Island of the Blue Dolphins

The Golden Round

Grade Level
Middle School: Sixth Grade through Eighth Grade
High School: Ninth Grade through Twelfth Grade

Subject
Social Studies

Common Core Standards
6–8.RH.1, 6–8.RH.2, 6–8.RH.4, 6–8.RH.7, 6–8.RH.9; 9–10.RH.1, 9–10.RH.2, 9–10.RH.4, 9–10.RH.7, 9–10.RH.9; 11–12.RH.1, 11–12.RH.2, 11–12.RH.4, 11–12.RH.7, 11–12.RH.9

Background Information
The goal of this lesson is to help students learn about the lasting human, environmental, and financial impact of the nineteenth-century Pacific trade, which involved the exchange of goods and the spread of disease between and among the people of the Northwest Coast, California, Hawaii, Canton (Guangzhou), and numerous Pacific islands and urban centers (e.g., Boston, Philadelphia, New York) on the east coast of the United States. Students will trace nineteenth-century maritime trade routes, gaining familiarity with Pacific geography and understanding of how the sea otter trade that is featured in *Island of the Blue Dolphins* figured as part of a much larger network of exchange.

Most students of American history have learned about the Triangle Trade, the name given to the movement of ships, raw materials, processed goods, and people (enslaved Africans) between Africa, the Caribbean, and New England (one triangle) and between Western Europe, the Americas, and Africa (a second triangle) before the importation of enslaved people was outlawed in the early nineteenth century. Fewer have learned about trade in the Pacific, which generated fortunes during the early republic and, following the disruption of the War of 1812, the antebellum period; this money helped to fund the United States' industrial revolution.

This lesson focuses on one small part of that larger Pacific trade, "the Golden Round." As its name suggests, the Golden Round involved circumnavigating the globe. American ships typically set forth from New England, rounded Cape Horn off the tip of southern Chile, and circled north to the California and Northwest coasts, part one of the circumnavigation (in the twentieth century, this trip between the Atlantic and Pacific Oceans would be considerably shortened by construction of the Panama Canal). Part two of the circumnavigation began after a ship arrived, deposited an array of goods and foodstuff, and filled its hold on the west coast of North America; it would then continue to Canton (Guangzhou), China. Finally, on the third leg, the ship would round the Cape of Good Hope on the tip of South Africa and return to New England. Profits were made

at each of the three major stopping points: on the Northwest Coast, in China, and in New England.[1]

Ships engaged in the Golden Round represented only a fraction of US maritime traffic in the Pacific—an average of three ships made the entire round-the-world voyage each year between 1788 and 1826. But additional vessels regularly participated in *portions* of the Golden Round.

All the "Yankee captains" sailing and trading in the Pacific benefited from the fact that their activities were almost completely unregulated by the US government. This helped the men involved to accumulate considerable wealth. But there were high costs. The Pacific trade relied on the heavy exploitation of maritime animals (including sea otter) and involved a series of unequal exchanges between American ships and indigenous communities throughout the Pacific. Some native peoples were pressed into service of the Pacific trade against their will; others were compelled to accept the influence of foreign missionaries. All native peoples who came into contact with European and American sailing ship were exposed to new, deadly diseases.

Materials

- Copy of Documents for "The Golden Round" for each student (provided)
- Computer, projector, Smartboard (if possible)
- Library or cart of teacher-selected reference books and (if possible) computers for each student/student group
- Copy of the Post-Activity Reading for teacher (provided)

Procedure

1. Project the "Golden Round" map in such a way as to allow for extensive note taking on the board.
2. Introduce students to the "Golden Round," using background information provided above.
3. Distribute copy of Documents for "The Golden Round" to each student.
4. Complete the map activity as a class, planning a trip around the world. Three students should be designated as class notetakers. One will annotate the map. One will write instructions for the captain. And one will keep a running list of justifications for each decision made. Students should take turns in these roles.
    a. Teachers might ask students to also annotate their own copies of a map and take their own notes simultaneously.
    b. **Note:** Text resources in the Documents activity sheet are color-coded. Write map annotations and captain instructions in a marker color that corresponds to the document that students are using to justify their decisions (if more than one document informs the decision, use more than one color to write the annotation—for example, writing in black and placing a purple square around the text). The class will need to create other

[1] Spanish ships also engaged in this Pacific trade, but they had a shorter route to travel: they made a triangle between Acapulco (Mexico), Manila (Philippine Islands), and Canton (China).

designators (different colors or other defining features) for outside resources consulted for the work.

c. If this activity is completed with high school students (and by teacher discretion, with middle school students), an additional student should generate a running justification for each decision made on the board—again, use colored markers to designate sources: how do the documents accompanying this lesson help to lead the class to stop at a specific port and/or exchange specific goods when and where they do?

