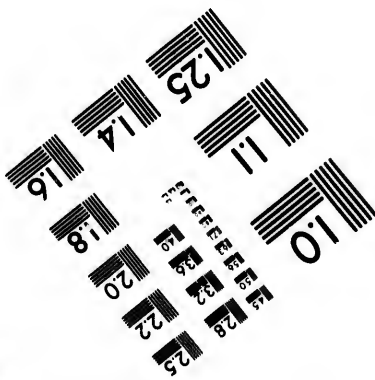
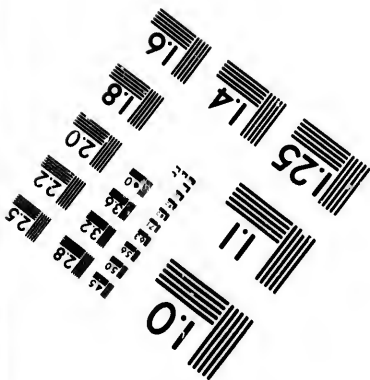
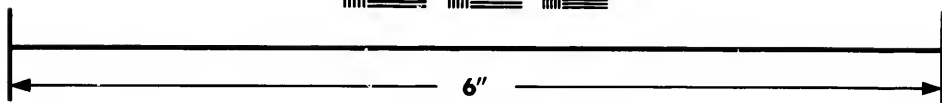
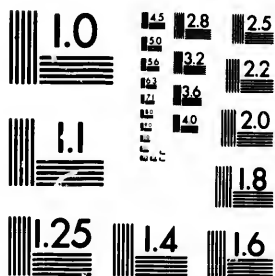


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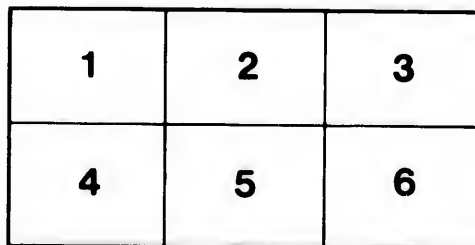
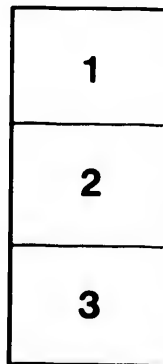
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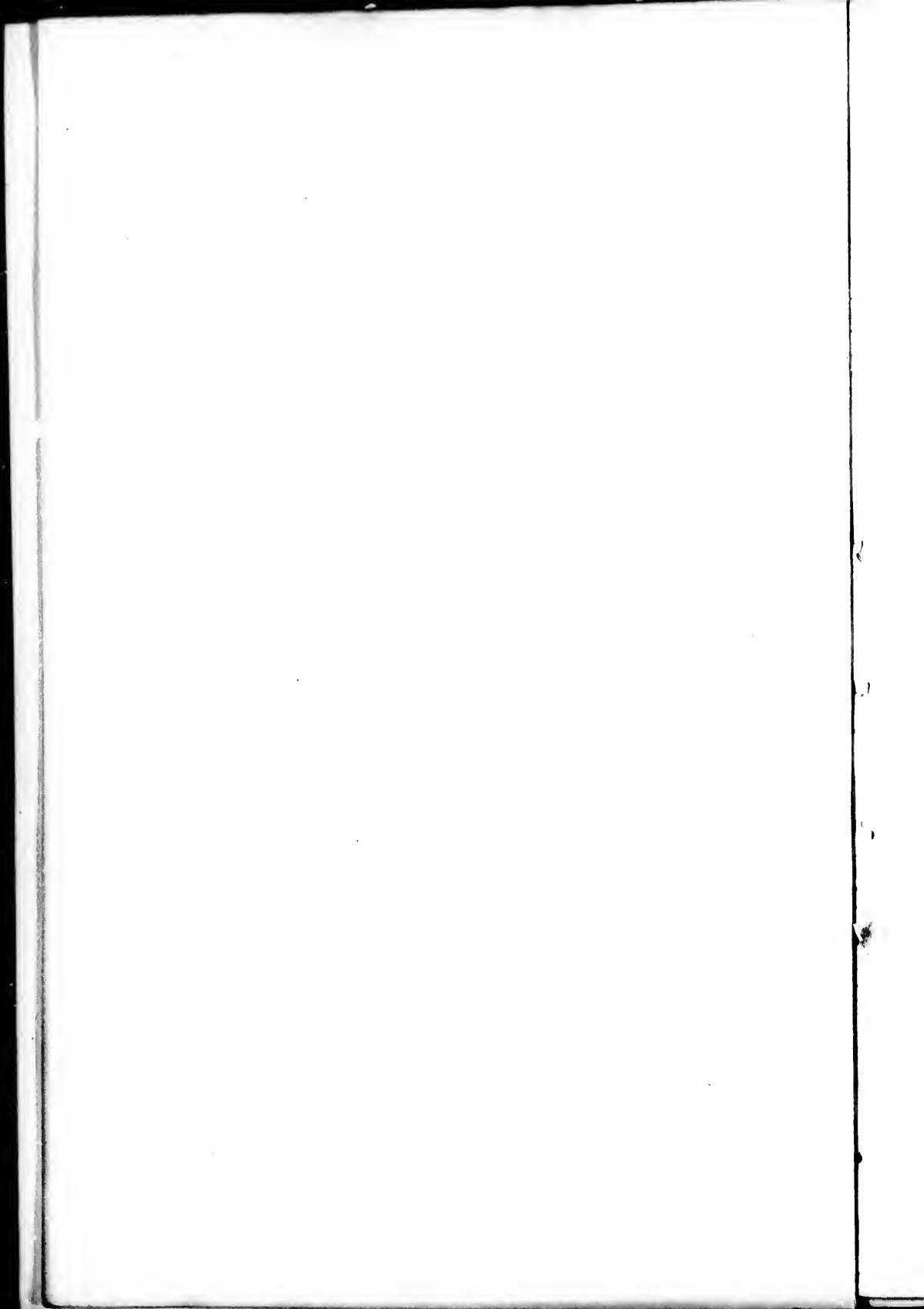
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Remarks and Conjectures

