in the afternoon, when we were about three leagues from the land, the wind began to die away; but, aided by puffs, we reached to within about two leagues of it. Here several casts of the lead were had, with bottom in twenty-two and twenty-four fathoms. About four o'clock three canoes came out to us; in one were four men, three in another and two in the third. They remained at some distance from the ship, crying out and making gestures that we should go away. After some time, we having made signs to them that they should draw near without fear, they did so, and we gave them to understand that we were in search of water; but they could not have been satisfied with our signs, and went back to the land. In going back they met with two other canoes which were coming out to the ship; but, after communication had between them, they turned back towards the land. At six, having arrived within

about a league of the land, and good holding-ground being found in twenty-five fathoms, the ship came to an anchor,⁸ so that on the following day we might go ashore and take possession of the land in the name of the King Our Lord. At the time of anchoring the wind had died away completely. About eight o'clock at night three canoes, with fifteen pagans in them, came to us; but they remained at a distance from the ship, their occupants crying out in a mournful tone of voice. We called to them, and they drew near. Shortly afterward they went away again, but, until after eleven o'clock, they remained at a distance of about a musket-shot from the ship, talking among themselves and sometimes crying out. The canoes of these pagans are not so large as those we saw at Point Santa Margarita in latitude 55°, nor of the same shape. The largest are about eight yards in length, with a long prow, hollowed out, and their sterns are blunter. The paddles are very handsome and are painted and are shaped like a shovel with a point about a quarter of a yard long at the end. These canoes appear to be of a single piece; though not all of them, for we saw some of pieces bound together. All are very well made.

The 9th dawned calm and clear towards the northwest, but in other quarters there was fog. Having been aroused, the crew began to get the long-boat over the side, in order to go ashore. While this was doing there arrived fifteen canoes with about a hundred men and women. We gave them to understand that they might draw near without fear, and presently they came to us and began to trade with our people what they brought in their canoes, which consisted only of the skins of otters and other animals, hats of rushes, painted and with the crown pointed, and cloths woven of a kind of hemp, having fringes of the same, with which they clothe themselves, most of them wearing a cape of this material. Our people bought several of these articles, in exchange for old clothes, shells which they had brought from Monterey and some knives; for these and the shells they manifesting greater liking. We did not see cloths woven of wool among them, as at Santa Margarita, nor are they so fully clothed as were those natives. These women do not have a metal disk pendent from the lip. In the possession of this people were seen some implements of iron and copper. About six o'clock in the morning, the long-boat being now in the water, the wind was set in from the west, and it was

8. Mr. Bancroft's writer gives this date as the 7th, and the date of cutting the cable as the 8th. (*History of the Pacific States*, XXVII., 155.) Reference to the account of Father Crespi shows that he, also, gives these dates as they are given by Father de la Peña.

noticed that it was forcing us towards the land, the anchor not holding. Immediately preparations for weighing anchor were made, so that sail might be made and peril avoided. But the high wind and the sea carried us steadily towards the shore, so that it was necessary to cut the cable and lose the anchor. The cable being cut, sail was made with the ship's head to the southwest a quarter south, and with great difficulty we managed to weather a rocky point that stretched out about a league into the sea. The Captain named the anchorage the Roadstead of San Lorenzo, some hills which were to the northwestward of this roadstead he called Hills of Santa Clara, and the point to the southeastward he named San Estéban. According to what the Captain told us, this roadstead is in latitude $49^{\circ} 30'$. Having weathered the point of rocks, and being about three leagues off the land, so great was the force of the wind and the sea that it was necessary to take in all sail except the fore-staysail, so that the long-boat might be got on board. This was effected with great difficulty, and the boat was well-nigh lost, together with some men who were in it. The long-boat being got on board, sail was made and the ship's head was put to the south-southwest. The wind kept freshening and the sea rising. At noon the navigating officers took an observation and, as the Captain told us, the position of the ship was $49^{\circ} 12'$. During the afternoon the wind hauled to northwest; the wind died away gradually; at nightfall its force was very slight and during the night it was calm.

At daybreak on the 10th the calm continued. The sky was overcast but the fog was not low, and the coast was made out confusedly, at a distance of fifteen leagues. To-day we two fathers celebrated the mass. At noon the sun did not shine, for which reason no observation was taken. All day the sky was overcast and the calm continued, although during the afternoon there were occasional breezes from the northwest, so light that one could scarcely note the movement of the ship. During the night the sky cleared a little and the calm continued.