5. Share the Post-Activity Reading (provided) with the class.

Enrichment Activities

For further reading:

Briton C. Busch and Barry M. Gough, eds., *Fur Traders from New England: The Boston Men in the North Pacific, 1787–1800; The Narratives of William Dane Phelps, William Sturgis, and James Gilchrist Swan* (Spokane: Arthur H. Clark, 1997).

Eric Jay Dolin, *When America First Met China: An Exotic History of Tea, Drugs and Money in the Age of Sail* (New York: W.W. Norton, 2013).

James R. Gibson, *Otter Skins, Boston Ships, and China Goods: The Maritime Fur Trade of the Northwest Coast, 1785–1841* (Seattle: University of Washington Press, 1992).

Jim Hardee, "Soft Gold: Animal Skins and the Early Economy of California," in *Studies in Pacific History: Economics, Politics, and Migration*. Eds. Dennis O. Flynn, Arturo Giráldez, and James Sobredo (Burlington, VT: Ashgate, 2002).

David Igler, "Alta California, The Pacific, and International Commerce Before the Gold Rush," in *A Companion to California History*, eds. William Deverell and David Igler (Malden, MA: Wiley-Blackwell, 2008): 116-26.

---"Diseased Goods: Global Exchanges in the Eastern Pacific Basin, 1770–1850," *American Historical Review* 109, no. 3 (2004): 693–719.

---*The Great Ocean: Pacific Worlds from Captain Cook to the Gold Rush* (New York: Oxford University Press, 2013).

Mary Malloy, "Boston Men" on the Northwest Coast: The American Maritime Fur Trade, 1788-1844 (Fairbanks, AK: Limestone Press, 1998).

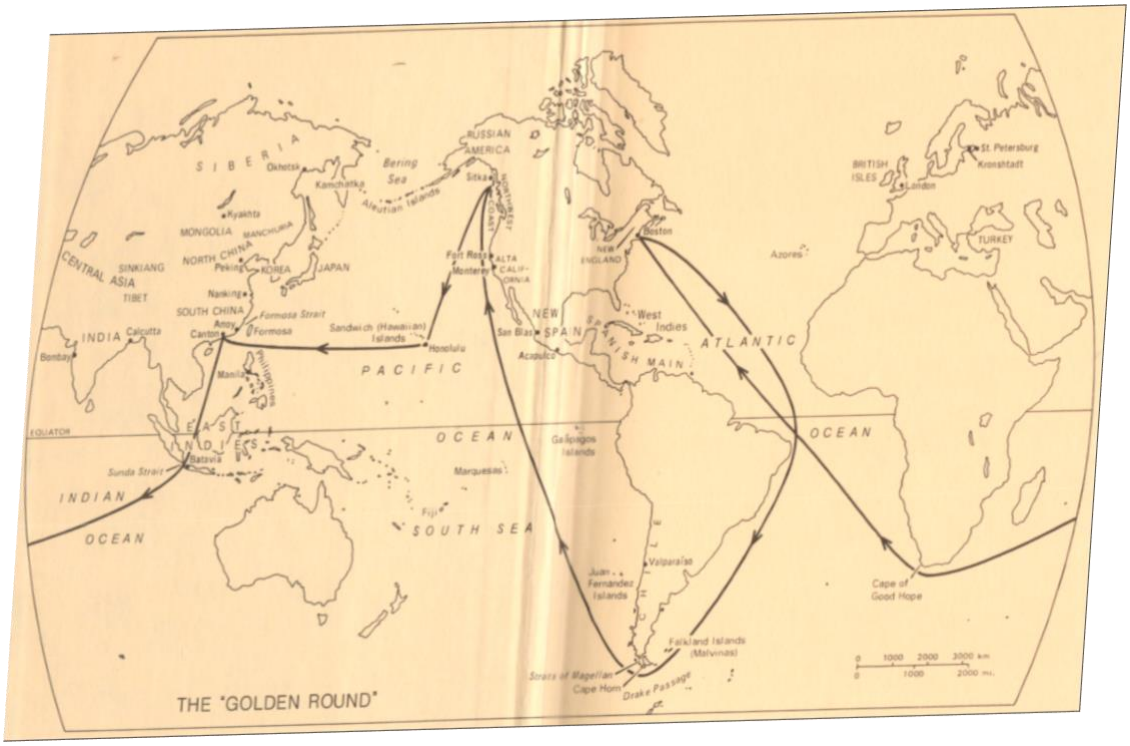
Adele Ogden, *The California Sea Otter Trade, 1784–1848* (Berkeley: University of California Press, 1941).