ON THE

V O Y A G E

OF THE SHIPS

RESOLUTION and DISCOVERY.

Price One Shilling.

THE HISTORY OF THE

REVOLUTION

OF THE UNITED STATES

OF AMERICA

BY JAMES MADISON

1788

REMARKS
AND
CONJECTURES

ON THE
VOYAGE OF THE SHIPS
RESOLUTION AND DISCOVERY,

In Search of a NORTHERLY PASSAGE
from *Kamtschatka* to *England*,

AFTER THE DEATH OF
CAPT. JAMES COOK:

WITH
Reasons to imagine that those Ships have wintered
in *Siberia*, *Nova Zembla*, or *Lapland*.

TO WHICH IS ADDED
An Eulogium, or Tribute of Gratitude,
To the MEMORY of that celebrated NAVIGATOR.

Intended by the Author as a Prelude or Introduction to a future
Publication on the Subject of

THE NORTH-EAST PASSAGE.

R. G.
LONDON;

Printed for the AUTHOR; and sold by J. BEW, in
Pater-Noster-Row.

1780.

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1780

P R E F A C E.

AS some erroneous conjectures and assertions have circulated in the public prints relating to the passage of the ships the *Resolution* and *Discovery* from *Kampschatka* to *England*; and as all philosophic and curious men must unavoidably interest themselves in the famous voyage wherein our renowned *British* navigator lost his life; out of veneration, therefore, to his memory, and in order to gratify the laudable curiosity of the Public, I have, in the following short treatise, humbly offered my imperfect sentiments and conjectures on the probable operations of those ships after they left *Kampschatka* in *June* last: adding a
few

vi P R E F A C E.

few pages, as a Tribute of Gratitude to the memory of Capt. Cook.

The equipment of the said ships, and the discoveries which Capt. Cook went upon, are certainly attended with a very great, tho' a very proper and useful expence to the public; and the zeal of the First Lord of the Admiralty, in promoting naval discoveries, and geographical knowledge and improvements, is highly to be applauded. He would exceedingly oblige and indulge the curiosity of people in general, if he would be so condescending as to order a concise narration or journal to be published, communicating such information as the letters and papers from Kampschatka may furnish, if they are arrived, or whenever they may arrive by the way of Petersburgh.
———*Thousands of the people, myself amongst the rest, are very anxious for some authentic particulars concerning the track*

P R E F A C E. vii

track of the ships, from the time of their leaving the Cape of Good Hope to their arrival at Kamtschatka; with the remarks and occurrences in the voyage, the discoveries made in consequence of it, and the circumstances of the celebrated Commander's death.

THE AUTHOR:



1870

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...

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...

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REMARKS,

&c.