The 11th dawned calm and the sky was cloudy—as it was yesterday. The coast was seen very distinctly to the northeast and about ten leagues away; to the eastward and northward it was farther off. The bend of the sea was from the northwest; there were light puffs of wind, and the ship was drifting to east-northeast, as had been the case since the wind had become less. To the eastward we saw a very high hill covered with snow, which, at first sight, appeared to be a white cliff. The rest of the land is

high also, and all is very broken, but without snow except on the hill mentioned. About ten o'clock the sun shone out a little, and at noon the navigating officers took an observation in $48^{\circ} 09'$, according to what the Captain told us. During the afternoon light breezes still came from the northwest; they were somewhat stronger than in the morning, but not so constant. At three o'clock the ship's head was put to the eastward, and, after four o'clock, the wind came stronger from the northwest. We made three miles an hour on the course mentioned. At five o'clock, being at a distance of some seven leagues from the snowy hill, which the Captain named the Hill of Santa Rosalía, it was apparent that it was not a white cliff, as it had been thought to be by some; and, farther to the northward, other snowy peaks were seen. From a distance the snowy hill of Santa Rosalía seemed to be close to the sea; but, on drawing nearer to it, it appeared that it was inland, at some distance from the shore, like the snowy hill to the northward of the roadstead of San Lorenzo. At six o'clock everything was hidden by a fog so thick and wet that the bow of the ship could not be seen from the stern; but, in less than an hour it had disappeared, the weather being fair although the horizon was obscured. After seven o'clock the course was southeast, the intention being to remain near the coast, in order to find out whether on the day following an anchorage might not be found. The wind continued light from the northwest, and at ten o'clock at night the fog came on again.

As the 12th began the wind went to south-southeast, and the ship's head was put to the eastward. So much moisture came from the fog that it seemed a shower. At four o'clock we went about and stood seaward on a west by south course, for the weather was so thick by reason of the fog that the land could not be seen, although so near. This morning there was a good deal of rain and some squalls. The wind was not very strong but, because of the dampness, it was cold. At nine o'clock the wind went to the southwest, and we tacked and stood for the land, on a southeast course. To-day no observation could be had on account of the fog, the sun not being seen at any time during the day. At four in the afternoon the wind went back to the southward, and the ship went about and stood off shore on a west by south course. During the night the fog became much denser and there was a drizzling rain until dawn. The wind remained variable, from south to southwest and was very light all night, which we passed in standing off and on.

At daybreak on the 13th the sky cleared and the sun shone out well for about two hours; about seven o'clock the sky became overcast again. At dawn we were near the coast, about five leagues away, and a considerable stretch of land was discerned, not very high and covered with forest. There were several breaks in the line, like bights; but, as the wind was light and on the beam, we could not get near it. About nine o'clock the southwest wind freshened considerably and there was a heavy sea on. All the morning our course was southeast and south by east. No observation could be taken as the sky was overcast. During the afternoon the sun shone out at intervals and the wind went to the westward; it was not very strong, but there was a very heavy sea. During the night the wind was shifting from west to northwest, and the ship rolled a great deal. All the afternoon and night the course was south by east, and we made two miles and a half an hour. The sky remained overcast with very dense and black clouds from which some drops of rain fell.

The 14th dawned with a cloudy sky, although it was not so overcast as it had been yesterday and during the night. The wind came from the north, very light, and, as the sea was from the west, the ship rolled so that we could not keep our footing, for which reason it was not possible to celebrate the mass. Although the coast was very much obscured by the fog, about seven o'clock in the morning we saw land to the eastward, about eight leagues or more away. During the morning there were some squalls; also rain, though not much. At eight o'clock the wind went to the northeast, very light and shifting. The sky cleared several times, but every little while it was overcast again and squalls came up. At noon the navigating officers took an observation of the sun in $46^{\circ} 08'$, as the Captain informed us, but they were not satisfied with this observation, for, while they were taking it, a squall came up and hid the sun. During the afternoon there were light winds from the northeast, and the sea was from the west, almost as heavy as in the morning. At nightfall the wind went back to the north and blew fresh; all night long we made three miles and a half an hour on a south-southeast course. The sky was clear and cloudless.

