

Nancy, knew only enough to make a group of islands beyond the Newfoundland banks.

We turn to something more intimately connected with Cartier's own work. It might go without saying that Cartier would plot his own tracks; but we have no written evidence that he did, other than a letter of his grand-nephew fifty years later, who says that he himself had inherited one such map. We must look to three or four maps, made within five years of Cartier's last voyage, and which have come down to us, to find how the last charts of Cartier affected cartographical knowledge in certain circles in France, and placed the geography of the St. Lawrence on a basis which was not improved for sixty years.

Those who have compared the early maps find the oldest cartographical record which we have of Cartier's first voyage (1534) in a document by Jean Rotz, dated eight years later, and preserved in the British Museum. Harisse thinks that back of this Rotz map there is another, known as the Harleian mappemonde, which is deposited in the same collection. But the draft by Rotz is the better known of the two. Its designer is held to be a Frenchman, which may account for his acquaintance with Malouin sources. This "Booke of Idrography," as Rotz calls it, contains two maps which interest us. One shows the Gulf of St. Lawrence and the opening into the river, which indicates an acquaintance with the extent of Cartier's first explorations (1534), and may well have been made some years before the date of the manuscript which contains it. If its outline is interpreted correctly, in making Anticosti a peninsula connecting with the southern shore of the St. Lawrence River, it is a further proof that a foggy distance prevented Cartier from suspecting that he was crossing the main channel of the St. Lawrence, when he sailed from Gaspé to the Anticosti shores. The other map may be nearer the date of the manuscript, for it carries the river much farther from the gulf, and indicates a knowledge of Cartier's second voyage.

Two years later (1544) there was the first sign in an engraved map of Cartier's success, — the now famous Cabot mappemonde, — and this was a year before any narrative of his second voyage was printed. As but a single copy is known of both map and narrative, it is possible that the publication was not welcome to the government, and the editions of the two were

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