

a youth, accompanied him in the voyages of which we have record, and perished with him. Data gathered from the colonial calendar of the East India company show that Hudson had another son, and that his widow was left in straitened circumstances, for she asks that her son, a boy in years, be "recommended to some one who is to go on a voyage." In order to relieve her the lad is placed on the Samaritan, in charge of the master's mate, and "it is ordered that five pounds be laid out in clothes and other necessities for him."

Hudson had early entered the school of maritime experiment, and he sailed with the most distinguished seamen of his time. He was a "navigator of enlarged views and long experience, of a bold and penetrative capacity, unwearied in assiduity and invincible in intrepidity." A friend of Captain John Smith, and intimate with other adventurous navigators of his time, the aim of his life, as it was that of so many of his contemporaries, was the discovery of a passage to the East, either by a north-eastern or northwestern passage. In courageous adventure, patience under privation, presence of mind amid peril, unshaken constancy in perseverance, his character somewhat resembles that of the distinguished founder of Virginia.

A pictorial history of the revolution, published in 1845, says that "though a native of Holland, Hudson was first employed by a company of English merchants," and places him foremost of the Dutch navigators.

The first view we have of him is in the church of St. Ethelburge, Bishopsgate, London, in the spring of 1607, whither he had gone with his crew to partake of the sacrament before sailing in search of a passage to "Asia across the North Pole." This voyage was made in the ship *Hopewell*, of sixty tons, which had so successfully braved the dangers of Frobisher's<sup>1</sup> last voyage ten years before. Hudson's crew consisted of ten men and a boy, his son John. The little company set sail from the Thames on April 19, and coasted the east side of Greenland, and thence, hugging the Arctic ice-barrier, proceeded to the "northeast of Newland." Hudson at this point turned back, according to his chart, to seek the passage around the north of Greenland into Davis' strait, to make trial of Lumley's inlet, but having braved the ice-barrier from seventy-eight and a half degrees to eighty degrees, he became convinced, on July 27, that by this way there was no passage, and on August 15 the *Hopewell* was again in the waters of the Thames.

<sup>1</sup> Sir Martin Frobisher, one of England's great naval heroes. He established the fact that there were two or more wide openings leading to the westward, between latitudes 60° and 63°, on the American coast.

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