The 15th dawned very fair and the sky was clear; the wind fresh, as during the night. To-day, although there was a good deal of tossing about as the sea came from the west, with some difficulty I celebrated the mass. Father Fray Juan did not celebrate as he feared the movement of the ship. At dawn we were

about four leagues off the coast and saw a considerable stretch of land of medium altitude and covered with a growth of trees—as they told me, for I was unable to distinguish this. According to what the Captain said, this stretch of land trends north-northwest and south-southeast. From three o'clock in the morning, when land was seen, until eight, the course was south by east; and, after eight, south-southeast. At noon the navigating officers took an observation, and, as the Captain told us, we were in $44^{\circ} 35'$. All the morning we ran along the land, about three leagues from it; during the afternoon our course was the same, and the coast was very clearly visible because the land was not so obscured by vapor as it had been in the morning. This land is thickly covered with timber, apparently pine, not only on the summit but along the flanks of the hills. Immediately on the coast we saw some level land where there was no timber but a heavy growth of grass, and there were several white cliffs close to the sea, and some ravines, or openings, running northeastwardly and northwestwardly. In all the land seen to-day we could not discern any snow. More to the southward the land is low-lying. At six o'clock land stretching out ahead of us and to the southward was seen, and from that time until eight o'clock the course was southwest; at this hour the ship's head was put to the southward, and this course was held all night. All day the sun was out, but the wind was very cold and so strong that at nightfall the ship was going at the rate of five miles and a half an hour, under courses and reefed topsails.

The 16th dawned fair and the sky was clear, as it was yesterday, but the horizon was very much obscured by a smoke-like fog. The wind was fresh, although not so much so as during the night. The land could not be seen, on account of this smoky appearance, but it was thought that it could not be very far away because the sun was already high in the heavens when we saw it. At five o'clock in the morning the ship's head was put to south-southeast. At eight the wind began to die away and the fog to thicken so that we could hardly see the sun. At noon it was dead calm. The navigating officers took an observation, and the Captain said that our position was in $42^{\circ} 38'$. During the afternoon a very wet, cold fog arose, accompanied by shifting puffs of wind from the southeast and east-northeast. At sunset the sky was somewhat clearer, but the horizon remained obscured, except in the west. About nine at night the horizon was clear in all quarters, but it soon became obscured again and a heavy dew fell. All day

long the coast was invisible, on account of the fog, and because, undoubtedly, we were so far away from it; as at nine we could not see it, although the moon was very bright, for the horizon was as I have said. I conjecture that in this latitude are situate the white cape of San Sebastian and that famous deep, navigable river called the River of Martin de Aguilar, which was discovered by the ship under his command during the voyage of General Sebastian Vizcaino; for, although it is recorded in history, in accordance with an observation made by Antonio Flores, navigating officer of said ship, that the cape and river are in 43° , the latitude should be taken to be less than this, because observations with the modern octant have made the latitude less at other places where it had been determined by means of the instruments of that time. At half past eleven at night a gentle breeze came from the northwest; in a little while the wind went to the north and remained in that quarter during the night, constantly increasing in force. All night the course was south by west.

Dawn on the 17th was quite foggy, and the wind so strong that it was necessary to reduce sail to the foresail only. After five o'clock, at which hour this was effected, the course was south. I do not know what the rate of sailing was for the log is no longer hove. At six o'clock the sky and the horizon began to clear partially. At mid-day the navigating officers got an observation in $41^{\circ} 27'$, as the Captain told us. At one o'clock the wind had lessened a little and the mainsail and the fore-topsail were set. At that hour the ship's head was put south-southeast and this was the course during the afternoon. Although the weather was clear all day the land was not seen, the horizon being hazy. By night the wind had fallen still more, and our course was southeast and southeast by south. This was the coldest night of the whole voyage, but it was clear until nearly daybreak.

About four o'clock in the morning, on the 18th, the fog was very dense and wet, the wind had almost died away, and, the course being southeast, with the little wind that was stirring and the sea being from the northward, the rate of sailing was good. This morning the cold was felt much more. At ten o'clock the sun began to shine forth, though feebly. On account of the fog no observation was taken to-day, but I think that we were in 40° , although there might be a difference of a few minutes. At one o'clock the sky was very clear, but the horizon was much obscured, except in the northwest. All the afternoon the sun shone and there were light puffs of wind from the north. At nightfall these

were stronger and the night was clear until half past eleven o'clock, when it was a dead calm and the sky was covered with a very thick fog, while there fell a dew so heavy that it seemed as if it had rained.

