

NOTES.

1. PAGE 54.

" . . . the low surface lay
Beneath the ocean's bosom, . . ."

The geographical peculiarity of Holland, with its surface below the level of the sea at high tide, so that the country must be defended against the incursions of the waves by means of dykes, is too well known to need more than an allusion here.

2. PAGE 55.

" . . . *And if such path.*"

It is interesting to observe that this is the very course pursued by Nordenskiöld in 1878-9. The famous "Northeast Passage," so long the fond dream of Arctic explorers, has thus been finally found and successfully accomplished. What it is worth to commerce, as a short and easy trade-route to China and the East Indies (which, at one time, it was seriously hoped it might prove to be), it is now not difficult to estimate. A simple perusal of the "Vega's" adventures will suffice.

3. PAGE 56.

"*Barents himself will govern Heemskerck's helm.*"

The true relation which William Barents bore to the present undertaking has been explained in the Historical Introduction. *He* was the one whose busy brain pondered day and night, who largely conceived the enterprise, whose enthusiasm infected others, until the requisite ships and crews had been procured. It seems almost like unpardonable injustice on the poet's part to ascribe all this to Heemskerck, who consented to occupy one of the secondary positions, after the project was fairly under way. But probably the following circumstances may explain the matter. Heemskerck, after his return from Nova Zembla, rose to the rank of Admiral. In 1606 he was sent in command of a fleet into the Spanish waters. On April 25th of that year he engaged, in the Bay of Gibraltar, a fleet of the enemy's vessels of greatly superior calibre, and manned by greatly superior numbers. Victory was on the side of the Dutch, but their Admiral was killed in the early part of the battle. Thus Heemskerck figures far more prominently in general history,