Name _____

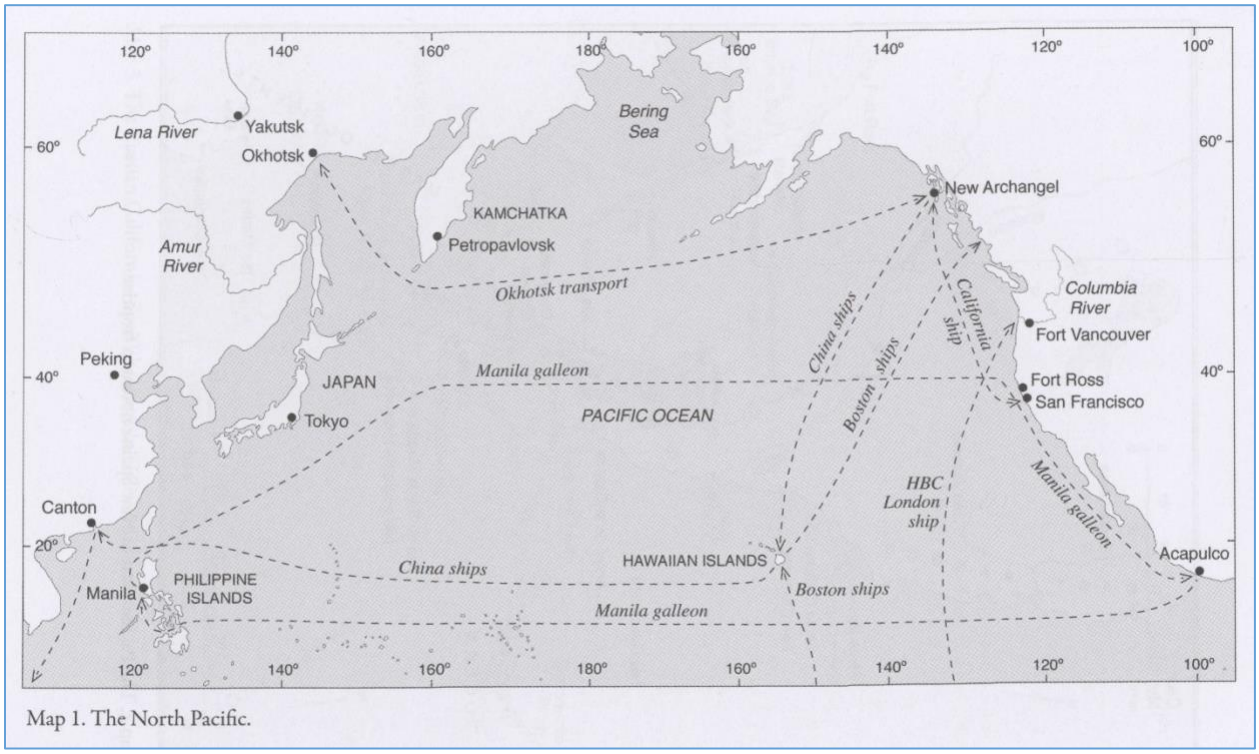
Island of the Blue Dolphins

Documents for "The Golden Round"

Resource #1: Map of the Golden Round from James R. Gibson, *Otter Skins, Boston Ships and China Goods*[i]