On the 19th it was still calm, with the fog and the dew as during the night. This morning light winds came from the southeast and the course was southwest, but the movement of the ship was very little. By reason of the fog the sun was not seen during the morning, nor could an observation be taken at noon. In the afternoon it was still calm, and there were shifting, light winds from the north and northeast, the ship's head being kept southeast and south-southeast. About seven it began to blow gently from the northwest, and the ship's head was put southeast a quarter east; but before eight o'clock the wind died away, and all night long there was a calm. During the whole day the fog did not lift, nor could the sun be seen. It was quite cold and a heavy dew fell. I think that this dampness is the cause of the *mal de Loanda*, or scurvy; for, although during the whole voyage there have been some persons affected with this sickness, these cases have not been as aggravated as they are now, when there are more than twenty men unfit for duty, in addition to which many others, though able to go about, have sores in the mouth and on the legs; and I believe that if God do not send better weather soon the greater part of the crew must perish with this disease, from the rate they are falling sick of it during these days of wet and cold fog.

The dawn of the 20th was calm, and the fog was as dense, cold and wet as it had been during previous days. It lasted all day, without letting the sun be seen, except that it was clear for a short time at noon, sufficient for us to learn whereabouts we were. At this hour the Captain got an observation of the sun in $39^{\circ} 48'$, but said that this observation was not reliable because of the little brilliancy of the sun and as the horizon was obscured. During the afternoon the sails were taken in because they were being threshed to pieces against the rigging owing to the calm and the rolling of the ship. All day long and during the night a great deal of moisture fell from the fog, which was extremely dense and cold. This makes all of us very disconsolate, for it is seen that the men continue sickening, and we do not know definitely where we are, there having passed three days without the navigating officers being able to observe the sun with accuracy. May it please God to give us that which may seem good to him.

At one o'clock on the morning of the 21st it began to blow gently, and by fits and starts, from the east, east-southeast and southeast. At dawn such was the humidity of the fog that it seemed a shower. The puffs of wind soon died away, so that they barely served to tear the sails. To-day I celebrated the mass; Father Fray Juan did not, because he was sick of an indisposition of the stomach. At nine in the morning it began to blow from the southeast again, although very gently, and the ship moved, though slowly, to the south-southwest. At half past eleven we went about with her head to east-northeast. At mid-day the sun brightened a little and the Captain got an observation, though not a very reliable one, in $39^{\circ} 30'$. During the afternoon the fog became much thicker, and a great deal of water, as cold as ice, came from it, and there were light winds from the southeast. At six in the evening the fog lifted, and the weather was somewhat clearer, though the sky remained cloudy, and the wind, which was variable, blew rather fresher from the southeast and south-southeast. At night-fall the sky was clearer and the moon was seen. All night there were puffs of wind, and the course was east-northeast and east by north.

The 22d dawned with a cloudy sky, but there was neither fog nor dew, while the horizon was fairly clear. At five o'clock the coast was made, about six leagues away. To the northward was a point of land close to the sea. It bore north-northwest, about nine leagues distant, and the land beyond that point to the south-eastward is very high and broken for a distance of more than five leagues. That adjoining this on the southeast is the land which is nearest to us to the eastward, and is of medium altitude and clothed with timber, at least on the summits, which were plainly seen when the sun shone out. On the southeast there was a long stretch of lower land, like a range of hills. The point referred to, which remained in sight on the north-northwest, we took to be Cape Mendocino; if this be the case, this cape must be in 40° , a few minutes more or less, according to an observation the Captain obtained yesterday and the course we have held. At half past five we went about and stood off shore, to the southwest and the south-southwest, with variable light winds from the south-east and south-southeast. This morning the sun shone out at intervals but was soon hidden by clouds, and the weather was milder than it has been. At noon the sun shone out, and all around the horizon was very clear. The navigating officers obtained a very satisfactory observation, and the Captain said that

the ship was in latitude $39^{\circ} 46'$. About three in the afternoon the sky was overcast again. At four we tacked and stood for the land, the course being east-northeast and the wind very light from the southeast. At five we went about again, and the wind was a little less. All night long it was calm, except for an occasional puff of wind from the southeast; the sky was overcast, though not very dark, and there was fog on the horizon, although no dew fell.

