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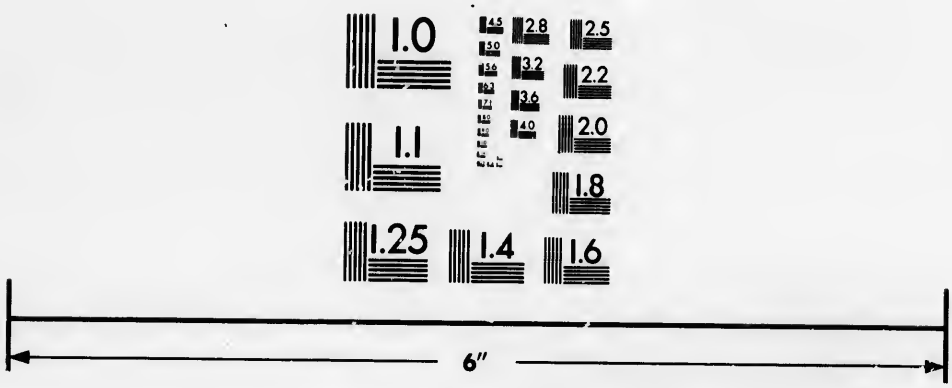

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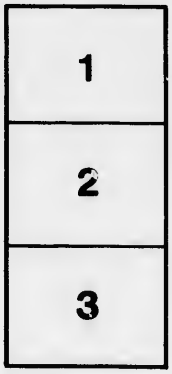

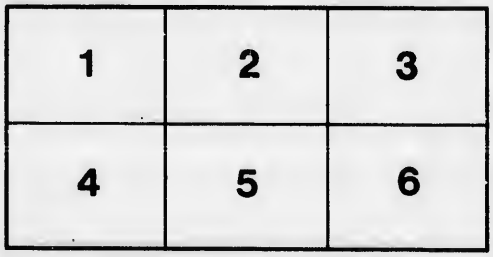

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AN ACCOUNT OF A VOYAGE

For the Discovery of a

North-West PASSAGE

BY

Hudson's STREIGHTS,

TO THE

Western and Southern Ocean

OF

AMERICA.

Performed in the Year 1746 and 1747, in the Ship *California*, Capt. *Francis Smith*, Commander.

By the CLERK *of the CALIFORNIA.*

Adorned with CUTS *and* MAPS.

VOL. II.

LONDON, PRINTED;

And Sold by Mr. JOLLIFFE, in *St. James's-street*; Mr. CORBETT in *Fleet-street*; Mr. CLARKE, under the *Royal Exchange*, and Mr. R. BALDWIN, Jun. in *Pater-Noster-Row*. M.DCC.XLIX.

AN

ACCOUNT

OF A

VOYAGE, &c.

DURING the Month of *December*, the Weather for the most part was clear with Sunshine, but intensely Cold. The thick Weather, which we some times had, was principally occasioned by the Vapours that arose out of *Port-Nelson* River, that River not being then Froze over. There were but three Falls of Snow during the Month, and that Snow dusty and small. The Frost was continual as in *November*, and part of *October*. The Air perfectly dry without any Fog or Haze, altho' there frequently fell in the Nights a great Rime, or Hoar Frost that settled on the Bushes. There was more Wind in this Month than there was in *November*; and the Snow being light and small would in all the Plains and open Places, drive with the Wind like

December

December Duſt, ſo that a Perſon than Abroad could not be able to ſee twenty Yards before him.

The Sun was frequently this Month ſurrounded by two Halos or Circles, (as it alſo was at other Times in the Winter, and in the Spring) which were of the Colours of the Rainbow, but not ſo lively, and leſs diſtinct, for in theſe there were ſcarce above two Colours to be plainly diſtinguiſhed, *viz.* a dull Yellow next to the Sun, and a pale Green on the other Side. In the firſt Halo or Circle, neareſt the Sun, there were two Parahelia (or what they term in theſe Parts, Dog Suns) one on each ſide of the Sun, and in a Line with it, of a circular Form and larger than the real Sun. Theſe Halos and Dog Suns appear at all times of the Day, ſometimes continuing for many Hours. But I never ſaw at any one Time more than two Dog-Suns and two Halos, or did they at any one Time appear different to what they did at another; excepting, that now and then, there would appear from the upper Limb of the Suns Diſc, a Cone of a fiery Redneſs, the point of which Cone would reach beyond the fartheſt Halo or Circle.

In the Beginning of this Month, the Scurvy began to appear amongſt the People; the Complaints of their Pains and Achs were very various; ſome were affected with ſore Mouths; others without Pain complained of the pitting of their Legs. Upon the twentieth at Night one of Captain *Moor's* People died of this Diſorder.

The

The Factory People killed by a Gun-Trap a *Queequeehatch* about three Feet in Length, and in the Make of the Body much resembling a Badger, remarkably strong jointed, the Feet large, Legs short, Mouse Ears, with long and sharp Teeth; the Skin of a dark Brown Colour, with a Strip of lightish Yellow encircling the Body, running from over the Shoulders along both the Sides, and crossing the Loins. This Skin was of a very little Value, the Animal being an old one. These Skins in the *Hudson*'s Bay Company Sales, are called *Wolverins*, and they are so named at the *Factories*. December

The *Queequeehatch* is a Terror both to the Bear and Wolf; the Bear and Wolf avoid meeting the *Queequeehatch* when alive, nor will they prey on him when dead, though they will prey on their own Species when such Species are Dead, and on all other Animals either alive or dead.

These Gun Traps are usually set under some Bank Side, or in a Hollow Way, (where they observe the Tracks of Bears, Wolves, Foxes, or other Animals) are made of three small Poles set up Triangular, and meeting at the Top; to two of them about two Feet from the Ground, they tie a Gun; to the third they tie a Stick in such a manner that one End of this Stick comes before the Trigger of the Gun, and at the other End there

December. is a String tied and passed to a Bait; the Bait (which is usually a Partridge) is set at about twenty Yards distance between two Pieces of Ice; the one set up on one Side the Bait, and the other on the other, so that whatever comes to take the Bait must come before or behind, and be directly in Front of the Gun; the taking of the Bait, pulls the String, and the Gun immediately discharges. They catch the Fox, Wolf, *&c.* sometimes in Steel Traps, covering the Traps with Snow, sticking a Bit of Firr, or a Piece of Bush in the Snow near to the Traps, as a Notice for Persons to avoid such Traps.

January. Between the first and eighth of *January*, clear Sun-shiney Weather, and with only two falls of Snow. The Cold very intense and a great Rime almost every Night. About two in the Morning of the eighth, there was an extraordinary loud Clap of Thunder heard by most of the Ships People, and also by the People at the Factory.

Between the eighth and tenth, there was such Weather, as had been the preceeding Days. From the tenth to the End of the Month, more frequent and harder Gales of Wind, than in all the Winter besides; and more Snow fell than fell all the Winter before; and that which did fall was fleaky Snow, such as we had not seen since *October*. Nevertheless they were some Days of pleasant Sun-shiney Weather, and the Cold at Times so moderate, as that a Person might go without

without having his Hands cover'd, or putting them in his Mittins; and tho' there was no Thaw, yet the Frost was greatly abated. The Moderation of the Cold, the Pleasantness of the Weather, and the Abatement of the Frost, gave us great Hopes of an early Spring. The Quantity of Snow also promised a good Goose Season, as the Swamps would be very wet, and full of Water, from the melting of so much Snow; and where ever the Swamps are very wet and full of Water, there the Geese are sure to resort. January.

About the twenty-fifth were first seen a Species of Birds, near the Size of a Thrush. The Feathers of their Backs and Heads of a Crimson Colour, the Tails and Wings of a lightish Brown, with some white Feathers in the Wings, the Feathers of the Breast Crimson, and those of the Belly of a leaden Grey Colour. The Crimson Feathers at the Breast, of a brighter and more beautiful Colour, than those on the Head and Back. These Birds feed on the Poplar, and are called red Birds.

Upon the thirty-first, some of the People searching a Rabbet Snare, found only Part of a Rabbet, the other Part being eat by a wild Cat, whose Track was perceptible in the Snow; though it is rare that they come so near the Sea-side, keeping mostly in the Inland Country. This Creature is somewhat bigger than the *English* Fox,

of

January. of a reddiſh grey Colour, and in Figure every way agreeing with an ordinary Cat, excepting as to the Tail, which is very ſhort. It is a fierce and cunning Animal, for finding the Deer, which they delight moſt to prey on, too ſwift for them, they ſit in Trees to watch their Motions; as the Deer walk or feed under jump down upon them, faſtening on the Shoulders, and tearing the Sinews on the Back of the Neck, which cauſes the Deer to fall, and the Deer dies with the great Effuſion of Blood. The Cat never leaves the Spot till the Deer is quite eat, but remains in ſome Tree near, which frequently occaſions the Cat's being taken by the *Indians*.

Towards the latter End of the Month, ſome from the Factory made an Attempt to croſs *Port-Nelſon* River, it being now Froze over eight Miles to the Southward of the Factory, and ſome Diſtance beyond that the River was open. In the Part were the River was cloſed, the Ice was ſo very rough, that endeavouring to paſs it, they broke their Sleds to Pieces, and were forced to return. Sir *Thomas Button*, according to Captain *Fox*, mentions this River, not to be froze over untill the Sixteenth of *February*, in the Year 1612, the Time he winter'd there. Father *Gabriel Mareſt* a *Jeſuit*, who was with the *French* at their taking *York Fort*, mentions this River not Froze until the Night between the twenty-third and twenty-fourth of *January*, which was in the Year 1695. But Sir *Thomas Button*, and the

the Father are both to be understood to speak of Parts more to the Northward, or much nearer the River's Mouth, than the Parts attempted to be crossed: and the Father expresly tells us, that the Part he speaks of was directly cross from the Factory; which Part of Port *Nelson River* was not froze over at any Time this Year. January.

The People, were during this Month, very bad with the Scurvy, two of them died; one the Boatswain, on the seventh Day; and the other on the Twenty-ninth; though their Deaths may be attributed in Part to other Ailments besides the Scurvy, which they brought from *England* with them; tho' the contracting such Ailments was not known, until some Time after that they had been upon the Voyage.

February began with pleasant Weather, the Cold moderate; but the fourth and fifth were very sharp Days; and those Days were thought equally severe with any that we had had during the Winter. Between the fifth and sixteenth, pleasant, beautiful Weather; as to the Cold, it was little. February.

In that Time the *Spring* was greatly advanced. Neither Water or Ink in the Tent froze; and Water put out at the Tent-Door froze but little. The Snow which lay upon the Tent began to fall off. The Ground of the Tent began to give,

and

February. and the Earth round the Bushes and Trees to thaw. The Snow in the Paths melted. Where the Snow was a Yard or more deep on the Sides of the Banks, that nearest the Bank for a foot or more was like shingly Pieces of Glass, having been thaw'd and froze again, though there was no Alteration as to the upper or outer Snow. The Earth might be pierced with a Knife a small Way in, and would crumble. Upon putting your Hand close upon, or into the Snow, there was not that intense Coldness as was to be felt in *November* and *December*. If Snow fell upon your Hands, it immediately melted, not becoming Ice as formerly.

Upon the Eighth, there came several large Flocks of what they call Spring-Birds, as they always come in the Beginning of that Season. They are the Size of a Hedge-Sparrow, the Feathers of their Back and Breast brown like a Sparrow's, black under their Beak, but the Feathers of their Belly of a faint Red.

Upon the Thirteenth, at Night, we had a total Eclipse of the Moon, the Sky clear; but there was no Observation made for want of Instruments: And whatsoever may be pretended by the *Mineralist* and *Draughtsman*, he could not be able to fix the Longitude, as he had no other Instrument than a common three Foot Spying-Glass, and had made no preceeding or succeeding,

ing Observations to regulate the true Time of its Beginning or Ending. February.

The Beginning of this Month, a Survey was made of the Provision, to see what was consumed, and what left. There were eighteen Months Provision first put on Board the Ship, for the Voyage. Eight Months of the Time were now elapsed, and it was found that the Consumption had been much less than what was allowed for the eight Months; so that there was no reason for us to fear that we should be under any Difficulties with respect to Provision. And it may be observed here, that the Provision was not only in Plenty, but extraordinary good in all its several Kinds.

We had had very little Wind this Month. The Weather continued between the sixteenth and twenty-fourth agreeable and pleasant; and there were in that Time only two Falls of Snow, which was all the Snow that fell this Month; but the Cold again came on, so as to cause the Water and Ink within the Tent to freeze. There began to appear upon the Rumps of the Partridge the Stumps of the brown Feathers, their Summer's Cloathing. The Sun had now such Influence, when some Degrees above the Horizon, as to thaw the Snow and Ice, excepting in the Shade, where it still continued to freeze.

February. Captain *Moor*, fearful of a Thaw, proceeded to cut his Ship out of the Ice; but Captain *Smith* had no Intention of cutting out the *California* as yet. And this Proceeding of Captain *Moor*'s was very unſeaſonable, greatly diſcontenting the Men, and forwarding them in their Illneſs. For the Weather between the twenty-fourth and twenty-eighth was very cloſe, cold, with Falls of fleaky and ſmall Snow, and on the twenty-eighth it was very ſharp Weather, with a hard Gale of Wind, and ſo ſeverely cold as to cauſe the Hair and Eyebrows to be covered with a white Froſt, and the Moiſture of the Eyebrows and Droppings of the Noſe to freeze, as had been uſual in Winter. It muſt be ſuppoſed that Work amongſt Ice and Water went on but heavily in ſuch Weather, as it really did; though on the firſt Day they in one Place got to the Water, which was under the Ice, and to the Ship's Keel, finding the Water warm, and the Mud ſoft and unfroze.

Towards the latter Part of this Month ſeveral of the People were Snow-blind, which did not continue more than two or three Days to any one of them. Moſt of them had ſore Eyes, occaſioned by the ſame Reaſon as the Blindneſs, *viz.* the Reflexion of the Sun upon the Whiteneſs of the Snow. The only Prevention is, the timely Wearing of a Piece of black Crape over the Eyes.

We

We had the *Aurora Borealis* some Nights this Month, as we had had at Times from the twenty-eighth of *June*, when to Westward and Southward of *Farewell*. The *Aurora Borealis* in *June* was from the South-East, then shifting round to the East; it's Appearance was like to that of a small yellow Cloud, about forty Degrees above the Horizon, which soon shot out a Stream towards the Zenith, which Stream consisted of a Variety of Colours, black, blue, Flame-Colour, *&c.* continually vibrating; and after several Emanations, which lasted for a small Time, would collect and fold itself into the Cloud, and then shoot out again. The Colour of the others in general, which we saw both in the Bay and also after our Arrival in *Hays*'s River, was a yellow or buff-Colour, with large Streams shooting out, and then contracting, as we often see them in *England*; excepting some in the Beginning of *November*, which were like that in *June*. The *Radii* of the *Aurorà Borealès*, which we had in the Bay, shot from the Southward. When we came into the Winter-Harbour, and during the Winter, the *Aurora Borealis* seldom appeared from the North-West or North-East; but generally from the Northward of our Zenith, shooting South; and at the same Time another Light, from the South-West, streaking towards the Zenith: The former from the Bay, the latter over and according to the Course of *Port Nelson River*. There was for February.

February. ſeveral ſucceſſive Nights, and at various Time in the Winter over *Hay*'s Iſland, a broad ſettled gleam of Light, much reſembling the Milky Way, (only of a brighter Colour, and ſomewhat Broader) that reached from the Northward of our Zenith, and ſeemingly joined almoſt with the Horizon. The *Auroræ Boreales*, were ſomething more frequent in the Winter than in the Summer Months, but were not in Winter, always apparent on every clear or Star light Night.

Moſt of the People, were now ill of the Scurvy; and in the beginning of this Month, there was little Proſpect of their growing better, or indeed little hopes of the Recovery of many of them; moſt of the Remedies that were tried proved ineffectual, until the Tar-Water was made uſe of; which ſoon made a conſiderable Alteration for the better.

What added to their Misfortune, was their not having freſh Proviſion, (except in a ſmall Quantity, which was ſupplied them by their Ships-Mates, who generouſly ſpared it from their own uſe, to give it them. The Officers alſo of the *California* abſtained from all freſh Meat, that it might be given to the Men) Which Miſfortune of wanting freſh and ſuitable Diet was attributable to the ſending away the *Indians*, on our firſt Arrival as mentioned. Neither had the Governor at that Time a ſupply of freſh Proviſion

sion for himself, occasioned by his former Miscon- February.
duct, there not being Partridges sufficient for the *Indians* about Home to kill; the Partridges, having after the great Fall of Snow in *January*, flew up to the Hills where there was less Snow, the Berries, such as Cranberries, and Dewatter berries, which grow on the Ground, being there more easy to come at. The Governor was so distress'd for Provision, that he applied to the Captains for a Supply of their Salt-Beef, promising a Return in Venison, when the Season should permit. As fresh Provision could be at no Time but very acceptable, the Captains therefore complied.

The severe Weather, such as we had the last of *February* did not continue. The first of *March* was Cloudy, with a Fall of Snow, not March.
Colder than a common Winters Day in *England*, and the Frost but little; such Weather continued until the ninth. Upon the ninth the Frost first ceased to be continual as it did not Freeze in the middle of that Day, either in the Sun or Shade. The tenth of *March* clear Weather, with a hard Gale at N. W. it Froze again in the Shade. On the eleventh the Gale continuing, the Weather was so sharp as several of the People were Frost-bit; so on the twelfth; but on the thirteenth, though there was a Continuance of the Gale, the Cold moderated, and there was again no Frost in the middle of the Day. Between the fourteenth and eighteenth mostly close Weather, with Falls

of

March. of Snow, and one Gale of Wind; little more than Cold, and little Froſt. But on the eighteenth the Morning proved, cloſe with a hard Froſt, and it Froze very Hard all that Day and Night, with ſevere Cold. The nineteenth clear, pleaſant Weather with Sun-ſhine, a Rime in the Morning, Froze but little, and not very Cold. Upon the twentieth Captain *Smith*, began to cut the *California* out of the Ice, or to dig the Ice away from the Ship, ſix Feet diſtance around her, and as deep as within two Inches of the Water. In order that the Ship being freed from all the Ice, might be able to Float upon the coming down of any Flood, or Land-water. Moſt of the People were ſo well recovered, as to be able to aſſiſt, and having warm pleaſant Weather, with no Froſt but in the Nights, executed it in leſs than three Days, the ſame Work, which coſt Captain *Moor*'s People near a Fortnight on the Account of the Weather. This Work is done with Ice-Chiſſels, Axes, and Baſkets to laid out the Ice. The Trench which was made round the Ship, (excepting a ſmall Part of the Ice, left at the Head, and Aſtern, and on one Side,) was eight Feet deep; and the Ship was ſupported in it by Shores. This thickneſs of Ice, was cauſed by the over-flowing of the Tides, which came up through the Cracks of the Ice, or by the Water Holes, which were cut in the Ice, for freſhening the Meat. The Ice in the Channels of *Hay*'s River, being no more than three and twenty Inches Thick.

The

The *Spring*, was now so far advanced, that the Swamps had now in many Places Water on them. Upon the Bank-sides, upon the Shores, and also in the Woods, there were many Plats clear of Snow, the Snow was of a greyish Colour, crisp on the Top, but upon walking on it, sunk in with you. The Snow thawing first next the Earth, occasioned by the Earths natural Warmth, and the Suns Heat which penetrates the Snow, being refracted. If you struck the Ice with the But-end of a Gun, or laid a Piece of Iron on the Ice, it would cause a Hole which would be immediately full of Water. March.

Upon the twenty-third, we saw several dark-ish Clouds appearing like rainy Clouds, such as we had not seen since the beginning of Winter. We saw also more of them on the twenty-fourth, which was a fine, pleasant, Sun-shiny Day, a little Chill, it thawing all that Day, and having but a small Frost at Night. The Morning of the twenty-fifth was fine pleasant Weather; when Captain *Smith*, with some of his Officers and Men went Aboard his Ship to remain there. Upon going to the Factory, it appeared that the River was broke up, for twenty Yards under the Factory Shore. In the Afternoon of the twenty-fifth there was a thin Fall of Snow or rather Sleet, which felt to the Hands and Face, much like to small Drops of Rain.

Between

March. Between the twenty-fifth and twenty-ninth, was fine pleasant Weather, thawing in the Day Time, and a gentle Frost in the Nights. The twenty-ninth, between five and six in the Morning there were large Drops of Rain, like Summer Drops, and afterwards Sleet, which lasted about ten Minutes. The same between six and seven in the Morning of the thirtieth. Both Days were Cloudy and Cold, with some Wind. Yet there was a Thaw, with a large Fall of fleaky Snow on the thirtieth in the Afternoon. A Black-Bird was seen on the thirtieth which was looked on as an Indication that the Geese would soon follow. The Water was so much out about the Factory, that a Messenger sent to the Factory, was obliged to return.

The thirty-first was a Day much like to the two Preceding, and about two in the Afternoon, we perceived the Water, like the Stream of a small River, coming down the Creek upon the Ice, about a Foot or a Foot and a half in Depth.

In the Beginning of this Month, the white Foxes began to appear in great Plenty; and many of them were catched. They chiefly keep to the Northward, and only come down into these Parts, or the lower Country, in *Spring*. They are much in make like the *English* Foxes, their Flesh is very good Eating, in taste like Mutton.

The

The latter Part of this Month the Deer began to cross *Hay's* River, twenty Miles above the Factory; where there were *Indians* waiting for to kill them. One Year they pass'd in four Columns or in four different Tracks, all within three Miles space, one of the Columns passing near the Factory, and the whole four Columns did not contain less in Number than eight or ten thousand Deer. This happen'd in the Month of *April*, and the *Indians* by reason of the moist Weather that then was, not being able to keep their Powder dry, kill'd but few of them. In other Years they have kill'd Numbers for the sake of their Tongues only, which is the most delicious Part, leaving the Carcases to rot, and for the Beast to prey on. The Tongues they brought to Sell at the Factory, but were reproved by the Governor. At these Times the Does passing to the Southward to Fawn or drop their Young, the Numbers thus uselessly destroy'd before they drop their Fawns, without doubt, occasion, the Scarcity of Deer they have of late been sensible of in these Parts. March.

The Governor agreeable to his Promise, supplied the Ships with some Venison, both in this Month, and in the beginning of *April*, but the Quantity came far short of what was agreed for; alledging as an Excuse, that there were but very few Deer, and a great Number of *Indians* hunting of them, so that the *Indians* eat the major Part of the Venison that they got, and brought very little to the Factory.

March. The Wolves, will follow after these Herds, six or seven or more in Company, but dare not attack them for fear of the Bucks; but if they can single out a Doe, they then hunt her down. After the Wolves, the Foxes follow to pick up their leavings; the Wolves never eating either the Entrails, or the Briscuit of the Deer.

These Deer, are about four Feet and a half in Heigth, about the size of an Ass, and nearly of the same Colour; they are in Shape much like a Stag, but their Horns are much loftier, and wider than those of that Animal. They are so swift that it is impossible for to run them down. The *Indians* are so well acquainted with their Haunts, that they know were to lie in wait for them. If an *Indian* falls in with a Deer's Track, he knows were to go and look for the Deer, first observing which way the Wind is; the Deer always go against it. If when he first comes up with the Deer, the Deer is in a Plain or Swamp, out of Gunshot from any Bush, the *Indian* advances very gradually, if the Deer looks at the *Indian*, he Stands still holding both his Arms close to his Side, when the Deer puts his Head down to brouze, then the *Indian* advances again; taking particular Care to observe the Deer's Motion, and not let him get to Windward, for if once the Deer winds the *Indian*, away he Scampers. But as long as the Deer has no other Information but by his Sight, the *Indian* may with ease come near enough

enough to attain a Shot. These Deer feed on the Moss in the Winter, scraping away the Snow. They are of that Species which the *French* call *Caribous*, and their Skins are made use off by the *Indians* when cleared of the Hair for their Frock, and Stockings, also for their Shoes, and sometimes for their Tockey or outer Robe, but then with the Hair on. March.

About the twenty-fifth, another of Captain *Moor's* People died of the Scurvy.

When *April* began, our Expectations of a forward *Spring* were a little check'd. The first of *April* was close, it Froze all Day very hard, it was very Cold, with a Fall of small Fleaky Snow for some Hours in the Evening, and the Stream which came down the Ice was much decreased. The second, third, and fourth Day, were like to the first, excepting that the fourth was clear with Sun-shine. Upon the fourth in the Evening the whole Ship's Company came to lie on Board, and to keep them warm it was necessary to have Tubs with hot Ashes, to stand between Decks. April.

From the fifth to the twelfth, there was mostly clear Sun-shiny Weather; hard Frost and very Cold; there was but a very small run of Water in the Creek. On the fifth the great River was so Froze, that the People went down it with a great Sled, carrying Provisions, and other Things

April. down to lighten the Ship, that ſhe might draw as little Water as poſſible. The People were now ſo well recover'd, that they all went down with it, but two. The Sled was made of two Pieces of crooked Timber, knit together by croſs Bars, and thoſe planked over. Theſe Pieces are choſe crooked, that the Sled might turn up in Front, like the ſmall Sled before deſcribed, but it in no other Reſpects reſembles it. The Sled when loaded would require twelve Men to draw it, and was frequently made uſe of in the Beginning of the Winter, for tranſporting the Proviſions, and other Purpoſes as occaſion required. But chiefly with the Intent of keeping the Men in Exerciſe, and in Hopes by this Means to prevent their having the Scurvy.

The twelfth was a cloſe Day, but the Cold more moderate, and it thaw'd in the Woods; at Night a very great Fall of Hail, Snow, and Sleet, the Hail rattling on the Deck. Early in the Morning of the thirteenth, there was another ſuch Fall; and from ſix to nine a Fall of Sleet. The Weather cloudy, very cold, raw and damp; but a Thaw on the Shore. The fourteenth and fifteenth clear, Sun-ſhiny Weather, but the Froſt continual, and very cold. The ſixteenth a Sun-ſhiny Morning; at ten clouded, and there was an extreme thick Fall of fleaky Snow, which melted as faſt as it reach'd the Deck, and was the firſt Time ſince *October* the Snow did do ſo. This Fall laſted until four in the Afternoon, then

then a fine Evening succeeded; the Weather in- April.
tirely calm, having had Wind most Days before; just before Sun-set a white Fog arose on the River, such as is usually seen on Mornings in *July* and *August*, over Rivers in *England*. There also came down a Gull. The seventeenth being a pleasant Sun-shiny Day and Warm, more Gulls were seen, and several Summer-Birds, Butterflies were also seen, and large Flies began to be about. The Water down the Creek, having increased for some Days past, and the Tides now affording us ten Feet Water upon high Water, the Pieces of Ice at the Head astern, and on the Side of the Ship were cut away, we being in Expectation of the Ships rising.

Upon the eighteenth, a pleasant Morning, there was a regular Shower of Rain, the first we had had since the eighteenth of *October*. Seven wild Ducks were also seen. Three Geese the first that came down where the Day before Shot by some *Indians*, hired by the Factory.

Three *Indian* Men, a Boy, and two *Indian* Women, had came up the fifteenth and pitched their Tent near the Ship; upon an Application made sometime before to the Governor by Captain *Smith*, to have some *Indians* to shoot Geese for the Ships, as the Season was now approaching for the Geese going to the Northward. The Person also who had been in the Factory Tent, near the House all the Winter, to watch that no

Indians

April. *Indians* came, and had now moved his Tent to the Ship Side, was also to assist these *Indians*. The Governor further promised, if so many *Indians* came down as he could spare us any more he would. But no more *Indians* were sent, those he did assist us with, were neither of them good Shooters; though one of them was preferable to the other two. The Parts also about where the Ships lay'd were least likely for Sport, yet the *Indians* could not go from thence to more probable Places, without an Application to the Governor. From this Restriction of the *Indians*, the Meanness of their Qualifications as Hunters, and their having a constant Supply of Brandy from Captain *Moor*'s People, they were of little Service to us.

The nineteenth of *April*, it was close Weather with Rain from four in the Morning to six, and from that Time to nine, a thick Fall of large fleaky Snow, and from nine to one Sleet. Captain *Moor*'s Ship rose about fourteen Inches, upon which the Shores of the *California* were sawed from her Sides, and an Endeavour was used to shake her, both Ships Companies assisting, in hopes that would also cause her to rise; but it was without Effect. In the Evening a light Mist came up from the River, and then up the Creek.

The twentieth was a close Day with Sleet. And on the twenty-first about half an Hour after four in the Morning, the *California* rose intirely

and

and floated, having come up very gently. The Water down the Creek increased very much, bringing Fleaks of rotten Ice with it, and about Noon several Boards of Ice of a great Length, being the upper Ice of the Creek; and in the Evening much Ground Ice; some of it came down in very heavy and large Pieces. The People were imploy'd most of the Day in setting of the Ice clear of the Ship. Thus the Creek broke up and all our Apprehensions as to a Deluge, which we had been so much told of, not only on our first Arrival, but also during the Winter, and in the Spring, vanished April.

The twenty-second was a close Day and chill. The *Indians* who shot for the Ships, killed a Goose, and made Captain *Smith* a Present of it. The not coming of the Geese was owing to the North-East Winds, which were very prevalent this Month. The Geese generally coming in Plenty by St. *George*'s Day, or the twenty-third of *April*, and *Hay*'s River was usually broke up by the seventeenth of *April*. About this Time the lower Part of the Hair of the Rabbits began to grow brown, and the Hair also to shed.

The twenty-third of *April*, was a pleasant, clear Sun-shiny Day, but cold from the Wind, being at North-East; at Night a hard Frost with Rime. There was in the Day several Flights of Geese. And the Water began to appear on the River.

The

April. The twenty-fourth was cold, a Fall of Sleet, and ſome Snow, afterwards a pleaſant Sun-ſhiny Day; and there appeared upon the Ice in the River three Channels of Water. Upon going up the Creek It was found that the Ice was almoſt entirely moulder'd, and gone from the Bottom.

From the twenty-fourth to the thirtieth, ſuch Weather as more reſembled the Beginning of Winter, than its End: Little Sun-ſhine but plenty of Rain, Snow, and Sleet, with hard Gales at N. E. or in other cold Points; the Froſt ſo great as to occaſion the Creek to be twice froze over. The Quantity of Water on the River viſibly much leſſen'd, and the Water in the Creek ſo much decreaſed, that the Ship grounded.

May 1747. Between the firſt and fourth of *May*, it was pleaſanter Weather with Sun-ſhine, but Froſt in the Nights, and the firſt of *May* at Night the Creek was again froze over. The Geeſe were ſtill confined by the eaſterly Winds which prevailed, very few of them coming down, though there were ſome thouſands of them on the Iſlands about ſeven Miles up *Hay*'s River. The Water being again increaſed on the River, and the River open in ſeveral Places along Shore, we began to make uſe of our fiſhing Nets, but with no Succeſs.

The

The fourth, fifth, and sixth of *May*, were Dark cloudy Days, cold with hard Gales of Wind between the East and North-West, with Sleet at Times. On the seventh of *May*, the Morning was close and warm, the Wind changed to the South, at eight it began to Rain, raining until two in the Afternoon, when a great Fog or Mist rose as high as the Banks of *Hay*'s River, and then vanish'd: Many Flocks of Geese, Swans *&c.* passed us to Day. At four in the Afternoon it hailed, the Wind blowing hard, and as the Hail fell it froze, and the Decks were covered with Ice. May 1747.

Between the eighth and the eleventh the same Weather; a great many Geese and Fowls passing: But the eleventh was a pleasanter Day, as there were only two Showers of Rain, and the Day not very cold. The Morning of the twelfth was close, a hard Frost with Wind at East, very cold; at Noon there was Sleet with hard Squalls of Wind at South-East, but it thawed on the Shore at Noon, as it had done most of the Days before. In the Evening there was Rain, which continued for that Night, all the Morning of the thirteenth and until five in the Afternoon, then Snow, and after that Sleet succeeded, the Sleet freezing as it fell; the Wind blow'd hard all Day.

The fourteenth of *May* was a cloudy Day, and cold; the Frost in the Evening was so consi-

May. 1747. derable as to freeze the Creek over with a thin Ice; the fifteenth was a pleasant Day with Sunshine. In the Afternoon, three of the Seamen went out a Hunting, and got upon an Island in the River, the Water (of which was there was but little on the River before) increased so suddenly that they could not get off again, without the Assistance of the little Boat, which was got with Difficulty to them.

The sixteenth was a pleasant Day, Some Pieces of Ice swam down the Channels of Water which were on the Ice. At the Factory a Gun was fired, and a Flag hoisted, as a Signal to their People who were Abroad in Tents, that the River was breaking up, and therefore not to attempt to come over. The Water in the Creek fell very considerably which shewed that the Water had more vent; and about four in the Afternoon a Mile above the Creek the River was quite open, no Ice being to be seen. Next Morning (*May* the seventeenth, pleasant Sunshiny Weather) the whole River was clear of Ice, excepting some few Pieces upon the Shoals. The Lieutenant who went the same Morning with the Jollyboat down to the Factory, found no Ice at the Bottom of the River, but all gone; nor no Ice quite into the Bay, excepting some Pieces stopped upon a Fall or Ridge of Stone about two Miles below the Factory.

It

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It does not appear what Time it was that the Ice broke up, where Mr. *Hudson* wintered. The Ice began to clear out of *Port Nelson* River where Sir *Thomas Button* wintered in the Year 16 0, the twenty-first of *April*, much about the Time, as it is usual for the Ice to break up in *Hay*'s River in other Years, as already mentioned. And it may not be improper here to correct a Mistake of Captain *Fox*, who says that the River, where Sir *Thomas Button* wintered was not more than a Mile broad; whereas the River in this Part is not less than three Leagues broad; it must be one of the Creeks adjoining to this River (which is of that Breadth) that he means. In the *Bay* which Captain *James* Wintered in, they were not clear of Ice until the twenty-eight of *June* 1632. And in 1670, *Rupert*'s River, which is the Southermost Part of the Bay, broke up the twentieth of *April*. Father *Peter Marest* had a late Winter as well as we: The River of St. *Teresa*, (which is *Hay*'s River) not breaking up that Year until the thirtieth of *May*; and the River *Bourbon* (or Port *Nelson*) until the eleventh of *June*. In the Bay entering *Churchill* River, where *Monck* wintered in the Year 1620, it was about the eighteenth of *June* before the Ice broke up.

The eighteenth and twentieth of *May* were pleasant Weather; upon the eighteenth the Governor sent for the Tockies, which he had lent

May 1747.

the People for the Winter, and which they had left off sometime before; wearing their own Apparel, as also their *English* Shoes and Stockings; it being wet and sloppey ashore in the Paths they had made, and the Woods were so deep in Mire, that there was no going into them. The most serviceable wear at this Time is the Boots, which the *Eskemaux*, make for their own wear, but may be bought of them in the Streights.

From the twentieth to the twenty-fifth, the Weather was mostly close and cold, with some Snow and Sleet; upon the twenty-first, the Geese began to fly high going to the Northward. The twenty-fourth was the first Summers Day, being very delightful Weather, on which several Musketoes appeared, and a Number of Insects in the Air, and on the Ground.

By this Time the Herbs and young Grass began to appear; the Alder and Poplars were budded; and the Green of the Pine which had a brownish Cast, and was lifeless all the Winter, now looked fresh and pleasant. There appeared at this Time an infinite Number of Frogs, with a great croaking: These Creatures are froze up all the Winter in Holes and in Banks, or in the Earth: A remarkable Experiment which hath often been tried upon these Animals, is, to take the Earth in which the Frog is so froze, and to break that Earth in Pieces without thawing it, the Frog will then break with it as short as a Piece

of

of Glass. But take a Piece of Earth in which a Frog is froze, and lay that Earth at a small Distance from the Fire, so as to thaw it, the Frog will recover his Summer Activity, and leap as usual: Take the same Frog when so recovered and lively, and put it out into the cold to freeze; and when Froze, place it again before the Fire, for a second Thaw, it will not then recover any more. May 1747.

From the twenty-fifth to the twenty-eighth, there was pleasant Summer Weather, but windy at Times, and Rain for two Hours, both the twenty-sixth and twenty-seventh. The *Indians* who had been furnished with Guns from the Ships for shooting the Geese returned them; the Geese and other Fowls being mostly gone to the Northward. There is a great Variety of Fowl which thus go to the Northward, annually in *May*, and return in *September*, where they go to molt and breed; and are found principally on the Islands, as they are there less disturbed by the Natives, and free from Animals. There are several species of the Geese. There are Swans, Bustards, Ducks, Teal, and a great Variety of other wild Fowl, and several Kinds of what they call Plover; one Kind of which is the same with our Woodcocks, as to Shape, Colour, and in all other Respects, when going to the Southward in *September*; but on their Return in *May*, differ in Colour.

There

May 1747. There is a certain Season when these Birds are expected on their Journey Northward, and they are expected at *York* Fort and *Churchill* near at the same time, for which Reason, at both Places they call the New-Moon nearest the twenty-fifth of *March*, or the Spring Moon with us, the *Goose* Moon. To kill the Geese both Factory Servants and *Indians* go out to the Swamps, and there build themselves what they call a Stand, which is a Parcel of Bows stuck up, and they sit within them waiting for the Geese, never going in Pursuit of them; when the Geese come near they call to them, imitating the Cackle of the Geese so well, that the Geese will answer, and on the continuing to call to them, the Geese will wheel and come nearer the Stand. There is usually but one in a Stand, and while he is lureing the Geese, he keeps motionless the whole Time, and on his Knees with his Gun cock'd, but does not fire until he can plainly see the Eyes of the Geese, and the Geese are going from him; when the first Gun is discharg'd, he dexterously picks up another Gun, that lies ready, and fires that also: What Geese he kills, he usually puts up with Sticks in such a Manner as to represent them like alive, for a Decoy to others; they also make sometimes sham Decoys, about their Stands. As there are some Days in every Season, in which there are greater Flights of Geese, than what they are on other Days, a single *Indian* will on one of those Days kill two Hundred.

They

They also decoy the Ducks to shoot them, but that is done by whistling. May 1747.

The Factories have a great Dependance upon the Geese for their Subsistance; when the Season is approaching, they send their Servants out in several Parties to Places where the Geese most frequent: A Number of *Indians* also going with each Party, who come down to be hired for that Purpose. These Servants stay out from the Factory all the Season; and being provided with Salt and Casks, shall in some favourable Years, salt up three or four thousand Geese.

The Tides now began to be regular, and the Freshes or Landwaters, the Snow being mostly dissolved, very much abated, so that we had not above three Feet Water in the Creek at low Water: Our Expectation was, that the next Spring Tides, which would be on the twenty-eighth, would float the Ships out; therefore not to lose that Opportunity, the Interim, between the twentieth and twenty-eighth was filled, in sending every thing down, that the Boats could carry to lighten the Ship; so that she might have nothing more in her than just to make her stand: For was the Opportunity of these Springs missed, as it was the Season of the Year for the Tides to fall off, it might be the latter End of *July* or *August* before we should have a Tide high enough to float us out, which would be the

Destruction

May 1747. Destruction of the Expedition, and then we should only have Time to return Home.