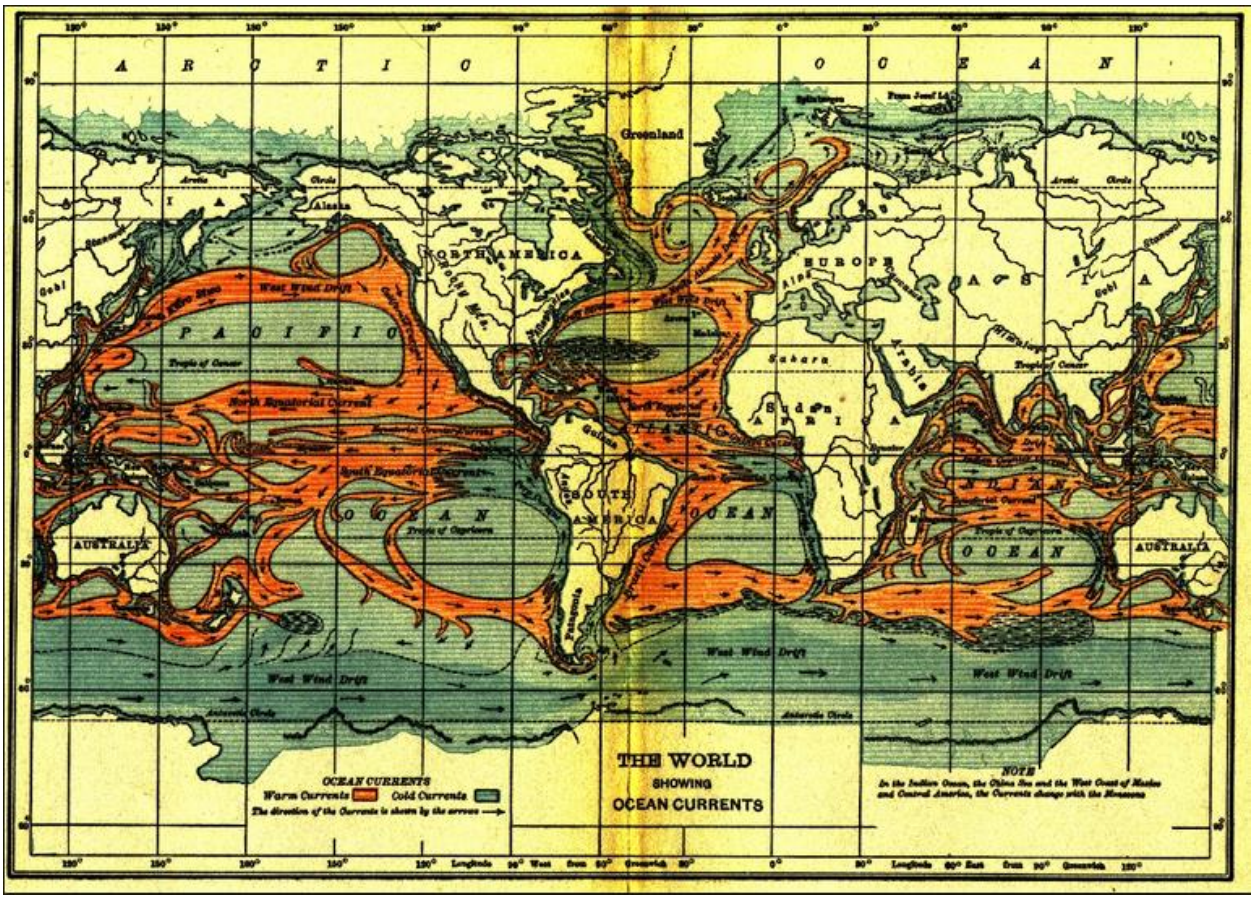


Resource #2: Map of North Pacific Routes from James R. Gibson and Alexei A. Istomin, *Russian California, 1806–1860: A History in Documents, Vol. 1*[ii]



Map 1. The North Pacific.

Resource #3: Map of the Ocean Currents from Albert L. Arey et al., *Physiography for High School*[iii]



Resource #4: Selected Reading from Eric Jay Dolin, *When America First Met China*[iv]

In the first eighty or so years of the new Republic's history [that is, after American independence from Britain], American ships sailed around the Cape of Good Hope and Cape Horn on their way to China…with cargoes of silver, ginseng, furs, sandalwood, bêche-de-mar (sea cucumbers), cotton fabrics, and many other items, which were traded for a variety of goods, including silks, porcelain, furniture, and most importantly, hundreds of thousands of tons of tea—the "brew of the immortals." The China trade was critical to the growth and success of the new nation. It bolstered America's emerging economy, enabling Boston, New York, Philadelphia, Salem, Providence, and other ports to thrive after the ravages of the war. In doing so, it helped to create the nation's first millionaires, instilled confidence in Americans in their ability to compete on the world's stage, and spurred an explosion in shipbuilding that led to the construction of the ultimate sailing vessels—the graceful and exceedingly fast clipper ships. The trade also helped the United States expand into the Pacific Northwest…

Resource #5: Selected Reading from David Igler, "Diseased Goods: Global Exchanges in the Eastern Pacific Basin, 1770–1850"[v]

The voyage routes (including all stops) of these 953 vessels[vi] provide a strong indication of which ports rose or declined in prominence during the early nineteenth century. Based on vessels entering California, the most frequently visited ports were Hawai'i (42 percent of ships), Callao (22 percent), San Blas (19 percent), Acapulco (18 percent), the Russian port at Sitka (12 percent), and Canton (7 percent). In addition, 13 percent of ships stopped somewhere along the Northwest Coast (primarily Nootka Sound, Fort George, or Fort Vancouver). … The island Pacific—beyond Hawai'i—also witnessed increased trade, with the Galapagos, Marquesas, Tahiti, and Philippine islands leading all others. Over 50 percent of ships visiting California had also stopped at a Pacific island, a figure that speaks to the volume of transoceanic trade as well as to the exceedingly high rate of introduced [that is, brought by European and American sailors] diseases on Pacific islands. By the 1820s, this group of major ports had begun to systematize commodity flows and market activity in the eastern Pacific. A closer examination of selected ports shows not only increasingly open trade but also how commercial shipping created a new trans-Pacific network of markets.