At daybreak on the 23d we discovered the coast, although it was a long way off and rendered indistinct by the fog. This morning it began to blow very light from the south-southeast. Our course was southwest, and we soon lost sight of the land, for a thick fog shut down all around us. After nine o'clock the sun was seen at intervals, but these were very brief. To-day no cold was felt, the weather being very mild. At ten the wind began to freshen and the sky became so overcast that no observation of the sun could be obtained. During the afternoon the force of the wind decreased, and by six o'clock it had died away entirely. After eight o'clock there was a drizzling rain, which continued at intervals until twelve. At ten o'clock at night it began to blow very gently from the east, but soon the wind hauled to the northeast and was rather stronger. All night the course was southeast by east.

Before dawn on the 24th the wind went to the northward and blew rather strong until eight o'clock in the morning, when it was almost a dead calm. This morning we two Fathers celebrated the mass. The sky remained so clouded over that only at six o'clock was the sun visible for a short time. About ten it began to blow rather fresh from the north, but the wind died away gradually. At eleven the sky became very dark, and rain threatened; some drops of water fell, though they were few, and presently the fog returned, wet but not very thick. The navigating officers were not able to get an observation because the day was so cloudy and dark. At four in the afternoon the Captain ordered the course to be made southeast, because, although during the day land was not seen, it was considered that we could not be very far away from it and that undoubtedly we should have seen it had not the day been so dark. After eight in the evening the vessel rolled a great deal, for there was a very heavy sea from the north. After that hour the wind was from the northwest, very light, and the ship's head was put to southeast a quarter east. The sky was much obscured and the horizon concealed by fog.

At half past three on the morning of the 25th there was a dead calm, but all the time there was a very heavy sea from the north;

farther up the coast, undoubtedly, it has been blowing strong from that direction. During the morning the sky remained very much obscured, and there was a great deal of fog on the horizon, and, from time to time, light, variable winds from the east and south-east. At eleven o'clock it began to blow rather fresh from the southeast, and the course was made northeast. At that hour the sky cleared a little, and the sun was visible, although the horizon remained obscured as before. By twelve o'clock the wind had died away again. To-day the navigating officers obtained an observation, and the Captain told us we were in latitude $38^{\circ} 38'$. During the afternoon the sky was covered with clouds, and there were light puffs of wind, at times from the north and then from the south. About six o'clock in the evening the wind went to north-northwest and was steady but light. By nightfall it was stronger, but shifted about between northwest and west-northwest. From six o'clock to eight the course was east-southeast; during the rest of the night it was southeast by east. The night was very dark, and there was a good deal of wet fog.

At daybreak on the 26th there was a great deal of fog and dew, and a very light wind. Just after dawn the ship's head was put east-southeast. The coast could not be seen on account of the heavy fog and the thickness of the weather, but we saw many land birds, great and small, and some ducks of a kind said to frequent fresh water. At eight o'clock the wind had died away entirely, and so much moisture came from the fog that it seemed to be raining. At nine light puffs of wind from the northwest began to blow again; the wind soon freshened and the weather cleared a little. At ten o'clock, at the distance of a league and a half to the southeast, the Farallones of San Francisco were seen; these lie southwest of Point Reyes and the Port of San Francisco,⁹ about five leagues away the Captain said. As soon as these *farallones* were seen the Captain ordered the course to be

9. Mr. Bancroft's writer, (*History of the Pacific States*, XIII., 228), says "beyond a mere glimpse of Mendocino and the Farallones." The "glimpse" of the *farallones* seems to have been a very decided glimpse. The writer adds: "It is to be noticed that in speaking of the latter islands as a landmark for San Francisco the diarists clearly locate that port under Point Reyes, and speak of the other bay discovered five years before as the *grande estero*, not yet named." In this diary Father de la Peña says nothing about any "*grande estero*." That Father Crespi says nothing about "the *grande estero*" will be learned from his own statement in the document printed hereinafter. Mr. Bancroft's writer, in a foot-note to the page last referred to, accuses Father Crespi of making "a long and confusing argument" about whether or not these *farallones* were those seen by the expedition of 1769, an expedition of which Father Crespi was a member. As the writer makes Father Crespi say that the *farallones* seen on this 26th August, 1774, were "50 leagues from Pt. Reyes," it is not to be wondered at that, in that writer's opinion, the friar's "argument" is rather "confusing." In writing of the port of San Francisco both Fathers wrote of the "puerto de San Francisco," now known as "Francis Drake's Bay," or "Drake's Bay." The *farallones* were called "*Farallones de San Francisco*" long before the present San Francisco Bay was known or dreamed of.