We were now extreamly successful in our Fishing, which we had began since the fourth of *May*, catching three hundred in an Evening, sometimes five hnndred, out of the great River with a Sein; with a setting Net placed in the Creek, we took daily a great Number of Jacks and Salmon Trout: But what we mostly catched with the Sein was a Fish there called a *Tettymeg*, much resembling a Dace, but larger, some weighing upwards of three Pounds, but commonly about the Size of a good Herring: According to the Account of Captain *Fox*, Sir *T. Button* killed many of them: We also took a Fish which we named a *Sucker*, from the Position of its Mouth, under the Jaw, and its taking its Food by sucking; they are usually about eight Inches long, in Shape like a Tench, with the Back and Fins on the Back, much resembling the Colour of that Fish; some of them have broad red Stroaks along their Sides, others not; their Scales, from their Back to the Belly are of a resplendant Gold Colour, and the Bellies extreamly white. Both the *Sucker* and *Tettymeg* are very good eating. There is a Fish also which we catched with Hooks called a *Mathy*, about eighteen Inches long, in Body and Colour much resembling a Codling, only the Head is flat and broad, and hath the Mouth as the *Sucker's* placed under the Jaw.

We

We had before the Winter began made some Attempts with a Sein Net, and with pretty good Succefs; but were not fortunate enough to freeze our Fish, as we might have done, and is practised at the Factories. We then should have had a Supply of them all the Winter. The *Sucker* and *Tettymeg* are only to be met with in Summer, Spring, and the Fall, but never in the Winter; whereas both the *Jack* and *Mathy* may be taken in Winter, by Hooks set in Holes cut in the Ice. May. 1747

The twenty-eighth was the Day on which it was expected that the Ships would float out, and if not it would be to the hazard of their Voyage. The Morning of the twenty-eighth was cloudy, with the Wind blowing hard at North, which it was observed always raised the Tides; but the Ships did not float until the Evening Tide. Captain *Moor* had enter'd the Creek first, when we went to wintering, and his Ship lay uppermost; but after the *California* was moor'd, Captain *Moor* then moved his Ship, and brought her to lay aft off the *California* in order to go first out in the Spring. Which as it was ungenerous of Captain *Moor*; so the Use Captain *Moor* made of it, had like to have been an Overthrow of the Expedition as to Captain *Smith*.

The *California* floated first, and in a few Minutes after the *Dobbs*; both Ships proceeded to get out of the Creek, but the *California* could

 not

May 1747. not faſter than the *Dobbs*, as the Channel was not wide enough to let her paſs; the *Dobbs* ſtopping ſhort of the length ſhe might have got that Tide for want of a Long-boat, (her Long-boat having been lengthen'd and turned into a Scooner; ſo becoming in a Manner uſeleſs as a Long-boat.) The *California* was alſo forc'd to ſtop; and though the next Tide was an extreme high one, occaſion'd by a North-Weſt Wind, and a more ſuitable Tide could not have been wiſhed for, we yet continued in the ſame Birth; Captain *Moor* remaining inactive. Captain *Smith* offer'd him his Long-boat, which he accepted; nor did he move the Tide after that, by an Hour and a half ſo ſoon as he might have done; and by turning the *Dobbs* too ſoon after ſhe was out of the Mouth of the Creek, ſhe ſwung upon a Piece of Mud and there ſtuck, leaving the *California* no room to go by her, conſequently confining her to the Creek; we were fearful of the Conſequence as the Tide was then falling of; next Morning being the thirtieth of *May*, both Ships floated, but although Captain *Moor* could not get his Ship off, yet he might have given us Room to have gone by, but ungenerouſly would not. The next Tides grew lower, nothing was to be done either that Night or on the Morning of the thirty-firſt; on the Night of the thirty-firſt the Tides were ſo lower'd as that the *California* was a-ground at high Water. All our remaining Hopes being that on the next Spring the *Dobbs* might get off, and ſo we get out, having no Expectations of its being

poſſible

possible that this could happen sooner, and were doubtful even then, whether there would be Water enough; and as I have before said, whether we must not stay until *July*. But on that Night, the Wind came round to the North-West, blowing hard, and continued the next Morning, causing a raging Tide; but of no further service than that the *Dobbs* heaved her Head off a small Way: The same Wind continued, and a great Tide succeeded in the Night, but the *Dobbs* did not move. The Wind was still the same on the Morning of *June* the second, the Tide was augmented, proving both high and fortunate to us, the *Dobbs* then getting clear, and the *California* immediately following off into the River; which banished our disconsolate Thoughts, and caused Captain *Moor* to alter his Thoughts of going away in his Scooner upon the Discovery, and leaving his own Ship to be got out when she could; and us to make the best of our unhappy Situation, which he had been the occasion of.

May 1747.

June 1747.

The next Day we made what use of the Tide we could, and proceeded in the River.

On that Day one of the Factory Servants who had a Tent upon the North-Shore, opposite to where we winter'd, (in order to speak to the *Indians* who were now hourly expected down, not to come nigh us, and to hinder our Trading) and to which Shore the Ships were now coming, killed a small hungry Bear which came to his Tent.

June 1747. They never at any Time are offenſive, or ſeize upon any Perſon without being firſt wounded, but in the Spring, they being then juſt come out of their Winter's Retirement, which is in a Hollow which they make in the Snow, the Entrance to which is cover'd over by the Snow which falls after they are retired: When theſe Houſes are broke into, as they are ſometimes by the *Indians* in the Winter, no Manner of Subſiſtance is found within them. The *Indians* and the Factory Servants eat the Fleſh; the Heart particularly they eſteem as exceeding good.

There was ſeen about one a Clock on *June* the third a great Smoak upon the South-Shore, higher up the River, than where the Ships were; and in the Afternoon there came down eighteen Canoes of *Indians* under two ſeveral Captains, each of whom had a Flag hoiſted on a Stick in the Middle of his Canoe. Theſe Flags are preſented to them by the Factory, that they may know, when they are coming down, what *Indians* they are. One Captain and his Company came along-ſide the Ships, the other and his Company proceeded for the Factory, being ſpoke to by one of the *Hudſon*'s Bay Servants. The Captain who came along-ſide had a very large Canoe, broad enough in the Middle for two Women to ſet a-breaſt. The Captain ſet in the Stern, and another *Indian* Man in the Head. In each of the other Canoes there were but two *Indians*.

The

The *Indians* do not express so much Art in any thing, as they do in the Make of these Canoes; and tho' but slightly made, yet will carry a great many Goods, and go at a great Rate. There are different Sizes, with two, four, to ten Places, separated by Bars across: Each Place will contain in the larger Canoes two Persons, but in the lesser, and such as are generally used about *York* Fort Factory, only one. The Extremes, or the two Places nearest the Ends, in the larger Canoes contain only one. The Outside of the Canoe is made either with one or two Pieces of the Bark of a Birch-Tree, which they thus procure. An *Indian* gets up into a Tree fit for this Purpose, then cutting the Bark around, is supplied by his Companions with hot Water, which he pours between the Bark and the Tree; this Operation loosens the Bark from the Body of the Tree, he then with a Knife cuts the Bark perpendicularly down, and it separates from the Tree entire, excepting the Line of Incision. When the Canoe is made with two Pieces, then one Piece is sewed to the other with the Rind; the Inside and Outside of both which Pieces they dress with Gum, in such a Manner as to make them appear to be one Piece. As the Bark which is on the Outside of the Canoe is but thin, not the Thickness of a Crown-piece, they strengthen it with thin Slips of Cedar or Pine, which they put length Ways; and by Ribs or Bends of the same Wood, but thicker, which

June 1747.

are

June. 1747.

are plac'd Side by Side as high as is the Side of the Canoe, from one End to the other: The upmoſt Edge or Gunnel, is ſewed to a Piece of Wood about an Inch thick, which gives the external Bend to the Canoe; and there are croſs Bars, which ſtrengthen the whole: There is no Difference between the Head and Stern, the two Ends being alike. They have no Rudder, but make uſe of Paddles, which are very light and made generally of Maple, it being a tuff Wood, but ſometimes of Cedar, and of other Woods. They are about five Feet long, the Length of the Blade is about a Foot and half, and the Breadth five or ſix Inches.

The *Indians* are very dexterous in the Uſe of theſe Paddles, which they hold with both Hands, they paddle and ſteer at the ſame Time, ſhifting theſe Paddles from Side to Side with great Dexterity. It requires particular Care to get into the Canoes, and to keep them ſteady, when in them, for fear of overturning, and not to hinder the Canoes Way when going. They are alſo eaſily broke by accidentily ſtriking on Gravel or Stones, which will make Holes and let the Water in, therefore they always go provided with Materials for repairing upon theſe Accidents. They paddle moſtly upon their Knees, eſpecially in ſtrong Streams, but in quiet Water ſetting. In Some of the larger Canoes they carry Sail, but in the leſſer do not attempt it; and when they do ſail, it is only when there are very light Gales. They always

always Coast along and keep near to the Shore, to be ready if a Sea rises, and the Wind freshens to put ashore; they go in their Canoes mostly with their Feet naked. When they step ashore, they unload the Canoe, and draw it out of the Water upon the Land or Mud, protected from the Wind, laying it Bottom uppermost. June 1747.

These are the only Vessels they can make use of in these long Voyages, for the Falls and Shoals would be a Hindrance to larger Vessels, and they would be difficult to manage in rapid Streams, whereas these Canoes are so light, that they are easily managed in the rapid Streams, and are easily transported from one Place to another.

These Canoes are different from those of the *Eskemaux* as the purposes for which they are built are different, the one being only for the passing of Rivers, the other for crossing Seas, and also for Fishing in such Seas.

Both these Kind of Canoes, the *Eskemaux* Canoes and those of these *Indians* were in Use amongst the Antients. Those like the former were made of Branches of Osier, and cover'd with * Skin; such were those used by the *Lusitanians*, and the People of our own Island upon the Ocean, the *Henetes* or *Venetians* in the Gulph, by the *Assyrians* on the *Tyger* and the *Euphrates*, the *Ethiopians* on the *Nile*. A Species of the other we find used by the *Egyptians*, and by many People

* Strabo lib. 3. Lucam lib 4.

June 1747. People who dwelt near them, being made of the Papyrus or Bark.

The continued Communication of a great Number of Lakes and Rivers, makes this Travelling by Water more convenient. The necessity of their daily Hunting for their Provision, and their never proceeding when their is windy or bad Weather, makes these Voyages tedious, they are not supposed, though they come with the Currents, to exceed in their journeying at a Medium one Day with another, ten or twelve Miles.

These *Indians* who came along-side stay'd but a small Time, refusing to Trade, giving us a Reason that they must not open their Bales until they came to the Governor. These Bales are made of small Furs tied together and then packed in a large Fur, tied up with *Shackanappe* in a close compact Manner.

We are now speaking of these People, I believe the Reader will think no Place can be more proper to re-assume what was omitted as to their Customs in the former Volume. It was mention'd that the *Manatou* had all the Perfections of the Deity ascribed to him, and *Vitico* the other Spirit, supposed the Cause of all Disorder and Mischief; every one sees in this the most antient Religion, and the *Arimenius* and *Orosmades* of the *Magi* amongst the *Persians*; nor do the *Indidians* make any Likeness of *Manatou* or *Vitico*, or

or have they any Temples or Altars agreeable to the Practice of the most antient People amongst the *Barbarians*. The *Persians* had not either Temples, Idols or Altars, even in the Time of *Herodotus*. Neither do these People worship *Manatou*, but to *Vitico* sometimes they make an Offering; where there is wanted a Removal of a present Evil, or to avert a future one. This is agreeable to that of St. *Augustin*, Lib. 8. *De civit Dei*: Chap. xiii. *Labeo numina mala victimis cruentis, atq; hujusmodi supplicationibus placari existimat: bona verò ludis & talibus, quasi ad lætitiam pertinentibus rebus.* June 1747.

In a Time of great Scarcity or Sickness, the *Indians* will make a Fire, take a Dog and tie his Mouth, then singe him at the Fire, afterwards tie him to a Pole lying along the Ground, to which Pole they have also fastened a Blanket, or a Parcel of Beaver Skins sewed together; they then set the Pole erect, and one of the Elders of the *Indians* addresses himself to *Vitico*, mentioning their Misfortune, and hopes, that he will let them have Health, or, as the Case is, more Plenty. When the *Indian* hath done speaking, the other *Indians* who stood by attentive and silent, make a Shout and then depart; leaving the Dog upon the Pole, never meddling with the Pole until it falls.

When the Ice is breaking up, they will throw Tobacco on the Ice, that it may not stop and cause a Deluge. They have a Notion of a per-

sonal

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ſonal Appearance of *Vitico*, (as is already ſhewn when ſpeaking of the Conjurers,) but not of *Manitou*; and when drunk and in their frantick Humours, they will go out of their Tents to ſhoot *Vitico*, will cry out the one to the other, there he is, and ſhoot into ſome Buſh, or up into a Tree, and then diſpute amongſt themſelves who hath killed *Vitico*.

They believe an Immortality and a State of future Rewards and Puniſhments: They ſay an *Indian*, ſometime after he hath been buried, ariſes, takes his Gun with other Things which are buried with him, goes to a great River, drinks of the Water of it, and if he hath been affectionate to his Wives and Children, taken Care to hunt for them, hath always aſſiſted his Neighbour with Proviſion when in his Power, hath not killed or maimed any Body, but lived peaceably, the Water will taſte pleaſant to him; a Canoe will come over and tranſport him to the other Side, where he will find a moſt delightful Country, full of tall Woods, and pleaſant green Plains, the Climate at all Times temperate, never hot or troubled with Muſketoes, nor ever cold, there never appearing any Froſt or Snow. The *Indian* can never be hungry, for the Deer will not run, but let you kill them in what Numbers you pleaſe, nor the Birds fly away. The *Indian* will never die any more, but be always happy in his Wives and Children. An *Indian* of the oppoſite Character, when he

comes

comes to this River, the Water tastes bitter to him, and when he is transported across the River, it is into a rocky barren Country, interchangeable Weather, from one Day excessive hot and abounding with Musketoes, changing to another Day intensely cold, with excessive Frost and drifting Snow; always hungry, Deer to be seen, and also Fowl, but not to be come at; his Wives and Family a continual Plague to him, and he never dies. June 1747.

The imperfect Notions the *Indians* have of the Deity, and their having no Idea of an immaterial World, hath led them like all others amongst the Ancients, to give their Description of a future State, by that of the visible material one, they enjoy here. *Orpheus*, who wandered on the Mountains of *Thrace*, where there was at Times, Plenty of Rain and Wind, of Snow and Hail, and excessive Cold; gives an opposite Character to the Place of their Futurity, or where the Gods inhabit. *Homer* gives a Description of his Heaven after the same Manner. The being transported over the River in a Canoe, hath an Analogy with the River *Styx*, and *Charon*'s Boat.

The *Indians* are inclinable to War; if there is a bad Season of hunting in the Winter, or if any one of their People is missing, or that they have a Sickness amongst them, they must prepare in Spring to go and seek out the *Eskemaux*, and make a Carnage of them; for they attribute

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to them the Cauſe of their Misfortunes: It is the *Eſkemaux* that have killed their Friend; it is the *Eſkemaux* have kept the Deer away; and the Sickneſs is occaſion'd by a Charm or Witchery of the *Eſkemaux*. Theſe and the like Excuſes they uſe when they have a Mind for an Expedition againſt theſe poor People; though theſe Expeditions are now almoſt entirely lay'd aſide, through the good Management of the Governors at the Factories.

When the Deſign is formed of going to War with the *Eſkemaux*, they then appoint a Commander, who is one of the leading *Indians*: There is no Election in Form; but an *Indian* that is well beloved, will always be followed by the reſt; but if another *Indian* ſets up, who is not ſo well approv'd of, they will except, and ſay they will not go if ſuch a one does not lead them. They follow the Commanders Orders very obſequiouſly. The Commander carries a Standard, to make which they take the narrow or extreme Point of DeersHoofs, and ſling them on a String, or a Piece of *Shackanappe*, and faſten them to a croſs Stick, hanging the Stick upon a Pole, about twelve Feet high, and about an Inch and half Diameter. The croſs Stick takes on and off for the Convenience of Carriage. The Commander holds this Standard, and when he wants to give Orders or call aCouncil, upon the rattling Noiſe made by his ſhaking of it, the *Indians* immediately run up to him. This Standard is made in Spring, but the Expedition

is

is not set out upon until the Year is advanced, and the trading *Indians* have come down: Upon the coming of any of the Canoes of the trading *Indians*, to the Factory, the Standard is brought out and rattled, then the *Indians* ashore, make a particular Cry to those in the Canoes, run down to them, and as soon as one Canoe is hauled ashore they fire their Muskets over the rest, and those who in the Canoes answer their Fire, by that declare for going; so do not return up into the Country when they have traded, but send up their Wives and Children, who are put to great Extremities during this Time, having no Way to mantain themselves, but by fishing and getting of Berries; having raised as many *Indians* as they can, after drinking and dancing they set out, taking some few Women with them. The Canoes they use on these Occasions are built light, long and narrow, in Order for their greater Speed; there are two in a Canoe, carrying dried Flesh for their Provision: If by Accident they fall in with the *Eskemaux* while fishing, they fire upon them, and the *Eskemaux* being without Fire Arms are forced to fly: If they attack them at Land, it is most generally by a Night Surprize, firing in upon them in their Tents when asleep. The *Indians*, when their Provision is gone, will not either out of Laziness hunt for more, or more probably for Fear, as they must be stragling or seperated while hunting, of the *Eskemaux* meeting them; therefore when forced by this urgent Necessity, the Want of Provision, they eat the

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Flesh

June 1747. Flesh of the *Eskemaux*; this the *Indians* acknowlege, but are ashamed of it, and you will never hear any one of them admit that he any more than tasted it, though he will say the others eat a great deal. They endeavour to destroy all the Men, but not the Women: The Boys they bring Home Prisoners to the Factories, where they sell them to the Governors for Brandy. An *Indian* who kills an *Eskemaux* scalps him; then takes and rounds a Bit of Willow, sowing the Scalp to it, and hangs one or two, or more of them, if he hath them, on a Stick at the End of his Canoe, when he returns; when at Home carries it to all Feasts, there dancing with it in his Hands.

These *Indians*, besides warring with their Neighbours, will go to War with other *Indians* many Leagues distant. It is difficult to say what should be the Cause of these Wars undertaken with so much Fatigue; and the Animosity is so great, as there is nothing less than the entire Destruction of the Enemy intended: Their journeying shall take up a Year, or two or three. When they proceed on these Expeditions, they take their Families with them, leaving them at some Place distant from the Enemy, there to wait the Event of the Action, or to return Home with the old Men who are to hunt and shoot for them.

Their

Their Passage being through large Tracts of gloomy Forests, and uncultivated Savannas, and where the Inhabitants are but few in Number, and those dispersed a hunting, many Miles distant from each other; a small Body of *Indians* will, with taking due Care, pass many Leagues without meeting with another *Indian*; and as the Success of their Enterprize depends on their Secrecy, and the Care they take to cover their March, they omit no Method to discover what Parties are in the Crountry, and to keep themselves undiscovered. If there are any Tents, they will discover them at a great Distance, by the Smell of the Fire; they look well out to see there is no Footsteps of any Person passed that Way, and they are so accurate in this Respect, that they perceive a Tract of a Foot, where a *Europian* would not imagine there was the least Sign of it; at first Sight they will tell without any Mistake, what Nation, what Sex, and the Stature of the Person whose Tract they saw, and how long it was since he was there: If they are Persons they know, they will immediately say this is such a ones Tract, that such a ones. June 1747.

When they approach near their Enemies they make use of these Precautions; but when at a Distance, while some draw the Sleds, or manage the Canoes, the others go a hunting, taking different Routs, and separate the one from the other, every one going on a different Point

of

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of the Wind, that they may not light on the ſame Prey, and in the Evening they meet at the Place appointed without any Miſtake, which they do, by obſerving the Sun; they can do the ſame was it by Night, by obſerving the Stars: And at Times when neither Sun or Stars appear. The Trees of the Foreſt are by Nature Compaſſes to point out the Way, they ſhewing, by infallible Tokens, which is the North; the firſt is the Top of the Tree, which always bends towards the South, attracted by the Sun; the ſecond is, the Boughs are thinner on the Side of the Tree which is towards the North, than they are towards the South; there is no Moſs on the North Side, as there is on the South Side, and the Bark which is towards the North is of a darker Colour than that towards the South. Although they have theſe Signs, yet if they are to return to the Place they go from, they break down Branches and lay them in the Way, alſo chop the Trees, that they may be exact; or if any are to come after them they do the ſame, that they may not loſe their Way, if the Wind or Snow hath covered the Paths.

They are very exact in obſerving the Courſe of their Journey, and at Feaſts will deſcribe the Tract to each other on the Ground with a Stick, diſtinguiſhing the Woods, the Savannas, the Sea, Rivers and Lakes which they met with; and this Knowledge is what they make a great Account of.

As

As they advance nearer to their Enemy, they increase their Precaution before-mentioned: They make no more Use of Guns, but subsist on dried Provision; they light no Fire, and in their March follow one the other, and the last cover the Footsteps with Leaves. If they find a Brook, small Stream, or Rivulet, they will march for some Time in the Water. But when they approach the Enemies Quarter, as to be very near to it, they only march in the Nights: The Manner of their Attack is terrible to the Enemies, their whole Contrivance is to surprize them, to fall upon them (as on the *Eskemaux*) when asleep in their Tents: They will rarely shew themselves in the Day Time to attack the Enemy, unless ascertained of a great Superiority of Number, but will lie in the Bushes, in the Woods, and shoot the other *Indians* as they pass by them, not suspecting the Mischief, and busy a hunting. It is generally their Custom to kill all the Men, probably for Fear of the Men making head, as their own Party is generally so small. They spare the Women and Children, taking some of them Prisoners; and those poor Creatures they leave behind, usually perish by Famine, for Want of the Men to provide for them.

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Before the *Indians* knew the Use of Fire Arms, they made use of Bows of Firr, hardened in the Fire; they were strait and somewhat taller than themselves. Their Arrows were made of Firr,

June 1747. and plumed with the Feathers of ſome large Fowl; inſtead of an iron Point, fixing a Piece of Bone or a Stone ſharpened and ſhagged in many Places, to make the Wound more dangerous.

This Cuſtom of carrying the War ſo far from Home, is very ancient according to *Juſtin*, ‖ who ſays, that *Ninius* was the firſt who warred on his Neighbours, and that with the View of augmenting his Dominions: That there had been Wars before his Time, as of *Seſoſtris*, King of *Egypt*; and of *Tanaus*, King of *Scythia*; but they were carried on far from Home, and with no other View than the Glory of their People: They content with Victory, leaving the Government in the Hands where it was lodged before.

The ſmall Number of Perſons that compoſed the Nations in thoſe Days, and the vaſt Tracts of Country uninhabited in former Times, was the Reaſon, as now amongſt the *Indians*, that they cou'd travel ſo far, to war one with the other. *Gaul*, *Spain*, *Germany*, *Italy*, and the other Parts of *Europe* were Countries abounding with Foreſts by Nature, and the Mountains covered with Snow; where there was not Art uſed to make Roads or Ways: It was eaſy through theſe melancholy Solitudes, for the *Galates*, and *Iberians*, to tranſport themſelves from *Aſia*, into *Gaul* and *Spain*, and alſo to return. The Nations were only placed here and there, containing but few Inhabitants, without that, how would it be poſſible to compre-

‖ Juſtin. Lib. 1. C. 1.

comprehend, that an Army so small as that of the *Argonauts*, could traverse so great an Extent of Country as they did, according to the Poets, and defeat so many Nations, and that no one could oppose their Passage, or obstruct their Enterprize. An Instance of the small Number of People, that antiently composed the Nations, is in the Story of *Abraham*, who could relieve his Brother *Lot*, with three hundred and eighteen Men, out of the Hands of four Kings, who had destroy'd five other Kings and several Nations before that Defeat. June 1747.

When the *Indian* returns from War, at the Place where he met his Enemies, or to make the Victory known at other Places on his Return, he paints himself either on a Piece of Bark, which he puts at the End of a Staff, or on some Part of a Tree which he has smoothed with his Hatchet, it must be supppos'd in no compleat Manner, and wanting the Use of an Alphabet, makes Use of *Hieroglyphick* Characters to express what he would have known.

As to their Diversions I can say little otherwise than what I have already done in the Course of the Work, having mentioned their Dancing and Musick; though they have also Sports and Games, which I had not an Opportunity of seeing, nor could I rightly understand them by the Description.

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As to their Burial, the Manner of it confirms what I have already said, their Belief of an Immortality. The Corps is dressed in the best Apparel belonging to the Person deceas'd, and carried generally in a few Hours after the Death, upon a Blanket, or beaver Coat, by two of the Relations or Friends to the Place of Interment; there are also carried his Kettle, Hatchet, Knife, Gun, and whatever else was valuable or useful to the deceased; and they are deposited in the Grave together with the Corps.

It was a Folly amongst almost all Nations to bury in the Tomb with the Corps, (especially if they were Princes or People of Distinction,) or if the Body was burnt, then to burn with it Things of Value, Gold, rich Offerings of their Friends, in a Word, whatever was most esteemable to them when alive, even their Slaves and their Wives, as if they would be serviceable to them, and accompany them after their Death. This Custom was also in Practice amongst the *Lacedæmonians*, of burying with the dead valuable Goods, until the Time of *Lycurgus*, who made a Law to the contrary.

The Graves are dug not long, but round like a Well: The Corps is placed in the Ground after the Manner of a Person sitting; the Legs and Thighs bent together, the Hands placed before the knees, and the Head resting upon the

Knees

Knees, which Posture hath no more Meaning in it, than that the Body takes up the least Room so placed. * *Heroditus* tells us, the *Namoseans* buried their dead in a sitting Posture, and they put the Persons in that Posture when expiring. June 1747.

When the Corps is interred, and the Grave filled they usually plant upon the Grave, a young Firr-Tree, having its Top Branches on, and surround such Tree with a Parcel of Sticks, the longest about eight Feet long, and the Thickness of a common walking-Cane, one End leaning against the Tree, the other on the Ground, so as to form a Kind of Pyramid; we may consider this as a simple Model of what Tombs originally were.

They have no paricular Place of Burial, they generally make the Grave upon the Bank of some River, near to which the Person died. These Graves (as amongst the Antients) are always esteemed as sacred, and the breaking of them up, looked upon as the highest Violence. They also think it very unfortunate to meet with a Grave. There are so many Instances of the *Indians* and Antients agreeing with each other in this Respect, that it is unnecessary to compare them.

They are not fearful of dying, many of them make away with themselves, when apprehensive of

* Herod. Lib. 4. P. 190.

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of their being ſtarved, from their own Inability to maintain themſelves; and not having others belonging to them able to ſupport them. It often happens that a Man (or Woman) who are become ſo infirm through Age; as to be, not only unable to ſupply themſelves, but alſo to travel with the others; unleſs carried, which is a great Hindrance to the Hunting, will apply to their Children or Relations; and entreat them to rid them out of this World; they then will be carried to a Grave (already deſcrib'd) ſit down in it, ſmoke a Pipe of Tobacco, then ſing, (the Subſtance of which I never could learn,) and on the Word of Command, the Children, or neareſt Relations, will take a Piece of a Thong of Deer Skin, and ſtrangle them.

I have omitted to ſpeak in the proper Place as to the Names of the *Indians*; they have two Names anſwerable to the *Nomen* and *Cognomen* of the *Romans*; one taken from the Appointment of the Parents, or from Creatures, Accidents or Places; and the other is expreſſive of the Family the *Indian* is of. There is no particular Time when the proper Name is given, ſometimes at one Age, ſometimes at another, and it is without any Ceremony or Feaſting, or any Notice taken of the Time, amongſt thoſe of the Tent, or the Relations.

They reckon their Time by Nights, as almoſt all the Northern Nations now practiſe, and

and which we ourselves still retain from our *Saxon* Ancestors; as did the *Numidians*, and many other People in the earliest Times: Their Months are Lunar Months, which Kind of Month was generally used amongst most Nations in the earliest Times, and particularly by the *Jews*. The particular Circumstances which generally happen in every Moon, determine the Name of that Month; thus the new Moon, which happens at the latter End of March, upon the Account of the Geese then coming to the Northward, is called the the Goose Moon. Their counting by Nights, is evident by their Actions, when they would signify the Time of their Return from any Journey, which is, by reposing their Heads on their Hands to represent Sleep; and as many Nights as they propose to be absent, so many Times they will repose their Head. *Pricket* who wrote an Account of Mr. *Hudson*'s Voyage, tells us (as mentioned in the first Volume) that the *Indian* whom they saw, signified that he would return to them after so many Sleeps. June 1747.

These People although so utterly divided from the politer Nations, compute by Decades or Tens; which Method of reckoning being purely arbitrary, it must originally have come from the same Source; it was used by the *Jews*, *Greeks* and *Romans*, and by most of the politer Nations of Antiquity, and is still used by all the *European*, and most of the *Asiatick* Nations, except the

June 1747. the *Chinese*, whose Abacus seems to be designed for a duodecimal Progression.

As to their Language, I can give the Reader but little Satisfaction. So much of the Language as is necessary to trade with is soon acquired: It is very seldom that any of the Factory People endeavour to get a further Knowledge of it, and if they did, they are so little acquainted with the Grammar of any other Languages that they would be incapable of making a Comparison of this Language, with any other, or to communicate the Idiom.

They make Use of no Letters or Alphabet, to express what they want in the Way of Trade; they figure the Thing they want on a Piece of Birch tied to a Bit of a Stick; so if it is a Gun that they want, they draw a Gun, if a Hatchet, they draw a Hatchet. Sometimes what they would have is drawn upon a Skin, which they intend to truck for such a Thing. If they want more than one Thing of the same Kind, the Number is express'd by as many Strokes added to the sketching.

I have now gone through the Customs of these *Indians*, which I thought were not unworthy of Observation. If I have omitted any thing it is for Want of an Opportunity of being more particularly informed, or some Trifles not worthy of the Reader's Attention. Mr. *Ellis* in

in his Account says, "the cloathing of the Men "here in Summer, is a loose Coat, made of a "Blanket, which they buy either from the "*French* or *English* settled in their Neighbour-"hood; a Pair of Leather Stockings, which come "so high as to serve for Breeches; they make "Shoes also of the same Materials." He forgets that the Men have what the *English* call a Frock, without which, as their outer Coat or Tockie, either of Blanket or Beaver, hath no Arms, and hangs loose from their Shoulders, all their Fore-part, their Breast would be naked. This he thinks will not do for the Women, therefore he says "the Womens Cloaths differ from the Mens only "in this, that they generally wear a Petticoat, "that comes a little lower than their Knees:" But the Fact is not so, the Women never wear a Petticoat, or any thing like to it; they wear a Frock the same as the Men, only a little longer; and these Frocks are wore at all Times. His not knowing that the Men and Women wore Frocks, (though he took an exact Account of every thing that was observable in the Country, yet cannot tell the Dress of the Natives, which he saw every Day) leads him into another Mistake, he says, "the Sleeves of their upper Habit, are "frequently separate from the Body," (that Habit hath never any Sleeves fastened to it) "and "taken on and off at Pleasure, being only tied "with Strings at the Shoulders, so that their "Arm-pits, even in the Depth of Winter, are "expos'd to the Cold," which they reckon con-

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tributes to their Health. Now the Fact is quite otherwise. These Sleeves (as you will se ementioned in the first Volume Page 192) are wore in Winter, when they have their Tockies close about them, (in a Manner mentioned in the same Page) so tho' the Sleeves have two Strings over the Shoulders, and one across the Breast, which keeps them on, and are open under the Arm-pits, yet the Tockie passes several Times under the Arm-pits, and down Part of the Shoulder, which of itself would keep out the Cold; but what further keeps the Cold from the Arm-pits is, that the Frock, which is wore under the Tockie, is always made with two Sleeves to it, sewed fast and close under the Arm-pits.

What is further said by this Author, with Respect to the *Indians*, is much like to what hath been already mentioned. He gives the Name of *Shaggamitie* peculiarly to a Broth of Fish, which Name any one that is accquainted with *America*, knows they give to all Broth, of what Kind soever. Their Manner of sweating, according to his Narration, is never used by these Nations.

His Account of the Women's procuring to themselves Abortion, is absolutely contrary to their Policy and Practice, they considering that according to the Nnmber of Children that they have, their Certainty of being mantained as often mentioned, is the greater. Besides a Woman which

which is barren, is extreamly despicable amongst them. I think I could do no less than take Notice of these Trifles, as those very Accounts amongst a Number of others, seem to be invented (for they have no Foundation in Truth) designedly to make mine questionable. June 1747.

It was a heavy Accusation against the Captains by some concerned in this Undertaking, when they came Home, that they did not trade with the *Indians*; and which had some Weight with those, who were unacquainted with the whole Circumstances of the Case. First, the *Indians* themselves did not care to trade, and there must have been some Kind of Force used to have brought them to a Compliance. The *Hudsons Bay* Company, would have sued the Captains for so trading, although, if the Event of such a Suit was uncertain, yet it would be attended with a certain Expence; nor could they depend on being supported by their own Company, the trading with these *Indians* being positively contrary to the Intention of the Company in sending their Goods, as appears by the Letter sent with the Invoice, and signed by the Secretary. "The "Intention of the Committee sending these few "Goods, is to encourage a Correspondence and "Friendship with the Natives of the different "Countries you may go to, in Order to engage "them to make Alliances with the *British* Nation." These are the Words of the Letter,

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and the Ships were then preparing to go in Search of ſuch Countries.

More *Indians* were ſeen on the fourth going down the River, from four in the Afternoon until to Night. They kept cloſe under the Shore avoiding the Ships, ſo that we could not count them: We ſuppos'd there might be upwards of a hundred. The Weather was ſuch between the fourth and the ſeventh in the Evening, that the Ship could not proceed; but about eight in the Morning of the ninth, the Ship was a Mile and a half below the Factory; where Captain *Smith* intended to put up his Rigging, which was all prepar'd and fit for Sea. Here the River is two Leagues over: Captain *Moor* arrived the ſame Morning with his Ship, off the Factory.

A few Days before our leaving the Creek, we ſaw ſeveral Flocks of ſnow Birds. A ſnow Bird is of the Size of a Sparrow, and ſhaped like a Linnet, hath a ſhort pointed Bill, the Head no thicker than the Neck, the Legs ſhort and of a grey Colour, with three divided Claws, like thoſe of the Linnet, the hinder Claw ſomething ſhorter than the other, with a long bended Spurr; their Backs and Wings are grey, but from the Head down over the Belly to the Tail, they are as white as Snow.

I ſhould have mentioned that on the eighth, ſeveral of the *Indians* returned up the River: They

They had almost all of them provided themselves with Gold Tinsel lac'd Hats, with a common Quill dy'd red, stuck in them; each had a Blanket, Guns, Powder and Shot; they were very shy, and few of them would come near to the Ship. June 1747.

About this Time, the Musketoes began to be very troublesome, which usually are seen in other Years, about the twelfth of *May*. They are reckoned more venimous, and in greater Number than in *Jamaica*, or in any Part of the *West-Indies*: They are here so troublesome, that the People cannot sleep between Decks, or in their Cabins tho' Smokes were continually made to drive the Musketoes out, but are forced to sleep either in the Tops, or in the Sails. In the Day Time the People wore Crape, or a Piece of Bunting over their Faces, and long Trowsers to preserve their Legs; yet with these Precautions they suffer'd very much. The Ship lay half a Mile from the Shore, nevertheless the Musketoes would find the Way on Board of themselves. But incredible were the Numbers that were brought on the Hats and Cloaths of those who came from the Shore in the Boats. If the Wind came to the North, blowing cold, they would all disappear in less than an Hour; and if you then turn'd up the Leaves of certain Plants much resembling the Dock, you would see them crouded upon the Back of them: When the Sun shines, they appear again, and if there hath been a Fog, or a little

June 1747. little Rain bite intenſely: If the warm Weather continues for a Day or two, their Strength and Venom is conſiderably leſſen'd.

The *Indians* bring down and ſell to the Factory, what is call'd a Muſketoe Fan, made of the long black Hair of a Buffalo, tied to the End of a ſhort Stick, with which you wiſk the Muſketoes off the Face. About the latter End of *July*, and in the Beginning of *Auguſt*, the Muſketoes looſe their Strength, and they ſoon after diſappear. The Trouble occaſion'd by the Number of Muſketoes and other noxious Flies, makes the Summer more diſagreeable than the Winter.

The Weather was now become very warm, but ſometimes would ſuddenly change to cold, as the Winds ſhifted. The Heat hath been ſo great as to make it very uneaſy to bear with our common cloathing, and the Cold of the very ſame Day hath been ſo great, that we could ſcarce be warm in our winter Apparel.

The tenth was a pleaſant Summer's Day. The Weather from this Day to the fourteenth, was moſtly ſtormy, cloudy, and cold, with Rain and Thunder; the Wind at North. On the thirteenth we had a Tide, which roſe twenty Feet perpendicular. The Weather afterwards to the twenty-third, was extreme hot, and a clear Sky with Sun ſhine. Every thing was now blown out and green; there was very little Snow left

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and that little only in small Patches, dispersed here and there. We saw daily a Number of white Whales upon the high Water, many of them with their young ones, which are black, swimming on their Backs. Ten Canoes of *Indians*, came down *Port Nelson* River, and went to the Factory. These were all the *Indians* who came that Way during our Stay. June 1747.

On the twenty-first, another of our People died, (which made the fourth) his Death was not occasion'd by the Scurvy, but an Ailment which he had all the Voyage.

When they opened the Hole in which the Beer was buried, they found the Earth froze within six Inches of the upper Casks, and the Earth next the Casks dusty. The Beer had some small Quantity of Ice on the Top, and on the Sides. It proved extreamly good, tho' very cold when drunk; and when put into a Can would cause a Rime, or Dampness on the Outside of the Can.

On the twenty-second, Captain *Moor* came down from the Factory, laying his Ship near to the *California*, the Governor saluting him when he broke Ground with nine Guns, which Compliment he returned: And the *California* being ready for sailing, (no Minute having been missed for getting her fitted, and her Stores on Board.) It was purposed the next Morning the twenty-

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June 1747. third, by both Captain *Moor* and Captain *Smith* to proceed on their Expedition.

But before we proceed, I ſhall endeavour to give the Reader an Account of what hath been done by former Diſcoverers, or rather a Hiſtory of this Undertaking, *viz.* The Diſcovery of a North-Weſt Paſſage, from its Origin. To ſome it may be tedious, who had the Occaſion to look into theſe Voyages in the ſeveral Volumes, where they are diſperſed: But theſe Perſons are but few.

I hope I may plead an Excuſe for troubling my Readers with my Narration, if they are pleas'd to conſider, that a great Number of others, who would willingly know this Hiſtory, and not having Leiſure or Opportunity to collect it for their own Uſe, would gladly peruſe it when done by another. Some of theſe Voyages are alſo ſcarce, others have been left out in the late Editions of Voyages, therefore a Recital of them, repeated after this Manner, cannot be improper. But what makes it moſtly neceſſary is, that by giving a Hiſtory of this Undertaking from the Origin, it will give the Reader a further Inſight into the Expedition we are now writing of, than he could otherwiſe have had; and by conſidering this Expedition jointly with the reſt, he will be able to form ſome Judgment in himſelf, whether there is any, and what Probability of a Paſſage remaining.