Resource #6: Selected reading from James R. Gibson,
Otter Skins, Boston Ships, and China Goods:
The Maritime Fur Trade of the Northwest Coast, 1785–1841[vii]

The Boston-Northwest Coast-Canton route enjoyed more popularity and more prestige among New England seamen than any other because of its exotic stopovers and—more important—lucrative returns. The expenses of the *Despatch's* first voyage (1794–96) for cargo, outfit, wages, port charges, and duties came to $25,563 and its proceeds to $51,541 for a net profit of $25,978 and a return of approximately 202 percent on investment. … In the late 1810s the return on investment reportedly ranged from 300–500 percent, even though the trade's heyday had passed. … Some individuals and firms did exceedingly well by the trade. John Cushing went to China at age sixteen, became a partner in Perkins and Company at nineteen, and retired in middle age with a fortune of nearly $1,000,000; Perkins and Company, the senior New England firm in the China trade, was worth $3,000,000 in the late 1820s; and William Sturgis valued his share of the Bryant and Sturgis partnership at $171,000 in 1827 and at $500,000 twenty years later.

The reasons for the handsome profits are not hard to find. Investors had the opportunity to gain on not one but three transactions: on the Northwest Coast, at Canton, and in Boston. This is what Frederic Howay, the longtime student of the Nor'west trade, called the "triple golden round of profits." "The Americans had," he wrote, "a perfect golden round of profits: first, the profit on the original cargo of trading goods when exchanged for furs; second, the profit when the first was transmuted into Chinese goods; and, third, the profit on those goods when they reached America." Moreover, in the first and second exchanges the returns were "exceedingly profitable in proportion to the capital invested" because of the very high value of New England goods on the coast in terms of sea-otter skins and the equally high value of sea-otter skins at Canton in terms of Chinese commodities (the third transaction was, of course, an outright sale at Boston for a cash return). In addition, as an anonymous commentator noted, the ships were small and the hands were few, so that "even those who have no capital, may carry it on upon credit," and "if one will share the profit with the ship owner and the captain, it is not necessary to advance any money."

Resource #7: Selected Reading from *Fur Traders from New England:*
The Boston Men in the North Pacific, 1787–1800[viii]

If a tougher breed of sea traders existed in modern human history it is doubtful. The "Solid Men of Boston," as [William Dane] Phelps terms them, conducted an annual voyage around the world. They doubled Cape Horn, reputedly the world's most hazardous passage, without the loss of a single ship.[ix] They faced the unpredictable perils of the roaring forties. They risked the slaking thirsts of the doldrums. They persisted against the countless hazards of a fog-bound west coast of North America. Not least, they contended with the native lords of the Northwest Coast, who, as

circumstances were to show, were no docile breed. Their ships were captained by some of the most hard-headed, heavy-handed officers, many of whom owned their own vessels. Families such as the Magees, the Winships, and the Perkins sent forth their stoutest ships and their toughest sons in a line of work that was as laborious and hazardous as it was lucrative and exotic. They were sea traders untrammelled by government regulations. They embodied a spirit of free enterprise and harbored a suspicion of authority. Theirs was the law and theirs the profits. They hated interference. They were suspicious of foreigners. They were transients on a savage coast, and made no provisions under governmental regulations, unlike their English competitors, to regulate the trade, to establish a monopoly, or to license ships. This was an open commerce where the free-spirited Bostonians had no limits to their needs, and no rivals to interfere with their business.

Resource #8: David Igler, *The Great Ocean: Pacific Worlds from Captain Cook to the Gold Rush*[x]

New trade relations in the eastern Pacific entangled native communities with foreign—and exceedingly deadly—biological agents. More specifically, trading vessels provided the primary means for disease to travel around the Pacific's vast waterscape, infect island populations, and strike various communities along the American coastline. … By 1850, the microbes of Europe, Asia, and Africa circulated in almost every Pacific population. While some diseases (smallpox, malaria, influenza, and others) could lead to quick death and rapid depopulation of indigenous communities, such an emphasis on the major killers of humankind has tended to obscure the insidious and equally powerful role played by venereal diseases that critically attacked human reproduction. Introduced venereal syphilis and gonorrhea held to catastrophic consequences for indigenous women, men, and children, including lower birthrates, higher infant mortality, and chronic ill health that undermined immune resistance to other introduced pathogens. Populations plummeted as a result."