AFTER the unfortunate and ever-to-be lamented death of that consummate seaman and useful discoverer Captain JAMES COOK; his ships, the Resolution and Discovery, proceeded from the Pacific Ocean, or Great South-Sea, to the Port of St. Peter and St. Paul in Kamtschatka; a vast Promontory, extending 720 miles in length, in the Eastern part of the Russian Empire. There the said ships, under the command of Captain Clerke,

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victualled

victualled and refitted ; and on the 8th of June, 1779, were preparing to make *another attempt* to explore a Northern passage to Europe : the meaning of which undoubtedly was, that he intended to proceed into the Northern Ocean, or Icy Sea ; and progressively on, by a Westerly course, to the passage between Nova Zembla and Spitsbergen ; and thence, by a Southerly course, through the North Sea to England.—I will, therefore, in the first place, offer my remarks and conjectures on this arduous and most difficult part of the voyage ; and, without derogating from Capt. Clerke's superior judgment and skill, as a great navigator and discoverer, shall take the liberty of giving my sentiments on the general impropriety of attempting the North-East passage, homeward bound from Kampschatka to England. Yet is there no real impropriety in Capt. Clerke's attempting it that way, for the following reasons :

reasons : 1st, His brave crew were in good health and spirits, and his ships in good condition ; and he would, by a Northerly passage to England, instead of the ordinary course round the Cape of Good Hope, shorten his voyage 10,000 sea miles. 2dly, He would acquire the parliamentary reward of 20,000*l.* a very great inducement, and an object worthy of some extraordinary risque. I always thought, however, that, if Capt. Cook meant the discovery of the North-East passage when he sailed from England, the most judicious course would have been to have sailed directly from the Thames Northwards, and to have made the North-East passage the *beginning*, instead of the *end*, of his voyage.

The Straits which lie between the land of the Tchuktſchi and the island of Alafchka, and the other passage which lies

between Alafchka and the Western promontory of North America, called by the Ruffians the Stachtan Nitada, through one of which Straits Capt. Clerke must *unavoidably pass*; these passages are seldom navigable until the summer is far advanced. The conflux of ice from the Northern Ocean, or Icy Sea, and from the New Northern Archipelago, meeting in the Straits above mentioned, and fluctuating and driving backwards and forwards with the winds and tides, easily accounts for this stoppage. Hence it follows, that the most eligible season to pass those Straits must be in July or August; and, of course, that it is much more advisable, and better adapted to the time of the year, and to the course of the voyage, to deal with those Straits on an outward-bound passage from Europe, than on a homeward-bound passage from Kamfchatka or China. For the foregoing reasons,

sons,

sons, I am apprehensive that Capt. Clerke would not be able to get into the Northern Ocean until the latter part of last summer, whereas he ought to have been in the very midst of it, finding his way through the ice, by Midsummer-day. It is well known, that Hudson's Straits, tho' exceedingly wide, are so amazingly encumbered with ice, even with monstrous islands of it, that they are seldom navigable until the summer is far advanced: and in the North part of Hudson's Bay, called the Welcome, it is still worse; insomuch that the Frozen Straits (so named by that celebrated navigator Capt. Middleton), which undoubtedly form a communication between Hudson's and Baffin's Bay, and are 100 *fathoms deep* at the entrance, are never navigable at all.—But to return to the main matter.—After Capt. Clerke should have passed the Straits before mentioned, and the island of Alaschka, thus
late

late in the summer, and should have gotten into the open Northern Ocean, or Icy Sea, where he would be navigating in the latitude of 78 to 80, the days would shorten on him apace, Westerly winds (which prevail very much towards autumn) might retard him, winter in those parts would be coming on, and possibly he might be encumbered and stopped by the ice, ere he should get to the Westward of Nova Zembla. This I fear has been the case, provided it has pleased God to preserve our circumnavigator, and that he actually attempted the North - East passage, and cleared the said Straits last summer. On this conjecture, we may suppose further, that he has been, and is still, wintering in some gulph or harbour of Siberia ; or perhaps in Nova Zembla, as the renowned William Barentz and his faithful crew did Anno 1596. And this would be the more probable,

bable, if Capt. Clerke, by coveting to make the land to the Southward, should have fallen into the like error, which Barentz acknowledges *he fell into*; namely, approaching too near the land of Nova Zembla. By this means, Barentz was so hemmed in between the main body of ice and the land, that he could never afterwards disengage himself from it; nor could he keep his desired Northerly course. This mistake was the oversetting of the voyage of the boldest and bravest seaman that ever combatted the icy regions or the Northern blasts: for, though he did not succeed in three expeditions, which he undertook for the accomplishment of his long-sought voyage; yet, as Grotius observes, he is worthy to be ranked with Vespuccius and Columbus, and, I will venture to add, with all other great discoverers and navigators.—But to proceed in my conjectures.