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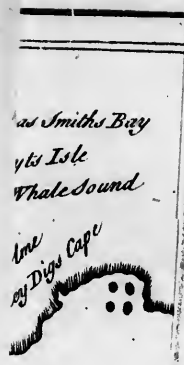

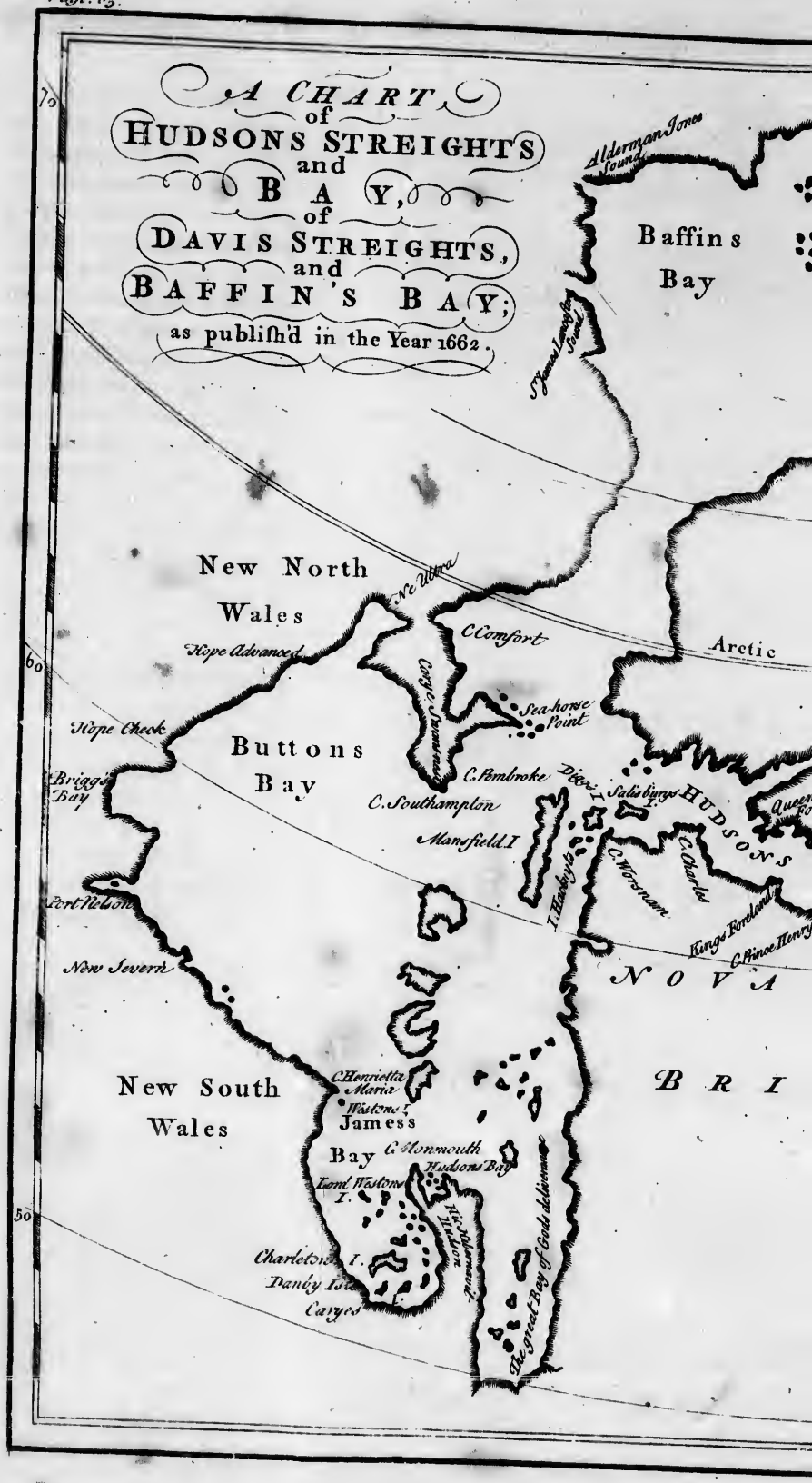
A CHART
of
HUDSONS STREIGHTS
and
BAY,
of
DAVIS STREIGHTS,
and
BAFFIN'S BAY;
as publish'd in the Year 1662.
Baffins
Bay
Aldermen Jones Sound
Arctic
New North
Wales
Ne Ultra
Hope Advance
C. Comfort
Cape Dunsany
Sea horse Point
Hope Check
Buttons
Bay
Briggs Bay
C. Pembroke
C. Southampton
Mansfield I.
Port Nelson
New Severn
New South
Wales
C. Henrietta Maria
Weston I.
James
Bay
C. Monmouth
Hudsons Bay
Lord Weston I.
Charleton I.
Danby Isle
Cayes
the great Bay of Godsdelivrance
Salisburys I.
HUDSONS
C. Charles
C. Wrosnam
Kings Forland
C. Prince Henry
NOVA
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Aldermans Jones Sound
Sr Thomas Smiths Bay
Hackluyts Isle
Whale Sound
Baffins Bay
Westfolme Sound
Sr Dudley Digs Cape
Hornsound
Hope Sanderson
Womans Islands
London Coast
DAVISS STRAITS
Sandersons Isles
Mount Rely
C. Walsingham
Cumberland Isles
Arctic Circle
Cumberland Bay
Gilbert Sound
Caukin Sound
Forbishers Straits
C. Comfort
I. Desolation
C. Discord
Cape Farewell
Salisburys I.
HUDSONS STRAITS
Queen Anns Foreland
Salvage I
Goods Mercys
Island of good Fortune
C. Charles
C. Worsman
Kings Foreland
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The first who attempted a *North-West* Passage were, *John Cabot* a *Venetian* by Birth, but afterwards settled in *England*, and *Sebastian* his Son, brought over from *Venice* by his Father when young. *John Cabot* perceived the great Advantage the *Portuguese* reaped from the Spice Trade, which they carried on from the *Moluccas*; entertaining at the same Time a Notion, from his Idea of the Structure of the Globe, that these Parts might be come at by a nearer Way than that which the *Portuguese* made use of, which was by the *Cape of Good Hope*. His Opinion was, if he steered a North-West Course after leaving *Europe*, he should fall in with no other Land, until he arrived at *Cathay*, from whence he could pass to *India* and the Parts desired. This Project carried such a Probability with it, that *Henry* the Seventh granted a Patent to *John Cabot*, and to his three Sons, *Lewis*, *Sebastian* and *Sancho*; giving them Licence, in general Terms, to go in Quest of Lands, East, North, or South, (but West is not mentioned,) with five Ships fitted at their own proper Charges, and to carry *English* Colours; with a Permission to settle such Lands as they should discover; and the Fifth of the Profits arising from such a Discovery, after all Charges deducted, to be the Property of the King. There was also inserted in this Patent an Obligation that they should return to *Bristol*. June 1747.

June 1747

This Patent was dated the 5th of *March* 1496, but the Ships did not go out that Year, which was the eleventh of that King's Reign. On the 3d of *February*, which was the thirteenth Year of *Henry* the Seventh, there is an Entry in the *Rolls* of a Licence to *John Cabot*, for to go out with ſix Ships, but with this Reſtriction, that they ſhould not any one of them exceed two hundred Tuns. Tho' *Cabot* had this Licence for ſix Ships, he did not go to Sea with more than five; which went from *Briſtol* the Beginning of *May*, in the ſame Year the Licence was granted, *viz.* 1497. One of them was victuall'd by the King, and carried no Freight; the other four were freighted with Goods ſuiting the ſuppoſed Trade, by Merchants of *London* and *Briſtol*, who had joined with *Cabot* in the Adventure.

The Fleet firſt ſail'd North-Weſt; but meeting with Ice and cold Weather, ſtood Weſt Northerly, falling in unexpectedly with Land (now known by the Name of *Newfoundland*) which was then named *Prima Viſta*, or firſt ſeen; afterwards diſcovering an *Iſland* before it, this *Iſland* was called St. *John*'s, this Diſcovery being on the twenty-fourth of *June* or St. *John*'s Day. The whole Coaſt was called the *Bacculaos* from the Number of Cod ſeen there, which the Inhabitants named *Bacculaos*.

The meeting thus with the Land, and this Land running Northerly, left them but little Hopes

Hopes of a Passage remaining. What litttle Hopes did remain, proceeded from the Land running Westerly as well as Northerly. They then flattered themselves that if they went to the Northward, they might find a Termination of the Land; and with this View they went as far as 58° N. L. But there finding the Land still continued, and its Course altering to the Eastward, the Fleet returned, and in this Return came as far Southward as 38° N. L. And from thence they bore away for *England*; carrying Home with them three Savages, and a Cargo which returned to a considerable Account. June 1747.

John Cabot the Father is no where spoke of after the Return of this Fleet. But it appears by a Writing (recorded in *Hackluyt*) which was wrote round the Picture of *Sebastian Cabot*, which Picture was upon the Map that *Sebastian* made and published after his Return, that the Father *John Cabot* went out with such a Fleet, and discover'd the Land (now *Newfoundland*) but nothing more. Whatever else is related of this Voyage respects the Son solely. It is highly probable his unexpectedly falling in with the Land was so great a Disappointment, as to break his Heart, and perhaps he died at Sea.

The Discovery of a *North-West Passage* depending in the Opinion of those Times before *Cabot*'s Expedition intirely, on there being no Land between *Europe* and *Cathay*; and it being

June 1747.

known by this Voyage of *Cabots* that there was Land between *Europe* and *Cathay*; all further Notions of ſuch a Paſſage were dropp'd, and every one concluded that there was no ſuch Thing; therefore no further Attempts for diſcovering a Paſſage were made, for near fourſcore Years; until ſuch Time that the *Spaniards* having conquered *Mexico*: Proceeded in their Diſcoveries to the Northward, and found out the Streights of *Anian*; which Streights being then reported to be the Paſſage between the two Seas, *viz. Atlantick* and *Weſtern* Ocean, occaſioned freſh attempts. Many of the Geographers of that Time gave into it, that the Paſſage was by ſuch Streights. *Friſius* and *Ortelius*, (whoſe Maps are Extant) both deſcribe *America* as an Iſland, ſeparated from a main Land to the Northward, by ſuch Streights; and according to *Friſius* it was called the Streights of the three Brothers (which the Word *Anian* imports) becauſe three Brothers had paſs'd through this *Streight* into *America*. There is alſo mention of a *Portugueſe* who made a Voyage through theſe Streights, calling a Promontory after his Name *Promonterium Corterialis*; and of a *Dane* who paſs'd great Part thereof. But Sir *Humphry Gilbert* (the great Advocate for theſe Diſcoveries) makes mention of one *Salvaterra*, a Gentleman of *Victoria* in *Spain*, who came by Chance out of the *Weſt-Indies* into *Ireland*, in the Year 1568; who averr'd the *North-Weſt Paſſage* from us to *Cathay* conſtantly to be believed in *America* navigable; and farther related in

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the Presence of Sir *Hugh Sidney*, then Lord Deputy of *Ireland*, (Sir *Humphry Gilbert* being then present) that a Friar of *Mexico*, then called *Andrew Urdanetta*, more than eight Years before his Arrival, told him there, that he came from *Mare del Zur* into *Germany*, through this *North-West Passage*, and shewed *Salvaterra* (being with him at that Time in *Mexico*) a sea Chart, made from his own Observations in that Voyage, wherein such a Passage was express'd, agreeing with *Ortelius*'s Map: Moreover, this Friar told the King of *Portugal* in his Return by that Country homeward, that there was of a Certainty such a Passage North-West from *England*, and that he meant to publish the same; but the King earnestly intreated him not to discover this Secret to any Nation: *For that* (said he) *if England had once a Knowledge, and Experience of it, it would greatly hinder the King of* Spain *and me.* Sir *Humphry* adds, that this Friar (as *Salvaterra* reported) was the greatest Discoverer by Sea that was in that Age. And that *Salvaterra* being persuaded of the Passage by the Friar *Urdanetta*, and by the common Opinion of the *Spaniards* inhabiting *America*, Sir *Humphry* further observes, that he offered most willingly to accompany him in this Discovery, which he remarks *Salveterra* would not have done, if he had stood in Doubt of it. These and such Reports, and the Arguments used at that Time for a Passage, concurring with his own Opinion, were probably the Motives which induced Mr. *Martin Frobisher* (afterwards Sir *Martin*)

June 1747.

June. 1747. *Martin*) to attempt the finding out the Passage. It was fifteen Years after he projected the Design, before he could procure a sufficient Number of Adventurers to defray the Expence. His Proposals were rejected in the City, but when presented at Court; through the Interest of *Ambrose Dudley*, then Earl of *Warwick*, and other honourable Persons, he was enabled to fit out two Ships of twenty-five Tuns each, named the *Gabriel* and *Michael*, and a Pinnace of ten Tuns, and so proceed upon his Design.

These Ships were fitted out at *Ratcliff*, and when they pass'd *Greenwich*, the Queen being at the Court there, she took particular Notice of them: In the Evening she sent Secretary *Woolly* to order the Men in her Name to be obedient to the Captains, to be diligent, and to let the Men know that she wished them Success.

The Ships departed from *Blackwall*, on the 15th of *June* 1576; on the 11th of *July* they had sight of Land, which *Frobisher* supposed to be *Friezeland*, but was prevented from landing by Reason of the Ice; unfortunately a few Days after he lost his Pinnace, with four Hands in a Storm. The *Michael*, his Consort, deserted him and came Home, reporting that he was lost at Sea. *Frobisher*, altho' he was left alone, and had received considerable Damage, his Mast being sprung, and his Topmast blown away, pursued his Voyage, and fell in with the South Westermost Part of *Groenland* which was by him supposed to be the *Labradore*

bradore Shore. Naming the first Land he had Sight of (and which afterwards proved an Island) Queen *Elizabeth*'s Foreland. He discovered on the same Coast a large Opening, which he could not enter, until the eleventh of *August* on the Account of the Ice. This Openingwas in the Lat. of 63° 8″; and passing sixty Leagues into this Streight, he named it *Frobisher*'s Streights, as *Magellan* had before him named the Streights he discovered, after his own Name. *Frobisher* supposing that by these Streights there was a Communication to the Northward, between the two Seas, (which was the Thing he was seeking for) in the same Manner as there was a Communication to the Southward between those two Seas, by the Streights of *Magellan*. The Land to the right of him he supposed to be *Asia*, the Land to the left *America*. June 1747.

Coming to an Anchor under an Island, the Captain went ashore to discover if there were any Inhabitants, whom they found and traded with; but those Inhabitants in a few Days after intercepted five of his Men, (whom he never more heard of) and his Boat, which being the only Boat he had, and his People being reduced to so small a Number that he had Scarce Hands sufficient to carry his Ship Home: The Season also being far advanced; he relinquish'd all Thoughts of proceeding any further at that Time and propos'd to return Home. He by Stratagem seized a Savage, Native of that Country, and sailed for *England* the twenty-sixth of *August*, and arrived at *Harwich* the second of *October*. He was great-

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June 1747.

ly commended by all People on his Return, and he on the other Hand raised in them great Hopes of his having been in the Passage to *Cathay*: But it was not upon the Credit of his finding this Passage, but for other Reasons that he was fitted out for a second Expedition. When *Frobisher* first arrived on this Voyage in these Parts, there lay so great a Quantity of Ice all along the Coast that the Boat could not be got to the Shore, without the utmost Difficulties; he commanded his People, after several successless Attempts, when they found Means to get ashore, to bring whatever they could find, in Token of Possession taken in the Name of the *Queen*. Some of his Company brought Flowers, others Grass, and another brought a Piece of a black Stone much like to a Sea Coal in Colour, but by the Weight seemed to be some Kind of a Mineral; the Captain made no Account of it than only putting it by as a Curiosity brought from such a before undiscover'd Country.

Upon his Arrival at *London*, his Friends enquiring after Curiosities, he had nothing to present them withal but a Piece of this black Stone. A Piece of it coming into the Hands of one of the Adventurers Wives, who having burned the same with Fire, and afterwards quenched it with Vinegar, it glistered like a bright Marcasite of Gold: Upon being assayed by the Refiners, they reported that it contain'd Gold, and that it was rich; and they themselves offered to become Adven-

Adventurers. The Hopes of procuring more of this Gold Marcasite, occasion'd the second Expedition. The Captain was in this Voyage, more especially directed by Commission, to search for this Gold Ore, than for to make any further Discovery of the Passage. June 1747.

Three Ships were fitted for this second Expedition, a Ship of her Majesty's, the *Aid* of about two hundred Tuns, the *Michael*, and the *Gabriel*, on board of which were one hundred and thirty Persons, Officers, Gentlemen, Soldiers, and Mariners. They departed from *Blackwall*, the 26th of *May*, 1577, and arrived at the *Orkneys* the 7th of *June*. The fourth of *July* they had Sight of *Friesland*. The General (as *Frobisher* is now called) endeavoured to land twice, but meeting with great Fogs, was afraid of losing Sight of his Ships. There were remarkable large Islands of Ice along the Coasts. On the sixteenth he fell in with *Queen Elizabeth*'s Foreland, so named by him the Year before; also on an Island called *Hall*'s Island; between which two Islands is the Entry to *Frobisher*'s Streights. They found Ore on *Hall*'s Island, and the Parts adjacent; and built a Mount with Stones on *Hall*'s Island, which they call'd *Warwick*'s Mount. On the twenty-first of *July*, having entered the Streights, the General went to search a Bay on the South Shore, (or the supposed Coast of *America*) to see whether it was a Place proper for receiving the Ships; and on going ashore, his Gold Assayers

June 1747.

with him, they saw all the Sands and Clifts glister, and found Marcasites shining, that they thought that all was Gold; but on Trial made it proved to be only black Lead. The Ships went into this Bay, and in a small Island, called *Smith's* Island, they found, (or they supposed at least) a silver Mine, but so deep in the Rocks as it could not be come at. On the twenty-ninth of *July* they found another Harbour, about thirty Leagues up the Streights, (the furthest they went this Time) and anchoring by the twentieth of *August*, loaded two hundred Tuns of Ore; on the twenty-third of *August* they set sail; the Ships were dispersed by a Storm; the *Aid* arrived at *Milford* Haven on the twenty third of *September*; the *Gabriel* arrived at *Bristol*, and the *Michael* at *Yarmouth*; having come North about. They saw in this Voyage, many of the Savages, and had some Skirmishes with them, taking a Man at one Time, and a Woman and Child at another Time. They saw some of the Things belonging to the Men intercepted the Year before; they understood by the Savages that three of them were living, for which Reason they sent a Letter, but received no Answer. They found in this Voyage, a dead Sea Unicorn: They were greatly incommoded by the Ice, both before they entered the Streights, and in the several Harbours when in the Streights.

Martin Frobisher, and those Gentlemen who had been with him, on their Arrival, waited on

on the *Queen* then at *Windsor*; where they met with a gracious Reception, and were entertained by several of the Nobility: The Unicorn's Horn was placed in the Repositary at *Windsor*. The Queen named the Parts discovered *Meta Incognita*, ordered a Commission to skilful People, to enquire into the Nature of the Ore brought, and of the Discovery. They reported that it was a Voyage greatly worthy to be advanced again: That the Commodities of the Mines already discovered, would greatly countervail the Charge the Adventurers were at, and might turn out to much greater Account; and that the great Hopes of a Passage to *Cathay* made it also necessary for to have a further Search. June 1747.

Ships were ordered, and it was also proposed that there should be a Settlement there, consisting of a hundred Persons, thirty of them to be Miners, and that three Ships should attend the Settlement; in Pursuance of which, a House or Fort of Wood was framed in *England*, in Order to be transported thither.

Frobisher waited on the *Queen*, who was then at *Greenwich*, together with his Captains: The *Queen* there presented him with a gold Chain, and the rest of the Officers had the Honour of kissing her Hand. The Fleet, which consisted of fifteen Sail, three of which, were the *Aid*, the *Gabriel*, and the *Michael*, rendevouz'd at *Harwich* on the 27th of *May*, 1578, and sailed on the

June 1747. thirtieth. They were off *Cape Clare* in *Ireland* on *June* the ſixth. The twentieth of *June* they deſcrib'd Land, being *Frieſland*. The General went aſhore, and took Poſſeſſion of it in the *Queen's* Name, calling it *Weſt England*, and ſuppoſed that it joined with *Greonland*. He harboured his Ships here, and on the twenty-third of *June* ſat out for *Frobiſher's* Streights. In the Way thither, one of his Ships, the *Salamander*, ſtruck a Whale, but received no Damage; the Whale after making a great Noiſe dived under Water; two Days after this, they found a dead floating Whale, which they ſuppoſed to be the ſame. On the ſecond of *July* they had Sight of the *Queen's Foreland*, they entered the Streights at Night, full of Ice from Side to Side; one of their Ships called the *Dennis*, preſſing forwards in the Ice foundered, but her Men were ſaved. A Storm from the South Eaſt drove a great Body of Ice upon the major Part of the Fleet, which put them in great Danger, but on the next Day the Wind changing W. N. W. ſet the Ice off again, and left them an open Sea, where they met with four of their Ships which had kept the Sea during the Storm. Standing in again for the Land, they had twenty Days of foggy Weather, in which Time they were ſet to South-Weſtward of the *Queen's Foreland*, and could not judge where they were. Upon the tenth of *July*, the Weather continuing thick, ſome of the Ships loſt Sight of the General, and put out to Seaward; the others followed the General, in

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a doubtful and unknown Streight above 60 Leagues, having always a fair Continent upon their starboard Side, and a Continuance still of an open Sea before them. The Author of this Account says, that the General, "albeit with the "first perchance he found out the Error, and "that this was not the old Streights, yet he per-"swaded the Fleet always that they were in right "Course and known Streights; dissembling his "Opinion to induce the Fleet to follow him, to "see a farther Proof of the Place. He after-"wards confessed, (upon some Circumstances "which related to that Place,) that if it had not "been for the gathering of his Fleet again, as "also their lading the Ore, he both would and "could have gone through to the South Sea.‖" June 1747.

The General returns out of the Streight, and finds the *Queen's Foreland* to be an Island, anchors in *Frobisher*'s Streight, where he meets with seven of his Ships. They met with a Storm on the twenty-sixth, which dispersed them. But on the second of *August* all the Fleet met again in *Warwick*'s Sound; (near which Place they had procured the Ore they had brought Home the preceding Year) excepting four Ships, aboard of which were the better Miners, and Part of the Provision for the Winter. On the ninth they held a Council about the wintering; a great Part of the Materials of the House which was brought from *England*, was lost in the *Dem-*

‖ Hackluyt's Voyages, Vol. 3. P. 91.

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June 1747.

nis, and they had not, unless rejoined by the four Ships, Provision for more than sixty Persons to winter with. It was first agreed, that sixty Persons should stay under the Command of Vice Admiral *Fenton*; but upon Enquiry, the Workmen declared that they could not finish a House before the Time it would be requisite for the Ships to return: It was therefore determined, that every Body should return Home.

Of the four Ships that did not join the Fleet, one of them went Home not any thing done, the other three kept Company: The Captain of one of them searching for Mines, found great Plenty of the black Ore, such as they had brought into *England* the last Year. In bringing the Ship too, he had the Misfortune to ground her on a Rock, in such a Manner, as obliged him to underprop her with her main Yard to keep her upright, and he was apprehensive that she would never have been got off.

The Fleet being all laden and ready to sail, a Consultation was held whether they should at that Time attempt a further Discovery, the Result of which was carried in the Negative. During this Time the Masons they had brought with them erected a little House, chiefly built with Lime, as an Experiment to see what Effect the Winter would have on such Materials, leaving in it several Pictures, Bells, and other Toys

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for the Natives, and also some Bread in an Oven they had built. June 1747.

Upon the last Day of *August*, the whole Fleet now ready to depart, met with a severe Storm, some at Sea, and others at Anchor in the Sounds. The General by Reason of this Storm not being able to get on board his own Ship, return'd in the *Gabriel*.

One of the Ships named the *Busse*, fell in with the South of *Freizeland*, on the eighth of *September*, and steer'd from thence S. E. and by S. until the twelfth, when they descryed Land five Leagues off: It was an Island twenty-five Leagues long, lying S. E. and N. W. The South side in 57 ½ N. L. They open'd two Harbours therein, and found it a fruitful champion Country, and woody. No one at any Time since hath attempted a further Discovery of it; but it was afterwards seen by * Mr. *James Hall* in the Year 1606.

The Reason is no where mentioned, why there was not a fourth Expedition by *Frobisher*: But we may conjecture that the Adventurers fell off; finding he returned the third Time with no greater Certainty as to a Passage than he had done in the first Voyage; and as it appeared by this

* *Hall* went three Voyages for the King of *Denmark*, to discover *Greonland*, and he made a fourth Voyage from *England*, in which he was kill'd.

third

June. 1747.

third Voyage, from the Quantity of Ice, and the frequent foul Weather he had met with, the Navigation was very dangerous; and that the Ore (as they did not continue afterwards to go to those Parts upon that Account only,) did not yield any Quantity of Gold in the Manner expected. It was very evident the general Opinion was lessen'd as to a Discovery of a *North-West Passage*, by what had happened in this third Voyage of *Frobisher*'s; the *Moscovy* Company reassuming the Thoughts of attempting the *North-East Passage*, which had been neglected, since the Year 1556, the first Year that *Frobisher* went out; and probably upon what he reported that Year on his return. It is plain *Frobisher* however did not lose the *Queen's* Favour, being named one of the Vice Admirals of the Fleet that defeated the *Armada* in 1588: He was also knighted on that Occasion, and afterwards sent with a Squadron to cruize on the Coast of *Old Spain* in 1590; and in 1592 succeeded Sir *Walter Raleigh* in a Command: In 1594 he commanded at the Siege of *Crodon* (which he took) but was wounded and died of that Wound soon after his Return to *England*.

The *Queen*, in the Year that *Frobisher* was on his third Voyage, granted to Sir *Humphry Gilbert*, the grand Advocate for the *North-West Passage* (and who had wrote a Treatise to prove it) a Patent to go and search for Parts undiscovered, and inhabited by barbarous People. But this Patent seems not to have any Reference to the *North-*

West

West Passage, as some have mentioned, but the settling of *America*. As this Patent did not answer Sir *Humphry*'s Expectations, he went himself in the Year 1582 to *Newfoundland*, and was lost upon his Return Home. This Voyage had other Motives than the Declaration as some have said, made by one *Thomas Cowles*, a *Mariner* and *Master* in this Manner. "(a) I *Thomas Cowles* "of *Bedmester* in the County of *Somerset* Mari-"ner, do acknowledge, that six Years past, being "at *Lisborne* in *Portugall*; I did hear one *Mar-*"*tin Chacke* a Portugal, read a Book of his own "making, which he had set out six Years before "that Time, in print in the *Portugal* Tongue, "declaring, that the said *Martin Chacke* had "found now twelve Years past a Way from the "*Portugal Indies*, through the Gulf of *New-*"*foundland*, which he thought to be in 59° 00′ "of the North Pole; by means that he being "in the said Indies with four Ships of great Bur-"then, and he himself being in a small Ship of "eighty Tun, far driven from the Company of "the other four Ships, with a West Wind; after "which he had pass'd along by a great Number "of Islands, which were in the Gulf of the said "*Newfoundland*; and after he overshot the Gulf "he set no more Sight on any other Land, until "he fell with the N. N. W. Part of *Ireland*; "and from thence he took his Course home-"ward; and by that Means he came to *Lisborne* "four or five Weeks before the other Ships that

June 1747.

(a) North West Fox. 162.

June 1747 " separated from his Company; and since the " same Time he never could see any of those " Books, because the King commanded them " to be call'd in, and no more of them to be " printed, least in Time it would be their Hin- " derance. "

In Witness whereof I set to my Hand and Mark the 9th Day of *April* 1579.

This being so material a Paper, I thought I could not properly omit it. But shall make no further Observations thereon, than that by *New-foundland*, he means the whole North Part of *America*, under which Name it was always mentioned in those Times.

There was another Expedition besides that of Sir *Humphry*'s, in the Year 1582 (the Ships sent for this Discovery of the *North-East Passage* not having had Success) which Expedition had a Tendency to the Discovery, but was not solely on that Account. Four Ships were fitted out under the Command of *Gabriel Fenton*, who had been with *Frobisher* in both his second and third Voyages, and in the latter was his Vice Admiral; (as mentioned) and who is mentioned as a Gentleman of my Lord *Warwick*'s, when he first engaged with *Frobisher*. These four Ships were to cruize on the *Spaniards*, and to pass the Streights of *Magellan* into the *Sonth Seas*, from thence to proceed to the *Indies* and *Cathay*; and in the return from

from those Parts, to attempt a *North-West Passage.* But this Enterprize did not succeed, they having met with, engaged, and defeated a Squadron of the *Spaniards* on the Coast of *Brazil*: Several unforeseen Accidents prevented their proceeding into the *South Sea.* June 1747.

Upon their Return Patent was granted in 1583, to one *Adrian Gilbert*, of *Sandridge*, in the County of *Devon*, and others mentioned in a Schedule annexed to such Patent, to search for a Passage to *China*, and the Isles of *Molucca*, either North-Westward, North-Eastward or Northward; and they were incorporated under the Name of *The Colleagues of the Fellowship for the Discovery of a North-West Passage*: And this Patent was to be in Force for the Space of five Years.

Pursuant to the Patent in 1585, Mr. *John Davis*, who had been with *Fenton* in his Expedition, who was a good Mariner, and otherwise a Person highly capable of such an Undertaking, and was a Native of *Sandridge*, and a Townsman of Mr. *Gilbert*'s the principal Patentee, sail'd from *Dartmouth* on the 7th of *June*, with two Ships, the one called the *Sun-shine* of 50 Tons, manned with twenty-three Persons, the other the *Moon-shine* of 35 Tons, with seventeen Persons on board. They left *Scilly* on the 28th of *June*. He so shaped his Course, as to be when he came to the Northward, between those Longitudes, in which *Cabot* and *Frobisher*

June 1747. ſought the Paſſage. On the 20th of *July* he deſcried Land, which he named *Deſolation*, which is to the Weſtward of the South-weſtermoſt Part of *Groenland*.

Davis is the firſt who is known to have been in this Part, and this Diſcovery (it being to the Eaſtward of this Land now diſcovered by *Davis*, that Sir *Martin Frobiſher* entered his Streights) ſhewed the vain Hope and falſe Confidence of Sir *Martin*, *viz.* That the Termination of his own Streight, and particularly that that of the ſuppoſed Streight he entered in the laſt Voyage, would be *Mare del Zur*.

Davis went as far upon the Coaſt of *Groenland* as the Latitude of 64 Deg. 15 Min. where he met with the Natives. Finding the Land continued and an open Sea to the Eaſtward, he ſhaped his Courſe N. N. W. thinking to fall in with *China*. The ſixth of *Auguſt* he fell in with Land in the Latitude of 66 Deg. 40 Min. on the Coaſt of *America*, which had not as yet been diſcovered higher than the Latitude of 58; and that by *Cabot*. He anchored in a Bay near a Mount, the Cliffs of which were as ſhining as Gold: He named it Mount *Rawleigh*; and the Road, *Totne's* Road; the Sound encompaſſing the Road, *Exeter's* Sound; the North Foreland, *Dyer's* Cape; the South Foreland or Cheeks of the Sound, Cape *Walſingham*. He ſet ſail from Mount *Rawleigh* on the eighth, and coaſted along S. S. W.

On

On the eleventh he came to the Southermost Cape of this Land, which he named the Cape of *God's Mercy*; he coasted the North Side with foggy Weather, and at the Fog's breaking up, he found that he was entered into a fair Passage twenty Leagues broad, void of Ice; the Water of the Nature, Quality, and Colour of the Water of the main Ocean. He now entertained great Hopes that he was in the Passage. Sailing sixty Leagues N. N. W. he discovered Islands in the midst, but with a Passage on both Sides; he divided the Ships, one of which sailed on the North the other on the South Side of these Islands; and when they had joined, were detained five Days by a contrary Wind, with foggy and foul Weather. During this their Stay, they observed Whales coming from the westward, but had not seen one from the Eastward. As they were rowing into a Sound lying S. W. suddenly there came a violent Countercheck of Tide from the South West, against the Flood which they came in with; sounding they could find no Ground at three hundred Fathoms. It flowed six or seven Fathoms, and they could not perceive from whence this Tide was occasion'd. While they were there they saw some of the Natives. June 1747.

The Year being now advanced, the Weather bad, the Nights long, the Uncertainty of the Length of those Streights, and of what Dangers they might accidentally encounter with (having met with such very favourable Circumstances in these

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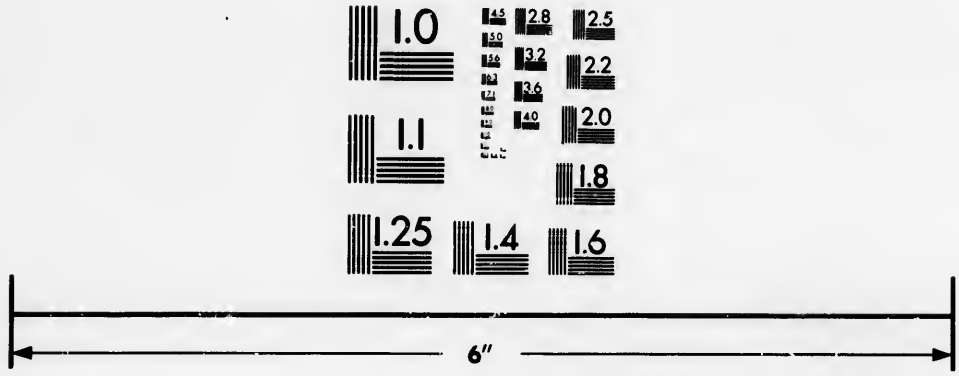

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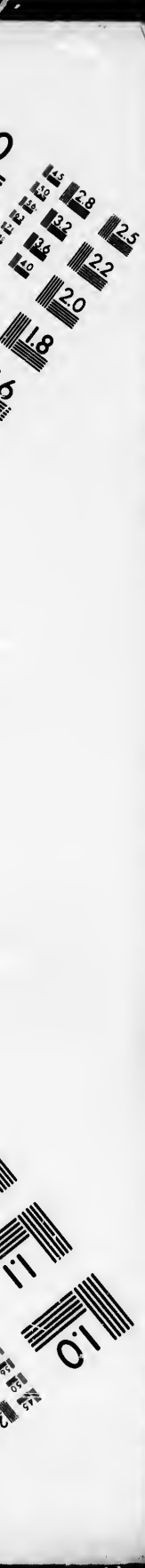
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June 1747. these Streights, as to flatter them with a Passage) *Davis* concluded on returning Home. In their Return they coasted along the South Shore of those Streights, and on the twenty-sixth they took their Departure from a Sight of the North Land; upon the tenth of *September* they had a Sight of *Desolation*; on the 27th they had Sight of *England*; and on the thirtieth arrived at *Dartmouth*.

The Merchants at *London* were principally concerned in this last Attempt, and were Adventurers under the Patent. The Merchants of *Exeter*, whom it was supposed would be Adventurers at such Time as the Patent was obtained, declining it afterwards. It is probable that for this Reason, Mr. *Sanderson* a Merchant at *London* had a principal Management in this Affair, and not Mr. *Gilbert* the original Patentee. Sir *Francis Walsingham* greatly forwarded the Undertaking, if he was not himself an Adventurer. Mr. *Davis* returning with a favourable Account of his Expedition, a second was thought of; in which not only the *London* Merchants, as before, were Adventurers, but the Merchants in *Exeter*, and the other Places in the *West* joined in this second Attempt. On this Expedition four Ships were fitted out, the *Mermaid* of one hundred Tons, the two Ships that went before, and the *North Star* of ten Tons: They were victualled only for six Months. The Directions given *Davis* were, to search these Streights until he found the

the same to fall into another Sea upon the West Side of the Northern Part of *America*; and that he should then return, for then there would remain no Doubt of a free Navigation to *China* and *Asia*. This he was to search with two of his Ships only. June 1747.

The Fleet departed from *Dartmouth* the seventh of *May*, and were seperated on the seventh of *June*, in the Latitude of 60 Deg. On the fifteenth of *June Davis* discovered Land, in the Latitude of 60 Deg. and Longitude (as he erroneously computed it) 47, which was *Farewell*, now first discovered by him, and was forced to go down into the Latitude of 57 Deg. to clear himself of the Ice. The twenty-ninth of *June*, he made Land on the Coast of *Groenland*, in the Latitude of 64 Deg. and went, for some Reasons of his own, into a Harbour that he had been in the Year before; and to set up a Pinnace; he there conversed with the Natives, whom he observed had War with some other Nation or inland People; for many of them were wounded. He had from them Copper Ore, black Copper and red Copper. They played him several Tricks, amongst the rest stole an Anchor, and with Slings stoned his People. One of them he catched and brought away. On the eleventh of *July*, the Wind proving fair, he stood out of the Harbour, and on the seventeenth of *July*, was in the Latitude of 63 Deg. 8 Min. when he fell in with a great Board of Ice. Coasting along which Ice

on

July 1747. on the twenty-fourth of *June*, all his Ropes were froze, the Damps and Fogs sickned his Men, and they grew very discontent, looking upon themselves in great Danger. They also complained that the great Ship the *Mermaid* (and whose People were principally the Persons that complained) was too great, and unweildly to go withal; and her Charges were a hundred Pounds a Month. Upon these Complaints, *Davis* was determined to leave the Ice, and stand in for the Land, and find a Harbour, wherein he could grave his own Ships, and then to send the *Mermaid* Home, and proceed with her.

This was accordingly done, he stood off from the Ice E. S. E. and fell in with Land in the Lat. of 66 Deg. 33 Min. on the *Greonland* Coast, on the first of *August*. Having graved his own Vessel, the *Moon-shine*, he on the twelfth of *August*, left the *Mermaid* at Anchor, to proceed Home by the first Opportunity. Standing over to the *American* Shore, he fell in with the Land to the Northward of those Streights, which he had been in the last Year; he then sailed Southward, entered such Streights, and proceeded up them near eighty Leagues, where meeting with Islands, and finding upon a Trial made by his Boats, that his Ship could not proceed further, naming those Isles *Cumberland* Isles, he cruised along the *South* Shore of these Streights, making for the Sea. Between the Latitude 62 and 63 Deg. *Davis* espies an Opening, and calls it *Lumley*'s Inlet

Inlet: As he proceeded he discovered a Fore-land, or Cape which he calls Cape *Warwick*, (now *Resolution*) and a Gulph to the Southward having great Falls and Whirlpools of Water, into which he would have entered, but being alone, and the Season advanced as far the Month of *September*, he thought it proper to desist. He named the Southermost Cape of such a Gulf (now *Hudson*'s Streights) Cape *Chidley*, and kept coasting to the Southward. In the Latitude of 57 Deg. being calm, he let fall a Cadger to prove for Fish, catching a great Quantity of large and well fed Cod. *Davis* mistrusting the Weather, put into a Harbour in the Lat. of 56 Deg. which was an Inlet two Leagues broad, with fair Woods on each Side, and sailed up this Harbour ten Leagues. On the tenth of *September* he shaped his Course Homewards, and arrived in *England* in the Beginning of *October*. July 1747.