Resource #9: **Ports of Call**

Below is a list of some of the Ports of Call made by the sailors on the Golden Round. Ships sometimes dropped anchor only to take on food and water. Other times, they stopped for days or even weeks at a port, allowing the crew to both exchange goods and rest and recuperate. Ships also sometimes took on additional crew and/or captives. The following list provides information about *some* of the items exchanged at each port; it was culled from historians' research in ship logbooks, sailors' journals, and merchant firm records. Use the list below as a starting point (you can supplement it with own research about each port) as you begin to annotate the map.

Some notes on Ports of Call, in alphabetical order

Acapulco
Available: silver (specie)

Alta California
Available: sea otter furs, hemp (rope, manufactured at Spanish missions), beef hides and tallow, whale oil, precious metals, dried meat, dried fish, agricultural produce from the missions

Commonly traded: manufactured goods, including furniture, from New England

Azores
Available: fresh water, fruits and vegetables in season, charcoal (for making iron into collars for ship rigging), turpentine and wood for spars (all at low prices and crucial for upkeep of ship), rest and recreation, additional sailors for crew could be recruited.

Boston
Available: molasses, ironwork for sail gear, whale oil, various manufactured goods for trade all along the Golden Round

Callao (Peru)
Available: farm animals

Canton
Available: a variety of tea (Congo, Bohea black, Young Hyson green), broad cloth, nankeen, silk, crepe, porcelain (especially willow wear), sugar, cassia (a cinnamon substitute), ivory, teak (wood), quicksilver/mercury (used for mining), bric-a-brac

Commonly traded: furs, ginseng, sandalwood, silver, bĕche-de-mar (sea cucumbers; used in making soup), cotton fabrics

Kaigani (Southeast Alaska)
Available: wood, fresh water, fish, bĕche-de-mar (sea cucumbers)

Commonly traded: furs

Clayoquot Sound (Vancouver Island)
Available: grass for feeding nanny goats and cows on board ship; sea otter furs (also see Northwest Coast, below)

Falkland Islands
Available: wild goats and pigs, ducks, geese, eggs, wild celery, sea lion oil, seal skins, driftwood, ballast stones

Fiji

Available: bĕche-de-mar (sea cucumbers), fresh fruit, water, rest and recreation

Galapagos
Available: tortoises, fresh fish, fresh water (at *some* of the islands)

Hawaii (known by many English speakers of the time as the "Sandwich Islands")
Available: fresh and salted pork, fruit, sandalwood, bĕche-de-mar (sea cucumbers), salt, plantains, yams, sweet potatoes, breadfruits, taro, coconuts, sugarcane, island rum, muskfruits, plant fibers for making rope, additional crew (including native Hawaiians)

Also available: safety and good weather for extended stay (allowing time for repairing ships), news (because more ships stopped in Hawaii than at any other port, it was a good place to pick up letters delivered by other ships, and it was also a good place to learn the market price for many trade items in ports of call including Canton, Boston, London, California, and Callao)

Commonly traded: nails, iron spikes, "trinkets" from other ports

Marquesas (Polynesia)
Available: fresh water, firewood, charcoal

Northwest Coast
Available: fresh water, venison, wild fowl, berries, fish, wood for making spars and boxes (to hold fur pelts), firewood, safe location to make charcoal.

Common trade items: molasses, rice, biscuit, cutlery, metal goods, blankets, cloth, firearms and ammunition, rum

Philippines
Available: abaca for cordage (manila rope), tobacco, sugar

San Blas Islands (Panama)
Available: cacao

Sitka (Alaska; also called New Archangel)
Available: processed furs

Commonly traded: foodstuff

Trinidad Bay
Available: fresh water, wood

Important notes when planning route

Sailors obtained fresh drinking water wherever they could. In warmer climates, such as along the equator, water stored in casks would not last as long as it did at cooler temperatures. Therefore, stops for water were more frequent in these latitudes. How much water was needed? One ship leaving Boston for the Northwest Coast in 1816 rationed three quarts of water per man per day. Another ship manned by 29 sailors took on 6,000 gallons of water at Valparaíso, its first port of call since leaving Boston 6.5 months earlier. This ship, then, rationed just over a gallon of water a day per person.[xi]

Dried foodstuff lasted longer than water on board ship, but officers and crew alike would be *much* happier if fresh food was available. Moreover, fresh fruit guards against scurvy.