If

If Capt. Clerke had advanced so far in his passage North-about from Kampschatka, as to have cleared Nova Zembla to the Westward, he must, barring accidents, have arrived in England by the end of November at the latest. There is a possibility, however, nay a probability, that his ships may have received damage in the ice, by being so late in the year in the Northern Ocean: and, in this case, he may be put into Lapland to repair; and may be compelled to winter there, or in some other Northern parts, from whence no intelligence can be received. Let us hope, that he and his brave crew are in safety somewhere; and that, if it is their fate to winter in the icy regions, they have found means to build themselves a house, as Barentz and his brave crew did 183 years ago.—Upon the whole, I am of opinion, that, if Capt. Clerke continued in his seeming resolution of proceeding

ceeding from Kampschatka, up the Northern Archipelago, and by the island of Alaschka into the Northern Ocean ; that he *undoubtedly found it practicable* to pass the straits ; though, as I have just mentioned, it might be late in the summer before he could accomplish it. I make no doubt, but those straits are navigable every year ; sometimes sooner, sometimes later in the summer, according to the variable courses of the ice, the winds, &c. Should our navigator have been wintering in Siberia, or Nova Zembla, he may probably not clear the ice on those coasts till May or June ; and consequently, in this case, we should not expect him in England till August or September next.

—I will now consider his passage to England the other way. Provided he left Kampschatka by the end of June last, and comes home by the way of China and the Cape of Good Hope, without attempting the North East Pas-

fage ; we cannot, on account of the monsoons, expect him to arrive in England till May or June. But if he steers another course, keeping well to the Eastward of the monsoons, which prevail in the Chinese seas, and passes by the way of the Ladrone Islands, and the Moluccas, and to the southward of Java, he may probably arrive in England in a few weeks ; I mean, if he did not attempt the North-East Passage : if he did, and was repulsed by means of the ice at Alaschka, and thereupon steered a Southerly course for Europe, such repulse would retard him two months at least.—One more material conjecture remains, viz. That he may have met with damage in the ice or otherwise, and may be put back to Kampschatka to refit. If so, we may soon receive news from him by the way of Petersburg.—May the hand of the Almighty, which governs all things, direct his course ! and I doubt not, but the
Earl

Earl of Sandwich will humanely give orders, that the gallant seamen of these famous ships, the Resolution and Discovery, shall, on their happy arrival, have full liberty to enjoy themselves on shore; and shall be exempt from all impressing, turning over, or any other restraint upon their liberty, during the war, after so long and laborious a voyage. However, there is no doubt but nine tenths of them will to sea again, after a little land relaxation; for these *brave fellows* would be like fish out of water, if they had their land-tacks long aboard.

I will now, with humble submission, offer the heads of my opinion on this famous North-East Passage; a passage which has been eagerly sought for, by the most able and skilful navigators of divers nations, for upwards of two centuries past; and on which several hundred thousand pounds have been unsuccessfully expended.

First, That such a passage exists, is beyond all doubt and controversy; and I am equally confident that *it is navigable*, but not by any courses whereby it has hitherto been attempted. William Barentz, a Dutchman, the most able of all the seamen that ever *have attempted* it, pointed out and acknowledged the errors which he committed by steering a *wrong course*, which totally overset his voyage. He intended to have rectified those errors in a subsequent voyage; but it pleased God to prevent it, by taking him to a *better country*. He died in his open boat, on the coast of Nova Zembla, in his remarkable passage from thence to Kola, in Lapland; after having wintered in Nova Zembla, in a *memorable manner*, indeed, and having been obliged to abandon his ice-bound ship the next spring.—Hudson, seemingly, attempted to rectify the errors of Barentz, by steering a more judicious course; but his resolution

tion failed him as soon as he entered the ice in the latitude of 74 to 75; and he returned *unsuccessful*. — N. B. The ships in those days were not to be compared to those of the present age, for strength, and capability of encountering the ice.

Secondly, The voyage for the discovery of this passage, ought not to be attempted by men who have been accustomed to relaxation, and hot climates; but by hardy, *ice-proof* seamen, who have been brought up in the Greenland seas, amongst ice, whales, seals, and bears.

Thirdly, The ships intended for the voyage, ought to be sharp built, and strengthened in a very extraordinary manner; and ought to swim rather light in ballast, in order to bear the shocks of the ice, and that they might the easier be *uplifted* by it, in case of being hemmed in and squeezed between two pieces. And they should not be overmann'd, as was the case in a late Northern expedition.

Bomb-

Bomb-ketches, with an additional deck, almost flush with the gunwale, would be the properest vessels to convert to the use of this expedition.

Fourthly, The voyage ought to be attempted directly from England, in the month of April; that the ships might be in their highest latitude of about 80 to 82, and in the midst of the Icy Sea or Northern Ocean, by the middle of the summer, when the sun is in his greatest power in the polar regions. Whatever embarrassments they should meet with, they would probably be early enough in passing the straits into the Northern archipelago, and in getting to the Southward, from their rendezvous at Kampschatka, as autumn advanced.