The *Sun-shine*, and *North Star*, sent for the Discovery of *Groenland*, search'd the Coast of *Groenland* from that Part which lays at the Back of *Iceland*, and found no open Sea to the Northwards; they came to *Desolation*, and on the third of *August* arrived at *Gilbert*'s Sound, West of *Groenland*, the Place of Rendevouz appointed by *Davis*. They traded with the Natives, and waited until about the thirtieth of *August*, when as *Davis* did not join them, they set out for their Return to *England*. The Wind proving contrary they put into Harbour: They there trad-

July 1747. ed with the Natives, which was attended with a ſmall Skirmiſh. On the third of *September* the *North Star* parted with the other Ship, and was no more heard of. The thirtieth of *September* the *Sun-ſhine* entered the *Engliſh* Channel.

The Effect of this Expedition (groſſly miſrepreſented by *Fox* and ſome others) was, that the Ships ſent to *Groenland*, to diſcover if there was any open Sea to Northward, executed their Part; and traded for five hundred Seal ſkins, one hundred and forty half Skins, and Whale Bone. *Davis* performed his Orders in ſearching *Cumberland* Streights, (as he then named them) going up as far with the Ship as he could; and though diſappointed of a Paſſage there, yet (as he expreſſed in a Letter to Mr. *Saunderſon*, a Treaſurer of the Company and great Forwarder of this Undertaking) he had diſcovered four other Places, in one of which four Places he would venture the Paſſage to be, at the Hazard of his Life; meaning a Sea to the Northward of *Dyer*'s *Cape*, which he had learnt there was by the Natives, *Lumley*'s Inlet; the Gulf to the Southward of *Warwick*'s Foreland, (now *Hudſon*'s Streights) and the Inlet he entered into in the Latitude of 56 Deg.

This Report met with but a cool Reception, the Streights of *Cumberland* not proving a Paſſage, all the weſtern Merchants declined, as did alſo many of the *London*, from being further Adventurers.

turers. But Secretary *Walsingham*, and Mr. *Saunderson* were still Friends to the Design, and by their Interest *Davis* was deputed to make a third Voyage; the Expence of which *Davis* represented to them would be defrayed by the Fishery; and accordingly three Ships were fitted out, the *Elizabeth*, the *Sun-shine*, and a Clincker called the *Hellen* of *London*. July 1747.

The *Elizabeth* and *Sun-shine* were to go a fishing, and the *Hellen* was to go on the Discovery. They descried Land on the fourteenth of *June*, and on the sixteenth put into a Harbour on the west Side of *Groenland*, and there set up a Pinnace; from which, when ready to launch, the Natives tore the upper Stroke for the Sake of the Iron, which rendring it unserviceable to go with the *Helen* on the Discovery, was left with the *Elizabeth* to fish with. The Wind proving fair, the two Ships bound for the Southward to fish departed. The *Helen* stood to the Northward, into the Latitude of 67 Deg. 40 Min. and *Davis* seeing both the *American* and *Groenland* Coast, concluded that the Place he was then entring would prove a Bay; they traded with the Natives, who gave *Davis* an Account of a large Sea beyond such Streights, which from his being the first Discoverer are named Streights *Davis*; but by Streights *Davis* are now understood all from the Latitude of 62 Deg. of the Sea contained between *Groenland* and *America*. When *Davis* came to the Latitude of 72 Deg. 12 Min. the thir-

July 1747. tieth of *June*, he named the Coast he had run along *London Coast*. The Wind shifting to the North he stood West, leaving the Shore, and named the Northermost Part, whence he departed *Hope Saunderson*, and stood to the Westward forty Leagues, or more without Sight of Land. On the second of *July*, he met with a Bank of Ice West from him; he would willingly have quitted it by the Northwards, but the Wind hindered him; if he had got rid of this Ice, he designed to have ran West, until he had seen Land. The sixth being fair Weather, put his Ship into the Ice, in Hopes to press through it, but not being able to perform this he coasted along the Ice; but this not at all answering his Purpose, on the thirteenth of *July* determin'd to put into some Harbour to remain for five or six Days, supposing that in that Time, the extreme Heat of the Sun, and the beating of the Sea might greatly reduce it. But when he approach'd near Land he could find no anchoring, by Reason of the great Depth of Water. *Davis* then bore away to the Southward, in order to join the *Elizabeth* and *Sun-shine* agreeable to Appointment. The thirteenth of *August*, in the Latitude of 54 Deg. he strikes on a Rock, but stops his Leak; coasts as far down as the Latitude of 52 Deg. not finding the Ships as expected, which were to fish between the Latitude of 54 and 55 Deg. and to stay there for his rejoining them until the latter End of *August*, it gave him great Uneasiness: They as it afterwards appeared, having

got

got their Fish in sixteen Days, had returned Home immediately. *Davis* set out for *England* and arrived on the fifteenth of *September*. July 1747.

Davis was perswaded in himself that the Sea to the Westward of the Latitude of 73 Deg. was a fair Passage, and he so express'd himself in a Letter to Mr. *Saunderson*, the Words of which are, *I have been in seventy-three Degrees, finding the Sea all open, and forty Leagues between Land and Land; the Passage most probable, the Execution easy, as at my Coming you shall know.* Nevertheless upon *Davis*'s Return, the Discovery of a Passage by the North-West was laid aside, and not reassumed for fifteen Years. Some Reason for it might be, that the Patent which was only six Years, if no Discovery was in that Time made, was then expired, and most People's Attentions were taken up with the Preparations of the *Spaniard*, in Respect to the *Armada*. When the *Armada* was defeated, and at a Time the Discovery of a *North-West Passage* might have been reassumed, Secretary *Walsingham*, the great Patron of it, died, who said that at his Death, this Voyage would be left friendless; for Sir *Humphry Gilbert* who was the first Promoter of it, and argued for it against a *North-East Passage*, was dead, as mentioned; the Merchants almost all entirely had deserted it, as appeared before *Davis* set out on his last Voyage; and the Opinion of the Cosmographers in those Times, was much more for the Probability of a *North-East*

Passage,

July 1747

Passage, than a *North-West*, as is plain from a Letter of *Mercator's*, wrote to *Hackluyt* in the Year one Thousand six Hundred and eighty. Two Ships were then fitted out by the *Muscovy* Company, to finish the Discoveries as to a *North-East Passage*; which Captain *Burroughs* had made (as already mentioned) the same Year Sir *Martin Frobisher* set out, and which was delayed until after his Return from his third Voyage. The Words of the Letter are— "*The Voyage* * *to* Cathay *by the East is doubtless very easy and short, and I have often Times marvelled, that being so happily begun, it hath been left off, and the Course changed into the West, after that more than half the Voyage was discovered.*"

There were two Facts happened in the Interim, before there was there any further Undertaking for the Discovery of a *North-West Passage*, and which probably might greatly contribute towards it. One of them relates to one Mr. *John Lock*, who was in *Venice*, in *April* 1596, and there met with a Man who had found the Passage on the *American* Side, and did pass into the North Sea. The Fact is as entered in † *Fox*.

"When I was at *Venice* (*Lock*) in *April* 1596 happily arrived there, an old Man aged about sixty, called commonly *Juan de Fuca*, but

* Hackluyt's Voyages, Vol. 1.

† North-West Fox 163.

"named

" named properly *Apostollos Valerianos*, of Na- July
" tion a *Greek*, born in the Island of *Sepholonica*, 1747.
" of Profession a Mariner, and an antient Pilot
" of Ships: This Man came lately out of *Spain*,
" arrived first at *Leghorn*, and went thence to
" *Florence*, where he found out *John Dowlas*,
" an *Englishman*, a famous Mariner, ready
" coming for *Venice*, to be Pilate of a *Venetian*
" Ship for *England*; they came both to *Venice*
" together, and *John Dowlas* being wellaccquain-
" ted with me, gave me Notice of this *Greek*
" Pilot, and brought him to my Speech, and in
" the *Italian* and *Spanish* Tongues, these Words
" following.

" First, he said that he had been in the *West*
" *India* of *Spain*, by the Space of forty Years,
" and sailed to and fro, as Mariner and Pilot to
" many Places thereof, in the Service of the
" *Spaniards*.

" Also, he said that he was in the *Spanish* Ship,
" which in returning from the Islands of *Philli-*
" *pinas* and *China*, was robbed near Cape *Cali-*
" *fornia*, by Captain *Cavendish* an *Englishman*,
" whereby he lost sixty thousand Ducats of his
" own Goods.

" Also, he said that he was Pilot of three small
" Ships, which the Viceroy of *Mexico* sent from
" thence, armed with a hundred Soldiers under
" a *Spaniard* Captain to discover the Streights of

" *Anian*,

July 1747 "*Anian*, along the Coast of the *South Sea*; and "to fortify in that Streight, to resist the Passage "of the *English* Nation, which they were afraid "would pass into the Streights into the *South* "*Sea*; and that by Reason of a Mutiny, which "happened amongst the Soldiers, for the Cap-"tain being guilty of some foul Practices that "Voyage was overthrown, and the Ship turned "back from *California* to *Nova Hispania*, with-"out any Effect of Things done in that Voyage, "and at their Return, the Captain was punish'd "at *Mexico*.

"Also he saith, that after the said Voyage "was so ill ended, the Viceroy set him out again "in 1592, with a small Caravell and Pinnace, "armed with Mariners only, for the Discovery "of the said Streights, and he following his "Course W. and N. W. in the South Sea, "along the Coast of *Nova Hispania*, and *Cali-*"*fornia*, and *India*, now called *North America*; "all which Voyage he signified unto me, in a "great Card and Map of my own which I laid "before him, until he came to the Latitude of "47 Deg. and that there finding the Land to "trent North and North-East, with a broad In-"let between 47 and 48, he being entered there-"into sailing therein more than twenty Days, "and found the Land trenting still, sometimes "N. W. and sometimes N. E. and also S. E. "ward, a far broader Sea, than at the said en-"trance; and that he passed by divers Islands

"in

" in that Entrance: And that at the Entrance of June
" the said Streight, there is on the North West 1747.
" Coast thereof, a Headland or Island, with an
" exceeding high Pinnacle or spired Rock like a
" Pillar thereupon.

" Also he said, that he went on the Land in
" diverse Places, and that he saw some People
" on Land clad in Beast Skins, and that the Land
" was very fruitful, and rich of Gold, and Silver,
" and Pearls, and other Things like *Nova*
" *Hispania*.

" Also he said, that he being entered thus far
" into the said Streight, and being come into
" the North Sea already, and finding the Sea
" wide enough every where, and to be about
" thirty or forty Leagues wide in the Streight
" where he entered; he thought he had now well
" discarged his Office, and done the Thing which
" he was sent to do; and that he not being arm-
" ed to resist the Force of the savage People,
" that might happen to assault him; therefore
" he set Sail, and returned to *Nova Hispania*,
" where he arrived at *Aquapulco*, *Anno* 1592,
" hoping to be well rewarded of the Viceroy
" for his Voyage so performed.

" Also he said that he was greatly welcomed
" to *Mexico* by the Viceroy, and had Promise
" of great Reward; but staying there two Years
" to his small Content, the Viceroy told him he

June 1747.

" ſhould be rewarded in *Spain* of the King, and " therefore willed him to repair thither, which " he did perform.

" At his coming thither he was greatly wel- " comed at the King's Court in Words, but af- " ter long Suit he could not get there any Re- " ward to his Content, and therefore at length " he ſtole away and came into *Italy*, to get Home " to live amongſt his Kindred in his own Coun- " try he being now very old.

" Alſo he ſaid, that he thought the Cauſe of " his ill Reward was had of the *Spaniards*, to " be, for that they did underſtand very well that " the *Engliſh* Nation had now given over all " their Voyages for the *Diſcovery of a North* " *Weſt Paſſage*; wherefore they feared not them " to come any more that Way into the South " Sea; and therefore they needed not his Ser- " vice therein any more.

" Alſo he ſaid, that in Regard of his ill Re- " ward had of the *Spaniards*; and underſtanding " of the noble Mind of the Queen of *England*, " and her Wars maintained ſo valiantly againſt " the *Spaniards*, hoping her Majeſty would do " him Juſtice for his Goods loſt by Capt. *Caven* " *diſh*, he would be content to go into *England*, " and ſerve her Majeſty in that Voyage to diſ- " cover the *North Weſt Paſſage* into the South " Sea, and would put his Life in her Majeſty's

Hands

" Hands to perform the same, if she would " furnish him only with one Ship of forty Tons, " and one Pinnace; and that he would perform " the same from one End of the Streights to the " other, and he willed me so to write into " *England.* June 1747.

" Whereupon, after twice Conference I did " write to the old Lord Treasurer *Cecil*, and to " Sir *Walter Rawleigh*, and to Mr. *Richard* " *Hackluit*, that famous Cosmographer, praying " that one hundred Pounds might be sent for the " Charge of sending the Pilot into *England*, I " received an Answer from some of my Friends, " that the Action was well liked of, if the Money " could be procured; after one Fortnight he " went from me into his own Country where he " died.

I make no Observations at present on this Account, as it will be done in another Part of the Work. The second Fact is, Captain *James Lancaster*, afterwards Sir *James Lancaster*, who commanded the first Fleet sent into the *East-Indies*, by a Company newly incorporated by the Queen, and sailed in *February* One thousand six hundred. While this Gentleman was in the *Indies*, he heard a Report of another Passage into those Parts than by the Cape of *Good Hope*; and was so perswaded of the Truth of it: That in his Return to *England*, on board the *Dragon*, a large Ship, with a valuable Cargo, he received much

June 1747. Damage by a Storm, off the Cape of *Good Hope*; having his Rudder tore away, and otherwise so hurt, as he thought there was little Possibility of his returning Home; yet would not quit the Ship, but sent a short Letter to the Company, which he put on board the *Hector*: And to this Letter he added the following remarkable Post-script. *The Passage to the East Indies, lies in 62 Deg. 30 Min. by the North-West on the American Side.*

These Facts seem to have again set on Foot the Spirit of discovering a *North-West Passage*; it is owing to these, or other like Reasons, which I have not come to the Knowledge of, that the *Muscovy* Company, who had never engag'd as a Company in this Discovery, (but had made three successless Attempts by the North-East) fitted out Captain *George Weymouth*, (of whom I find no Particulars mentioned, before he went on this Voyage,) with two Fly-Boats, one of seventy, the other of sixty Tuns; carrying thirty-five Men, and victualled for eighteen Months. They set forward on the second of *May*, One thousand six hundred and two, and went by the *Orkneys*. On the eighteenth of *May*, they got Sight of the Southermost Part of *Groenland*, and coast along the Ice to the Nothward: And on the twenty-second were in the Latitude of 60 Deg. 37 Min, then directing their Course Westwards: On the twenty-eighth they discovered the Land of *America*, in the Latitude of 62 Deg. 30 Min. Being

ing driven to the Southward by N. E. Winds, they discover *Lumley*'s Inlet, and *Warwick*'s Foreland to be Part of an Island, (both found and named by *Davis* in his second Voyage) a great Current then set to the Westward, which gave them great Hopes of a Passage this Way, but they could not attempt it; the Orders being (as it will appear by the Sequel) to enter the Sea to the Northward, in which *Davis* had entered, and through which (as mentioned) *Davis* had reported the Passage was most probable. And in the Latitude of 61 Deg. 12 Min. off the Mouth of *Hudson*'s Streights, they kept traversing some Days, meeting with a strong Current, and Overfalls. The third of *July*, the Wind becoming S. W. they stand in with the Coast, meeting Ice ten Leagues off, and beating it to the Northward, were on the eighth of *July*, in 63 Deg. 53 Min. when they descried the Land, being very high, covered with Snow, Distance five Leagues; but could not come near it for Ice. A Storm springing up at N. E. they clear'd themselves of the Land, and then steer'd Southward again. From the ninth to the seventeenth they were in traverse, the Storm still continuing with thick Weather, and the Ropes and Sails froze, but on the eighteenth the Storm continuing, it changed to clear Weather. It was severely Cold, greatly affecting the People; on the nineteenth they stood Eastward, Wind N. E. probably to gain a Harbour on the Cast of *Groenland*, there being no coming on the Coast of *America*, as they had experienc'd

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perienc'd on Account of the Ice, and there to wait until a Wind ſerved to go to the Northward. But the Men were determined not to go further North, the Purpoſe of going there being to winter: And the People obſerved, that although they might winter with the Safety of their Lives and Veſſels, yet, that it would be *May* before the Veſſels could be got out of the Ice and fitted to go to Sea; and that they might be in the ſaid Latitude upon a Return from *England*, as ſoon as they could poſſibly ſet out from this Place, to ſearch the North-Weſt Part of *America*; and that alſo both the Men and the Ships, would be in a far better Condition. For theſe Reaſons, join'd with that of the Uncertainty of a ſafe Harbour to the Northwards, if they adventured further, they were determined to go for *England*, and to confine *Weymouth* to his Cabin; but if the Captain would think proper to attempt any Diſcovery with this North-Eaſt Wind, either in the Latitude of 60 or 57 Deg. they would hazard their Lives with him.

On the twenty-third of *July* he bears away, the Courſe Weſt by South, with a Fog; coming into the Latitude of 61 Deg. 40 Min. there ſeeks an Inlet. The ſame he had before been off of, to the Southward of *Warwick*'s Foreland (or *Hudſon*'s Streights) and one of *Davis*'s aſſured Places of there being a Paſſage there. He enters ſuch Inlet, and ſails one Hundred Leagues Weſt by South; found it not peſtered with Ice, and to be a Streight of

of forty Leagues broad, and looked upon it to be a Passage of more Probability than *Davis*'s *Streights*. He found the Variation to be 35 Deg. Westward. It is from these Circumstances very plain, that *Weymouth* was the first that entered the Streights, afterwards called *Hudson's* Streights, and not *Hudson*. I see nothing with Submission to superior Judgement, which makes against it; neither the Circumstance of his Course, nor the Width of the Streights, if we consider the Distance between the South and North Shores, when through the Mouth of those Streights; and it is probable to suppose that he gave the greatest Width, to give the greater Air of Probability, and to make it vie with Streights *Davis*. It also being clear of Ice on the thirtieth of *July*, is agreeable to *Hudson*'s Streights, and there are no other Streights near the Latitude but *Hudson*'s, and *Lumley*'s Inlet. And what is said of the Variation agrees with the Variation of *Hudson*'s Streights.

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The thirtieth the Wind changing to the West, afterwards to North-West, and blowing hard, and the Year being far advanced, many of his Men in both the Ships being sick, he thought proper to return, fully persuaded (as already mentioned) that there was a great Probability of a Passage here.

The fifth of *July*, he was clear of this Inlet, stood Southward, (following *Davis*'s Tract, which it may be perceived he hath all along been doing)

June 1747. doing) and the 9th of *July*, fell in with an Island where *Davis* was; and the fourteenth of *July* stood into an Inlet in the Latitude of 56 Deg. in order to see what Hopes of a Passage there might be there; which was the very same Inlet which *Davis* had entered in his second Voyage. He entertained great Hopes of a Passage, when he first entered, but going thirty Leagues within it, he says, if the Wind, he was so streightned, had come to the North, South, or East, but one Day, he had perished. He returned from hence and had Sight of the Islands of *Scilly* the fifth of *August*, and the next Day arrived at *Dartmouth*.

The next Expedition was in the Year One thousand six hundred and six, when Mr. *John Knight*, who had been employed in a Voyage to *Groenland*, the Year before, by the King of *Denmark*, was sent with one Ship by the *Muscovy*, and *East India Companies*. This proved a very unfortunate Voyage: When they were in the Latitude of 56 Deg. on the Coast of *America*, their Ship was bulged, and the Captain and five others going ashore to look for a Harbour, in order to repair her, only two of them, who were left to look after the Boat, returned to the Ship; the Captain and those three who with him went up a Hill to look out, being never heard of more. The Ship with great Difficulty was got to *Newfoundland*, there repaired, and then returned Home

The

The next Expedition was in the Year One thousand six hundred and ten, when a Company of Merchants in *London*, who had employed Master *Henry Hudson* three several Times to attempt a Passage by the North-East, fitted him out for the Discovery of a *North-West Passage*; sending one *Coolbrand* with him as his Assistant, who was in every Respect, an abler and a better Man than *Hudson*. *Hudson* envying him, (having set out on the seventeenth of *April*, and arrived in *Lee* Roads on the twenty-second,) he there contrived to send him back to *London* in a Pink, by which unjust Proceeding, he greatly contributed to the Misfortunes which afterwards happened to himself. June 1747.

He was at the *Orkneys* the fifth of *May*; on the first of *June* he put to Sea, out of a Harbour in the Westermost Part of *Iceland*. The fifteenth of *June* had Sight of *Desolation*. He entered the Streights, afterwards called by his Name, (which *Davis* first discovered and *Weymouth* had entered) by the South Shore; steering Northward of the West, until he met with Ice which hung on the Island of *Resolution*, and then stood to the South, and there saw the Land of the Bay which is to the Southward. After entering the Streights, seeing it high Champion Land with Snow upon it, such Land as is usual on the Coast of great Seas, he named such Land, *Desire provoked*. He plyed to the Westward, and fearing a Storm

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anchored on the eleventh of *July*, by three ragged Islands, a bad Harbour by Reason of sunken Rocks; he named them the Isles of *God's Mercy*: One of the Rocks which he went over in the Evening, being next Morning two Fathoms above Water, it flowing here better than four Fathoms. The Latitude was 62 Deg. 9 Min. He stood along for the South Shore, avoiding the North; (supposing the South Shore, to be the Northern Shore of *America*, and that by keeping it on Board, he should arrive in the other Sea.) He met with a great Deal of Ice. He named the South Shore *Nova Britannia*, and gave Names to several Capes and Forelands on this Shore; as *Prince Henry's Foreland*, *King James's Cape*, *Queen Anne's Foreland*, Mount *Charles*, and Cape *Salisbury*, still carefully keeping along the South Shore; and raised Land two Leagues from the Main, but it proved an Island, having a fair Headland to the West, which he named Cape *Diggs*. On the other Side on the Main to the East, was another Cape or Headland, which he called Cape *Wolstenholme*; he sailed South between these two Headlands in a Streight not above two Leagues broad, at the End of which he lost Sight of the East Shore, and had an open Sea to the Westward, but still continued South; flattering himself probably that he was round the Northermost Point of *America*, until he found himself shoaling Water, and at last to come into six or seven Fathoms, and into the Bottom of a Bay; from whence he stood North, and run along by

the

the West Shore, until he came to an Island in the Latitude of 53 Deg. where he took in Water and Ballast, probably with a Design of returning Home; from which Island he steered North. June 1747.

Hudson's People began now to be discontented, as indeed there seemed some Occasion; they having but six Months Provision at their first setting out, and four Months already past. *Hudson* encouraged by the flattering Prospect he had all along met with, until he came into the Bottom of the Bay, had to be sure proceeded further, than he prudently should have done. The Provisions then remaining, would have been scarcely sufficient if there could have been a Probability of their Return that Year, and consequently if they remained in these Parts they must be greatly distressed. It is probable that his People approved of his Measures, so long as they thought they were productive of Success; but when the contrary appeared, then their untoward Tempers fell to blaming him. This occasioned Words, and the Master displaced the Mate, *Robert Ivet*, and his Boatswain, making *Bylot* his Mate, and *William Wilson* his Boatswain. *Ivet* was the principal Mutineer on this Occasion, and was guilty of this Crime once before, when they had been imbayed amongst the Ice in entering the Streights: And when *Hudson* was for returning, shewing them his Chart, and telling them he was an hundred Leagues further than ever any Man was: (tho' in this he imposed upon them, *Davis* was just at the Entrance

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trance of the Streights, so not a hundred Leagues to Eastward of where *Hudson* was, and *Weymouth* was at the least as far as *Hudson* was at that Time) and *Hudson* referred it to their Peoples Choice to go Home or not. This occasioned a Debate amongst them, and some were for returning. Amongst these was *Ivet*, using many Words tending to Mutiny, and speaking very discouragеously of the Expedition itself. He had also given another Instance this Voyage, of his being turbulent, when they were not above forty Leagues from *Iceland*, and upon which Account *Hudson* would have gone back to *Iceland*, to have sent *Ivet* Home in a Fisherman, but unfortunately for him, he was otherwise perswaded.

Hudson took with him without acquainting the Adventurers, a young Man whom he had entertained in his House, named *Henry Green*, born in *Kent*, who by his Extravagance and ill Behaviour, had disobliged his Freinds; his Motive seemingly was this, that *Green* being a stout young Fellow, and under great Obligations to him, he thought that he might depend on him in Case of Mutiny. This *Green* had proved a very quarelsome Fellow, he challenged one of the Ship's Company at *Harwich*, and in *Iceland*; quarrelled with the Surgeon and beat him. *Hudson* was told of this, but he excused it with saying, that the Surgeon was very abusive. *Ivet* who must trouble himself in all Matters when drunk, told the Carpenter, that no-body would

would have any Credit with the Master, but what pleased *Green*. This was the State of *Hudson*'s Ship when by the taking in Water, and Ballast, it appeared as if he had Intention to return, but as *Hudson*'s own Account extends no further than the passing of Cape *Diggs*, and what Account there is of the said Voyage was written by *Pricket* who bore *Hudson* no good Will, as the Manner of his mentioning him shews; we cannot judge from his Account what *Hudson* intended, or what he aimed at, from the Time he took in his Water, that is, from the Middle of *September*, until he found a wintering Place in *November*.

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Hudson when his Ship was froze up, began to consider the State of his Provisions, he could expect no Supply until next Year, and then that only from the Wellocks; at Cape *Diggs* he therefore proposed a Reward to every one who killed either Beast, Fish or Fowl.

Hudson at first opposed the building a House, intending to winter it out in the Ship; but sometime after wanting the Carpenter to set about the erecting of one; the Carpenter told him that the Snow and Frost was such, that he could not nor would not go upon such a Work. This provoked *Hudson* to strike him, and call him Names threatning to hang him, and more angry Words, passed (but the Carpenter did build a House, tho' no Use was made of it, the Severity probably of the Season, being over by the Time it was

finished

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finiſhed) The Day after this Quarrel, the Carpenter took his Gun, and *Henry Green*, went with him, it being an Order that no one ſhould go out alone, but one with a Piece and another with a Pike. *Green* going with the Carpenter, greatly provoked *Hudſon*, who to ſhew his Reſentment gave a Cloth Gown, that had belonged to the deceas'd Gunner, and which *Hudſon* had promiſed *Green*, to one *Bylot*; which probably fixed in *Green* the firſt Sentiments of Revenge.

They were ſo Fortunate for the Space of three Months, as to be ſupplied with a Plenty of white Partridge, and afterwards with Geeſe and Ducks *&c.* But though theſe were come at with ſome Difficulty, after the Departure of theſe laſt, they were forced to ſearch the Woods for any thing that had the leaſt ſhew of Food, even the Moſs of the Ground, and the Frogs in the ingendering Time. Soon after the Ice breaking up, ſo as a Boat might paſs; the Maſter appointed eight Hands to go a Fiſhing, and on the firſt Day they went they catched five Hundred, which was the greateſt Number they ever took. *Henry Green*, with ſome others formed a Deſign of taking the Net, and the Shallop, the Carpenter had now fitted up, and of providing for themſelves, but the Maſter would go himſelf in her; *Hudſon*, was in hopes of getting ſome freſh Proviſions, by meeting with the *Indians*, who had ſet Fire to the Woods to the Southward, and Southweſt. In order for this Expedition he took with him

ſome

some Hands in the Shallop, the Fishing Net, and Provision for nine Days. The People left on board the Ship, were in the Interim to prepare her for Sea. *Hudson* when Abroad continued to see the Fires which the *Indians* made, but never could come up with them, and after a succeeslesS Undertaking returned to his Ship. June 1747.

The Ship being ready for to return Home, *Hudson* delivered out all the Bread, which came to a Pound a Man; he also, with Tears, gave them Certificates to entitle them to their Wages, should they ever arrive at Home. To put themselves in as good a State as to Provisions as they could before they sailed, the Boat went a fishing from *Friday* to *Sunday* Noon, but caught only eight small Fish for eighteen People. Upon the Return of the Boat *Hudson* weighed and stood to Sea, where the Bread being gone, he divided five Cheeses amongst the People, who grumbled, thinking that there had been nine: Every Man had for his Share three Pounds and a half, which was to serve him seven Days; but many of them could not confine themselves to this Allowance, such as *Green* and *Wilson* before-mentioned, who had soon eat up their Bread, and went hungry afterwards.

On *Monday* the sixteenth of *June* the Ship fell in with the *Ice*, and there continued until the *Sunday* after. On *Saturday* the twenty-first at Night, *Wilson* and *Green* came to *Pricket* (who

hath

June. 1747. hath often been mentioned as the Person who wrote the Account of *Hudson*'s Voyage,) lying lame in his Cabin, and told him, that they and the rest of their Associates would shift the Company, and turn the Master and all the Sick Men into the Shallop, and let them shift for themselves, for there were not fourteen Days Victuals left for all the Company, at that poor Allowance they were then at; and that there they lay the Master not caring to go one way or the other; that they themselves had not eaten any thing for three Days, and therefore were resolute either to mend or end, and what they had begun they would go through with or die: *Pricket* told them he wondered to hear them talk after that Manner, and told them to consider that they were married Men and had Families, and that upon their Account they should not commit so vile an Action; and why should they banish themselves from their Native Country. *Green* bid him hold his Tongue, he said he knew the worst of it, which was to be hanged when he came Home, and therefore of the two, he would rather be hanged at Home, than starved Abroad, and for the good will they bore him, they would have him to stay in the Ship; *Pricket* thanked them, telling them, he came into the Ship not to forsake her, nor yet to hurt himself or others by any such Deed as they proposed. *Green* then told him, that he must take his Fortune in the Shallop, *Pricket* replied if there was no Remedy, the will of God must be done.

Green

Green went Swearing away threatning the Life of any Man, who should dare to oppose them; *Wilson* staid, but no Arguments of *Prickets* could prevail on him to desist, he being determined to go on with the Action, whilst it was Hot, lest their Parties should fail them; and the Mischief intended to others should fall upon their own Shoulders. *Green* returned and asked *Wilson* what *Pricket* said, *Wilson* told him that *Pricket* recommended them to be patient, upon which *Pricket* desired *Green* to stay three Days, in which Time he would so deal with the Master, as that all should be well; but *Green* would not. He then desired that they would desist for two Days only, nay, for twelve Hours, but that could not be granted, and could by no Means be prevailed on from putting their Designs in immediate Execution: Then *Pricket* told them, that if they would stay until *Monday*, he would join with them to share all the Victuals in the Ship, and would justify it when he came at Home; but to this Proposal they were equally Deaf: He therefore told them, that he believed their real Design was to proceed a great deal further than what they pretended, and by the Time of Night they intended to put it in Execution, he was afraid that *Green* sought Blood and Revenge. Upon this *Green* took and Swore upon a Bible that he would do no Harm, and that which he did was for the good of the Voyage. But what is look'd on as pretty extraordinary, and casts a dark Reflection on *Pricket*'s Character is, that he composed this

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Oath which *Green* took, and *Wilſon* afterward, and then five other of the Mutineers, one of whom was *Ivet*. This Oath was, *you ſhall be true to God, your Prince, and Country, you ſhall do nothing but to the Glory of God, and to the Good of the Action in Hand, and Harm to no Man.* The Word *Harm to no Man*, plainly implied as if at the taking of this Oath, they had given up all farther Thoughts of expoſing the Maſter, but this *Pricket* very well knew they did not intend, nor did he mean it, when he gave the Oath; all that he aimed at by the Oath, was to aſſure himhimſelf whether he could ſafely ſtay when the others were gone; and ſo this Oath muſt be conſidered, and referring to their Deſign or Intentions, after this Action of expoſing *Hudſon*, and that they would not turn Pirates, which *Pricket* ſeemed to fear; and his ſtay on Board them then as it would have been, with his own free-will, (for they would not force him) would have been Criminal; but if they did no farther Act of Piracy than expoſing *Hudſon*, and then went Home with the Ship, he could very well ſtay Aboard, without that Act of theirs affecting him, as it proved in the Sequel.

After the Oaths were taken, *Green* and *Wilſon* deferred the Execution until the Morning, at the deſire of *Pricket*, (who acquieſced to ſtay) in which Time *Pricket* hoped ſome would have given Notice to the Carpenter, the Mate, or to the Maſter, by which Means is might have been prevented.

Pricket

Pricket asking *Green*, whom he would put out with the Master, he said the Carpenter, *John King*, and the Sick Men. *Pricket* told them they would not do well to part with the Carpenter. But the Carpenter, was no more in regard amongst them than another, for he and *John King* were condemned as wronging the Ships Company, with respect to the Victuals. Though the chiefest Cause as to *King* was, because the Master loved him, and had made him his Mate upon his Return from the wintering Place, thereby displacing *Bylot*, whom they did not like, because he could neither write nor read: And they used to say that the Master and the ignorant Mate would carry the Ship where the Master pleased; the Master having forbid any Man keeping a Journal, and taking from every Man on Board any Papers which he had relating to that Voyage. June. 1747.

At length the Day-light came, and the Mutineers prepared to execute their Design, one of them shut *King* down in the Hold, *Green* and another went to the Carpenter, and held him in talk until the Master came out of the Cabin, which he soon did. Two of the Mutineers, *Thomas* and *Bennet* went and faced him, while *Wilson* seized his Armes, and bound him. He asked what they meant, they told him he should know when he was in the Shallop. *Ivet* went at the same Time to seize *King*, who was in the

June 1747. Hold, *King* having got a Sword made ſome Reſiſtance, but more of the Mutineers coming to *Ivet*'s Aſſiſtance, they ſoon brought him up to go with the Maſter; the Maſter; and *King*, excepting the *Carpenter*, being the only People who were in Health, and not of the Conſpiracy, occaſioned their being ſo eaſily ſeized. The Shallop was halled along-ſide of the Ship, and the poor, ſick, and lame Men were called up to get them into it. The Maſter called to *Pricket*, who went out of his Cabin as well as he could to the Hatchway to ſpeak with him; where *Pricket* on his Knees beſought the Mutineers, for the Love of God to remember themſelves, and to do as they would be done unto; they bid him keep himſelf well, and get him into his Cabin, not ſuffering the Maſter to ſay any Thing to him; but when he came into his Cabin again, at a Horn Window, which he had to give light into his Cabin, the Maſter told him, that *Ivet* would overthrow them all; nay, ſaid he it is that Villain *Green*, and ſpoke not ſoftly.

The Carpenter whom they had not ſeized on, asked them if they would be hanged when they came at Home, as for himſelf he ſaid that he would not ſtay unleſs they forced him; they bid him go then, for they would not ſtay him. He ſaid that he would, if they would let him have his Cheſt, and all that was in it, which they granted, and preſently put it into the Shallop. *Pricket* adviſed the Carpenter to ſtay, upon his taking Leave of him,

him, told him it might be a Means of setting all Things aright, but he said he did not think but that they would be glad to take them in again; that the Master persuaded him, that there was no one in all the Ship could tell how to carry her Home, but said if they must Part, (which they would not willingly do, for they would follow the Ship) desired of *Pricket* if the Ship came to the Cape before them, he would leave some Token that he had been there near to the Place where the Fowls bred, and that he would do the like for *Pricket*; and so the Carpenter and *Pricket* parted. June 1747.

Two of the Sick were admitted to stay on Board, at the Intercession of their particular Friends, though greatly opposed by *Green*, but he finding that if he opposed it much longer, there was a possibility that those in the Shallop might all be admitted into the Ship again, he complied with this request. The People were nine in Number. *Henry Hudson* Master, *John Hudson* his Son, *Arnold Lodlo*, *Sirack Fenner*, *Philip Staffe* the Carpenter, *Thomas Woodhouse* a Student in the Mathematicks, and a Volunteer, *Adam Moore*, *Henry King*, and *Michael But*. The Carpenter procured from the People of the Ship a Fowling-Piece, and some Powder and Shot, some Pikes, an Iron Pot, with some Meal and other Things. They stood out of the Ice, the Shallop being fast to the Stern of the Ship, and when they were nigh out cast her loose, hoisting

June 1747. hoisting their Topsails, and standing into a clear Sea to the Eastward. When the Shallop was out of Sight they took in Sail, laying too until they had ransacked and searched all Parts of the Ship. In the Hold they found one of the Vessels of Meal whole, and another half spent, for they had but two, they found also two Firkins of Butter, twenty-seven Pieces of Pork, and half a Bushell of Pease. In the Masters Cabin they found two Hundred of Biscuit Cakes, a Pec kof Meal, and of Beer to the Quantity of a Butt. The Discovery of such a Store in the Master's Cabin, it must be supposed, their immediate preceding great Distress considered, contributed no Way to decrease their Rancour, and when they were told, that the Shallop, with the unfortunate People was in Sight, they let fall their Mainsail, and out Topsails, as though they were chased by an Enemy. *Pricket* prayed them to remember themselves, but *Wilson* and the rest would not hear any thing more of it, and they never saw the Shallop from that Time.

They proceeded with the Ships for the *Capes Diggs* and *Wolstenholm*, steering a North East Course, which was proposed by *Bylot* contrary to *Ivet*'s Opinions: Nothing very material happened more than that they were fourteen Days in the Ice. *Green* had a Dislike to *Pricket*, for not entering more heartily into their Affairs, and so accused him of what was highly capital with them, his sinking of thirty Biscuits. *Green* was called Captain,

Captain, and swore that the Ships should not go into any Place, but keep the Sea until he had the King's Hand and Seal to shew for his Safety. At length they raised the Capes, having killed some Willocks just before that they came in Sight of them; having no Provision before but Cockle Grass, which they had gathered once when they went a-shore. June 1747.

Bearing for these Capes, they came to the Islands that lay in the Mouth of the Streights; but bearing in, they run upon a Rock, and stood fast for eight or nine Hours. It was ebb when they grounded, but the next Flood floated them off. It was fair Weather, and the Ebb came from the East, and the Flood from the West, a Sight highly acceptable to them at that Time, and which they flattered themselves was a very important Discovery.

Having anchored the Ship, they went a-shore, to seek for Fowl, where (as mentioned in the first Volume *) they had a Fray with the *Eskemaux*, which proved fatal to *Green* and *Wilson*, (the two Principal in exposing *Hudson*) and to two others, they being all the stoutest and best Hands belonging to the Ship.

Notwithstanding this Accident, the Want of Provision obliged them to venture some Hands a-shore in the Boat, to get Fowl at the Hazard of the Ship, which was obliged to stand in near the Shore, in

* P. 58.