Ships must stop for routine maintenance, repair, and cleaning. In protected harbors and safe havens, captains dropped anchor so that sailors could repair the ship and rig and fix and maintain small boats used to go ashore. Regions such as the Northwest Coast provided protection as well as the resources (vast quantities of wood) needed to do this. Bugs and rodents were inadvertently collected during a ship's voyage. Vessels periodically had to be "smoked" for sailors to rid it of roaches, bedbugs, rats, lice, and other shipboard pests.

Ships generally do not travel in straight lines. In planning a route, captains and their officers must take into account ocean currents, which can push ships off course. Second, they must consider wind direction. Sailing directly into the wind is impossible, so when ships travel toward the wind, they move in a zig-zag pattern—a process called "tacking." Finally, captains and their crew must keep vessels at a safe distance from land and from underwater hazards including shoals, shallows, reefs, rocks, and anything that could damage a ship's hull (the bottom of the boat). Ocean currents, wind, and geographic features, then, all play a role in determining a ship's course.

The Challenge

Although most sailors only participated in one or two legs of the Golden Round—for example, sailing from Boston to California to Hawaii and back—a handful voyaged "around the world," as seen on the map. Imagine that you are a New England merchant involved in the China and Northwest trades. You are planning an extended voyage designed to take advantage of the "triple round of profits" available when Boston goods are exchanged along the Northwest Coast, Northwest furs are exchanged in China, and Chinese goods are sold (for consumption and further trade) back in New England.

The year is 1820. You'd like your captain and crew to set sail in late summer or early fall and arrive in China sometime in November the following year. It is important to leave New England during good sailing weather, and equally important that the ship arrive in

Canton, China in time for the tea harvest but before the Chinese New Year brings trading to a halt.

As you choose the route your captain should follow, annotate the map, showing both where the vessel should stop and what should be taken on and off the ship at each port of call. Be as specific as possible. Your job as owner of the ship is to maximize profits and guard against loss. Remember that once the captain is at sea, it will be nearly impossible for you to communicate with him (you *might* be able to reach him by letter sent via another ship and left at an anticipated port of call, but you can't count on it). Because communication will be difficult at best, you must give the captain *very specific instructions* before the voyage begins.

Your map annotations should include the following information. You may add images to your written descriptions.

1. Location of stops to resupply, perform ship maintenance, and trade goods.
2. Description of each port of call
    a. What does the port look like?
    b. What kind of landscape do you see?
    c. Who are the people you might encounter on shore (e.g., native inhabitants, fellow sailors)?
    d. What language(s) do those people speak? Can you communicate?
    e. What dangers, if any, does this port present to those aboard ship? For example: malaria, native inhabitants defending land from foreigners, sailors wanting to jump ship (e.g., delights of local resources), trade restrictions (imposed by the Spanish Empire along the California coast, for example: stay away from major ports!).
    f. How long do you stay in port? (Is there time scheduled for "refreshment" and "recreation," or will the ship simply conduct its business and set sail?)
3. List of items exchanged
    a. What does your ship trade at this port of call?
    b. What does your ship take on as cargo at this port of call?
    c. What might be *unintentionally* exchanged? For example, do the sailors spread diseases such as smallpox, measles, tuberculosis? Do the men contract venereal diseases "left behind" in the native population by other sailors?
4. Distance traveled
    a. How many miles have you travelled since the last leg?
    b. How many miles is the entire trip?

Concluding questions

1. Carefully reflect on the annotated map. Imagine that you are writing directions for an outbound captain. What would you tell him to pack for the journey? What necessities would you instruct him to acquire en route?
2. Consider *all* the items that will be used for trade during the voyage. How can they be categorized into groups?
3. Considering both the annotated map and the selected readings provided on this document handout, answer the following questions:
    a. In what ways did trade in the Pacific impact the people who lived along the route of the Golden Round? For example, consider the impact on Hawaiian islanders, the people of the California Channel Islands, and the inhabitants of the Northwest Coast (Washington, Oregon, British Columbia, Alaska).
    b. What long-term effects did the nineteenth-century Pacific trade have on US history?

Island of the Blue Dolphins

The Golden Round

Post-Activity Reading: The Case of William Sturgis

Captains often received elaborate directions concerning the route they should take at sea. Merchant firms could issue such detailed directions in part because their owners had often sailed the same course themselves. William Sturgis (1782–1863) of the Boston firm Bryant and Sturgis, for example, went to sea on a "Nor'westman" (vessel bound for the Northwest Coast) at age 16. In four journeys taken between 1799–1807, Sturgis made his fortune on the Golden Round, not so much from his modest salary aboard ship but from two important financial benefits: officers were permitted their own cargo space on board for speculation (they could buy and sell trade goods independently), and they received a "primage," or percent of the total net profits made on a voyage. When he was in his late twenties, Sturgis came home to New England, married, and went into partnership with John Bryant. Together, they built one of the most prominent American firms engaged in the Pacific trade, controlling half of all American trade on the Northwest Coast and in China between 1810–50.