made southwest, so as to leave them to leeward, as it is not known whether the passage between them and the mainland is good or not. As the wind was fresh, at eleven o'clock we were already up with them; and we saw, farther to the southeast, another group of *farallones*, about two leagues to the southeastward of the first. The first group consists of seven high, sharp crags, some larger than others, and near them some rocks under water. They occupy, all together, an area of about a league in circumference. We passed very close to them. Those to the southeastward appear to be larger. I could not make out with certainty how many in number they are, for we passed them at a distance; but it seemed to me that there were six craggy peaks, one of those in the middle being greater than the others. When we had gone to a short distance beyond the first *farallones* the head of the ship was put south by west, and, at twelve o'clock, south by east. We could not see the coast, nor get an observation, because, in all directions, the fog was very thick. All the afternoon the same very favorable wind held and our course was to the southeastward. At sunset the sky cleared, and the horizon to the northward and westward; to the southward and eastward it remained obscured, for which reason we could not see the land. During the night the wind freshened a little, and the ship's head was put southeast a quarter east, in order that we might get in toward the land in order to make an examination of it at daybreak on the day following.

The 27th dawned clear, although the sky was rather cloudy and the horizon obscured by fog. As the day broke land was made to the eastward, about three leagues away, and it was said to be Point Año Nuevo. We held on to the southeastward until ten o'clock, when Point Pinos was seen, and then our course was east-southeast until we cast anchor. At nine in the morning the sky became very clear and the sun shone out well. At noon the navigating officers got an observation, and our position was found to be about four leagues to the northwestward of Point Pinos. The Captain said that the latitude was $36^{\circ} 35'$. During the afternoon the wind remained fresh, but it was hauling to the westward; and, about three, when we were abreast of Point Pinos, it went to the southwest. It lacked a little of four o'clock in the afternoon when we came to an anchor in this port of San Carlos de Monterey. Blessed be God and forever praised, and his most holy mother, Our Lady Mary! Amen.

I note that, during the whole voyage, there has been no misfortune on board of the vessel—blessed be God! There is lacking neither mast nor yard, nor a strand from the rigging—although strong winds and heavy seas have been met with.¹⁰ But in this ocean it is a circumstance to be noted that, as soon as the wind is calmed, the sea falls and is at rest; I think that for this reason it was named by those of old the pacific sea.

I note, also, that, from fifty-five degrees of latitude, the altitude reached by us, to the port of Monterey, we have not been able to learn whether or not there are harbors, bights or other anchoring grounds, because of the distance we have kept from the coast during the homeward passage and on account of the thick weather we have had almost every day during the voyage. Of all this the navigating officers, who are intelligent and skilled in such matters, will give a better account.

Finally: I note that I have written this diary day by day during the voyage, being charged to do so by the Reverend Father President; and, that I might accomplish this, the Captain has done me the favor to communicate to me, almost every day, the latitude in which we were, while, in order to know the courses sailed, I took care to observe closely the needle in the binnacle. And, for the purpose of attesting that what I have written in this diary is the truth, I sign it at this Mission of San Carlos de Monterey, this 28th day of August, 1774.¹¹

FRAY TOMAS DE LA PEÑA.
(a rubrica.)

Document No. 19.

DIARIO que yo Fray Juan Crespi Misionero del Apostolico Colegio de Propaganda fide de San Fernando de Megico formo del viaje de la fragata de su Magestad nombrada Santiago, alias la Nueva Galicia mandada por su capitan y alferez de fragata Don Juan Perez, que por orden del Ex^{mo} Sr Baylio Frey D. Antonio Maria Bucareli y Ursua Virrey de la Nueva España va á hacer de

10. Father de la Peña appears to forget the death of the ship's-boy and the loss of the anchor and cable.

11. It should be remembered that Mr. Bancroft's writer acknowledges (in a foot-note to page 156, Vol. XXVII., *History of the Pacific States*) that his fragment of this diary of Father de la Peña begins with *August 9th*! He does not explain why the document could not have been obtained entire—as it is given here.



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