June 1747. in Order to take up the Boat. They killed three hundred fowl or *Willocks*, and proceeded, but being put back by an Eafterly Wind, they then killed a hundred more. The Wind then coming Weft, it drove them Homeward down the North Side of the Streights, and they fell in with the Iflands of *Refolution*, not feeing the Rock until their Boltfprit was almoft upon it by Reafon of a Fog. They were now brought to the Allowance of half a Fowl a Day, having only a little Meat left befides; and they were now glad to burn off the Feathers for faving the Skins, which before they fleaed off the Fowl, and even to preferve their Entrails.

Bylot, now Mafter, after leaving *Refolution*, formed a Courfe to fall in with *Defolation*, and from thence take a Departure for *Ireland*, but *Ivet* perfwaded him to go for *Newfoundland*, hoping there to find fome Relief; but in the Latitude of 57 Deg. the Wind came South-Weft, and fo it was thought fit then to ftand for *Ireland*; In their Paffage thither, they were forced to fry their Fowls Bones in Candle Tallow, putting Vinegar thereto, which was ftirred amongft them, and every Man had one Pound of Candles allowed for one Week as a great Dainty. The Men were fo weak as they were forced to fit when at the Helm. *Ivet* affirmed that they had not above fixty or feventy Leagues to run, tho' it proved two hundred Leagues. *Ivet* died, when they had run much about the Number of Leagues that

he

he had mentioned, the rest of the People despaired, saying, that they were past *Ireland*, their last Fowl was in the Steep-tub, and the Men cared not which End went foremost. *Bylot* now had the Command and Labour all to himself, the Tackling going to Rack, and no one caring about it. In this Extremity they had Sight of the Land, not far from the Place where the Master said, they would fall in with it, which was the Bay of *Gallway*. A fishing Boat brought them into *Bear Heaven*; there they staid some few Days, getting but little Relief, until they pawned their best Anchor and Cable, to raise Money. They got Hands for to assist them in their Voyage to *England*, and the Ship returned safe to *London*. June 1747.

This Voyage of Mr. *Hudson*'s was thought to have produced very important Discoveries, if not the very desired Passage itself. There was now discovered a large Sea far to the Westward, and in such a Sea, as they experienc'd when grounded on the Rock, a Western Flood, and an Ebb to the Eastward. Nothing could appear more probable than this, and accordingly a second Expedition was set on Foot, countenanced by the then *Prince of Wales*, one of whose Gentlemen was to have the Command; Mr. *Thomas* (afterwards Sir *Thomas*) *Button*. There were no less than one hundred and sixty Adventurers, Nobility, Gentry and Merchants. It is possible that a Compassion for Mr. *Hudson*,

June 1747 and his unfortunate Companions, hoping that they might be met with, might add to the Subſcription.

Two Ships the *Reſolution* commanded by *Button*, and the *Diſcovery* by Captain *Ingram*, ſet out on this Expedition the Beginning of *May*, 1612, and with them went both *Pricket* and *Bylot* who had both been in *Hudſon*'s Expedition, there was alſo ſeveral Officers of good Experience, the Ships were victualled for eighteen Months. All the Particulars that are at preſent to come at reſpecting the firſt Part of the Voyage, are that they entered to the South of *Reſolution*, ſaw the South Shore in *Hudſon*'s Streights, near *Hope*'s *Advance*, twice or thrice made a Trial of the Tide about *Savage* Iſles, though not then named ſo, where they found the Tide came from the South Eaſt, and flowed three Fathoms; they were ſome Times faſt amongſt the Ice; they paſſed the South Channel between the Iſlands of *Saliſbury* and the *South Main*, and then came between Cape *Wolſtenhome* and Cape *Diggs*; thus far proceeding moſtly in *Hudſon*'s Track; at *Diggs* Iſle they had ſtayed eight Days, ſetting up a Pinnace, and having a Fray with the *Eskemaux*, as mentioned in the firſt Volume, * from Cape *Diggs* they ſailed Weſtward, diſcovering the Land of *Cary's Swans Neſt*, from thence ſet their Courſe to the Southward of the Weſt, and unexpectely fell in with the Land in the Latitude of 60 Deg. 40 Min, which they called *Hope Checked*,

* P. 64.

ed, as they flattered themselves that they were then in the western Ocean, or in a free open Passage to it, not expecting Land to the Westward; they met a Storm which put them to the Southward, and the Ships received so much Damage, as they were obliged to seek for an Harbour, on the thirteenth of *August* in Port *Nelson* River, and the Winter coming on while there they were, obliged them to stay and Winter in that Harbour; as to their wintering I have already mentioned it in another Part of this Work. *

June 1747.

Button took Possession of this Country as hath been already shewn, in the *King's* Name, and called it *New-Wales*, in Complement to his Patron Prince *Henry*.

There are no farther Particulars of his Voyage until his return to *Hope Checked*; and Sir *Thomas Button* himself never published his Journal, all the Particulars that reached us are from an abstract Copy taken out of Sir *Thomas Button*'s Journal, by Sir *Thomas Rowe*, and given to Captain *Fox*, who published them in a Work intituled the *North West Fox*.

Sir *Thomas* in the Winter, considering what was to be done next Year; in order to confirm his own present Opinion, and to know that of his Officers; drew some Queries in Writing, requiring their Answer; amongst the others he enquired the Opinion of *Hubart*, as to the Course

 to

* Vol. I. P. 105.

June 1747.

to be taken next Year, they having met with a Tide to Eastward instead of the Westward, and with Land to the Westward of Cape *Diggs*, quite contrary to what they expected at setting out. His Opinion was to search to the Northward, about this Western Land, until, if it was possible that they might find the flood coming from the Westward, and to bend their Courses against that Flood, following the Ebb, searching that Way for the Passage. For the Flood from the Eastward he argued, were the Veins of some Headland to the Northward of the *Hope Checked*, and by the Inlets or Rivers which let the Flood Tide into them; which Headlands being found, he assured himself that the Tide would be found to come from the Westward.

Upon this Opinion of Mr. *Hubart* his Pilot, it suiting with his own Inclination, Sir *Thomas* set his Course from the wintering Place, to begin his Discovery at *Hope Checked*, as mention'd, in the Latitude of 60 Deg. 40 Min. From the fifteenth of *July* being at *Hope Checked*, he plied with contrary Winds and stood North Eastward until the twenty third; found the Tide from N. E. by N; the Land being the highest Land he had seen since he came from Cape *Diggs* the last Year, and having forty two Fathoms Water not above four Leagues and a half from the Land, he called the Land *Hope*'s *Advance*, which the Maps Place in the Latitude of 64 Deg.

Sir

Sir *Thomas* kept going to the Northward, as the Weather would permit, frequently seeing the Land, and on the twenty-eighth being at an Anchor in a Bay full of Islands on the Western Side, or rather North West Side of the Bay; a Gale of Wind springing up at S. S. W. he weighed and stood with his Ship E. N. E. and for some Hours deepened the Water, as they had always done when they stood to the Eastward, but were greatly surprized to find that they presently afterwards shallowed it, which being in the Night, they lay the Ship too; and about three in the Morning of the twenty-ninth, it being clear from Fog, saw Land from the E. by S. to the N. N. E. Easterly, being the Main to the Northward of *Cary's-Swans Nest*, or the Land on the North East Side of the Bay. Upon this he stood West, and it falling Calm, he anchored at Noon, and having at two o'Clock a little clear, saw the Land not two Leagues from him, bearing from the N. to the W. S. W. from which, and the Land that he saw in the Morning, bearing from the E. by S. to the N. N. E. he assured himself, though mistakenly, that he was imbayed. The Shore to the North-Westward was called Sir *Thomas Button's ne ultra*, and it was laid down in all the Maps and Charts as a Termination of *Hudson's* Bay to the Northward of the Latitude of 65 Deg. which continued until the Discovery made in the Year 1742, by Captain *Middleton*.

June 1747.

Sir

June. 1747. Sir *Thomas* was now for searching the Shore to the Eastward, which he saw at several Times from the thirtieth of *July*, to the first of *August*. It is remarkable that he had three Storms in four Days, and for seventeen or eighteen Days last past, or from the Time of his Arrival at *Hope Checked*, he had not had six Hours clear at any Time, nor been twenty Hours without a stiff blowing Cold and *English* Gale.

On the fifth of *August*, having continued on the Eastern Shore, and made the best Observations the Weather would admit, he that Day concluded, that it joined with the other Land on the Eastern Side of his supposed Bay, or that it was all one Land. This was a great Vexation and Disappointment, and all their Hopes as to a Passage by *Hudson*'s Bay (as now called) were given over: Sir *Thomas Button* named those Parts he discovered, which were to the Northward of where *Hudson* was, *Button*'s Bay. They then stood to the Southward of this Land, discovering a good Harbour, and afterwards discovered *Mansel*'s Isle. From *Mansel*'s Isle they went to the Eastward of the Land, of *Cary*'s *Swans Nest*, falling in with Cape *Pembroke*, still going to the Northward by Reason that he had found the Tide to come from the Northward when at *Mansel*'s: At *Pembroke* his Men told him that the Tide was from the Northward they having been sent in the Boat to try it; when

he

he attempted the Experiment afterwards with the Ship, he could not come to any Conclusion. With the Advice of his Officers he stood along the Land, encouraged by the Depth of the Water, but finding it shoaling, and meeting with a Storm, he returned to Cape *Pembroke*, and went to the Northward of *Mansel*'s, and afterwards saw Cape *Wolstenholme*, sailed from thence for *Nottingham* to try the Tide, which he accordingly did, and reported that he found (much pleasing himself with the thought of it) a strong Tide from North-West, fresh Matter for another Attempt, as it would be too late, being then *September* to proceed that Year. He laid down from the Experiment of the Tide that he had made at the Island (but the Sequel will shew how justly) that a Course N. W. by N. or N. N. W. must be followed by any one who sought a Passage there, and what helped to deceive him further was, that he concluded that *Hudson*'s People first, and himself after, were mistaken as to the true Course of the Tide within Sir *Dudley Digg*'s Island, which they thought was N. W. whereas he concluded it was the same Tide with that which was now discovered from N. W. only its Course varied by broken Islands, that lay to the Westward of *Diggs*'s Island; and also concluded that *Hudson* and he by pursuing their Course into the Bay had lost their Passage, which Passage by pursuing this N. W. by N. Tide they would have discovered to the Eastward of the Land of *Cary*'s *Swans Nest*. He returned Home, passed

June 1747.

June 1747. passed the Isles of Cape *Chidley*, which from thence probably were called *Button*'s Isles, they had a short Run Home, arriving in sixteen Days.

Sir *Thomas Button* was no more fitted out, which is attributed to the Death of his great Patron Prince *Henry*, which happened whilst he was on this Voyage. Captain *Gibbons*, his near Relation, who had been with *Button*, (and of whom Sir *Thomas* gave a great Elogium in his Journal, *viz.* as to his being an able Navigator) had the Command of the *Discovery*, the Ship Mr. *Ingram* had before, and was victualled for twelve Months, and sailed in the Year 1614, but being by the Ice put by the Mouth of *Hudson*'s Streights, and forced by the Ice into a Bay, called by his Company *Gibbons* his Hole, in the Latitude of about 57 Deg, and there being obliged to remain twenty Weeks; by these Accidents having lost his Season, he returned Home.

In the Year One thousand six hundred and fifteen, another Voyage was undertaken, on the encouraging Hopes Sir *Thomas* had given, the chief Patriots of which are mentioned to be Sir *Dudley Diggs*, Sir *John Wolstenholme*, and Alderman *Jones* of the City of *London*. *Robert Bylot* commanded in this Expedition, who as the Reader will remember, was with Mr. *Hudson* and Sir *Thomas Button*, and was also with Captain *Gibbons*, he went in the *Discovery*, in which Ship

he

he had been the three former Voyages, his Company consisted of fourteen Hands and two Boys, his Mate and himself. Provisioned for twelve Months, he sailed from St. *Katharines* on the sixteenth of *April* 1615: Upon the sixth of *May* he saw Land on the Coast of *Groenland*, to the Eastward of *Farewell*; they stood Southerly to avoid the Ice. On the seventeenth of *May* they were in the Latitude of 61 Deg. 16 Min. the Latitude of the South Part of *Resolution*; they put in amongst the Ice intending for *Resolution*, but on the twenty-second, the Master altered his Mind, and stood out of the Ice with a favourable Wind, and then determined for to go to *Davis Streights*, thinking he could do but little in *Hudson*'s Streights in the Time that was allowed him. The Design of his Expedition was, to persue the North-West Tide, which Sir *Thomas Button* had made a Trial of, as supposed, off the Island of *Nottingham*, which, and *Streights Davis* were the only Parts in which there were any Hopes of a Passage. June 1747.

Bylot when clear of the Ice changed his Mind, and would not go to the Northward, but set his Course for *Resolution*. By seven of the Clock on the first of *June*, he anchored in a good Harbour on the North-West Side of *Resolution*. On the second he weighed Anchor; and on the eighth was off some Islands, where Sir *Thomas Button* also had been, at his setting out; but are by *Bylot* now named *Savage* Isles *, from the Num-

* Vol. 1. P. 35.

June 1747. ber of Savages ſeen there. On the tenth of *June*, they ſailed from thence, keeping the North Shore on Board, and they were ſometimes faſt in the Ice, now and then they anchored, and at other Times had a clear Sea. On the twenty-ninth of *June* they ſaw the Iſland of *Saliſbury* bearing Weſt, they then ſtood to the Northward; and on the ſecond of *July* were off a ſmall Iſland or a Company of Iſlands, in the Latitude of 64 Deg. which he afterwards called *Mill* Iſland, (and now are called *Mill* Iſles) by Reaſon of the grinding of the Ice amongſt ſuch Iſlands. The Iſlands lie in the midſt of the Channel, ſtanding along the Iſlands on the Eaſt Side, the Ice came with the Flood from the South-Eaſt with ſuch Swiftneſs, that it out-went the Ship, having all her Sails abroad, and a reaſonable Gale of Wind, and put her out of the Stream into the Eddy of the Iſlands where ſhe was in great Danger. Upon high Water they recovered the Channel, ſtanding away to the North-Weſtward; after they had paſſed a ſmall Diſtance from the Iſlands, fell in with a clearer and wider Sea than they had met ſince their entering the Streights, and ſailed all the next Day with a South Wind, through an indifferent clear Sea, but at eight o'Clock at Night, came amongſt Ice thicker and bigger than any they had been in before; this was twenty-ſix Leagues diſtant from *Mill* Iſle, N. W. by W. true Courſe; when firſt in the Ice they made but ſmall Way, but perceived a great Tide go to and fro; the fourth of *July* ſounded and found One hundred twenty

Fathom.

Fathom. Standing more Northerly the next Morning, they had eighty Fathom; then the Wind came to the North, and they setting somewhat to the Southward, had Ground at One hundred and ten Fathoms; having a great Abundance of Ice, which was foul and dirty, seeming to be produced not far from some Shore; and finding that the more they advanced to North-Westward, it became shoaler, the Master determined to stand more to the Eastward, to be certainly informed of the Tide. Standing to the Eastward, or what they called the North Shore, because it is the Land stretching from *Resolution*, on the North Side of the Streights, they broke a Plank, and two Timbers in the Ship's Bow. June. 1747.

On the seventh of *July* they saw Land, it being but low; and tho' shoal, in respect to other Places, there runs a great Tide to the Northward, and which, upon Trial in the Evening, he found to be the Tide of Ebb, (but it was the half Tide) and a S. S. E. Moon maketh a full Sea.

Upon the tenth, the Master determined to stand for *Nottingham* Island, to try the Tide there; but the Wind changing from S. W. to N. N. W. in the Evening, and the Wind bringing a great swelling Sea with it, it puts the Master and People in great Hopes; and therefore declining going for *Nottingham* they stand Westward.

June 1747.

On the eleventh, in the Morning, they saw Land West from them, and had no Ground at one hundred and thirty Fathoms; and standing along by the Land, which then lay N. W. and by N. next Morning they were a-thwart a Bay; then standing No[illegible]ds, towa[illegible]ds a small Cape which he saw; an[illegible] the Afternoon, it being almost calm, the Ships at about a League distant from Land, he sent his Boat to try the Tide; they staid about three Hours, going at Five and returning at Eight, and reported that it was falling Water, and that whilst they were on Shore, it did ebb two Foot: They also affirmed, that the Flood came from the North in this Place; which the Master perswaded himself he could perceive by the Ship, she setting a-pace to the Northward, tho' no Wind stirring; they could also perceive by the Rocks, that the Water was fallen. These Circumstances of the Tide, and the Soundings, raised great Hopes of a Passage; upon which *Bylot* called the Cape, or Head-land, Cape *Comfort*. Here a S. by E. Moon makes a full Sea: The Latitude is 65 Deg. 00.

But these Hopes were soon vanished, for on the next Day, doubling the Cape, they had not proceeded above ten or twelve Leagues, when the Land trented to the Eastward, until it bore from them N. E. and by E. they were very much pestered with Ice; and as they proceeded Northward, found shoaler Water, more Ice, and

and little Tide. *Bylot* was perswaded that this was nothing but a Bay, so returned; the utmost Extent of his Voyage being in the Latitude of 65. 26. June 1747

On the fifteenth of *July*, he came to an Anchor in a small Inlet, on the N. W. Side of Cape *Comfort*, and here found, as on the other Side, a S. E. Moon to make a full Sea; but it being bad Weather at Sea, could not judge from whence the Flood came. On the fifteenth, at Noon, he weighed and stood to the Southward.

On the sixteenth, at Night, he was off a Land, named by him *Sea Horse Point*; here both he and his Company were well assured of a Flood Tide from S. E. and an Ebb from N. W. From thence they went to *Nottingham* Isle, and staid there ten Days, having so bad Weather, that they could not, though they several Times attempted it, get to that Side of the Island, where Sir *Thomas Button* had made Trial of the Tide, and reported it (as mentioned) from the N. W. by N. but in all other Parts of the Island, where they tried it, they found it not to be so, and that it came from the S. E. and the Time of high Water also different, it flowing on the change Day, half an Hour past Ten, and not half an Hour past Seven, as Sir *Thomas* had said. While they staid near this Island, confined by Weather, they got Ballast and Water on board.

Bylot

June 1774.

Bylot proceeded to the Weſtward of *Nottingham*, the Place Sir *Robert* had tried the Tide; but had, on the twenty-ſeventh of *July*, ſuch a Gale, that his Anchor would not hold, ſo ſtood to Sea, endeavouring to fall in again with *Sea Horſe Point*, and ſee if there was no Paſſage between that and *Cary*'s *Swans Neſt*. But that Afternoon, ſeeing both *Sea Horſe Point* and *Nottingham*, the Diſtance between both not above fifteen or ſixteen Leagues, lying one from another S. E. and N. W. And the next Morning, when near to *Sea Horſe Point*, ſeeing the Land went away W. S. W. as far as he could ſee, and very much peſtered with Ice, he then ſought the Paſſage no farther, but ſtood for Cape *Diggs*, to get a Knowledge of the Set of the Tide there; but does not mention how he found it. Got ſome *Willocks*; but was in no Want of Proviſion; and on the firſt of *Auguſt* ſat out to return Home. Anchored the third of *Auguſt*, within thirty Leagues of *Reſolution*, under the North Shore; paſſed *Reſolution* the fifth, not ſeeing it; had Sight of Cape *Clear* the ſixth of *September*; and on the eighth, in the Morning, came to an Anchor in *Plymouth* Sound.

Now none of the four Places which *Davis* had pointed out for a Paſſage, remained unſearched, but the Sea to the Northward of *Streights Davis*; the Inlet in the Latitude of 56 Deg. which *Davis* diſcovered, *Weymouth* ſearched, (as already mentioned)

tioned) and also entered *Hudson*'s Streights, but that not being perfected, *Hudson* followed him into such Streights, found a Sea, which Sir *Thomas Button* afterwards reported was a Bay, but Sir *Thomas* had discovered in the Streights, a Passage and a Tide from the North-West, which *Bylot* proved to be otherwise; and this Search of *Hudson*'s Streight did determine as to *Lumley*'s Inlet; all the Hopes of a Passage now remaining, were by *Davis Streight*; and it seems to be principally through the Interest of Sir *John Wolstenholme*, that a Search there was undertaken. The Persons employed were Mr. *Bylot* as Master, and Mr. *Baffine* as Pilot. The Ship they went on board of, was the *Discovery*, which had already been four Voyages. Part of the Instructions were, to make the best of their Way for Cape *Desolation*, and from thence to keep along the Coast of *Groenland*, and up *Streights Davis*, until they came to the Height of 80 Deg. if the Land would give them Leave. Then to shape their Course Westerly and Southerly, as conveniently as they could, until they come to the Latitude of 60 Deg. then to direct their Course to fall in with the Land of *Yedzo*, about that Height; leaving their further sailing to the Southward to their own Direction, according to the Time of Year, and the Permission of the Winds, although the Proprietors desired, if their Voyage was so prosperous, that they could have the Year before them, that they should go Southerly, and touch the North Part of *Japan*, from whence,

June 1747.

or

June 1747. or from *Yedzo*, if they could compaſs it without Danger, they were to bring Home one of the Natives of the Country.

The Ship being ready, they ſailed from *Graveſend* on the twenty-ſixth of *March*, and paſſed between the Lands End and *Scilly*. On the twentieth of *April*, they ſaw the Land of the Weſt Coaſt of *Groenland*, in the Lat. of 65 Deg. 30 Min. On the fourteenth of *May* in the Morning, where they ſaw ſome of the Natives, and kept plying to the Northward with a contrary Wind, until they were in the Lat. of 70 Deg. 20 Min. anchored in a Sound, near the Place named by *Davis*, *London* Coaſt; ſtaying two Days, and obſerving that the Tides did not ariſe above eight or nine Feet, keeping no certain Courſe; from which they had but little Hopes of a Paſſage. The neareſt Time of high Water was about a quarter after Nine, upon the Change Day, and the Flood was from the South. The two and twentieth they ſet ſail plying to the Northward with a contrary Wind. On the twenty-ſixth met with a dead Whale, got ſome Fin, a ſtorm followed: On the thirtieth paſſed *Hope Saunderſon*, ſo named by *Davis*, lying between the Latitudes of 72 and 73 Deg. which was the furtheſt Land he was at. *Baffine* in his Letter to Sir *John Wolſtenholme*, upon his Return ſucceſsleſs from this Expedition, mentions that Mr. *Davis* was not to blame for what he had ſaid, and the great Hopes he had given of a Paſ-

ſage

sage, but that he had not tried the Tide; for that the Sea was open, unfathomable, and of a good Colour, but then the Tides, as already mentioned, shewed but very little of a Probability. That Evening met with a great Deal of Ice, which they put into, plying all the next Day to get through it. The first of *June* being clear of the Ice, and the Wind blowing hard at North-East, they anchor'd amongst Islands, which they named the *Women*'s Islands, from some Women they saw there deserted by the Men, the Latitude 72 Deg. 45 Min. June 1747.

Upon the fourth of *June*, they sailed from thence, plying up with a contrary Wind, between the Sea and the Shore, in a Channel of about eight Leagues wide; on the Ninth being in the Latitude of 74 Deg. 4 Min. they were pester'd with Ice, near three small Islands, about eight Miles from the Shore, and there anchor'd. The Tides were very small especially the Flood, which did not arise above five or six Feet: The Ebb runned with an indifferent Stream, by Reason of the great Abundance of Snow melting on the Land, in this Part of the Year.

On the tenth of *June*, they sailed from thence to the Westward, but as they could not proceed on Account of the Ice, determined to stand in for the Shore, until the Quantity of Ice was diminished; and on the twelfth at Night they came to an Anchor, amongst a Number of Islands

June 1747. in the Latitude of 73 Deg. 45 Min. Trading with the Natives here for Pieces of the Horn of the Sea Unicorn, they named this Place *Horn Sound.*

On the eighteenth Day at Night they went again to Sea, and found the Ice much less until they were so far North, as the Latitude of 74 Deg. 30 Min. and then they put in amongst much shattered Ice, and continued plying amongst it all this Month, every Day gaining some Way; and on the first of *July*, when in the Latitude of 75 Deg. 40 Min. they were in an open Sea, which greatly revived their Hopes of a Passage. They then stood off Shore, the Wind being contrary, twenty Leagues before they met with Ice, and then stood in again; when near the Land trying the Tide, they found small Comfort. On the second of *July* in the Evening, a Storm coming on with thick Weather, they got under Sail, and run along the Land until the next Morning, and past a fair Cape in the Latitude of 73 Deg. 35 Min. which they called Cape *Diggs*, and anchored in a Sound twelve Leagues distant, but the Anchors not holding, they were forced to set out from thence. This Sound was named *Wolstenholme.*

On the fourth Day they met with a Storm, so great that they could not carry any Sail, but were forced to lay a Hull, and when it cleared, found themselves imbayed in a great Sound; they then

then stood to the South-West Side of it, and anchored in a Bay, where they lost both Anchor and Cable, and the Wind blowing so hard from the Tops of the Hills, that they could get no Place to anchor in, they stood too and again. From the Number of Whales they named the Place *Whales Sound*, in the Latitude of 77 Deg. 30 Min. All the fifth Day being fair Weather, they run along the Land, until eight in the Evening, when they came to a great Bank of Ice backed with Land, upon the seeing of which, (it being a Trenching of the Land to the Westward, and the Head of the Bay,) they determined to to stand back eight Leagues, to an Island named by them *Hackluyt's* Island, lying between two Sounds, the one of which was *Whale* Sound, just mentioned, the other Sir *Thomas Smith's* Sound. Sir *Thomas Smith's* Sound runs to the North of seventy-eight Degrees, and is the greatest and largest Sound in all this Bay, and in this Bay is the greatest Variation of the Compass in any Part known, it being near five Points, or fifty six Degrees. The next Day they were forced to set sail, by the stormy Weather. On the eighth when it cleared up, they saw Islands lying twelve or thirteen Leagues from the Shore, which they wanted to anchor at, but the Wind falling short, they took the Opportunity of the Wind to get to the Westward, naming the Isles *Cary's* Isles. June 1747.

June 1747. Standing to the Weſtward with an open Sea and ſtiff Gale, until the tenth at two in the Morning, when it fell calm, they were near the Land in the Entrance of a fair Sound, which they called Alderman *Jones*'s Sound. Having the Wind E. N. E. they run along the Shore, which trended to the South, and began to ſhew like a Bay. On the twelfth they fell in with another greatSound which they named Sir *James Lancaſter*'s Sound in the Latitude of 70 Deg. 20 Min. Here their Hopes of a Paſſage began to decreaſe very much; as they had from this Sound to the Southward a Ledge of Ice between the Shore and them, but a clear Sea to Seaward, they kept cloſe by the Ice until the fourteenth, when they came into the Latitude of 71 Deg. 16 Min. and plainly perceived the Land as far to the Southward as the Latitude of 70 Deg. 30 Min. they then propoſed, having a great deal of Ice about them, to ſtand more to the Eaſtward, by which means they ſuppoſed that they ſhould be ſoon clear of the Ice, by keeping on the Outſide of it, having ſeen Land ſo far as the Latitude of 70 Deg. and then to have ſtood in again; but the Event turned out quite contrary to their Expectation; for they run above threeſcore Leagues thro' the Ice, by ſtanding due Eaſt, ſometimes they were faſt amongſt it, ſometimes looſe, and when they got into an open Sea, altho' they keep near the Ice, yet they could not get the Land until they came into the Latitude of 68 Deg. and there

they

they saw the Shore, but could not come nearer to it then eight or nine Leagues; this was on the twenty-fourth of *July*, ten Days from the Time that they had hall'd East, to round the Ice and fall in again with the western Shore. They spent three Days in endeavouring to see for a Place to Anchor at, for the Trial of the Tides; by this Time the Ice had carried them into the Latitude of 65 Deg. 40 Min. when they perceived that they were come to the western Side of the Streights, into the Indraught of *Cumberland* Bay, instead of being on that Shore, where they saw the Land, as low down as the Latitude of 70 Deg. and which they intended to have fell in with: Their being deceived in this Manner very plainly proves that the Shore to the Southward of Sir *James Lancaster*'s Sound is one Shore of the Streight which runs into *Hudson*'s Streights, and the same which *Bylot* discovered the Year before as far up as into the Latitude of 65 Deg. 25 Min. and which was farther discovered by Captain *Fox*, as will afterwards appear; it is thus laid down in all the modern Maps, but in those formerly it was quite different, as may be seen by that prefix'd to *Fox*'s North-west, and which very probably was copied from *Baffine*, who made a Map of this Voyage. June 1747.

They thought that any farther search was to no Purpose, and that their Discovery was at an End; and it being too late in the Year to go to the Bottom of the Bay to search for drift Fins; their

June. 1747.

their Crew being sickly, they concluded on bearing away for the Coast of *Groenland* to seek some Refreshment for the People; amongst the Sick was Mr. *Hubbart*, whom we mentioned in the Account of the Voyage of Sir *Thomas Button*. On the eight and twentieth of *July*, at six in the Evening, they anchored in a Place called *Caukin* Sound, in the Latitude of 65 Deg. 45 Min. finding great Store of Sorrell, Orpin, and Scurvy-Grass, which they boiled in their Beer. Which with the Use of Sorrell and * Orpin in their Sallads, cured the People in eight or nine Days, and they continued their Health until they returned to *England*. The Natives also brought them Salmon, Peal, of which their was plenty in this Harbour. It flows here eighteen Feet, and is High-water on the change Day at seven o'Clock.

On the sixth of *August*, by three o'Clock, they were clear of this Place, on the twenty-fifth they saw the Land of *Ireland*, on the seven and twentieth at Noon they were off *Scilly*, and arrived in *Dover Roads* on the thirtieth.

What the Opinion was of this Voyage, and now as to the Discovery of a Passage was plainly expressed in *Baffin*'s Letter to Sir *John Wolstenholme*, his Words are, *And seeing it is not unknown, to*

* The Telephium seu crassula major Vulgaris.

to your Worship in what Estate the Business concerning the North-West Passage hath been heretofore and how the only Hope was in searching Fretum Davis—Again, *Now it remaineth for your Worship to know what hath been performed this Year—as namely there is no Passage, or Hope of a Passage in the North of* Davis's *Streights, we having coasted all or near all the Circumference thereof, and find it to be no other than a great Bay:* He farther speaks of a Profit, which though there was a Disappointment as to the Passage, yet might be made by a Whale Fishery. June 1747.

The next Expedition was fitted out from *Denmark* by *Christian* the fourth, who ordered Captain *Monck*, to Sail with two Ships, one Mann'd with forty-eight Men, the other with sixteen, to *Hudson*'s Streights, for a Discovery of a North-West Passage; he sailed from the *Sound* on the sixteenth of *May* in the Year 1619. On the twentieth of *June* was on the West Side of the South-west of *Groenland*, and named a Cape there in the Latitude of 62 Deg. 30 Min. *Vaarwell* as he took his Departure from thence for *Resolution*. He did not arrive in *Hudson*'s Streights, until the seventeeth of *June*, which he named *Christian*'s Streights, after the Name of his Master, the King of *Denmark*, he landed on an Island on the South Shore, and met with the Natives, as I have related in my first Volume. * He touched at several Places in the Streights, taking Possession in the King's

* P. 36.

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King's Name, but what Places these were we cannot at present tell; the twentieth of *August* he was clear of the Streights, and then stood into the Bay, (though not supposing it so) that Part of it next *Groenland*, he named the *Christian* Sea, and that next *America* the *New* Sea. Coming into the Latitude of 63 Deg. 20 Min. he was there stopped by the Ice; but perhaps what he discovered with respect to the Tides from the N. N. E. (as mentioned to be in the Voyage of Sir *Thomas Button*) was an Inducement for him to Wintert here; in order for which he went to the Southward, as far as *Churchill*, (as is plain from the Reasons) I have in an other Place given; * he anchored in this Harbour on the seventh of *September*. They wintered in Huts, but were not provided with a sufficient Quantity of Provisions, they died so fast, that in the Month of *March*, they had not common Men sufficient to do Duty, the Captain himself being obliged to take his Turn as a common Centinel, they being obliged to keep a Guard for fear of the *Eskmaux*, there being some Signs of their having been in those Parts. Their Disease, the Scurvy increased with the Spring. On the fourth of *June* Captain *Monk* fell so dangerously ill, that he could eat nothing for four Days, after that he made shift to crawl out of his Hut, to see whether there were any of the Ships Crew left alive, but found only two, out of sixty-four Persons, whom he had brought along with him. These two were over joyed to

* Vol 1st. P. 106.

to see their Captain, and they mutually comfort- June
ed each other, they sought for Food amongst 1747.
the Snow, and found a Root, (which probably was Scurvy Grass, there being some at *Churchill*) that was both a Restorative and Food; so that they grew strong in a few Days. Afterwards having the Waters open they catched some Salmon and other Fish; and by the Exercise of Hunting, they grew so well as to entertain Thoughts of returning Home to *Denmark*; the Gnats beginning to be very troublesome, occasioned them to hasten their Departure. Accordingly on the sixteenth of *July*, only three of them went aboard their lesser Ship, leaving the greater. They met with various Accidents in their Voyage Home; and *Monck* immediately waited on the King, who had thought him dead; and the King gave him a gracious Reception. He had in spight of what he had undergone, an Inclination to make a second Attempt; and this Design of his being proposed to some Persons of Quality, was so well approved of, that two Ships were again equipped. All Things being ready, he was sent for by the King, and the King mentioning his former unfortunate Voyage, and telling him that he had lost two Ships by his want of Conduct; the Captain answered somewhat too briskly, the King took his Cane and pushed it angrily against his Breast. The Captain took this Affront so much to Heart, that he went Home and died in ten Days afterwards.

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Captain *William Hawkbridge*, who I judge was with Sir *Thomas Button*, from the Agreement of the Names, alſo made a Voyage for the Diſcovery of a North-Weſt Paſſage; an imperfect Account of which is given by Captain *Fox*, who ſays, that he had it not from Captain *Hawkbridge* himſelf or from his Writings, but that he relates what hath come to his Hands in Maniſcript, or by the relation others. There is no Account of the Year or Month when the Voyage was ſet out upon, neither at whoſe Expence, nor is there mention whether there were one or more Ships, but it ſeems as if there was a Ship and a Pinnace.

Captain *Hawkbridge* went by the Weſt, entered *Lumly*'s Inlet, (and was the firſt who ever did ſo) on the twenty-ninth of *June*; on the thirtieth, finding he was in the wrong Channel, which was termed the North Channel, in his Return ſaw three Rocks which he wondered how he eſcaped. On the eighth of *July* he was got out, and ſtanding to the North-ſhore, was drawn in amongſt Iſlands by Cape *Elizabeth*, and when he had got out, was carried by a Current to the Southward of *Button*'s Iſlands, then entered *Reſolution*; on the twenty-ſecond of *July*, eſpied Land on the South Shore, near Cape *Charles*, but to the Eaſtward he eſpied a little Iſland, where he ſtood into a Bay to Water; here he found it to flow twenty-one Foot Water, a South-Eaſt Moon makes a full Sea, and the Tide tried clear of the Iſland

Island came from the East. He was evidently on the same Design as *Bylot*, searching to the East-ward of *Cary*'s *Swans Nest*, steering a N. W. and W. N. W. Course, until he saw the West Land, in the Latitude of 63 Deg. 50 Min. bear N. N. W. of him; he was as high up as the Latitude of 64 Deg. 30 Min. Part of the Land bearing from him N. N. E. a fine low plain Land. He was perswaded it was a Bay, and thought there was no Tide here, but sending his Boat ashore, found twenty Foot ebbing and flowing; then he stood to the Southward, was off *Sea Horse Point*, where the Boat found a pretty Stream being at a Grapple. He went for *Diggs*'s Island to try the Tide. Thus far may be made out, but the rest is so obscure either by Design or Accident, that it is not to be unravelled. It appears he was clear of *Hudson*'s Streights on the ninth of *September*, but the Account is quite unintelligible from the eleventh of *August* to that Time. June 1774.

Another Expedition was undertaken in the Year One thousand six hundred and thirty-one, fifteen Year after *Baffine*; by the Discovery of *Baffine*'s Bay, or the Bay to the Northward of *Davis* Streights, had given over all Hopes of a further Discovery to the *South Sea* by the North-West. This Voyage was founded on what was called the *Tide Argument*, as appears by a marginal Note published by *Purchase* with Mr. *Baffine*'s Letter to Sir *John Wolstenholme*, "

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" Howſoever (ſays *Purchaſe*) the Paſſage this " Way was imbayed, meaning by *Davis* " Streights, yet that former Diſcovery of Sir " *Thomas Button*, (then by him kept ſecret for " ſome Intent of his,) is both more probable " and to the moſt judicious more than probable, " and that by that *Tide Argument* from the " Weſt, as in Maſter *Brigg*'s Map and Notes ap- " peareth. "

Mr. *Briggs*, Mathematical Profeſſor at *Oxford* at that Time, in his Treatiſe tells us, as publiſhed by *Purchaſe*, that he could not attain of Sir *Thomas Button* his Notes, but alſo tells us, that Sir *Thomas* was very confident of a Paſſage, and that he had ſatisfied his Majeſty, King *James* the firſt, and the main Argument was what Mr. *Briggs* expreſſes in his Map, *viz.* " *In Port Nelſon*, did Sir *Thomas Button* Win- " ter in 57 Deg. finding the Tide conſtantly " every twelve Hours to riſe fifteen Feet or " more, and that a Weſt Wind did make the " Neap-Tides equal to the Spring-Tides. And " the Summer following about the Latitude of " 60 Deg. he found a ſtrong Race of a Tide " running ſometimes Eaſtward, ſometimes Weſt- " wards; whereupon *Joſias Hubbarte* in his Platt " called the Place *Hubbarte*'s Hope.

Again, " In the Bottom of *Hudſon*'s *Bay*, " where he wintered, the Height of the Tide " was but two Foot; and in the Bottom of

Fretum

" *Fretum Davis*, was found, by Mr. *Baffine*, to June
" be but one Foot; whereas, by the Nearness of 1747
" *South Sea* to *Port Nelson*, it was constantly
" fifteen Foot, or more."

Mr. *Baffine* also, to give into this Notion of the Tides from the *Western Ocean*, perswaded himself, or at least would have perswaded others, that there was a Mistake as to the Time of Tide at *Diggs*'s Isles, where the Set of the Tide was N. W. by taking the Hour Eight for Eleven; for if it was high Water at Eight, it could not be by a Tide through the Streights; whereas, if it was high Water at Eleven, it was the Time suiting with the Course of the Tide up the Streights; and he said, if he could get Employment, he would search the Passage from *Japan*, or any other Part of *Asia*. He died in the *Indies*.