Further particulars I shall reserve for the treatise I have written on the North-East Passage; which I intend to publish, or, at least, to communicate to such philosophical gentlemen as may be anxious for
the

the discovery of it, and who would encourage the undertaking, by their subscriptions (or otherwise) to fit out two ships and a sloop for the purpose.— I have contrived, and therein laid down a plan for the construction of a vessel of 100 tons or upwards, which *cannot possibly sink or overset*; nor could she easily be squeezed to pieces in the ice. This vessel I should propose to accompany the larger ships, in order to take their crews on board, in case of fatal accidents. In my said treatise, I have laid down *the courses to be steered, as nearly as the ice may permit*; with precautions and directions in making the land of the Tchuktshi, or the Stachtan Nitada, and the island of Alaschka; and have maturely considered the whole matter. I have likewise made it plain, that no navigable North-West passage can possibly exist: and that the attempting it, either by the way of Hudson's Bay, or Baffin's Bay, or by approach-

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ing the North Pole to the Northward of Spitzbergen; or, on the other hand, from the Western coast of North America, to the Northward of California; are all absurd undertakings; and that the discovering a Northerly passage that way is altogether *impracticable*.—Capt. Middleton's arguments will *stand the test for ever*. He was a consummate seaman, a bold adventurer, and a man of great judgment and experience in naval matters. The attempt of a N. W. passage after him, in the ships Dobbs and California, was proved to be a vague and fruitless scheme. Those ships were fitted out through pique, prejudice, and ignorance. The Commander of one of them, Capt. Smith, who, before that expedition, was thoroughly and practically acquainted with all the Western coast of Hudson's Bay, declared to me, "That there was no such thing as a passage from thence to the South Seas." And Capt. Middleton proved

proved in Repulse Bay, that the farther he got to the Northward, the more he was incumbered with ice: the reason and philosophy of which is plain, because he was the more land-lock'd; and because there was no opening or passage to the Northward, whereat the ice could disperse itself. The only vent for it out of Hudson's Bay (which is more properly a great sea) is through Hudson's Straits, from whence it is driven, in monstrous islands, into the wide Ocean, where some of it may be 50 years and upwards in thawing. The very identical ice I am speaking of, is met with on the Banks of Newfoundland, which is 1000 miles to the Southward of Hudson's Straits.

I am aware, that my arguments in favour of the North-East Passage being navigable, will probably be objected to, by a certain able and ingenious naval commander, who is a seaman of great intrepidity, of great professional know-

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ledge;

ledge ; a philosopher, and, I believe I may safely add, a good astronomer and mathematician. This brave man, a few years ago, used his utmost endeavours, and persevered with undaunted resolution, in discoveries towards the North Pole ; and, of course, for a Northerly passage to the South Seas, and to China. The reasons why he failed in the expedition are very plain. I could have foretold the ill success of the voyage, if I had known the intended courses of the ships, when they left the Thames. Begging the brave commander's pardon, I think he steered the most improper course that could be devised : it unavoidably locked him up in the ice ; because he hampered and entangled himself with the islands and broken land of Spitsbergen, where there is a certainty of being encumbered and surrounded with ice. The Greenland ships experience it every summer. They go thither on purpose to be surrounded

rounded with maffy ice, becaufe the sportive whale delights therein. It is evident, then, that *their track*, which the faid naval commander followed, is utterly an improper one ; and is on the wrong fide of the land of Spitzbergen to feek a Northerly paffage to the Pacifick Ocean. Inftead of keeping on the meridian of London, it would have been more prudent, in my opinion, to have fought the meridian of the ifland of Alafchka ; where, and where alone, there exifts a Northerly paffage from Europe to China and the South Seas. The maxim which I have laid down for the difcovery and navigation of this hidden paffage, is *never to hug the land aboard* : the reafon is manifef, becaufe wherever there is land beyond the latitude of 74 North, the fea about it is affuredly full of ice. I would, therefore, if I was to go in fearch of this paffage, never wifh to behold any land, after I had taken my departure from

Winterton Ness, in the county of Norfolk, until I had been in the latitude of 82; and had made so much **E**asting, as to be come to my desired meridian for a Southerly course. *Ever avoid the land, my polar navigator*, beyond the lat. of 74, *if you mean to avoid your enemy the ice.*

