

able man—like Cabot, he believed, too, the North of America was broken into innumerable islands, and conceived a passage through them could be found, not only practicable, but easy.—After having been some time a bucaneer, he entered the service of the Dutch. The last of Davis' voyages was in 1594; nothing further was done until 1606, if we except an abortive attempt in 1602, under a certain Capt. Weymouth;—a story was then current that a Strait leading to the Polar Sea existed in  $62^{\circ} 30'$ ,—this story must have arisen either from Davis' book, or because some dim knowledge of Hudson Straits previously existed; indeed, as we have already stated, if the voyage of Cabot was to the N. W., such a knowledge might very well be preserved among seamen, and finally reach the public through the customary channels. This voyage led to nothing, as did that likewise under Knight, in 1606, a man accustomed to the perils of an icy sea, having sailed in a Danish expedition the year before, and therefore fitted for the enterprise. On reaching the coast of Labrador, Knight was unfortunately killed, with several of his companions, by the natives; the crew thereupon returned to Newfoundland, and thence to England, after having repaired their vessel. The next year, 1607, Henry Hudson appeared in the field; he was not only an intrepid seaman, but a scientific navigator; his first recorded voyage was to that portion of the Polar Sea lying between Greenland and Spitzbergen,—he made the eastern coast of the first named country, in  $70^{\circ}$ , and sailed along it to the  $73^{\circ}$ ; from thence he crossed to Newland, as he terms Spitzbergen, which he fell in with in  $78^{\circ}$ ; in the  $80^{\circ}$  parallel he landed; he thought from the color of the sky there, the land stretched two degrees farther north, in this he was deceived, the extreme north of the island being barely  $30'$  beyond the point he landed upon. Hudson made many observations with the dipping needle, and remarked, that the neighborhood of land was unfavorable to northern navigation, while the deep sea never froze. On the 26th of August, Hudson returned; he had attempted in vain the eastern passage, first to the north of Nova Zembla, afterwards by the Straits of Waigatz. The next year, he entered the service of the Dutch—in this voyage he discovered the magnificent river bearing his name. His third and last voyage, in which he perished by the hands of a mutinous crew, was that most memorable. He had on board a young man, respectably connected, but of bad character; he seems to have received him (in the hope of inducing a reformation) in the quality of purser. Hudson sailed in a vessel of fifty-five tons, well fitted and provisioned for the voyage, or at least he had what was so deemed in those days. In the first week of June he made the entrance of Frobisher's Straits—steering west, and constantly struggling with the ice, and adverse winds, he at last passed Cape Wolstenholm; keeping be-