But there still remained a Difficulty to be got over, with respect to those Tides; the general received Notion of the Streights of *Anian* being the Passage, to the Northward of *California*, and *California* being at a great Distance, made it inconsistent with such Tides coming into the Bay. To solve this, it is said in *Purchase*. " And if
" any Man thinks the Passage is so far, as the
" Maps use to express *America*, running out in-
" to the West, it is easily answered, that either
" of Negligence, or over-busy Diligence Maps
" by *Portugals* in the East, and *Spaniards* in the

" West,

June 1747. "West, have been falsely projected. Hence "that fabulous *Streight* of *Anian*, as before by "*Francis Gaules*'s Testimony and Navigation is "evident. Also Mr. *Briggs* inserts in his Map "(extant in *Purchase*) *California* sometimes sup-"posed to be a Part of the Western Continent; "but since, by a *Spanish* Chart taken by the "*Hollanders*, is found to be a goodly Island; "the Length of the West Shore being about "five hundred Leagues, from *Cape Mendiaro* "to the South Cape thereof, called *Cape Lucas*, "as appeareth both by the *Spanish* Chart, and "by the Relation of *Francis Gaule*; whereas, "in the ordinary Charts, it is set down to be se-"venteen hundred Leagues." From *California* being an Island (as it appears by his Treatise) to which the Map was annex'd, Mr. *Briggs* would deduce, that there may be a Sea to the North-Westward, which may come much nearer than some did think; the Words were, "Where "the Sea upon the North-West Part, may ve-"ry probably come much nearer than some do "imagine; who giving too much Credit to our "usual Globes and Maps, do dream of a large "Continent extending itself far Westward, to "the imagined Streight of *Anian*, where are "seated (as they fable) the large Kingdoms of "*Abola* and *Quivira*, having great and popu-"lous Cities of civil People, *&c.*" This Treatise of Mr. *Briggs*'s, was wrote to forward another Attempt, as appears by the Expression, "And that as the World is very much beholden

"to

" to that famous *Columbus*, for that he first June
" discovered unto us the *West Indies*; and to 1747.
" the *Portugals* for the finding out of the Ordi-
" nary, and, as yet, the best Way that is known
" to the *East Indies*, by *Cape Bona Speranza*;
" so may they, and all the World, be beholden
" to us, in opening a new and large Pas-
" sage, both much nearer, safer, and far more
" wholesome and temperate, through the Con-
" tinent of *Virginia*, and by *Fretum Hudson* (for
" there was a Notion entertained at that Time,
" that the *Western Ocean* was at the Back of the
" Falls of *Virginia*) to all those rich Countries
" bordering on the *South Sea*.

These Arguments of Mr. *Henry Briggs* did not go unobserved, one Mr. *Carpenter* of *Exeter*, who published a Treatise of Geography, about that Time, * says, " These Arguments
" I confess have swayed my Opinion, but not as
" yet absolutely freed me from Doubt. Three
" Queries I must leave for the learned to con-
" sider, and for Time to decide. First, Whether
" this Relation of Mariners, concerning the Bay
" of Sir *Thomas Button* and *Hudson* be true or no?
" No Man will (I suppose) censure me as un-
" mannerly for asking such a Question, con-
" sidering how many Navigators, either by
" their Mistakes, or their industrious Falsities,
" have deceived Mens Credulities; the one is
" incident to Mankind, which out of uncertain
" Observations, or unnecessary Deductions, from

* Geography delineated, Part II. P. 117.

thence

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" thence often draws an ill Consequence. The
" other the ordinary Policy of Discoverers, who
" left their Travels might be thought fruitless,
" would at least promise Hope in the Reversion.
" How many Relations have been corrected,
" by Experience of later Navigators, every one
" may judge. Secondly, Whether this strong
" Tide in *Hudson*'s *Bay* coming from the West
" were from the *South Sea*, or from the North,
" betwixt the Continent and diverse Islands by
" an Inlet, is not a Matter as yet clearly out of
" Doubt. *Terra del Fuogo* was heretofore suppos-
" ed to be a Continent, 'till *Scouten* in his Dis-
" covery found it to be an Island, and a large Sea
" beyond it towards the South. Likewise *New-*
" *foundland*, in all our former Maps and Globes,
" expressed as a Part of the Main of *America*;
" it is by latter Experience found to be an Island,
" and why may not this happen in the other,
" that at the Entrance into *Hudson*'s *Bay* the
" Land on the Right-hand should be cloven in-
" to many Islands, betwixt which the Waters
" issuing should be turned in such Sort, as it
" might seem to proceed from the West, sith
" the Tides taking their Beginning from the
" Main Sea, and continued through some Streight
" commonly follow the crooked Windings of
" Channel. Thirdly, That *California*, is an
" Island, it may (for ought I know) be well
" warranted; but the Evidence drawn from the
" *Spanish* Chart, seems rather to cherish Hope,
" than perswade Consent." I shall make no
" Obser-

Observation on these Arguments in Answer to Mr. *Briggs*, but I believe the Reader will not consider them as trivial. I have been more particular with Respect to this Argument drawn from the Tide, because that not only the Voyage of Captain *Fox* in 1631, and that of Captain *James*, are founded upon it, but all the subsequent Voyages down to this very Time. June 1747.

It is a Question that may be naturally put, *viz.* That if Sir *Thomas Button*, by his Arguments, made the Certainty of a Passage apparent to King *James*, why was not an Expedition set on Foot? But if any one will consider the Affair of the *Spanish* Match, which continued from the Year 1616, to the Year 1623, he will not wonder, that any thing seemingly so prejudicial to the *Spaniards* was not undertaken at that Time. In a Year, and a few Months after King *James* died.

Captain *Fox* had entertained a great Inclination for this Voyage, ever since the Time of *Knight*, (whose Expedition hath been already mentioned) and set out in the Year 1606, but *Knight* refused to take him as his Mate; from that Time having gained all the Information possible from those who had been the Voyages, by Discourse, and their Journals, and Charts, he supposed himself qualified for another Attempt, when an Opportunity offered. This Opportunity he found by renewing an Acquaintance with Mr. *Professor Briggs*, who

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propoſed it to him, and *Fox* conſenting, *Briggs* got ſome People to adventure, and the Adventurers petition'd his Majeſty for a Ship, and his Protection; both which were granted in the Year 1630. But it being too late to fit out that Year, and Mr. *Briggs* dying before the next, occaſion'd one half of the Adventurers to fall off. Nevertheleſs the Voyage proceeded, being countenanced by Sir *Thomas Roe*, juſt returned from his Embaſſy to *Sweden*, whom his Majeſty King *Charles* the Iſt, appointed with Sir *John Wolſtenholme*, to manage the fitting out, and ordered the *Trinity* Houſe to aſſiſt.

He had a Ship of eighty Tons, twenty Hands, and two Boys; but not one of them had ever been the Voyage before; he was victuall'd for eighteen Months. The Ship being ready, *Fox* waited on his Majeſty, who gave him a Map of all his Predeceſſors Diſcoveries, his Inſtructions, and a Letter to the Emperor of *Japan*.

In the very ſame Year, a Ship ſet out from *Briſtol*, at the Expence of the Merchants of that Place; and it had been agreed the Year before, in the Life-time of Mr. *Briggs*, that which ever of the two Ships found the Paſſage, they ſhould ſhare in the Honour and the Profit.

Captain *Fox* (whoſe Voyage I firſt mention) ſailed from *Deptford* on the fifth of *May*, was off *Hays* Iſland, in the *Orkneys*, on the twentieth,

tieth, and off of *Farewell* (as supposed) on the thirteenth of *June*; he entered *Hudson*'s *Sreights* on the second of *July*, and saw *Cape Charles* on the sixth of *July*; from the tenth of *July*, until the fifteenth, he was off *Salisbury*, working amongst the Ice, intending to go up the North Channel, and to *Mill* Isles, which was conformable with his Instructions, but was prevented by the Ice, and therefore left that Part of his Search until he returned. June 1747.

On the fifteenth of *July* he passed between *Cape Wolstenholme* and the Island of *Nottingham*; and on the seventeenth, at Eight in the Morning, saw *Mansel*'s Island; on the twentieth he was off *Cary*'s *Swans Nest*, where he tried the Tide, and stood into the Bay. *July* the twenty-seventh, he fell in with the Land, and some Islands, in the Latitude of 64 Deg. 10 Min. many of which Islands were from the main Land about the Distance of two Leagues, all ragged and broken Rocks within, the Land then bore from N. E. by E. to W. by S. The Boat went to an Island, (where they found a Sepulchre) to try the Tide, and he named this Island Sir *Thomas Rowe*'s *Welcome*, which Name in the Maps, hath been improperly attributed to part of the Bay. He mentions, in a marginal Note, that the Tide rose here twenty-three Feet; but by the Mens Report, it rose about eighteen (which was more than it in Reality does.) He supposed that the Place, where he then was, to be on the N. E.

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Side of Sir *Thomas Button*'s *Ut ultra*; and ſays, that he could ſee to the North-Eaſtward of this Place, near ten Leagues, but no Land at E. and S. the Land to be ſeen was from the N. N. E. to the W. Southward. All which was in Reality true, with reſpect to the Place where he was then at, which was quite different from his ſuppoſed Place, and conſequently his Reports falſe, as to the real North-Eaſt Side of Sir *Thomas*'s *Ne ultra*, for there he would have found that Sir *Thomas* had reported the Truth, as to the Width between the Shores and the Bearings of the Land. Thus from the Obſervations made to the Southward of the N. W. Side of the *Ne ultra*, inſtead of the Eaſt Side, (where he ſuppoſed he was) when he returns Home he confounds the Reports made by Sir *Thomas Button*, declaring, that to the Eaſtward and the South Eaſtward, where Sir *Thomas* fixed Land, was an open Sea, and in his Map repreſents it as communicating with the Ocean.

By his Inſtructions he had been appointed to ſet the Courſe from *Cary*'s *Swans Neſt* N. W. by N. ſo that he might fall in with the Weſt Side of the Bay, in Latitude of 63 Deg. (which would be to the Northward of where *Hubbart* had met the Tide, ſometimes Eaſtward and ſometimes Weſtward) and from thence Southward; to ſearch the Paſſage diligently all the Bay about, until he came into *Hudſon*'s *Bay*, (diſcovered by *Hudſon*) for it may be remembered

bered Sir *Thomas Button* was no further to the Eastward than *Port Nelson*, and had missed a large Tract of Land, between *Port Nelson* and *Hope Checked*, unsearched. These being his Instructions, he was obliged, from the Island of Sir *Thomas Roe*'s *Welcome*, where now he was to proceed Southerly. June 1747.

In his Course Southerly, he fell in with an Island, (now *Marble Island*) which he named *Brook Cobham*, sending his Boat a-shore to try the Tide; they reported that it flowed about ten Foot, which he says that he did not believe to be, and positively declares that a South-West Moon made full Sea on the Change Day. He there saw several Whales. The Reader may please to observe that we made mention in our first Volume, of a Trial of the * Tide in this Place, made on the fifteenth of *August*, and that we found it to rise but ten Feet, (but of this more hereafter.)

Captain *Fox* stood away W. S. W. twelve Leagues, and hailed in again W. by N. as he saw Ridges or broken Lands Stretch, keeping the West Main (as he supposed) always in Sight. He anchored athwart a little Island, twelve Leagues from *Brook Cobham*, the Master went a-shore with the Boat where it was low Water, at half an Hour past seven at Night.

On the thirtieth of *July*, within this Island, he saw other Ledges and Islands at Low-water, situ-

* Vol. I. P. 98.

ated

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ated in ſuch a Manner, that he imagined he might have gone on Foot to the Main. The Tide came from the North-Eaſt, and it flowed about twelve Feet. The Maſter named it *Dunne Fox*'s Iſland. By this Report, he ſays, he knew that he went from the Tide; his Words are, "for ſailing "from this Tide, I loſt my Paſſage." His Concluſion would have been juſt, if the Report as to the Tide at *Brook Cobham* had been wrong, but as it was otherwiſe, the Concluſion was falſe. But to comfort himſelf for his Miſtake, he ſays, that it was agreeable to his Inſtructions, the Courſe he was in. He ſtood from thence, W. S. W. and fell in with the Iſlands in the Latitude of 62 Deg. 5 Min. which he named *Briggs*'s *Mathematicks*. It flowed amongſt theſe Iſlands fourteen Feet, and the Flood was ſmall, incloſed with the Iſlands, and a Freſh Gale at North kept it in ſeven Hours. Weighed and kept on to the Latitude of 61 Deg. 10 Min. which he took to be *Hope Checked*; then hoped for a Sight of *Hubbart*'s comfortable *Hope*.

He anchored in the Latitude of 60 Deg. 22 Min. and obſerved that the further he ranged along the Coaſt, he went from the Tide, and that it kept Courſe with the Moon, and that the further he ſped from Sir *Thomas Roe*'s *Welcome*, it ſtill flowed leſs Water, and that the Tide's current was the eaſier; and ſtanding off, anchored in thirteen Fathoms Water, (where he ſaith *Hubbart* makes

makes him Hope) here the Tide set S. W. by W. the Ebb E. by S. June 1747.

On the sixth of *August*, in the Evening, he saw the Land to meet on his Weather Bow and ahead, so stood to the Northwards until Morning, when he saw the South Land meeting East and West, in the Latitude of 59 Deg. 5 Min. making a Bay, which he names *Vainly Hoped Hubbart*, in Length fifteen Leagues. He tried the Tide, and it came N. W. "and this is "that supposed Tide that set E. and W. (says "North-West *Fox*,) which was no more than "the same Tide, I brought along with me "from Sir *Thomas Roe*'s *Welcome*, coming all "along the Coast S. W. by S. falling into this "*Vain Hope*, is enforced to alter his Course by "Opposition of the South Side of this large Bay "(meaning the Bay Westward of *Churchill*,) "and there to set E. and W. as the Land doth "lie.

By *Fox's* Account of Sir *Thomas Button*'s Journal, he seems to have steered, after wintering, directly for *Hope Checked*; but when he got clear of *Port Nelson* River, *Hubbart* found they were crossed with a Current setting Eastwards, which *Fox* hath very justly explained, and then he found another setting Westward, which was the Tide out of the Streights crossing the Bay. *Fox* stood along the Shore, and fell in with *Port Nelson* River; went into *Port Nelson August* the ninth,

June 1747. ninth, and there set up a Pinnace, and graved his Ship. On the twentieth of *August* he set out, and kept along the Shore to the Eastward; and on the twenty-ninth espied Capt. *James*, of *Bristol*. Searched as far to the East, and the Southward of *Port Nelson* as the Latitude of 55 Deg. 10 Min. the Land then trenching to the Southward, he supposed it the Cheek of Mr. *Hudson*'s West Bay, which by his Instructions he was only to search to; and having executed his Instructions in this Part; he proposed to attempt the Discovery to the Eastward of *Cary*'s *Swans Nest*, from which he was prevented by the Ice, in the first Part of his Search; in order for which he bore away on the second of *September*, and saw *Cary*'s *Swans Nest* the seventh; on the eighth was off *Cape Pembroke*, in the Latitude of 62 Deg. 21 Min. and on the ninth he names a Cape, *Cape Linsey*; was off *Sea Horse Point* the fourteenth; the fifteenth saw *Mill Isles*, and also *Salisbury*, bearing S. E. and in this mid Channel he intended to try the Tide, according to his Instructions, to see whether *Bylot*, or Sir *Thomas* where in the right, and upon Experiment he found a good flood Tide set N. W. Harboured the sixteenth in *Mill Isle*; the Harbour he named *Huron*'s *Throughlet*; the Tide there flowed about four Fathoms, and was a sharp Flood. He stood up the North Main, and named the *King*'s *Promontary*, in the Latitude of 64 Deg. 46 Min. and the *Queen's* about eight Leagues distant North from thence, which is further then *Bylot* went.

The

The Certainty of the Tide upon Trial, coming from South East, disperited his Sick Men, as they found all they were doing was in vain, yet (a good Example) they made no murmuring, only said that the North-west Tide was a Mistake. At the *Queen's* Cape, in the Latitude of 65 Deg. 10 Min. the Tide run three Miles and a half an Hour, came to *Lord Weston's Portland* in the Latitude of 66 Deg. 5 Min. where the Tide of Flood still came as the Coast lay. *Lord Weston's Portland* was his furthest North, and he conjectured that either Ice or Land was not far off. As he could not come down the West Side, he determined to return Home and not winter. He turned to the Southward, in order to proceed Homewards; on the twenty-fourth of *September* was clear of the Streights; on the fifth of *October* had sight of *Scilly*; on the twenty-eight and on the thirty-first came into the *Downs*. In his Return from *Lord Weston's Portland* down the Streights, he named several Places on the Main, more in Complement, than of any use. This Voyage was made without the Loss of any one Person. June 1747.

Before I proceed to make any Observations on this Voyage of Captain *Fox*, I shall give an Account of Captain *James's* Voyage, the Person that commanded the *Expedition* that was fitted out from *Bristol*, in the same Year with Captain *Fox*, and was patronized by Sir *Thomas Roe*. He had also Letters from his Majesty as

June 1747. well as Captain *Fox*, and Directions for proceeding, and his Discharge; his Ship was of the Burthen of seventy Tuns, had twenty-two Men, and Sailed from *Bristol* Road on the third of *May*. On the seventeenth he doubled Cape *Clear* in *Ireland*, and fell in with the Ice off *Farewell*, on the fifth of *June*; the Terror, which he was put into by the Ice here, and in the other Parts of his Voyage, was owing entirely to his want of Judgement, not knowing how to manage amongst it; this is plain by *Fox*, who went out about the same Time, passed *Farewell* about the same Time, and went up the Streights before *James*; but he never had such Rebuffs amongst the Ice, nor never made any such Complaints; so that what happened to Captain *James* amongst the Ice, and most other of his Hardships, by which he hath endeavoured to make his Voyage so formidable, if true, proceeded more from his own ill Conduct and Cowardice, than from the inevitable Accidents of the Voyage. Captain *James* had the offer of several Persons who had carried a chief Command in this Affair, and he refused them relying on his own Sufficiency, and did with respect to the Ice ill; whereas *Fox* wanted some such Persons, but could not get one, and with respect to the Ice, did very well.

By the tenth was off *Desolation*; and entered *Resolution* on the twentieth; the twenty-fourth sailed out of a Harbour, they had been in at *Resolution*; on the fifth of *July*, saw the Island of *Salisbury*, soon after saw Prince *Charles*'s Cape,

a Cape

a Cape so named by *Bylot* on the North Main, and *Mill* Island, and he determining, like Captain *Fox*, to prosecute the Discovery to the North-westward, was impeded like him by the Quantity of Ice. On the fifteenth of *July* they were between *Diggs*'s Island and *Nottingham*; and on the sixteenth saw *Mansel*'s. Here on the change Day it flows about eleven, it flows half Tides, and they conjectured the highest Tides not to rise above two Fathoms. June 1774.

On the eighteenth of *July* he sailed for the Westward, intending to fall in with the Land in the Latitude of 63 Deg. 10 Min. but being detained by the Ice, did not make the Land to the Westward of the Bay, until the eleventh of *August*, and that in the Latitude of 59 Deg. 40 Min. which Place he took for what was called *Hubbart*'s *Hope*. The Tides sat in the Middle of the Bay East and West, as they often experienced, and the highest Latitude they were in, in crossing the Bay, was the Latitude of 60 Deg. 30 Min.

The Place called *Hubbart*'s *Hope*, is the same with that named by *Fox*, a little Bay to Westward of *Churchill*, now *Burton*'s *Bay*, which Captain *James* went to the Bottom of, it being about eighteen Leagues deep. From thence they went to the Southward, and on the twelfth were in Latitude 58 Deg. 46 Min. the seventeenth were off *Port Nelson* River; on the twentieth they saw the Land, which they called the Principality

June 1747. of *South Wales*; the twenty-ſecond they weighed and ſtood along Shore; on the twenty-ninth they ſaw Captain *Fox*; and on the ſecond of *September* were in the Latitude of 55 Deg. 5 Min. where they found the Land to trend S. S. E. and S. they named this Cape after her then Majeſty *Henrietta Maria*, the ſame Cape which *Fox* took for the Weſtern Cheek of *Hudſon*'s Weſt Bay, and from whence he went to make his Search North-Weſtward.

Capt. *James* went Southward, and on the ſeventh of *September* fell in with an Iſland, about fourteen Leagues from the Main, to the Weſtward, in the Latitude of 54 Deg. 10 Min. on the tenth he deſcried an Iſland, in the Latitude of 53 Deg. 5 Min. about fifteen Leagues from the Weſtern Shore, which he named Lord *Weſton*'s Iſland. He ſtood away to the Eaſtward, and deſcried Land to the Eaſtward; and at length ſaw Land alſo to the Southward, which they made for, and came to an Anchor amongſt low broken Grounds, Breaches, and Rocks, in the Latitude of 52 Deg. 45 Min. they got under Sail on the twelfth, and were in great Danger, being ſet amongſt Rocks, but cleared themſelves. The thirteenth they ſtood to the Weſtward, where they alſo found broken Grounds, Shoals, and ſunken Rocks; they then ſhaped their Courſe to the Northward, being reſolved to get about the Land to the Eaſtward, for they ſuppoſed there were two Bays, an upper and a lower one,

as

as is expressed in the Maps, and that *Hudson* wintered in the lower, and that they themselves were now in the upper; and so designed to go round the Head of the Eastern Shore, into the lower Bay, and search for a Way into the River of *Canada*, and if he failed in this Attempt, he designed not to winter in his Ship, but on the main Land. He kept standing along the eastern Shore, and fell in, after meeting with Storms and other Difficulties, with Lord *Weston*'s Island again; where they staid until the nineteenth. On the ninteenth he sailed, and fell in with another Island, which he named the Earl of *Bristol*'s Island, in the Latitude of 53 Deg. 10 Min. but finding the Wind continue from the same Point, so as to obstruct his getting about the supposed Cape to the Eastward, he resolved to go again to the Southward, and find a proper Place for wintering there, and met with very bad Winter Weather for some Time. On the twenty-second in the Morning they saw an Island, under the Lee of which, in the Latitude of 52 Deg. 10 Min. they came to an Anchor, and named it Sir *Thomas Roe*'s Island; they weighed on the Noon of the twenty-third, and traversed about, much perplexed for a Place to Winter at; they had hard Gales of Wind, Winter Weather, and constantly encountering with foul Ground. They then anchored near an Island in the Latitude of 62 Deg. on the seventh of *October*; and it being extreamly cold on board the Ship, every Thing freezing in the Hold, and even at the Fire-side;

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many

June 1747. many of their Men being ſick, and the reſt ſo weakened, that they could hardly weigh the Sheet Anchor, and the Sails becoming in a Manner uſeleſs; they then apprehended that they muſt, contrary to their Intention, ſtay and Winter where they were, with no other Proſpect of a Harbour for the Ship than the Bay they were then in. They accordingly proceeded to build a Houſe for the Sick; they endured many Hardſhips, and went through great Difficulties, with Reſpect to the preſerving of their Ship, with which they ſailed again the next Year, (1682) on the ſecond of *July*; they were not at *Cape Henrietta Maria* until the twenty-ſecond; and were but in the Latitude of 55 Deg. 30 Min. on the fifth of *Auguſt*, twelve Leagues from the Cape. On the fourteenth of *Auguſt*, at Noon, they were in the Latitude of 57 Deg. 55 Min. on the ſeventeenth, at Noon, they were in the Latitude of 58 Deg. 20 Min. on the weſtern Shore; on the nineteenth they were in the Latitude of 61 Deg. 7 Min. ſome twelve Leagues off of the Weſt Shore, and ordered the Maſter to ſhape his Courſe N. E. to look into that Place between *Cary*'s *Swans Neſt*, and *Ne ultra*; ſo he went not this Year higher up the weſtern Side of the Bay than 61 Deg. 7 Min. on the twenty-ſecond he fell in with the Land to the Weſtward of *Cary*'s *Swans Neſt*, and went round the Land to the Southward, which was *Cary*'s *Swans Neſt*; on the twenty-fourth, at Noon, he was off *Nottingham*, it bearing E. He then ordered the Maſter

Master to shape his Course N. W. by N. the Course as already mentioned, which Sir *Thomas Button* pointed out to be the Course by which the Passage was to be obtained. If he met with an open Sea with that Course, he intended to proceed; if he met with Land he then proposed to finish his Discovery; but getting amongst a great Body of Ice, on the twenty-sixth, he called a Council, the Result of which was, to return Home. He was in the Latitude of 65 Deg. 30 Min. when they bore up the Helm. The third of *September* he saw the South End of *Resolution*, and on the twenty-second of *October*, arrived in the Road of *Bristol*. June 1747.

Captain *James* upon his Return Home, published an Account of his Voyage, and in this Account assigned several Reasons for their being no Passage; but these Reasons were only brought to prove, that there was no Passage to Eastward of *Cary*'s *Swans Nest*, where a Passage was supposed to be by Sir *Thomas Button*; and out of which supposed Passage, Captain *James* was forced to return on Account of the Ice. As to the Bay, (*Hudson*'s Bay) it being the Opinion of Captain *James*, that he and Sir *Thomas* had (their two Performances considered) made a compleat Search of such Bay, and had found there was no Passage by such Bay; it cannot be supposed after that, that Captain *James* would think it otherwise than self-evident, that there was no Passage by *Hudson*'s Bay, and that all Arguments about it were unnecessary.

His

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His first Reason that there is no Passage to Eastward of *Cary*'s *Swans Nest*, is, "That there "is a constant Tide, Flood and Ebb, setting "into *Hudson*'s *Streights*; the Flood still com- "ing from the Eastward, which as it proceeds "correspondent to the Distance, it alters its "Time of full Sea. This also entering into "Bays, and broken Grounds, it becomes di- "stracted, and reverses with half Tides.

This is true as to the Streights, as the Reader will perceive from the Account of the Streights already given, * but it doth not extend to Tides in the Bay, and if the Western Ocean was so near as Sir *Thomas* seemed to apprehend that it was, it could not be that the Tides should be so constant. The rest of his Arguments are equally valid to prove the Ocean not so near the Eastern Part of *Cary*'s *Swan's Nest*, as Sir *Thomas* thought it and which as Captain *James*'s Voyage is easily to be come at, I need not repeat.

After these Reasons given by Captain *James*, for there being no Passage there into the Western Ocean, he then says, if there is a Passage, it must be by a Streight; for he says by Observation between *California* and *Cape Charles*, the Cape so named by *Bylot*, on the North Main there is five hundred Leagues, and in Latitude 66 Deg. He

* Vol. I. P. 75.

further

further adds for proving it a Streight, that the Variation of this *Cape Charles*, being the 29 Deg to the W. It is probable that there is much Land to the Westward, and as the Streight is very long, and no Season proper for passing it but the Months of *August* and *September*, the Ice and other Particulars also considered, the Advantages of this new Passage would be inconsiderable. All these Arguments, were their Thoughts of a Passage in the Part spoke of, were Arguments to be sure of some Force, but as there is no Passage, and it is only a nameless Streight uniting *Hudson*'s and *Baffine*'s *Bay*, they are of no Signification; no more than those which have been made use of, under a Supposition that Captain *James*'s Reasons and Arguments related to *Hudson*'s *Bay*. June 1747.

Captain *Fox* also published an Account of his Voyage, (dedicated also to his Majesty) as Capt. *James* had destroyed all Thoughts of a Passage, but Captain *Fox* revives the Hopes and positively tells us, * if he had wintered, it must have been with the Intent to make Search to the North of Sir *Thomas Roe*'s *Welcome*, for in all the hopeful Places else he was denied, and there, and not far from thence, as about *ut ultra*, it is. "For to give a wise Gentleman his Right, "says Captain *Fox*, (who perusing Sir *Thomas* "*Button*'s Journal, about that Place quoteth in "the Margin) these Words, *I do not find it* "*proved a Bay*; this was suspected by him be-

* North-West Fox, P. 249.

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" fore I came to the Knowledge thereof, which " I have now." In another Part, Captain *Fox* says, * " As you carry a Flood Tide along with " you, through *Fretum Hudson* to *Swans Nest*, " from the East out of the *Hyperborian*, so hast " thou found another from the West Side " thereof, coming from the West out of *Mare* " *del Zur*, which shall bring you Home again " with the like Expedition as you came forth." And this Argument of a Western Tide from the Western Ocean, he endeavours to support by the Account he gives of the Tides, in which he agrees with Sir *Thomas Button*, and which was one of the Main Arguments, as mentioned, for that Expedition, which was called the *Tide Argument*.

Captain *Fox*'s Account was not published, until the Year 1635, when he had given over all Thoughts of a further Expedition, though in the Year that he returned Home, he purposed going again. No further Expeditions were made from *England* into *Hudson*'s *Bay*, until after the Restoration, and then that Expedition had little or no Respect to a *North-West Passage*, and the Footing it stood on after *Fox*'s Return, was that upon which the later Expeditions were undertaken; therefore it may not be improper to collect together the Arguments alledged for a Passage on *Fox*'s Return.

* P. 256.

The

The Reader will remember, that Sir *Thomas Button* gave an Account of the Tide flowing fifteen Feet at *Port Nelson*, and that a West Wind, made a Neap-Tide equal to a Spring-Tide, that in sixty Degrees he met a Race of Tide going sometimes Eastward and sometimes Westward; but in the Bottom of *Hudson*'s *Bay*, where *Hudson* wintered, it flowed but two Feet, and in the Bottom of *Fretum Davis* but one Foot, and therefore Mr. *Briggs* argued it was owing to *Port Nelson*, being nearer the *South Sea* that it flowed there fifteen Feet. Mr *Briggs* also argued this might be because *California* was an Island, and not Part of the Main, and so the Western Ocean might come round the Back of the Island, and unite with the Bay. Captain *Fox* when he goes upon the Discovery, he says as to the Race of Tide that set East and West, that is not occasion'd by any Joining of the Ocean, but another Cause; confirmed this Opinion of Mr. *Briggs* that there was a Communication between the Ocean and the Bay, (as Sir *Thomas* called it) and it was in the Latitude of 64. for as to Sir *Thomas*, *Fox* said he was quite mistaken, for he *(Fox)* could see no Land to Southward, or Eastward, but he found a strong Tide set from N. N. E. and the Tide flowed very high, and decreased in the flowing as he went to the Southward; so he could not but think otherwise, than that there was in that Place the Communication of the two Seas. Nay, he said he was not singular in

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his Opinion, as to Sir *Thomas Button* being mistaken when he said it was a Bay; there was a Gentleman who said so, before that he *(Fox)* had set out, and as he had accordingly found it not to be so. But the Arguments the Gentleman used, for its not being proved a Bay, were, that Sir *Thomas* only saw Land from the N. N. E. to the E. by S. on the Eastern Shore, and on the Western Side from the N. to the W. by S. and not seeing Land for two Points between the N. N. E. and N. so this Argument, as to the Gentleman, was fallaciously introduced, and when the whole of it known avails nothing to the Purpose he brought it for. This was the State of the Case as to the Discovery of a *North-West Passage* on the Return of Captain *Fox*, (and his Mistake not being perceived, of his being in one Place, and Sir *Thomas* in another) what he had advanced as to the Communication of the two Seas, and Sir *Thomas* being mistaken as to a Bay, (it being conformable with Mr. *Briggs* Arguments, as to the Probability that the two Seas might be so near) and the Circumstances of the Tides given by him and *Button*, have been since thought incontestable Proofs a Passage.

It is almost needless to mention how the *Hudson's Bay* Company became established in those Parts, by the Sagacity of the *English* Ambassador at *Paris*, who engaged two discontented People, Mr. *Radisson*, and Mr. *des Grosseliers* to come over to *England*, and there communicate their Project, of settling a Trade in the Southern Part of *Hudson's Bay*,

Bay, by carrying Ships there, which had been looked upon as chimerical both at *Canada* and *Paris*; and whose Proposals after a tedious Attendance at the latter Place had been rejected. June 1747.

Their Proposals met with a more favourable reception in *England*; and some Men of Quality, Merchants and others, imployed Mr. *Gillam* to go on the Expedition, who wintered in *Hudson*'s Bay, returned with a Freight of Furs, which more than defray'd the Expence of the fitters out. Upon this Success the Adventurers, who had fitted out Mr. *Gillam* applied for a Patent, which was dated the second of *May*, in the Year 1670.

The Allegation on which they attained their Patent was, "that the Parties aforenamed had "at their own costs and charges, undertaken an "Expedition for *Hudson*'s Bay, in the North-west "Part of *America*, for the Discovery of a New "Passage into the South Sea, and for the finding of "some Trade for Furs, Minerals, and other con-"siderable Commodities; and by such their under-"takings, have already made such Discoveries, "as do encourage them to proceed further in "pursuance of the said Design, by means where-"of there may probably arise great Advantage "to us and our Kingdom.

The *Hudson*'s Bay Company made settlements in the next Year; but as their Trade, or Affairs, which do not immediately relate to the Discovery, are no Part of my Subject, I shall just mention

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mention in the order of my Narration, that in the Year 1720, the Company fitted out a Ship and a Sloop, under the Command of Mr. *Knight* and Mr. *Barlow*, for to Discover a *North-west Passage*, but these unfortunate People, were never more heard of.

In the Year 1722, the Company ordered a Sloop to go in search for these unhappy People under the Command of one Mr. *Scroggs*, who was known to be a very indifferent Navigator, as may be instanced in his not knowing the Variation. He sailed from *Churchill* on the twenty-second of *June*; in the Latitude of 62 Deg. 48 Min. sent a Boat for a peice of Wood, which was a-float, and they found it to be the lower Part of the Ships Foremast, broke off about five Foot above the Deck. In *July* the third, the Tide of Flood hove him into, as it was then called, *Pistol* Bay, but it is evident from the Latitude, and what he mentions with respect to this Bay, on his return, it could be no other than *Rankin*'s Inlet, which we saw the last Year from *Marble Island*. He sailed from thence, and after meeting with thick Foggy Weather, on *July* the eight, he saw the Land far from him S. by. W. to the N. W. by N, and from the W. to the N. E. by E. anchored at eight in the Evening in twelve Fathoms, and had the Sides of the *Welcome* from S. to W. the Latitude 64 Deg. 33 Min. by Account, and the very Cod of the *Welcome* distane about three Leagues. He was in a Bay, and the Point which bore S. by W. he Names Cape *Fullerton*,

ton, and says it is two Miles to the Bottom of such Bay, which he names *Whalebone* Bay. June 1747.

What Mr. *Scroggs* says as to his being near the *Welcome*, where *Fox* was, is perfectly just, but not where Sir *Thomas Button* was; though there it hath been all along supposed *Scroggs* was; and this is difficult to understand without casting an Eye on the Chart of the Discoveries last made; there it will appear that there is a shore running North from *Stony Point* there mentioned, then an Inlet, and then a Shore running East, and a small way on such Shore to the Eastward a Bay, in which Bay he was; the Reader will then easily conceive what he means by the two Sides of the *Welcome* in his Journal. He means the North, and South Shores of the Entry of this Inlet, which would bear so of him, as the North Shore West, and the South Shore South. His Boat was sent ashore at four in the Morning of the tenth of *July*; of which Mr. *Norton* afterwards a Governor at *Churchill* was Pateroon, in order to go into this Inlet, where he took a View from a Promontory on Shore, and concluded that there must be a clear Passage, the Land was very high, and fell off to the Southward of the West, and that it does so later experience confirms; but as to the Tides, they having in the Bay where *Scroggs* was twelve Fathoms High-water, and but seven at Low-water; this Experiment being made not by a settled Standard ashore, but by a Line from the Ship, it was a mistake, and owing to the Ships swinging off into the Tide.

The

June 1747. The Boat returned at ſeven in the Evening, and two Northern *Indians*, whom he had brought with him, and who knew the Country very well, and had a great deſire to go Home, ſaying they were but two or three Days Journey from their Family, told him that there was a Bar of Stones in his Way, which would prevent him from entering the *Welcome*. This Mr. *Scroggs* was determined to try, and at eight in the Morning of *July* the eleventh he ſent away his Boat to make Trial, at four that Evening the Boat returned, and the People reported that there was a great Shoal of Stones beyond the Bar, above Water, and not water for the Boat on the Bar, ſo that he was poſitive there was no Paſſage beyond the *Welcome*, though the contrary hath been experienced as the Sequel will ſhew.

For the right underſtanding how this happened, it muſt be obſerved, that many of the People who went out with Mr. *Scroggs* on this Expedition, were the People who were to return to *England* that Year with the *Hudſon*'s Bay Ships; and they being apprehenſive that the *Hudſon*'s Bay Ships might become, and be returned before they could get back; they therefore uſed all Expedients they could, that Mr. *Scroggs* might return and not proceed further, that they might arrive in Time at the Factory, to get Home with the Ships for *England*; and Mr. *Scroggs* being a timerous Perſon, and no Way fond of

the

the Expedition, very readily consented to what they said. June 1747.

He weighed at five the same Evening the Boat returned, and at eight the Eastermost Point of the Bay he was in, bore N. E. seven Leagues, which he had named *Whalebone* Point.

In the Copy of Mr. *Scroggs*'s Journal, which I have, the Latitude is laid down of the Bay he was in 64 Deg. 33 Min. which is more to the Northward than he really was, and may be attributed to the badness of the Instrument he made use of, in respect to these Parts, *Davis*'s *Quadrant*, or a Forestaff; this Latitude in some printed Accounts is made to be 64 Deg. 56 Min. but that proceeds from its being supposed to be the Latitude were Sir *Thomas Button* was.

Scroggs being positive, as he says, that there was no Passage through the *Welcome*, he then determined to make the best of his Way to the Southward again, to get News of the Ship and Sloop. He weighed on the twelfth of *July*, and stood to the South Shore, as he called it, but it is in reality the West Shore, or Western Side of the Bay, and the thirteenth of *July* was set by the Tide so near the Shore, that he was forced to come to an Anchor. This Accident of *Scroggs*'s being so set by the Tide, was supposed to have happened to him, on the Eastern Shore, or on the Shore that runs Northward from *Cary*'s *Swans*

June 1747.

Neſt; and from this Suppoſition a Concluſion was drawn, that the Tide muſt come from the Northward, according to the Courſe of the *Welcome*: Which Concluſion they never would have made, had they known that it was on the Weſtern Side of the Bay, where he met with this Accident; for then they would have concluded that it was from *Hudſon*'s Streights. But it hath been found by Experience, though it was not on the Eaſtern Shore that he was ſet, yet that it was a Tide that came from the Northward.

On the nineteenth of *July* he came to an Anchor, and ſaw *Pits* Mount, a Height on *Marble Iſland*, which he had ſo named; as alſo *Whalebone Bluff*, which bore N. ½ W. diſtant four Leagues. Here they ſaw, as already mention'd, many Things belonging to the Ships: The Lat. was by Obſervation 62 Deg. 59 Min.