—Our great and lamented discoverer, Capt. Cook, when he went on his expedition towards the South pole, could not get within 18 degrees, or 1080 miles, of it. In the latitude of 71, he found the ice like a floating continent;—it totally stopped his progress to the Southward;—he coasted it, but could find no fair openings: whereas, in the same parallel of latitude of 71 North, nay to 74, there are no such interruptions in the summer. This is a convincing proof to me, that there is more land towards the South than towards the North Pole; for it is the land and fresh water, not the sea, that produces the ice. I do suppose,
that

that, beyond the Southern Ice which I am speaking of, and which our renowned navigator coasted along, there is a great continent of land, probably inhabited; and I further suppose, that Capt. Cook was within a hundred miles of that land. I ground my judgment on the known facts relative to the coasts of those vast continents, Siberia, and Greenland, and of the great island of Nova Zembla; all lying in the Polar Region or Frigid Zone. The ice lies packed in such a manner all along those coasts, that they are oftentimes inaccessible, even in the middle of summer; but where the shore is flat, the ice *grounds* far enough from it to leave a navigable channel between the body of ice and the shore, particularly on the coast of Siberia. Yet you must ever avoid getting into this channel: for, if you do, you will be hemmed in, as the renowned Barentz was on the coast of Nova Zembla; and will

will wish in vain, as he did, to be *without the ice* to sea-board.—The Russian ships which went from Siberia round the land of the Tchuktſchi, and arrived at Kamſchatka, ſome centuries ago, undoubtedly navigated in ſuch channel, keeping cloſe along ſhore all the way: but this is no argument for any navigator to follow their example. The North-Eaſt Paſſage *muſt be ſought* where there is *ſea-room*, and by working a traverſe out of ſight of land amongſt the fluctuating ice.

In regard to a North-Weſt Paſſage, to the Northward of Greenland and Baſſin's Bay, into the Icy Sea or Northern Ocean; I apprehend no ſuch paſſage exiſts. I rather ſuppoſe, that the continent of Greenland, which widens ſo far as it has been diſcovered, extends to the Pole; and thence trends away to the South-Weſt, to the Stachtan Nitada of the Ruſſians; and thence forms the Weſtern Coaſt of
North

North-America : so that, if there is any sea to the Northward of Greenland, it lies under or near the Pole, according to this conjecture.—Baffin's Bay extends to 78 degrees North latitude ; and, from the inlets there discovered, and other circumstances, it is reasonable to imagine that a great tract of land lies to the Northward of that bay : and the continent of Greenland *widening* as it extends to the Northward, renders my conjecture the more probable. Baffin's Bay has been rounded by several navigators, and no passage out of it could be found navigable to the Westward, or to the Northward ; only small sounds and inlets were discovered : so that, if any passage does exist from Baffin's Bay to the Northern Ocean, it must be a very narrow one, *choaked up with everlasting ice*.—But, supposing that a North-West Passage could be found to the Northward of Greenland, you must afterwards, at all events, in order to get to
China

China or the South Seas, pass through the Straits at the island of Alaschka.

But to conclude this short prelude on the North-East Passage :

All the arguments and all the attempts that have been made for the discovery, being duly considered and summed up together, the rational conclusion will be, That there is no other eligible plan, no other probability of success in the accomplishment of this desirable and long-fought voyage, than to *attempt it vigorously by a North-East Course*. I am confident, that, by human skill and a religious dependence on the *divine favour and protection*, the voyage *may be performed*: and the ever-renowned discoverers would undoubtedly be crowned with honour and reward. I am ready and desirous to lend a hand to superintend, and to step forward in this arduous and laudable undertaking; and to publish my Treatise under the patronage of such worthies as would enter

enter warmly and strenuously into the bold and honourable enterprize. And if the First Lord of the Admiralty would countenance it, by letting the adventurers have two of his Majesty's bomb-ketches, and by giving such other assistance as is in his Lordship's power, without prejudice to the naval operations, or to the work of the royal dock-yards, it would greatly facilitate the business.—According to my plan, none of the navy-officers or seamen would be wanted; for, as I have before hinted, the commanders and their whole crews should consist of hardy men, brought up in the Greenland Seas; such as have been accustomed to *set their faces against the ice*.

P. S. From the different accounts that have appeared in the public prints, relating to Capt. Clerke's homeward-bound passage from Kampschatka, it is impossible for the reader, who is not versed in maritime affairs, to form any true judgment

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of

of the circumnavigator's intentions. To the letter that was said to be read to the Royal Society, it is added, that Capt. Clerk (*in the month of June*) intended to proceed from Kampschatka back to Othaheite; and thence *back again*, in search of a North-West Passage: meaning, no doubt, that he would attempt it again, where I suppose Capt. Cook had failed in it, on the Western coast of North America, in about the latitude of 52, to the Northward of California.—This doctrine is so absurd and ridiculous, that I do not credit it; because, by such a course, Capt. Clerk would be going backwards and forwards 9100 miles, to arrive at a spot, which, when he was at Kampschatka, he was within 2100 miles of, and at a proper time of the year. Besides, such a round-about-course of 7000 miles out of his way, would make him too late in the year to admit of a possibility of success in any Northerly Passage.