In 1820, Bryant and Sturgis gave the following instructions to Captain James Harris of the *Lascar.* How do his instructions compare to the ones you wrote for your captain?

> You will shape your course so as to bring you to about the Longitude of 32° or 34° when in Latitude of 30°. Here you may expect to take the N.E. trades. Then steer so as to pass about 2 or 3 degrees to the Westward of the Cape or Verd Islands and endeavor to cross the Line [Equator] any where between Longitude of 23° & 29° You will lose the N.E. trade in Latitude 8° or 10° north and have light Southerly winds, calms and Squalls till you get to about 2° north, where you will probably find the wind incline to SSE [south-southeast] and round to SE [southeast]. You need not be afraid of falling to leeward on the Brazil coast if you cross the line any where to the Eastward of Longitude 30°—but if you get to the Eastward of 23° you will be in danger of long calms. After crossing the line, keep a good fall and run along about 3° or 4° from Cape Rio—*by all means* go to *westward* of the Falkland Islands, pass in sight of the east end of Staten Land (called Cape St. John) and dont [sic] be afraid of the land off Cape Horn. It is best not to go much if any to Southward of the little Island of Diego Ramirez as the passage is very good and clear between that and Cape Horn. You will find a constant current off the Cape, setting to the North East, and the only difficulty is after passing Cape Horn to get a wind that will enable you to make a slant along the shore to the Northward. You had better be on the safe side when

approaching the Sandwich Islands and take care to get in their Latitude 3° or 4° to windward as 'tis much easier to run to leeward than to beat up.[2]

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[i] James R. Gibson, *Otter Skins, Boston Ships, and China Goods: The Maritime Fur Trade of the Northwest Coast, 1785–1841* (Seattle: University of Washington Press, 1992), end page. Used with permission.

[ii] James R. Gibson and Alexei A. Istomin, eds., *Russian California, 1806–1860: A History in Documents, Vol. 1* (London: Hakluyt Society, 2014), lix. Used with permission.

[iii] Albert L. Arey et al., *Physiography for High Schools* (Boston: D. C. Heath and Co., 1911).

[iv] Eric Jay Dolin, *When America First Met China*: *An Exotic History of Tea, Drugs and Money in the Age of Sail* (New York: W.W. Norton, 2013): xvii.

[v] David Igler, "Diseased Goods: Global Exchanges in the Eastern Pacific Basin, 1770–1850," *American Historical Review* 109, no. 3 (2004): 707.

[vi] [This number constitutes all the ships known to have entered California waters between 1786 and the start of the California Gold Rush. The figure is compiled from the research of Adele Ogden, whose manuscript "California Trading Vessels, 1786–1847" is held in the Bancroft Library, University of California, Berkeley. – ed.]

[vii] James R. Gibson, *Otter Skins, Boston Ships, and China Goods: The Maritime Fur Trade of the Northwest Coast, 1785–1841* (Seattle: University of Washington Press, 1992), 57–58. Gibson's footnotes have been omitted from this excerpt for ease of student reading.

[viii] Briton C. Busch and Barry M. Gough, eds., *Fur Traders from New England: The Boston Men in the North Pacific, 1787–1800; The Narratives of William Dane Phelps, William Sturgis, and James Gilchrist Swan* (Spokane: Arthur H. Clark, 1997), p. 18–19.

[ix] [The editors inserted a footnote here citing a captain of the *Essex*, who described Cape Horn in this way: "'The passage around Cape Horn from the Eastward I positively assert,' wrote Captain Porter of the United States frigate *Essex*, 'is the most dangerous, most difficult, and attended with more hardships than that of the same distance in any other part of the world.' Quoted, (Samuel Eliot) Morison, *Maritime History of Massachusetts*, p. 53." – ed.]

[x] David Igler, *The Great Ocean: Pacific Worlds from Captain Cook to the Gold Rush* (New York: Oxford University Press, 70).

[xi] James R. Gibson, *Otter Skins, Boston Ships, and China Goods: The Maritime Fur Trade of the Northwest Coast, 1785–1841* (Seattle: University of Washington Press, 1992), 40.

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[2] Bryant and Sturgis to James Harris, 17 July 1820, Bryant and Sturgis Papers, Baker Library, Harvard Business School. Printed in James R. Gibson, *Otter Skins, Boston Ships, and China Goods: The Maritime Fur Trade of the Northwest Coast, 1785–1841* (Seattle: University of Washington Press, 1992), 39–40.