On the twentieth in the Afternoon, *Scroggs* wanted to go into *Piſtol Bay*; his Latitude about 62 Deg. 32 Min. but the Wind being at N. N. W. he could not enter it; which makes it plain this *Piſtol Bay*, as already ſaid, is no other than *Rankin*'s Inlet, the South Point of the Main belonging to which lies in the Latitude of 62 Deg. 30 Min. conſequently a little more to the Southward than were *Scroggs* wanted to go in; this is alſo a further Proof that the *Piſtol Bay* of *Scroggs*, was *Rankin's* Inlet, and Cape *Fareway*, which he ſays bore at eight o'Clock in the

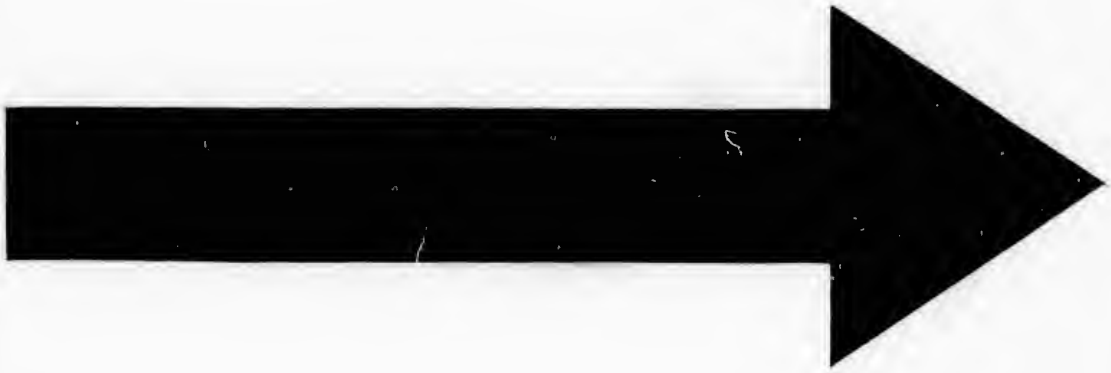
Forenoon

Forenoon of that Day N. W. of him, was no other than the *North-West Bluff*, mentioned in the former Volume.* Not being able to get into *Rankin*'s Inlet, or *Pistol-Bay*, he then directed his Course homewards, or for *Churchill*, where he arrived on the twenty-fourth. June 1747.

This Account of Mr. *Scroggs*'s was thought to have a great many Circumstances favouring a Discovery, though it now appears that there was an entire Mistake as to the Place where he was.

As to there being no Passage beyond the *Welcome*, that was disproved by Mr. *Norton*, and others who were along with *Scroggs*; and *Norton* seeing the Land of the Inlet trench away to Westward, and a continued Water, that was one Argument for a Passage effected by this Voyage, and countervailed, or stood in the Place of one of Captain *Fox*'s Arguments, which was, that he saw no Land to Eastward, our South-Eastward, when in this Part, and that there was a Communication of the two Seas, and which Argument was now defeated; for it was now known, that the Sea which *Fox* saw to Eastward and South-Eastward, was no other than Part of the Bay, and that there was no Communication of the two Seas there The Account given by *Scroggs*, as to the Height of the Tides, that was also considered as an Argument for a Passage, and this was agreeable to what Captain *Fox* also said.

* P. 91.



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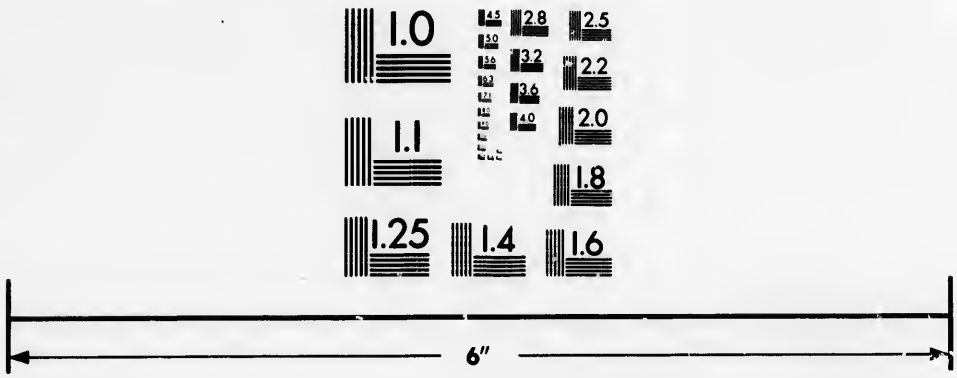

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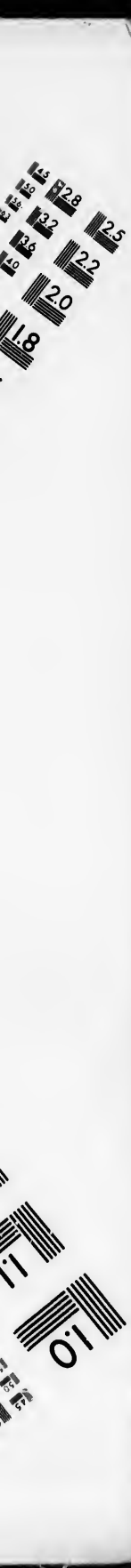
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June 1747. *Scroggs* being seen upon the Eastern Shore (as mistaken supposed) and a Conclusion from thence drawn that the Tide was from the Northward, that was a third Argument made use of for a Passage. Besides these Circumstances which this Voyage of *Scroggs* afforded, there were two other Arguments for a Passage made use of; one of these was, that many Whales were seen on the Western Side of the Bay, and none to Eastward, or in *Hudson's* Streights, so by Consequence were from the Western Ocean. That a North-West Wind raised the highest Tides to Southward, as *Button* and others had experienced; and that by Consequence the Tides could not come, as they were so influenced from any other Part than the Western or Southern Ocean; and thus stood the Affair of the Discovery after *Scroggs's* Expedition.

In the Year 1733, Mr. *Dobbs* became an Advocate in this Affair, being prompted to it by the Accounts I have in Part given. The Account of the Tides given by *Button* after his Return; the Accounts of Captain *Fox* as to such Tides; the Narration of *Scroggs*, and the several Informations he had received from Captain *Middleton*, and others.

Application being made to the *Hudson* Bay Company, a Sloop and Shallop were fitted out in the Year 1737, they went no higher than the Latitude of 62 Deg. 30 Min. whereas their Search

Search was to be in the Latitude of 63 Deg. and 64 Min. They found a Number of Islands, a great many Whales, and the Tide to flow in a Cove, where they were anchored, ten or eleven Feet; but my Copy of their Journal does not mention from whence it flowed. June 1747.

What had been done by this Sloop and Shallop, it must be supposed, gave Mr. *Dobbs* but small Satisfaction; therefore that Gentleman applied elsewhere, and in the Beginning of the Year 1747, Captain *Middleton* was appointed Commander of the *Furnace* Sloop, and fitted out by the Government, to go on this Discovery, or the Discovery of a *North-West Passage*, and the *Discovery Pink*, Mr. *William Moor*, Master, was fitted out to attend Captain *Middleton* on that Service. Captain *Middleton* had been a Captain in the *Hudson*'s Bay Service, which Employ he quitted to proceed on this Discovery.

In the Year 1741, Captain *Middleton* went for *Churchill*, there watered, and on the first of *July* 1742, set out from thence upon the Discovery. He was by his Instructions after passing *Hudson*'s Streights, and *Cary*'s *Swans Nest*, to steer North-Westerly, so as to fall in with the North-West Land, at Sir *Thomas Roe*'s *Welcome*, or *ne ultra*, near the Latitude of 65 Deg. North.

These being his Instructions, he consequent-

ly

June 1747. ly steered a Course from *Churchill*, which was proper for him, that he might comply with them: He saw on the third an Island, the two Extremities bearing N. by E, and E by N. lying in the Latitude of 68 Deg. and which he took to be the same, as it was, which *Fox* named *Brook Cobham*. On the fifth of *July*, he saw a Headland on the North-side of the *Welcome*, bearing N. W. by N. seven or eight Leagues Distance, in the Latitude 63 Deg. 20 Min. and Longitude from *Churchill* 4 Deg. E. Here he tried the Tides several Times, and found that close within the Land, the Tide run two Miles an Hour from the N. by E. which he took to be the Flood; and by the Slacks from several Tides, he found, that a W. or a N. by W, Moon made High-water, there being a Full Moon that Day. On the eighth he saw the North Shore of the *Welcome*, with much Ice in Shore. He tried the Tide, and found it set E. N. E. two Fathoms. On the ninth Captain *Middleton* continuing his Course, and sailing through much Ice, was obliged at last to grapple to a large Piece; the Tender did the same to keep off from the Shore, the Wind blowing right upon it: He tried the Tide frequently, and could discover neither Ebb or Flood by his current Log. Here they were fast jammed up in Ice, being totally surrounded for many Miles, and the Wind setting in right upon them; it was all Ice for ten Leagues to the windward, and they were in great Danger of being forced ashore; but

but it happily falling calm, after they had lain In this Condition two or three Days, the Pieces of Ice separated, or made small Openings, they being then within two Miles of the Shore, and with no little Difficulty hauled the Ships from one Piece to another, until they got amongst what they call Sailing-Ice; in this Manner they continued till they saw a fair Cape or Headland to the Northward of *Whale-bone Point* (as supposed, but not so as I have already shewn) in the Latitude of 65 Deg. 10 Min. and Longitude from *Churchill* 8 Deg. 54 Min. E. This Cape was named *Cape Dobbs*. They had very good Soundings between the two Shores of the *Welcome* having 46 Deg. 48 Min. aud 49 Fathoms Water. At the same Time that Captain *Middleton* saw *Cape Dobbs*, he saw a fair Opening bearing N. W. which according to his Instructions, he stood in for, among the sailing Ice. It was just Flood when he entered it, the Tide running very strong; which by Observation afterwards made, he found to run five or six miles an Hour. He ran over some Rocks on the North-side of it, it being very luckily at that Time just High Water, and anchored in thirty-four Fathoms; but as soon as the Tide of Ebb was made, it ran so strong, and such Quantities and Bodies of Ice came down upon them, that they were obliged to steer all the while, and keep all Hands upon Guard, with their Ice Poles, to shove off the Ice; notwithstanding this, it brought their Anchor home, and taking Hold

June 1747.

again,

June 1747. again, one of the Arms of the Anchor was broke off.

The next Day he sent his Lieutenant in the Boat to seek out some securer Harbour for the Ships, it being impossible to keep afloat where they were. Some *Eskemaux* came off to them, but they had nothing to trade with. They were used very civilly, some Presents made them, and dismissed. As soon as they had got the Ship secured, the Officers and Boats, Captain *Middleton* taking no small Share himself, were employed in trying the Tides, and discovering the Course and Nature of this Opening; and after repeated Trials for three Weeks successively, they found the Flood constantly to come from the Eastward, and that it was a large River they were got into, but so full of Ice, that there was no stirring the Ships with any Probability of Safety, whilst the Ice was driving up and down with the strong Tides. Here Captain *Middleton* not a little impatient to get out, went several Times in his Boat towards the Mouth of the River, and from a Hill that overlooked Part of the *Welcome*, (mistakenly called so) saw that Place full of Ice; so that he found that there was no Time lost, by there being in Security. However he sent his Masters and Lieutenant in the eight oar'd Boat, to seek out a Harbour near the Entrance of the River, but they found none, and it was with no small Difficulty that they got aboard again: For they were so jammed up

up with Ice, which driving the strong Tides would inevitably have stove the Boat to Pieces, and all must have perished, had it not been for an opening in a large Piece of Ice, into which they got the Boat, and with it drove out of the River's Mouth; but when the Tide slacked the Ice opened as usual, and they rowed over to the North Shore, and so got in with the Flood. The Captain several Times sent the two *Indians* on Shore, which he had with him, to see if they knew any thing of the Land; but they were quite ignorant of it. In this vexatious Condition they continued for three Weeks, resolving to get out on the first Opportunity, when the River was any thing clear of the Ice, and make what Discoveries they could by meeting the Flood Tide. This River Captain *Middleton* named *Wager* River, after the Right Honourable Sir *Charles Wager*, &c.

June 1747.

On the third of *August*, the River for the first Time was a little clear of Ice, and accordingly went in Pursuance of the Discovery; on the fifth by Noon they were in the Latitude of 66 Deg. 14 Min. they had then got into a new Streight much pestered with Ice; on the North Side of which they saw a Cape or Headland, bearing North; they had deep Water and very strong Tides within four or five Leagues of it: The Captain named this Headland Cape *Hope*, as it gave them all great Joy, and Hopes of its being the extreme North Part of *America*, seeing little

June 1767.

or no Land to the Northward of it. They turned and worked round it the ſame Night, and got five or ſix Leagues to the N. by W. before they could perceive any otherwiſe than a fair and wide opening; but they found that they were imbayed; and by two in the Afternoon, that they could not go above three Leagues farther; and having tried the Tides all the Forenoon every two Hours, until two of the Clock in the Afternoon, found neither Ebb nor Flood, yet deep Waters. From this it was concluded that they had overſhot the Streights on the North-Eaſt Shore, from whence the Flood came, and as there was no proceeding above three or four Leagues further, it was agreed upon by all to return back, and ſearch narrowly for a Streight, or opening near the Place where they found the ſtrong Tides. On the ſeventh after they were confirmed that the Flood came in at the N. E. from the E. by S. Captain *Middleton* went aſhore in the Boat, and found it fifteen Feet, three Days after the full; and that a Weſt by South Moon made High-water. He travelled twelve or fifteen Miles inland from Hill to Hill, until he came unto a very high Mountain, from whence he plainly ſaw a Streight; he could ſee both Ends of it, the whole being about eighteen or twenty Leagues long, and ſix or ſeven broad, very high Land on both Sides of it, having many ſmall Iſlands in the Middle, and on the Sides of it, but it was all froze faſt from Side to Side, and no Appearance of its clearing that Year, and near the

67th

67th Degree of Latitude, and no anchoring for the Ships, being a very deep Water close to the Shore, and a great Quantity of large Ice driving with the Ebb and Flood, and but little Room, if thick Weather should happen, which is continually expected in those Parts. It was agreed upon in Council, to make the best of their Way out of this dangerous narrow Streight, and to make Observations between the 64 Deg. and 62 Min. Degree of Latitude. The *Frozen Streight* Captain *Middleton* apprehended run towards what *Bylot* named Cape *Comfort*, and the Bay where *Fox* had named a Place Lord *Weston's Portland*. It is in the Latitude of 66 Deg. 40 Min. and Longitude 12 Deg. 49 Min. East from *Churchill*. June 1747.

Persuant to this Resolution, they bore away, and tried the Tides, on what they called the other Side of the *Welcome*, sounding, and observing close within Shore, but they met with very little encouragement; on the eleventh of *August*, they once more saw the Island of *Brook Cobham*, and continued trying the Tides, and finding the Flood still came from the Eastward, and by their coasting along the *Welcome*, they were certain of its being *Main* Land, though there are several small Islands, and deep Bays; and saw several black Whales of the right Whalebone Kind. They worked off and on by *Brook Cobham*, sending the Northern *Indians* ashore upon the Island, who at their return gave the Captain to understand, that it was not far from their Country, and

June 1747. desired that he would let them go Home, being tired of the Sea. He kept them with the Assurance that he would act according to Promise; and finding no Probability of a Passage, in two or three Days after, he gave them a small Boat, well fitted with Sails and Oars, the Use of which they had been taught, and loaded it with Fire Arms, Powder, Shots, Hatchets, and every thing desirable to them. They took their leave of the Captain, and he sent another Boat for Water, which accompanied them ashore; and the same Evening the fifteenth of *August*, Captain *Middleton* bore away for *England*, thinking to have tried the Tide at *Cary's Swans Nest*, but could not fetch it. On the twentieth they saw *Mansels* Isle; on the twenty-first Cape *Diggs* was in Sight; on the twenty-sixth they made Cape *Resolution*, and they arrived at *Carifton* in *Pomona*, one of the Islands of the *Orkneys*, the sixteenth of *September*; most of his Men very much afflicted with the Scurvy, and otherwise sick and distempered.

By this Account, the Tide Argument was proved as vain, as what Sir *Thomas Button* advanced in other respects; and agrees with what Mr. *Carpenter* had before objected, as already mentioned, that this Tide was by some Inlet, and from the *Atlantick* Ocean, and an open Sea: And now it appeared that what *Fox* had advanced, as to a fair Communication with the Ocean there was no such Thing; and if there was any Commu-

Communication, it must be by an Inlet; but there was no Probability of that from any Tide which was perceived from the Westward. June 1747.

This Account of Captain *Middleton*'s appeared very satisfactory to Mr. *Dobbs*, and every one, and it was thought that a Passage was Impracticable; but Mr. *Dobbs* sometime after having considered Captain *Middleton*'s Journal, was induced to think that *Wager* River was not a River, but a Streight, and though the Tide did not come from the Westward, yet it might be as in the *Magellanick* Streights, they might meet a Western Tide, when half through. Captain *Middleton* answered Mr. *Dobbs*'s Argument, laying it down that there was no Passage. While Mr. *Dobbs* and the Captain were corresponding with each other, an Anomimous Letter was sent to Mr. *Dobbs* then in *Ireland*, which awakened a Jealousy in him of Captain *Middleton*, not having performed his Duty; in which it was mentioned, *that all Nature cried aloud there was a Passage, and said expressly that the Frozen Streight was all a Chimera, as was every thing that Mr.* Dobbs *had ever read or heard concerning that Part of the Voyage.*

When the Writers of this Letter, who were the Surgeon and Captain *Middleton*'s Clerk, became known to Mr. *Dobbs*, they with others, further accused Captain *Middleton*; alledging, that the Lieutenant sailing up *Wager* River, met the Tide of Flood from the Westward, and that it came

June 1747.

came very ſtrong againſt him from the Weſt ward; that there was a great Probability of an Opening to the Weſt Side, by the coming in of the Whales, none of which were ſeen to come up the Entrance of *Wager* River; and by ſome from the Top of a high mountainous Land, there was ſeen a great Fall or Run of Water, which was not in the main Channel, very narrow, not a Mile broad; and that there was alſo ſeen a large Streight four or five Leagues wide, free from Ice, which ran directly South-Weſt, with high mountainous Land on both Sides; and that Capt. *Middleton* refuſed to let the Ships go any further but ſtood out of the River.

As to the frozen Streights, it was alledged, that there was no ſuch Thing, and the Streight was only round the Iſland, which the Captain ſtood upon; which Streight was but three Leagues wide: That the Tide did not come out of ſuch Streight from the N. E. and that the Tide which went into *Wager* River, was from the South Weſt, near *Brook Cobham*.

Captain *Middleton* alſo had not looked into the Bays and Inlet on the Weſt Side of the *Welcome*: That the Lieutenant, on the South Side of *Marble Iſland*, found an excellent Cove, ſafe from all Winds, with a ſmall Iſland lying acroſs the Entrance; he ſounded without, and within the Cove, and found two Fathom and a half at the Entrance at Low-water, and deep and ſafe lying within

within it. He observed an Opening on the West Main, and his Men taking a Skin of a Bear, they had killed in the Water, the Tide came suddenly from W. N. W. round the North-West End of the Island upon them, and flowed so fast, that it had almost carried the Bear away; which proved that there was a Tide from the Westward. The Captain, upon the Lieutenant's speaking to him, of the Opening to Westward, said it did not signify much his going thither. The Master when he went ashore, reported that the Tides rose here sometimes twenty-two Feet, and he wanting to go ashore again, the Captain would not let him. June 1747.

There were other Accusations besides these, which occasioned a great Dispute between Mr. *Dobbs* and Captain *Middleton*; Mr. *Dobbs* averring his Information for Truth, and Captain *Middleton* on the other Hand denying it. Which was in the Right could not be determined, as the Dispute chiefly related to Tides, and Places of which there were Account given two different Ways, and could only be determined by an actual Experiment of such Tides, and a Sight of the Places. As to the Sudden Rise of the Tide in the Entrance to *Rankin*'s Cove, and what the Height of the Tide is at *Marble Island*, is already shewn in the first Volume, and so far that Part of the Dispute is cleared up, as the rest will be in the Sequel; excepting as to the frozen Streight. It is not my Intention as to determine

June 1747.

mine as to who was right, or who wrong, but make a true Relation of what was really found to be true; and leave the Reader to apply it, and make his own Reflexions on it.

Mr. *Dobbs* relying on the Truth, Integrity and Capacity of those, who had given him these Informations, and which furnished Matter for a fresh Expedition, nay, promised a higher Probability of Success, than any Undertaking at any Time before; was joined by several of the Nobility, Gentry and Merchants, in making a fresh Attempt. As an Encouragement to such Adventurers, who should discover a *North-West Passage*, a Reward of 20000 was promised by the Parliament in the Year 1744, and these Adventurers are generally known under the Name of the *North-West* Company.

I doubt not but the Reader will excuse this Digression, as he finds it was necessary for the better Understanding of what was done by the Ships this Year. As it will give him a further Insight into what was the Opinion of our Employers with Respect to the Discovery, and make some Passages more intelligible, I shall beg his Patience before I proceed on the Remainder of our Voyage, to recite as much of the Instructions, as will answer that Purpose.

The Instructions (after the Directions for our going by the *Orkneys* for *Resolution*, and appointing

ing the Places of Rendezvous in Case of Separation, and also as to some other Particulars) June 1747.
order "upon making *Cary*'s *Swans Nest*, if "the Winds should be contrary, to anchor "for a Tide or two, and observe the Di- "rection, Velocity, Height and Time of the "Tides in Case you are together; but if the "Wind be fair, to make any Part of the "North-West Coast from *Pistol* Bay, to *Wager* "Streight; then fix your next Rendezvous, as "you shall agree upon it in Council, either "at *Deer* Sound, in *Wager* Streight, in Case you "push for that *Passage*, or at *Marble* Island, in "Case the Winds are more favourable, and the "Sea clear of Ice; but wherever you fall in "with Land on that Coast, try the Direction, "Height, and Time of the Tide; and in Case "of meeting the Flood from the Westward, "and you should find a fair Opening free from "Ice, then sail into it with Caution, keeping "your Boats ahead, without delaying to make "either *Wager* Streight, or *Pistol* Bay; but if "you should first make *Wager* Streight, and "meet at your last Rendezvous at *Deer Sound*, "since none can be afterwards appointed, then "sail directly to the Western *Bluff* that *Rankin* "was at, keeping in the main Channel North- "wards of the Islands he passed, and there "again carefully try the Direction, Height, and "Time of the Tide; and if you find it earlier, "or the Flood come from the Westward, or "South-Westward, then boldly push into the

June 1747. "Opening and follow it to whatsoever Westerly "Point it leads, keeping carefully, if narrow, "your Boat ahead sounding, observing the "Tides, Depth, Saltness of the Water, Vari-"ation; noting in your Chart, the Latitudes "of all your Headlands, and take the Bearings "of your Land, and the Appearance from your "Ships, looking out for Coves or Harbours to "shelter in; in Case you should have foul Wea-"ther or contrary Winds. In Case you meet "the Flood Tide, and pass the narrow Part "of *Wager* Streight, upon getting into an open "Sea you may depend upon a Passage, and "boldly proceed South-westerly or more South-"erly, or Westerly, as the Lands may lie, keep-"ing the *American* Land in View to Larboard: "And in Case afterwards of coming into any "Opening with Lands in View on both Sides, "then you must carefully observe the Tide; "whether you meet it, or the Flood follows you "in, that you may know whether you be im-"bayed, or whether it be a Passage through bro-"ken Lands, or Islands, and proceed accord-"ingly, or return and keep more Westerly. If "you find a Southwest Tide of Flood, after "passing as far South, as 62 Deg. beyond *Wa-"ger* Streight, then you may be sure that you "have passed the most Northerly Cape of the "Northern continent of *America*, and may "boldly sail to any warm Latitude Southward, "of 50 Deg. to Winter in, making careful "Observations of Rocks, Shoals, *&c.* in your "Passage,

" Passage, fixing the Latitudes of all Headlands June
" in your Charts, and the computed Longitudes 1747.
" according to the Parallel you are in: In Case
" you should choose to make Trial at *Pistol* Bay,
" or *Rankins* Inlet, near *Marble* Island, and
" should there find a West, or North-West Tide,
" and the Openings continue Westerly, the same
" Instructions, here given you for passing *Wager*
" Streight, will be equally good to follow in that
" Opening; since both must conicide in 62 Deg.
" For wherever, upon trying the Tide, you are
" convinced it flows from the Westward, and
" if you find it earlier, you may depend upon
" having an open and a large Passage, as the Ocean
" cannot be far distant to raise such great Tides
" on the North-West of the Bay.

The Articles which follow here respect a a Passage made, and how to Winter on the other Side, *&c.* and then the Instructions proceed. " In Case by any Accident, or unforeseen Difficulty, the Ships should not be able to sail beyond or Westward of *Pistol* Bay, or *Wager* " Water, so as to get no further South than to " 58 Deg. or 60 Deg. N. L. or upon Trial " find no Opening or Passage through these broken Islands to the Westward or the South-" Westward; and should not meet after passing " these broken Lands any Tide of Flood coming " from the Westward, then after Trial made, " and full Proof of it, to the satisfaction of the " Council, or the Major Part of them, you are

June 1747. "forthwith to return to *England* without wintering in any Part of the Bay, in order to prevent unneceſſary Expences to the Adventurer. If you meet any of the *Eſkemaux*, or Northern *Indians*, after paſſing *Wager* Streight, or *Piſtol* Bay, make particular Inquiry, by Signs if they know where about the Copper Mine is; and in Caſe you ſhould perfect the Diſcovery of the Paſſage, and Winter there, upon return in *July*, when you are near 60 Deg. make a more particular Inquiry, and ſearch, and if you find it, bring Home ſome of the Oar to be ſmelted and eſſayed here.' What follows only reſpects the Conſtitution of the Council, and how they are to proceed; which hath been already taken Notice of.

Now to return to our Voyage. In order to proceed the two Ships, as already mentioned, were ready at Anchor in five *Fathom Hole* on *June* the twenty-third; where we received a Quantity of Moloſſus from the Governor, as much as he could ſpare, and which Captain *Smith* had made a Demand of by Virtue of his Commiſſion, as it would be of great Service to us, and with which demand the Governor complied.

24th. We weighed at ſeven in the Morning of the twenty-fourth of *June* 1747, pleaſant Sun-ſhiny Weather, with the *Dobbs*, and her *Scooner* in Company; at nine *Stony* River bore S. half E. diſtant five Leagues, it lying in the Latitude of 57 Deg. 27 Min. and the Longitude 92 Deg. 3 Min. W. from *London*; we deepened our Water

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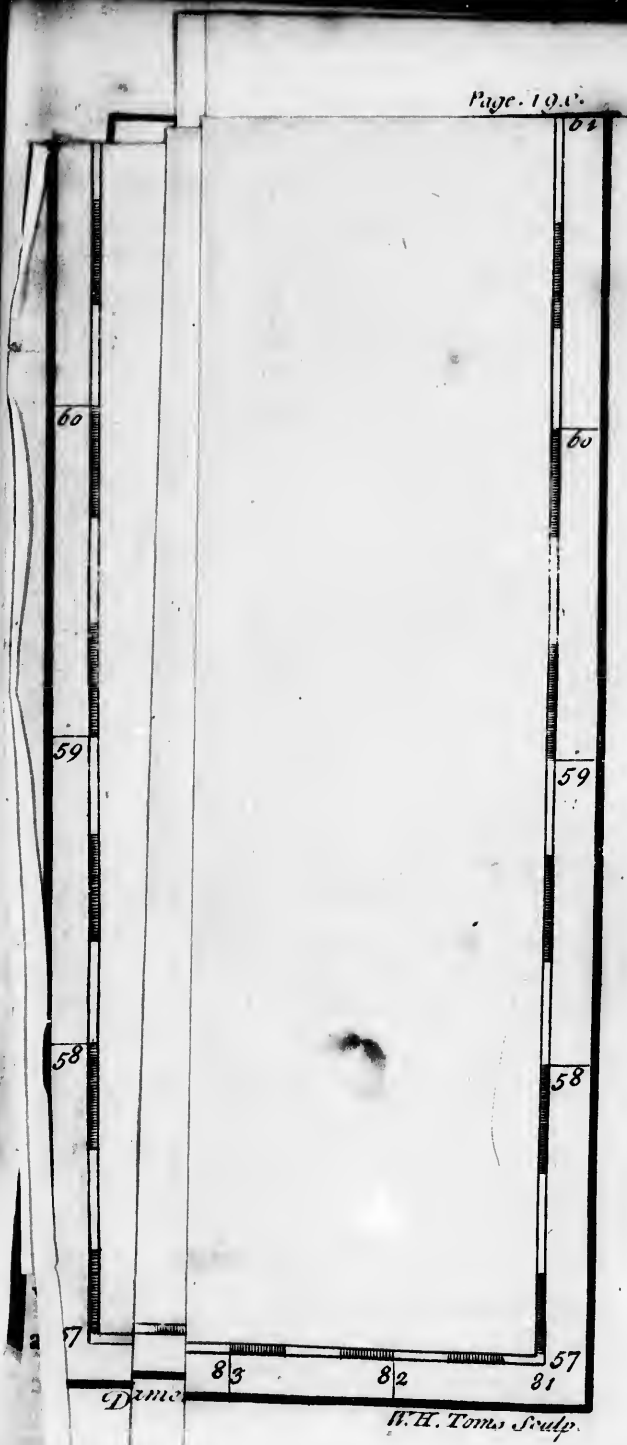


Very high Land
Douglas's Harbour where the Ships anchor'd
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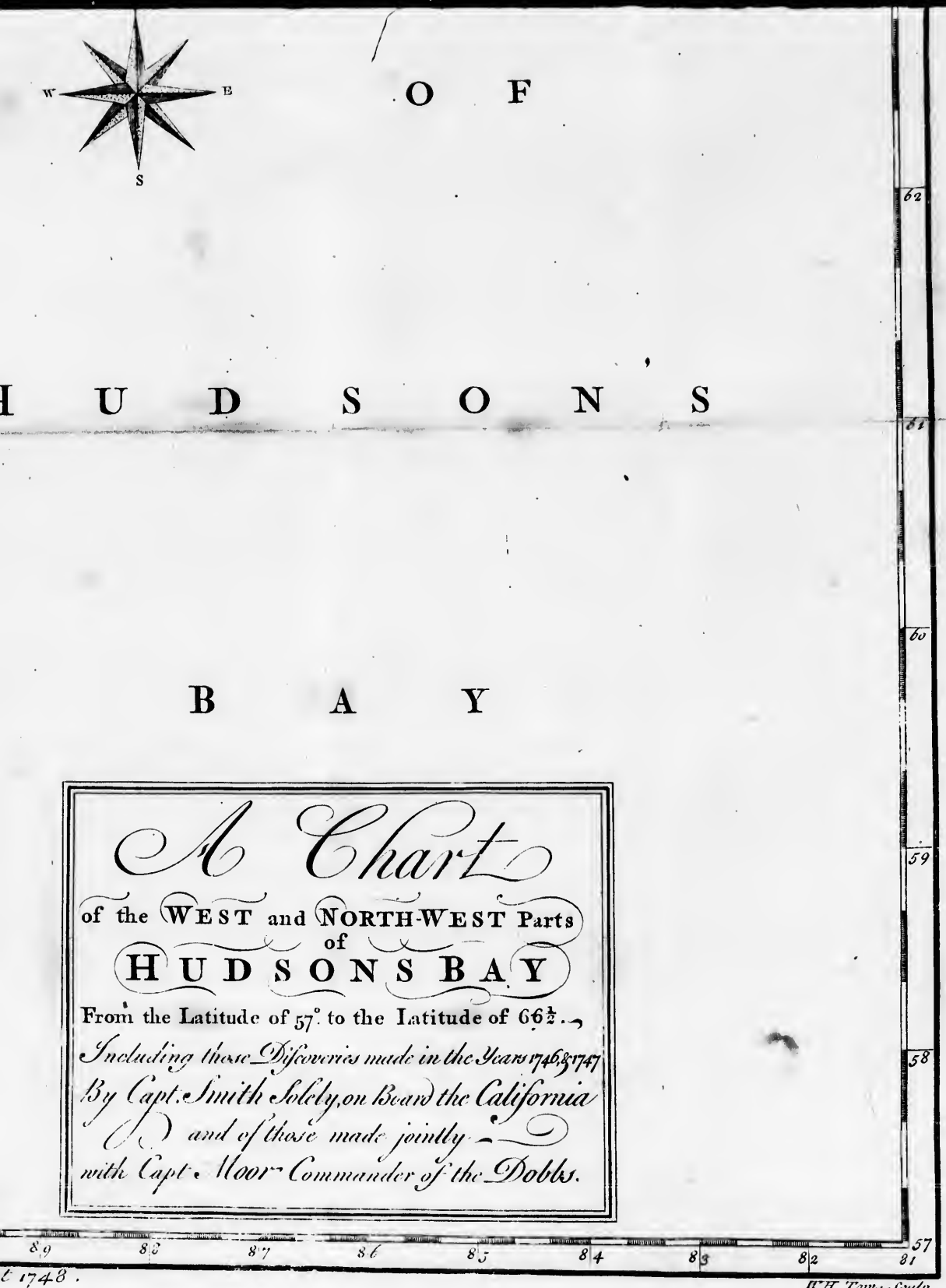
The Fall
This Inlet was Discover'd by Capt. Smith's 2d Mate & upon his return he was join'd by the Dobbs's long-boat at A. which went no higher
A
Mr Bowden's Inlet
The End of this Inlet was left undiscover'd
Cape Mackkey
Cape Fullerton
Cape Fry
This Coast was by Capt Smith & jointly
Irregular from 19 to 7 Fathom
Cape Tomlinson
Var. 31° W.
Var. 31° W
Var. 31° W.
High Moorish Champaign Country
High Rocks
From the South Point of Main to Stoney Point Including Mr James Douglas's Bay was discover'd by Capt Smith Solely
Stoney Point
Var. 31 W
Marble Island
Seal R.
Mr James Douglas's Bay
Var. 30° W.
A Parcel of small Lakes
Ruins Moor
South Point of Main
Ld Southwells Isles Discover'd by Capt. Smith Solely
This part unscarcid by Capt. Smith
Whale Cove
Sea Horse Isle
Var. 20 W
Jones's Isle
Merry's Isle
Knights Isle
St Bily Island
Var. 20° W.
Contry Isle
W
S


Very high Land
Douglas's Harbour where the Ships harbored
Deer Sound
Savage Sound
Cape Smith
Var. 42°
Var. 44° W.
Wager Water
was discoverd by Capt. Smith & Capt. Moor jointly
Var. 38° W.
High Mountainous Land
Cape Dobbs
Var. 37 W
Jalabert Bay
This Coast was Discoverd by Capt. Smith & Capt. Moor jointly
Var. 33° W.
Cape Fry
Var. 33° W.
Var. 31° W
W
E
S

P A R T

O F

Drawn by Capt. Francis Smith 1747. and Published according to Act of Parliament 1748.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H U D S O N S
B A Y
A Chart
of the WEST and NORTH-WEST Parts
of
HUDSONS BAY
From the Latitude of 57° to the Latitude of 66½.
Including those Discoveries made in the Years 1746 & 1747
By Capt. Smith Solely, on Board the California
and of those made jointly
with Capt. Moor Commander of the Dobbs.
62
61
60
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t 1748.
W.H. Toms Sculp.

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Water gradually from three to four Fathom, June
when we had almost lost the Sight of the Factory; 1747.
and when we had five Fathoms Water, we were clear of the Shoals. About eleven saw some small Pieces of Ice ahead at a Distance, at twelve more Ice to the Northwards. The Weather changed to hazy and cloudy. In sixteen Fathom our Course N. E. by E. we had our last Sight of *Hayes*'s Island bearing W. by N. and at two lost Sight of the Ice, the Weather being again clear and pleasant; we saw Ice again at eight in the Evening; and at nine crossed Part of Port *Nelson* Shoals, some Ice passed us in the Night and at twelve the Weather changed to Rain and Squalls, and very cold. We saw a Ledge of Ice to N. W. and at one passed amongst sailing Ice. 25th.
We who two Nights before had complained of the immoderate Heat, so as that we could not Sleep, and of our being pestered with Vermin, now complained of the severity of the Cold.

Saw more Ice, upon which the Ships stood more into Shore, to keep in the clear, which there is between the Shore and the Ice; and from six to eleven stood through scattered Ice, the Weather moist and hazy; and at two, though thick and hazy, saw an Island of Ice tot he Westward of the Shoals, which appeared like low Land five or six Miles from us; we were forced to tack at four and six by Reason of large Ledges of Ice, attended with raw, cold, and cloudy Weather but at seven Sun-shiny and pleasant; at nine saw a Ripling, being Part of Port *Nelson*

Shoals;

June 1747. Shoals; there meeting with more Ice the Ships still continued to stand into Shoal Water, and then off to the Ice again; sometimes meeting with sailing Ice. Had there been a leaden Gale, or a Wind upon the Quarter, the Ice which lay off might have been easily pressed through.

25th. We were on the Noon of the twenty-sixth in the Latitude of 54 Deg. 4 Min. clear Weather; and at two saw the Land of *old River*, about five Leagues off, a low flat Shore, but being lifted by the haze was very discernable, and the Trees to be seen; at ten, having a fresh of Wind, we saw the Land again, tending to a Point, distant about three Leagues N. W. by W. which was Cape *Churchill*. You may be in good Water and see the Cape, safely venturing into ten or twelve Fathom; the Cape itself is low, but there is a high Land which is called *Knight*'s Hill; there are several Shoals to the Southward and Northward of the Cape which are dry at low Water. At eleven we passed the Cape, and the Ship was then perceived to drive fast to the Eastward, having met with the Current which sets Easterly from thence, and as mentioned, raised a vain Hope in *Hubbart*, afterwards discovered and accounted for by *Fox*.

27th. The twenty-seventh was a close Morning and cloudy, but the Afternoon fair and pleasant. At Noon we halled up for some Ice, we saw ahead; tacked for Ice at two; and at five saw Land in the W. S. W. about ten Leagues distant, and

Iec

Ice at the same Time from the N. by W. to the N. E. the Land supposed to be the Point of Marsh at the Entrance of *Churchill* River; tacked at eight on Account of the Ice, the Ledge of which was so large that we could not see the Termination of it any Way; a clear pleasant Night with a moderate Wind, and was forced to lay by for the *Dobbs* until eleven, to let her come up, she being forced to take her Scooner in tow June 1747.

About two in the Morning of the twenty-eight, we expected to have had a Sight of the Factory at *Churchill*, which would shew like a white Stone Wall, between two Hillooks, but we did not see it; But we saw Land, which was supposed to be between *Pocothakiska* River and *Seal* River; the Lattitude at Noon was 59 Deg. 40 Min. clear pleasant Weather, the Sea changed from a dark Blue, to a lightish Green; at three in the Afternoon we saw a Ledge of Ice to the Eastward at about two Miles distant. 28th.

The Evening and Night was pleasant, as was the next Morning until four, it then clouded, and was warmer than at any Time since our setting out, which may be attributed to our not having any Ice near; at four it clouded, at eight we saw a long Ridge of it pretty nigh Land; it growing hazy, or we should otherwise have seen Cape *Eskemaux*, which would appear like four Islands, the Westernmost of which seems to be the biggest 29th.

Poco-

June 1747.

Pocothakiſka River is but a ſmall one, *Seal* River, is ſaid to run ſome hundred Leagues to the South-Weſtward, To the North of this River the Coaſt grows barren, bearing no Wood, nothing growing but a ſmall Shrub of about a Foot in Height; this is the moſt Northerly River, yet known in *Hudſon*'s Bay.