I will

I will beg leave further to observe, that, if there exist any straits or narrow channels from Hudson's Bay to the Western Ocean of North America, such straits must be upwards of 1000 miles through: and I will be bold to say, that all water-passages through the continent of North America, from its Eastern to its Western Coast, beyond the 60th degree of North latitude, are wedged up with perpetual ice, which never disperses sufficiently to leave those passages navigable. And, if there are any such channels or straits out of Baffin's Bay, the Northernmost part of which is 13 degrees or 780 miles to the Northward of Hudson's Bay, such passages do not lead into the Western Ocean of North America, but into the Northern Ocean or Icy Sea, to the North-West of the Stactan Nitada. This being the case, there cannot be any passage from Europe to China, or to the Pacifick Ocean, by Baffin's Bay, (or to

the Northward of it,) without passing the straits to the Eastward or to the Westward of the island of Alaschka; and progressively on through the Northern Archipelago: so that, if a ship should pass from Baffin's Bay, (or to the Northward of it,) by a North-Westerly or a Westerly Course, into the Icy Sea, and thence, doubling the land of Nova Zembla and the North Cape, should arrive in England from the North Sea; which would be a meritorious voyage, and an absolute proof and discovery of all the difficult part of the North-East and North-West Passages, as they are commonly called; yet she would not be entitled to the Parliamentary reward of 20,000*l.* because she would not have been in the Pacifick Ocean.—I think the first clause in the Act of Parliament, which is the grand and essential part of it, is very vague and imperfect in its literal sense and meaning. It seemingly restrains the discoverers from
going

going *direct to China* by the North-East, and I think by the North-West Passage too; besides several other errors which I can point out. Therefore, a thorough explanation of six words in the said clause would be necessary, before a ship should undertake the voyage for the discovery of a *Northerly Passage from England to the Northern Archipelago of the Russians*; which is the only merit and difficulty of the expedition, and ought to be the sole object and meaning of the parliamentary reward for the performance of it: for it matters not, whether the voyage is navigated by a North-Easterly or a North-Westerly Course from the North Sea. I prophecy, however, that it will never be navigated by a North-Westerly Course, unless it is by whales under the ice.

It has been prophesied for some time.

A T R I-

A
TRIBUTE OF GRATITUDE

TO THE MEMORY OF

That renowned Circumnavigator,

CAPT. JAMES COOK:

With Remarks on the subsequent Part of the
Voyage of his Ships the RESOLUTION and
DISCOVERY, after they left *Kamtschatka*,
&c. &c.

EVERY feeling man must be sensibly
affected at the melancholy account
of the death of that brave and renowned
seaman Captain Cook. The circum-
stances of his being cut off, as related in
the news-papers, are aggravating and
astonishing beyond measure. His intre-
pidity in putting himself at the head of
only

only nine of his crew, to combat a numerous and desperate mob of islanders, when he might, with equal ease, have headed 150 of his brave tars, who would have quelled a thousand of those savages; this instance of heroism is almost incredible. If it was rash or imprudent, I may venture to say, that this unequal combat was the only rash or imprudent step, in thrice surrounding the world, that this celebrated navigator was guilty of.—O Cook! matchless in valour, yet too disdainful of danger; unequalled in prudence too, till thy unfortunate death probably paid the forfeit of a too bold attempt: if it can be any consolation to thy manes, let it be remembered, that the *first circumnavigator*, the immortal Magellan, fell in some measure like you. Ranked with him, with Columbus, Drake, Hudson, Willoughby, Barentz, Gilbert, Forbisher, Davis, and all the antient and modern heroes of the ocean,
whose

whose names are lasting as the stars of Heaven, thy name shall be handed down to posterity with veneration and applause.—O Son of Neptune! you have *fought a good fight*; and as a great naval discoverer, and a brave seaman, you have *finished your course* with credit to yourself, with honour to your country, and with improvement to mankind. As a christian and soldier of your heavenly Master, you have wisely kept the faith of your holy religion; therefore I doubt not, but there is *laid up for you a crown of life*, which will be given you at the great day of retribution, as a reward for your integrity and approved conduct in this world of probation.—A star, like that of Chaldea and of Bethlehem, will *then* direct your course, *without magnetic variation*, to the *land of promise*. A *White Pacifick Sea* will then present itself to you view. No shipwrecks will ever *there* be seen; no enemies will ever *there*

assault you. The meridian *sun of righteousness* will shine on you continually; for in those blest regions it is eternal day. A prosperous gale will never cease to fill the bosom of your sail, until you have steered your christian bark into the safe harbour of everlasting rest. Landing, by the grace of God, on the blissful coast of a *new-discovered, better country*; you will there, with Drake and Magellan, and an innumerable company of *just men made perfect*, be welcomed on shore by saints and angels. They will conduct you into the *New Jerusalem, into a city which hath foundations, whose builder and maker is God*; where all the mysteries of science are unfolded; where the enlarged mind will comprehend more in one hour than it has been able to attain in a whole life of study on this terraqueous globe; and where improvement in knowledge will be endless as the ages of eternity which the righteous will have

to

to pass.—Such will be the privileges of
just men made perfect!

I would wish to add a great deal more in praise of the deceased; but he needs no panegyric. I will only indulge myself in this allegorical strain for a few lines more; and then, taking shelter under the wings of the candid reader, I will conclude.

The naval exploits, the great geographical improvements, and the extraordinary preservation of men's lives at sea, will sufficiently immortalize the memory of our renowned Navigator; and will place him in the rank of British Argonauts, as long as oak of Britain plows the ocean. In my allegorical strain I may justly say of Capt. Cook, that Neptune smiled at his birth; Navigation marked him as her enterprising son. From the Zenith to the Nadir, the constellations sung an hymn of rejoicing, for the birth of this thrice-circumnavigating hero,

and thrice a visitor to their several hemispheres.—Such were the auspices of his birth!—In the meridian of his life, and during his ten years curious researches round the world ; virtue, humanity, prudence, and fortitude, were his inseparable attendants : and though he fell a victim at last, yet, Phœnix like, his fame is kindled up afresh ; so that, when we read the entertaining page, we behold him, with the wondering eye of imagination, sometimes exploring new continents, sometimes boldly encountering the icy regions, sometimes burning under the line. The ocean may be his grave, but the whole globe is his monument ! His circumnavigating tracks have marked and have measured it almost thrice round in a curious variety of mazes and meanders ; and I hope that the Galaxy will be traced with his *surer pilotage* on high.

I will now only add this memento on
our

our famous navigator; that, as he has twice put a girdle round the world, and had prepared a third with which he had half encircled it again, I trust so much gratitude will be shewn to his memory, that a judicious naval monument will be erected to it in Westminster Abbey, either at the publick expence, or at the private expence of his Majesty, or at that of Capt. Cook's particular friends; such as the Earl of Sandwich, Joseph Banks, Esq; Doctor Solander, and others: and that a *full descriptive epitaph* will be inscribed on it; not a modern one, like the posey of a ring, as Hamlet says of the player King's prologue.

Having thus paid a due respect to the memory of our renowned navigator, I have only to beg the Reader's pardon for all the errors and imperfections in this short essay; and to assure him, that, if I have caused him to sacrifice half an hour
without

without entertainment and improvement, I am exceedingly sorry for it. If he finds a contrary effect, then I am made happy ; and the publishing my sentiments answers my most sanguine desires : and, in a future essay, I should not doubt of affording him a much higher entertainment, by communicating *my thoughts at large* on the meritorious and important voyage, for the discovery of the North-East Passage, round the vast empire of Russia, never yet encircled by any navigator. In such future essay, I would conduct my reader, on various courses, through the Northern Ocean or Icy Sea, till at length he should look ahead for the Scalaginski Nos, and Cape Chuckchense, or the island of Alaschka, or the Western Point of the Stachtan Nitada, which is the Westernmost land of all America. Then, with God's blessing, I would steer him through the
wished-

wished-for Straits; and, running to the Southward, and leaving the Alafchkan island out of sight *astern*, and bidding farewell to arctic stars and grinding ice, I would anchor him safe in the Kampfchatkan port.—To realize this fond imagination, would be to quench the thirst of a noble ambition, which has reigned in the minds of men, and, at different periods, has perplexed and baffled the skill of the ablest mariners, for upwards of two centuries past. The ships that should perform the arduous task, would be as worthy of renown as those of Columbus and of Magellan; and would deserve as eminent a place in the starry regions of the North, as ARGO NAVIS did in the Southern hemisphere. The BRITISH TARS, who should accomplish this glorious voyage, would be entitled to a more meritorious reward, than those Argonauts who fetched the gold

golden fleece from Colchis. The GREAT EMPRESS, too, would sound *her* applause, on hearing the wondrous tale of these new marine mathematicians, who had measured her extensive empire with their *log and line*. But British Gratitude (*untarnished yet I hope*) would doubtless be foremost in its reward and praise.

R. B.

F I N I S.