At ten at Night on the twenty-eighth we had bore away a little to avoid the Shore of Cape *Eſkemaux*, changing our Courſe from N. to N. N. E. This Shoal joins to the Cape, about two Leagues running to S. E. or E. S. E. and is dry in Spots, therefore you muſt keep in thirty Fathom to avoid it, for you may be in twelve Feet, one Heave of the Lead, and a-ground by the next. So far as to the Southward of this Cape, it is known to be the main Contenent of *America* This Cape, until otherwiſe diſcovered, by Captain *Smith*, was ſuppoſed a Main, but he found it made up of a Parcel of Iſlands, with a Bay to the Southward of it, which he named after the Name of the then Governor of the *Hudſon*'s Bay Company, *Knap*'s Bay. At eleven were in ſuch Soundings as ſatisfied u s that we were clear of the Shoal, being forty-ſix Fathoms.

For ſome Days paſt, the Carpenter had been employed in fitting the Long-boat, which was about ſeven Tons, putting on a Deck, to reach as far as her Maſt, gang Boards to go quite aft

and

and making her otherwise convenient for the Sea, and ready to be hoisted out; when we came to the Parts appointed for us to make our Search in. Captain *Moor* about eleven, enquired of Captain *Smith*, whether or no Captain *Smith* had finished his Boat, saying, he saw that Captain *Smith* was doing something to her; Captain *Smith* replied he should not have done her before Night, when the Ships would be in with the Land, and in the Part appointed by the Instructions. But this was not the Reason of *Moor*'s asking, he had formed a Design with the Persuasion of the Draughtsman *Ellis*, of declining from his Instructions; and to execute this Scheme (with the Persuasion of the Draughtsman) he had raised and lengthened his Boat in the Winter, now calling her a Scooner; this Scheme was, to fall in with the Northward of Cape *Eskemaux*, and keep the Land close aboard all along until they came opposite to *Marble* Island, and there the Ship was to wait. Though this Scheme might not be bad in itself, yet it was expressly contrary to the Intention of the Instructions, which were plain for our pushing into *Pistol* Bay, *Rankin*'s Inlet, or *Wager* River, unless we accidentally fell in with any other Inlet intermediate; besides, it was also contrary to the Conclusion, when they went to wintering, which was, to search *Rankin*'s Inlet. A non-observing of the Instructions, for the Observation and Performance of which, Captain *Moor* gave a Bond of five hundred Pounds, was I should think, a very material Thing to the

June 1747.

June 1747. Captain, as his not ſucceeding in the Enterprize might ſubject him to the Penalty, which Penalty the Draughtſman was no ways liable to. Capt. *Moor* could not tell what Difficulties might attend, and what Time they might looſe; and ſo much Time as was ſpent in this Search, ſo much would be wanting to make the Search pointed out by the Inſtructions, and greatly to his Blame, eſpecially as he had no particular Reaſon for his going this Way rather than the other, which his Inſtructions expreſsly directed him to ſteer; nor could he be aſſured that while he was gone upon this Deſign in his Boat, whether his Ship would be in Safety. Theſe were the Reaſons Captain *Smith* urged to Captain *Moor*, when he went aboard of him in the Afternoon, to divert him from his Deſign; Captain *Moor* was inflexible, but greatly chagreened to find Captain *Smith* differed from him in his Notions, hoping that Captain *Smith*, whom he knew to be a good Pilot of theſe Coaſts, would have joined in Opinion with him, and knowing that he himſelf was entirely ignorant of theſe Coaſts. There was another Reaſon alſo, which might induce *Moor* to be ſo deſirous of Captain *Smith*'s Company, which was, that if he had complied with this Scheme, *Smith* would have been hindered from obeying the Inſtructions, and ſearching in the proper and deſigned Places. The Scooner was that Afternoon brought along Side the Ship, and every thing put on Board her which was thought neceſſary for the Voyage.

The

The Afternoon of the twenty-ninth was attended with Fogs and Rain until five, then it cleared with some Sun-shine; a greater Number of Fog Banks then appeared than ever we had seen at any other Time, shifting themselves into various Forms, sometimes appearing like Islands, at other Times like a Main Land. We saw at eight, an Island bearing N. E. by N. which we took to be *Knight*'s Island; and two small Islands N. E. by E. which were taken to be *Jone*'s and *Merry*'s Islands but it growing very hazy, we could not be certain. June 1747.

The Morning of the thirtieth was foggy, and afterwards close, Captain *Moor* again applied to Captain *Smith* to go with him, but Captain *Smith* told him he could not. Captain *Moor* then asked him if he would not stand in with the Land with him, with which Captain *Smith* complied, and we stood in for the Land. The Lat. 61 Deg. 23 Min. At one we saw Land to the North, and at two *Centry* Island, N. ½ W. distant, two or three Leagues; named *Centry* Island, from having a high Pinacle or Point of Stones erected on it by the *Eskemaux*; the Use of which is for some of them to mount on the Top of it, to look out for the Whales or Sea Horse, and if any discovered, to give Notice of it to their Comrades who immediately go in their Canoes, in Pursuit of what he saw. These Islands are mostly like those in the Streights, Rocky, with 30th.

June 1747. a ſmall ſhallow Soil, and the Hollows, producing Scurvy Graſs, and other ſmall Herbs.

About five in the Evening we ſaw the Scooner go from along Side of the *Dobbs*, with a ſmall Boat in Tow; and as ſhe afterwards paſſed us with Captain *Moor* and the Draughtſman aboard, Captain *Smith* wiſhed them, as they paſſed, a good Voyage: The Scooner ſteered a direct Courſe for Cape *Eſkemaux*; and at about a quarter before ſix, was almoſt out of Sight, bearing off the Ships N.W. ½ W.

The Reaſon that no Council was called before the Ships ſet out from *Hays* River, which was a Thing proper to be done, was this Scheme of Captain *Moor*; nor would Captain *Moor* conſult with Captain *Smith*, upon the Courſe proper to ſteer when clear of the River, but always waved the Diſcourſe.

We were now left to ourſelves, to perſue the Diſcovery alone; the *Dobbs* though in Sight was bound for *Marble* Iſland, there to wait the Scooner Return. (A) It was hazy and clear alternately

(A) Mr. *Ellis* in his Account of this Affair, endeavours to perſuade the Reader, as if both Ships were ſent to *Marble* Iſland, and that by Captain *Moor*'s Order, uſing ſuch Expreſſions here, as well as in other Parts, tending to ſhew, as if Captain *Moor*, had a Superiority of Command; whereas both the one: The Ship *California* going to *Marble* Iſland, by Captain *Moor*'s Order, is falſe, as the Sequel will ſhew; and

nately, most of the Evening, and we saw Sir *Biby*'s Island N. N. E about five or six Leagues. June 1747.

At four in the Morning of the first of *July*, 1st little Wind, with Haze, and Chill, we tacking the *Dobbs* kept her Course, and at eight we lost Sight of her, and saw the Land from the W. N. W. to the N.W. by N. We also came in amongst several Pieces of shattered Ice, and so continued almost the remainder of the Day. At four we saw *Knight's* Island, plain, with a Look out on it.

The next Morning, *July* the second, was a 2d. warm pleasant Morning, but close; we had then a Sight of the Island of *Whale Cove*; it appeared to be a large Island of which we stood well to the Eastward, from the Apprehension of Shoals and Rocks; there having been seen great Breakers to

and so is the other as to any Superiority that Captain *Moor* had over Captain *Smith*; their Power was equal, they were only Consorts See P. 218—*Of a Voyage to Hudson's* Bay. "On the first of *July*, the "*Resolution* came along "Side of the *Dobbs*, and "took in Provision and "Sea Stores, sufficient for "the Use of ten Men, "for two Months. This "being done, Captain "*Moor* with eight Hands "and myself, went on "Board, in order to "examine the Coasts. "Before we quitted the "Ship, the Captain gave "his Orders to the chief "Mate, which were to "proceed, and wait there "until we joined them. "The Ships thereupon "sailed to the Northward. "P. 238. We resolved to "return again to the "Ships, which we accordingly did on the "thirteenth,

the

July 1747. the Eastward of it. We did not see from our Departure from the River any Willocks, before this Day, but had on every Day seen Gulls, Sea Swallows, Sea Pigeons, and other Sea Fowl. At eight being near *Pistol* Bay, (which is the Name of a Bay North-West of *Whale Cove*, though *Scroggs* as I have mentioned, mistook *Rankin*'s Inlet for it,) the Place first pointed out by our Instructions for our Beginning our Search at; the Long-boat was hoisted out, by twelve it was rigged, and ready to go ahead of the Ship, as she entered this Bay. We were in Latitude 62 Deg. 24 Min. Longitude 91 Deg. 37 Min. W. *Marble* Island E. N. E. five or six Leagues. But before two the Weather changed, there came on a hard Gale of Wind at South, and West by South, close and hazy with Rain; which forced us to unload and get in the Long-boat, with the utmost Dexterity, and then stand out to Sea. The Land appeared to us when near to be all broken, or made up of Islands; we had passed in the Morning amongst a great deal of stragling Ice.

3d At two in the Morning, of *July* the third, the Wind was moderate, the Sea less, and the Weather was clear; we then tacked and stood in again for the Land; at four we saw Ice ahead; and at five stood through Ice, consisting of small stragling Pieces of Ice; at eight we saw *Marble* Island plain, and the *Dobbs* brought up at the West End of it; at nine there sprung up a fresh Gale at West, a large Sea, and the Weather

ther looking dirty, we were forced to ſtand off July.
again. The Wind increaſed, blowing Hard, 1747.
and in Squalls; and about ten we ſaw ſome Sea Horſes playing and ſporting, the only ones we ſaw during the Voyage. We were at Noon in the Latitude of 62 Deg. 30 Min. Longitude 91 Deg. 29 Min. W. the Gale, with cold and dirty Weather continuing all the Afternoon, and moſt Part of the Evening.

At twelve we tacked and ſtood in again for 4th.
the Land, the Morning proved pleaſant; between two and three we ſtood for an Opening, but came into Shoal Water, ſo were forced to tack; one Point of the opening bore W. by N. diſtant about four Leagues, the other N. W. by N. diſtant about two or three Leagues, *Marble* Iſland E. by N. diſtant eight or nine Leagues. In ſtanding Weſtward, or in for the Land, ſince twelve o'Clock no Ice was ſeen; but on our Return ſtanding out again, on the Account of the Shoal, the Sea was covered with Ice all in Shore, and to the South-Eaſt, and Eaſt-South-Eaſt, about two Leagues without us. At half an Hour after ſeven being in again with the Land we hoiſted the Long-boat out; and at eight the Ship falling into Shoal Water, came to an Anchor, in Latitude 62 Deg. 33 Min. the Land from W. N. W. to the N. E. the neareſt Land N. about four Miles the N. E. Point of the Land five Miles, the W. N. W. Point about four Leagues. and the Eaſtermoſt Part of *Marble* Iſland E. ½ S. five or

ſix

July 1747. six Leagues. The Land that appeared to the Northward we were now sensible to be those very Islands which we could not be ascertained of by our View from *Marble* Island last Year, being uncertain then whether they were Islands or a Part of the Main of the South Point of *Rankin*'s Inlet; which Islands are now named by Captain *Smith* Lord *Sou* Isles.

When we brought up, the Tide was just turned, or upon the Ebb, but a small Drain to the East, and South East, bringing with it a great Quantity of shattered Ice, which passed us. It had fell by the Lead Line, it being then half an Hour past three, when it was low Water, thirteen Feet.

The Wind proving contrary to our Design of going in between the Lands, Captain *Smith* called a Council, to consult on what Measures were best to be taken; the Resolution was, to send away the Long-boat into *Rankin*'s Inlet to make Trial of the Tides, to sound, and also to look for a Harbour for the Ship, in case of bad Weather. They were not to be out exceeding four Days, and to return as much sooner as the Nature of the Search would permit.

The Long-boat was fitted, a Month's Provision, for fear of Accidents, put on Board, Arms, *&c.* As on the Year before when sent to *Marble* Island, and there were ordered in her the second Mate,

Mate, myself, and eight Hands, the Boat set off at about half an Hour after three, stood upon several Courses, first S. E. then E. and E. N. E. found shallow Water, Ledges of Rocks, and Shoals, until passed the Islands, and entered *Rankin*'s Inlet, where there was a good Channel, in running cross to the North Main, twenty-six Fathoms the deepest Water; when near two Parts over we came to an Anchor to try the Tide, at seven o' Clock, and the Flood, as we supposed it, set from the S. S. W. at a small rate, not exceeding half a Mile an Hour. The North Part of *Marble* Island than bore S. E. by E. distant six Leagues. We then bore away for an Island N. N. W. which we saw last Year from *Marble* Island, and called it the *Sugar Loaf* Island, and came to an Anchor under it, at half an Hour after eleven; we continued there until twelve the next Day, for an Opportunity of trying the Height and Set of the Tide, which was done by a Pole set up, and properly marked. It was High-water at half an Hour after eleven, flowing twelve Feet, not running above half a Knot, and from the S. E. by S. this was on *July* the fifth. July 1747.

This Island lies in the Latitude of 62 Deg. 55 Min. eight Leagues N. N. W. from the extreme Point of the South Main, *Marble* Island bears from it S. E. by S. ten Leagues. This Island which is within half a Mile of the North Main, together with another small Island to the Eastward, form a Bay with the North Shore,

 which

July 1747 which is almost dry at Low-water. The Part of the North Main, for about a Mile next the Sea, is a low swampy Ground; but the Land from thence gradually ascends until it become a high Land, with some Grass but no Wood. We saw on this Main many Geese, Ducks, *&c.* and Piles of Stones, as mentioned to be seen at *Marble* Island last Year, set up by the *Eskemaux*; we saw the same on the Island, and found several Bones of Animals, which shewed that the *Eskemaux* had been there. But we were under no Apprehensions with Respect to them.

The Island, which is about a Mile long, and a Quarter broad, is a high Lump of brown Rock, with some Spots of Turf and Moss, with Ponds of Water, some Snow lay in Patches, and we found a great many small Flowers were blown amongst the Moss. We saw several Foxes, and two large Deer with a Fawn, which the second Mate killed, the Sea Water was very transparent, but full of Sea Spiders or the Whale Food. The greater Part of this Day was pleasant and delightful, and the Musketoes seemed to have lost their Strength.

We had now made Experiments on the Tide, and had the Mortification to find that it was not from the Westward, as supposed by Lieutenant *Rankin*, and by ourselves in the last Year; we executed our Commission in relation to the Tide, but not being able to find a Harbour as yet, pur-

posed

posed to proceed to the broken Lands which we saw about seven Leagues to the Westward. We weighed, and stood for them a little after twelve, steering our Course for a large Island, which we saw when we were clear of the *Sugar Loaf* Island, at about eight Leagues off; we came to an Anchor under this Island about six in the Evening; we computed it to be eight Leagues wide between the *Sugar Loaf* Island and the South Main; nor did the Inlet narrow all the Way to the Island we then anchored under. There were brown rocky Islands in the Middle Channel, and a Number of those Islands under the North Shore forming Bays which were full of Ice, and much Ice passed by us; upon a Piece of which we saw a Bear, the only one seen all the Voyage, he had too quick a Sight of us, which hindered our coming near him. The *Hudson* Bay Ships frequently meet with them in the Streights, and hunt them in the Boats; they are said to be good Eating, especially the Heart if the Skin is off, it is otherwise fishy. July 1747.

The Land we anchored under, and which we supposed to be but one Island, consisted of four Islands, with norrrw Channels between them; they were rocky, and consisted seemingly of Iron Stone, very high, especially the furthermost, the Height not less than five hundred Feet from the Water Edge, very craggy to ascend, but in some Places large Plains of Grass and Moss, intermixed with perpendicular Precipices, so there

July 1747. was no ascending without going a great Way about.

These Islands are about four Leagues from the South, and four from the North Main; both Shores here taking a Sweep to the North-West, forming a Lake about ten Leagues in Length; across the Extreme of which there seemed to lie an Island, with a Passage for the Water at each End; and beyond, we saw a large Water taking its Course Westerly.

Between these Islands and the North Main, the Ice had filled up the Passage. There were upon the Island we took our View from, large Stones, their Tops appearing above the Surface, in such a Manner that they seem to have been forced up, to give Way to others, that were growing under them, standing in a Kind of Hollow or Cavity; which Cavity, you can see but a little Way into, as the Stones are close to the Sides, and also stand close together and upright.

On returning to the Boat, we saw several Foxes, but no Tracts of Deer. In the Boat we found the People dressing Sea Pigeons, and some of the Venison; the Sea Pigeons (though there are Geese and most of the other Birds which frequent these Parts) were innumerable: They are about the size and make of a wild Pigeon, of near the same, only of a brighter Colour, with some white

white Feathers in their Wings, their Legs and Backs of a beautiful red Morocco Colour; but soon after they are killed, this brightness and softness of Colour becomes dead and languid; It is just the same with respect to all Furs; could that brightness of Colour, which they have while the Animal is alive, but is lost soon after the Death, be preserved, it would greatly add to the Beauty: This I apprehend is what the Furriers endeavour to imitate by their glistering the Furs, but it comes far short of the natural. The Sea Pigeons have so sharp an Eye, that they are very difficult to kill; they put a Piece of Paper before the Pan of the Gun to hinder their seeing the Flash, for otherwise they are so quick sighted as immediately to dive. Sea Pigeons, are remarkably full of Gravy, and eat tolerable well. Our People had also busied themselves in searching for their Eggs amongst the Rocks, which they lay in the Hollows of the Rocks very secretly, as it may be supposed, as it is in order to preserve them from the Foxes.

July 1747.

We passed the Night in a small Cove, where the Ice drove in upon us, with the Flood, and put us in some Danger, for fear of its staving the Boat; nor did we keep clear of it without some Difficulty. Our Resolution was to return to the Ship in the Morning, the Orders being to return in four Days, two of which were elapsed, and another motive was, that we had continually all the Afternoon before, heard the Report of

Guns,

July 1747 Guns, which we could not tell but they might be Signals for our return.

6th. It was Low-water the next Morning, on *July* the sixth, at half an Hour after six; we were too late the Night before to take the Height of the Tide, it being Flood before we came there, and could not stay now, but concluded, by a Measurement made from the Low-water to High-water Mark, that it flowed there above twelve Feet.

At nine we rowed out towards the South Shore, and trying the Tide, found a small drain of Tide setting West. Just on leaving the Islands, which we had named *Seal* Islands, from the great Number of Seals frequenting there, we fell in with a large Body of Ice; on which also there was a great Number of Seals lying near to the Water; but found an Open between that and the South Shore; but as we had come up by the North, the purpose was to return by the South. Under the South Shore was a shingly Beach, the Land within high, covered with Moss and Heath; we kept along this Shore, quite to the South Point of the Main, found some Islands, and several Places proper for Roadsteds, and in other Parts very foul Ground; we kept a continual going of the Lead all the Time the Boat was under weigh. At about eleven at Night, having had a pleasant Day, not finding the Ship were we left her, we came to an Anchor under one of the

Islands

Islands to the Eastward of the South Point of the Main called Lord *Southwell*'s Isles. The Night was Foggy, on the next Morning about four took to the Oars, being calm, and went for *Marble* Island, hoping to find either her or the *Dobbs* there; at eight we discerned both Ships lying there; and at about eleven we got aboard, having met with at about three Leagues from *Marble* Island, several Currents, or strong Sets of Tide. July 1747.

The Reason they gave for bringing the Ships under *Marble* Island, was, that the Day the Boat left them, the Captain thought he saw a Ridge dry at some Distance from the Ship, and sending the Lieutenant in the Boat to sound, he found they were in the Midst of Ridges and Shoals, the deepest Parts there not being above eleven Feet Water, and this on all Sides of them. Just such Soundings and Ground, as we mentioned to have found on our setting out with the Long-boat; and this was the very Part, that I mentioned in the first Volume, which was proposed in Council the last Year, when the Nights were long, and the Weather uncertain, that the Ships should stand in for, and which only Captain *Smith* opposed; Captain *Smith* had not then as at this Season, a continued Light, so that he could easily (moderate Weather being mostly to be expected) clear himself. At five the Ship weighed, and run out above five Miles, where she was in deep Water, then anchored again, the Eastermost Part of *Marble* Island bearing E. by S. 6 Leagues,

the

July 1747. the Westermost N. E. by E. five Leagues, a high Bluff on the Main N. N. E. ½ E. At five in the Morning of the fifth the Flood began to set to the S. S.W. about three Fathoms, it was slack Water after eleven, weighed again at one, having the Wind Southerly, but little of it, and being becalmed at eight, came to an Anchor in fifteen Fathoms, Easternmost Point of *Marble* Island E. by S. 6 Leagues, the Westermost Point N. E. by E. four Leagues, the high Bluff on the Main N. N. E. and in coming hither had very irregular Soundings shoaling three or four Fathoms at the Cast of the Lead. At four they perceived by the Lead that the Ship drove towards the Island; but when they anchored they had a small Drain of Tide from the S. E. about ten it came from the East not quite a Knot. Weighed again the next Day, at two having the Wind at E. S. E. and at eight came to an Anchor at the West End of *Marble* Island near the *Dobbs*, having met such irregular Soundings as before. They told us that at *Marble* Island, it flowed but eight Feet and a half, and the Flood came, as was observed last Year, from the E. N. E. being a very strong Tide in the mid Channel between the Island and the North Shore. The Guns we had heard, were Guns fired by the *Dobbs*, which Captain *Moor* had ordered to be fired at certain Times, the while he should be away.

The

The second Mate was ordered to draw up his Report, which he accordingly did, and gave it to the Captain at ten o'clock that Night, *July* the seventh. At eight the next Morning a Council was called, at which it was agreed, that the Long-boat should again be sent to pass such Openings, and get an Account of the Water seen to the Westward, and if there was any Encouragement for proceeding farther, then to proceed, and on meeting a Flood Tide from the Westward, or open Sea, to return. The Ship also was to proceed by the first Opportunity up to *Seal* Islands. Captain *Smith* gave Instructions to the Lieutenant (who was now to go with the Boat) agreeable to the Resolution of the Council; and about four that Afternoon, the Boat set off, and was within two Miles of the *Sugar-loaf* Island by twelve at Night; and at half an Hour after four in the Morning of *July* the ninth, was at the *Seal* Islands; the Lieutenant went on the fourth or furthest Island, where he saw the Water to the Westward very plain, and the other Particulars as before reported, and between those Islands and the North-main was still filled with Ice. We returned from the Height, and weighed again at eight, standing to the Westward between the Islands and the South-main, where we met with some straggling Ice. When we had run about four Leagues, we perceived that the furthermost Land we could see sweeped towards the North, and easterly withal, as though we were imbayed. It

July 1747.
8th
9th

 blowing

July 1747. blowing hard, and the Sea beginning to make, we were necessitated to run over to the south Shoar, and there the Lieutenant proposed to harbour the Boat, and then go over Land to see what we could discover of the Water to the Westward. Along the south Shoar were many high Rocks, forming Coves or Harbours between them and the Shoar, into one of which Harbours we put our Boat. Upon a Shelf which lay off this Harbour or Cove, there were a great many Stones which had shining Particles in them, such as mentioned in *Forbisher*'s Voyage, and to be on the Coast of *Groenland*, and this was the only Spot, all this Voyage, where I saw any Thing of that Kind. We picked up some of them, and intended to have picked up more when we returned, but the Ridge was then overflowed. The Lieutenant, myself, and one of the Hands were then setting out to go over Land to see what Discoveries we could make.

It was a high Down Land, but of gradual Ascent, much resembling our Heath or moorish Land, Moss, and short Grass growing on it, no Wood, only here and there a small Brush Twigg. When we were come upon the Height of this Land; we there found Lakes, or Ponds close by each other, and that for Leagues to the Westward and the Southward; which we were then sensible, to our no small Mortification, was our Western Sea, and particularly a Lake about

two

two Leagues in length, and near half a League over, which was open, and one more to the Westward, or on the further Side of it, much larger covered with Ice. These two were what we principally saw from the Heights at the *Seal* Islands, but the other Lakes or Ponds, were so near each other with such narrow slips of Land between them, that they could not be perceived from such Heights to be divided. We then walked Northward about five Miles from one Height, or rising Ground to another, to have the Advantage of a Prospect, but the Land all along lay so much above the Bay, as gave a compleat View of it. We saw the Inlet terminate to S. W. in a low sandy Beach, and the South Shore, which we supposed the South Main, to be one continued Land with what we supposed the North Main, and what we called the North Shore. We were about four or five Miles from the Beach, it laying below where we where to View it, and our View was very distinct and good not only as well there, as for a long Way together, as we were walking. We saw very little Game there, as to Birds, only two Cranes, and a Gull near one of the Ponds, in one of which we found a small dead Fish; we killed an Animal much resembling a Pole Cat, was very fœtid, we took it by turns to carry it some Way, but we were at length forced to leave it behind. We saw some Foxes; few *Eskemaux* Marks, but those on the Heights, and seemingly, where for no Purpose here, than Marks of a good look out,

July 1747.

July 1747. or a Place from whence you would have a commanding Prospect of the Bay below; we saw also at our first landing a round of Stones, which we supposed had been the Foundation of one of the *Eskemaux* Tents. We got Aboard the Boat a little before four, having pleasant Weather, but continued to blow so hard, as there was no going out of the Cove. At Night a Pole was put up to try the Height of the Tide, and it flowed thirteen Feet, the Gale continuing also the next Morning, we were still confined. We made another Trial of the Tide it was Flood at about
10th a quarter after ten, and High-Water at a quarter after four, flowing fourteen Feet, and we had a full Moon this Day, and the Wind had blown extreme hard at N. and N. W. and N. N. W. for six and twenty Hours before.

It was proposed to the People in the Morning, that those that pleased might go over Land, to take a Sight of the Lakes, and the Termination of the Inlet by the Beach Shore, but some of them, who had rambled in our Absence to see what they could get with their Guns, had seen the Lakes, and the Beach the Day before; the others chagreen'd with the Disappointment we had met with would not mortify themselves, with taking a View of them.

After four the Wind moderating, we stood out of the Cove, and run over for an Island in the Middle Channel, the width about three Leagues

when

when half over, the Lieutenant tried the Tide, and found a small Drain running South; we got to the Island at about a quarter before six, laid the Boat alongside the Rocks, then went on the Island. The Island is high, of a brown fleaky Stone, easy of ascent, hath a great many plain Spots of Moss and Grass, with small Ponds; the Top of it almost level, excepting two Points to the Northward, which are very high, much higher then the rest of the Island. From these Points we had a fair View of every Thing round us, saw the Beach-shore, and from the Beach-shore, a continued Land rounding to the Northward, and away to the Eastward as far as the *Sugar Loaf* Island; the Land to Northward a high rising Down, without any the least show of a double Land, or any Opening or Inlet whatever, so forming the Head of this Inlet into a Bay, the Bottom of which bore North-west three Leagues. The Island almost reached to the Shore to the Northward, from which Shore quite away to the *Sugar Loaf* Island, it was also a continued high Land, with a Number of Islands under it. This Island was taken for the Main on our View from the *Seal* Islands in our first Expedition. We could percieve from it, that the Ice which was between the *Seal* Islands and the North Main, was now all gone. We saw on this Island a large white Owl, such as are common in these Parts, of the same Species as those in *Sweden*, and *Norway*; the Wind being lessened the Musketoes began to be troublesome.

July 1747.

July 1747. troublesome. There was an *Eskemaux* Mark where we took our View from, but in no other Part of this Island, as we saw. At twenty Minutes after seven we set out to return to the Boat, and were Aboard at eight, being calm the People took to their Oars, the Lieutenant intending to use all possible Expedition, that we might prevent the Ship, if possible, from setting out from *Marble* Island, as that Time and Pains would be lost. At nine the Wind sprung up, and it promised to be bad Weather, as the Night advanced; nevertheless, the Lieutenant was determined not to stop at *Seal* Islands to Harbour; and we were two Miles to Eastward
11th of them at eleven, a darkish rainy Night, with a fresh of Wind, and much straggling Ice; about two the *Sugar Loaf* Island bore N. E. about two Miles, and in half an Hour after, we saw the Ship lying about a League from the Island. She fired a Gun, soon after we had seen her, and we got Aboard about four, it must be supposed the Account that the Lieutenant brought was not very acceptable, a Report of which was ordered to be drawn.

Those in the Ship, while off *Marble* Island, saw several Whales, of the true Whalebone kind, and we saw one in this last Expedition in the Long-boat, which as the others by them seen was making to the Southward.

The

The Ship had followed us, on the next Morning *July* the ninth at five o'Clock, in order to get up as far as the *Seal* Islands, and there wait our Return; but the Wind taking them short before they got the length of the *Sugar Loaf* Island, were we found them, they were obliged to Anchor in eight Fathoms, they saw a Ledge of Rocks the next Morning after they had anchored, dry at about two Cables length from the Ship, on sending the Boat to sound round it, they found four Fathom Water close by it, which is a farther Instance, how improper it would have been to have attempted entering here the last Year. The Wind blowing Hard, and contrary, they could not proceed, but the Wind moderated about eleven, on *July* the tenth, and at one Captain *Smith* perceived a ripling of the Tide in the Channel, and between three and four, it reached the Ship, and run by her at the rate of two Knots, until five, then slack'd at once. July 1747.

At nine in the Morning, the Lieutenant gave in his Report, at twelve a Council was called, the second Mate being then returned Aboard from *Sugar Loaf* Island, where he had been in pursuit of some Deer, but without Success, and to get some Birds for the Sick, and he brought a Goose.

The Question in the Council was, this Inlet being searched, which Way they should proceed next,

July 1747.

next, whether to the Northward, or to the Southward into *Piſtol* Bay. Captain *Smith* whoſe Inclinations were for the Southward, was overruled, the other three in the Council thinking that might be done when the Search could not be proceeded on to the Northward; it might alſo be thought that Captain *Moor* would make himſelf Maſter of all the Coaſt to the Southward of the South Point of the Main of *Rankin*'s Inlet, now named by Captain *Smith*, Mr. *James Douglas*'s Bay, a Merchant of the City of *London*, and one of the Adventurers in this Undertaking.

It was alſo agreed in the ſaid Council to keep the Boat along-ſhore, as far North as *Button*'s *ne ultra* in 64 Deg. and there to meet the Ship, not thinking it ſafe for the Ship to proceed ſo near the Shore, as a perfect Diſcovery of the Coaſt might require.

At half an Hour after two, we weighed and ſtood again for *Marble* Iſland, and at eight brought up under it, fine pleaſant Weather. The Lieutenant and Surgeon of the *Dobbs* came aboard, when the Captain told them all that had happened, and that he was going to the Northward, that the Boat would immediately ſail, and the Ship would follow in the Morning. They expreſs'd a Fear for their Captain, blamed their own inactive State, while Capt. *Smith* was thus ſtirring, and ſaid that they were not to ſtay at *Marble*

Iſland

Island longer than the twentieth of *July*, that then they might go where they would, but were to return to *Marble* Island, and if they did not then meet with the Scooner there, they were to stay no longer than the first of *September*. These Orders were quite a Secret to Captain *Smith*, and every one else, and made it plainly appear that Captain *Moor* was not to return to his Ship, if he made the Discovery, and that if he was so lucky as to perfect it, would then only come to her for the Conveniency of getting Home, in order to gain the whole Honour and Profit of the Discovery to himself. July 1747.

The Surgeon of the *Dobbs* desired Captain *Smith* to leave a Letter in a Bottle in an Island entering *Wager* Streights; or if he went up any Inlet or Entry before he arrived there, that he would do the same at some remarkable Headland; the Surgeon promised in return, to leave a Letter in a Bottle at *Rankin*'s Cove, if they went away before we returned.

The Lieutenant, and the Surgeon of the *Dobbs*, returned aboard their own Ship. Then the second Mate received his Instructions, and which were particularly explained to him; the Instructions were as follow.

" You are to keep with the Long-boat along " the Shore, as far North as *Button*'s *ne ultra* in

July 1747

" 64, there to wait for the Ship. In your " Course thither you are to observe carefully the " Coast, and take a good Account thereof, to " try the Tides, and particularly *Note* any Inlet, " or Openings on that Coast.

" If when the Ship approaches, it is necessary for " your immediate coming aboard, I shall fire " five Guns, and hoist an Ensign at my Main " topmost Head.

Signed, *Francis Smith.*

The principal Reason for sending the Boat was, because it appeared to be a foul Shore, and therefore it was thought best not to endanger the Ship, by keeping too near it; but there was no Intention in sending the Boat, that it should enter any Inlet or Opening, which by the Instructions they were only to *note*, that there were such, by Reason the Ship would be in Uncertainty during the Time. The Intention was for the Boat immediately to join the Ship, and give an Account, that the Ship might be harboured, and then the Captain would himself proceed in searching such Inlets, or Openings, as should be discovered; besides, on the other Hand, the Captain did not think from sufficient Reasons which he had, that the second Mate was a Person properly to be confided in, or that he could depend on his Report; therefore formed his Instructions so as to prevent his going in any where, and by Word

Word of Mouth explained them to him; and after having so done, doubted not but he would only keep the Coast aboard, and join the Ship on the first Opportunity. July 1747.

At five in the Morning *July* the twelfth, the Mate set out in his Long-boat, then a pleasant Morning, though the Weather had been bad and the Wind contrary some Hours before. About ten Captain *Moor*'s Scooner was seen returning; she bringing too, to try the Tide, which was an Assurance to us of her having had no Success, and about four in the Afternoon she came along Side the *Dobbs*; upon Sight of her Capt. *Smith* deferred following the Boat, until he had heard what Success Capt. *Moor* had met with. (B) 12th.

(B) Mr. *Ellis*'s Account of what was done by Captain *Smith* in their Absence is, "we resolved "to return again to the "Ships, which we accordingly did on the "18th, and found them "both lying at Anchor "in a tolerable good Road "between *Marble* Island "and the Main.

"The first News we "heard, was, that in our "Absence, the *Dobbs* Gal-"ley had been exposed to a "great deal of Danger "from the Ice driving "down upon her out of "*Rankin*'s Inlet, which "lies about four Leagues "to the Westward, and "where about that Time "the Ice had broke up. "Into this Place Capt. "*Smith* had sent his Chief, "and Second Mate to ex-"amine it, and according "to the Report of the former

July 1747

Captain *Moor* upon his Arrival sent his Pinnace aboard Captain *Smith*, desiring his Company; and upon his Return he informed us, that Captain *Moor* had been, during his Absence, among Islands and Shoals, with some deep Water; but no Appearance of a Passage to the Westward, the Flood coming from the Eastward Northerly or Southerly, as the Coast lay, and flowing later than at *Marble* Island; and that it was agreed on between him and Captain *Moor*, that both Ships should keep Company, and sail on the next Day.

13th.

The next Day Captain *Moor* and the Draughtsman dined on Board the *California*. They reported that they were behind Sir *Biby*'s (which you will see express'd in the Draught) and that they found it to be a large Bay, with a great River running into it; but the Ice and Weather prevented

" former, after sailing " about thirty Leagues " upon different Courses, " from West, round to the " East, of the North it " was found to terminate " in a Bay; the Land " thereabouts much the " same with what hath " been before described, ac- " cording to the Account " given of that Place by " Mr. *Westol*, the second " Mate. Before this Search " was made, there seemed " to be some Probability " of a Passage, which in- " duced Capt. *Smith* to " attempt entering it with " his Ship; but being very " soon embarrassed with " dangerous Rocks and " Shoals, he desisted, and " bore away to *Marble* " Island. I will leave this to the Reader to make his own Observation on.

vented them from entering it 'till after the sixth of *July*. July 1747.

Upon the eighth, steering to the Northward, the Tide swept them upon a Ridge of Stones. They sailed from thence Eastward, and arrived at *Sea Horse* Isle. On the tenth weighed and stood along Shore amongst Islands, until they arrived at *Whale* Cove, which they said being Part of the Main, they could not get round it; but it hath been since published, that they could see a Bay to the Westward. Captain *Smith* who for six several Summers used to frequent these Islands, which are what *Fox* gave the Name to of *Briggs*'s Mathematicks, described in the Manner express'd in the Draught of the Discovery; and by Consequence if they came from Sir *Biby*'s Island Eastward, to *Sea Horse* Isle, and from *Sea Horse* Isle, to *Whale* Cove, they must leave the Main unsearched. On the eleventh Mr. *Ellis* gives an Account, that they arrived at a Point in 62 Deg. 46 Min. which could not be the South Point of Main, lies in 62 Deg. 35 Min. and the Middle of Mr. *James Douglas*'s Bay, is in 62 Deg. 47 Min. and they there discovered a large Opening, which they named *Corbet*'s Inlet, but did not enter it, because the Tide of Flood, came from the Eastward, and because Captain *Moor* thought that he saw the End of it. And after this they set out for *Marble* Island.

The

July 1747 The Wind being fair, we got under ſail, in Company with the *Dobbs* and the Scooner, our Courſe was round the North End of the Iſland, between that and the Main, and as we look'd on the Main to be a very foul Shore, we kept the Iſland Side, having very uncertain Soundings, from 19 to 11, and from 20 to 13, and to 10 Fathoms. Met with a pretty deal of ſtraggling Ice, and ſeveral Pieces had paſſed us in the Day, while we were at Anchor.

Marble Iſland hath been already deſcribed, therefore we have nothing further to add, than that it is High-Water on the full and change Day, at half an Hour after five, flowing fourteen Feet on the higheſt Tides, and the Tide from the North-Eaſt round the northern Part of the Iſland. The Ice in *Rankin*'s Cove did not break up until about the 9th of *July*. This Iſland lies in the Latitude of 62 Deg. 50 Min. North, and in the Longitude of 93 Deg. 30 Min.

At about half an Hour after eleven, it being a pleaſant Night, we lay by for the Scooner, which came, and Captain *Moor* ſent his Scooner away, with his Surgeon and Lieutenant to coaſt along Shoar, with no written Inſtructions, but with a verbal Order to join the Ships again in the Latitude of 65 Deg. There was a ſmall *Aurora Borealis*, and a great Dew, being the

firſt

first Dew perceived of a Night for some Time. It was cold, on Account of the Ice. July 1747.

The pleasant Weather still continued, and the next Morning about four, on *July* the fourteenth, the Body of the High-land of *Marble Island* bore W. seven Leagues, the East Part of the main Land N. six Leagues. We were To-day at Noon in Latitude 63 Deg. 6 Min. and met with a strong Tide from the Northward. The Evening was very cold and cloudy, with a fresh Gale of Wind; and from eight to twelve, rainy with misling, seeing a large Ledge of Ice about seven, and some passing us, and before twelve tacked for it. 14th.

The Morning of *July* the fifteenth, was cold, with Showers of Rain, seeing Ice from N. W. to E. S. E. at five we engaged with Ice, which proved a close Body, and were hampered in it until eleven, and then Captain *Smith* finding it closing, stood out of it again, the Way he came in. The Weather was now become fair and pleasant, though cool. The Latitude 63 Deg. 28 Min. Longitude, 1 Deg. 47 Min. E. from *Marble Island*. By four we were entirely clean of the Ice, but Captain *Moor* who would not stand out of it again, as we had done, was fast amongst it by one, about four Miles to the Windward, and continued amongst it, until the next Morning. We plied all Night to Windward; at eight the next Morning saw the Land to the West- 15th. 16th.

July 1747. Westward, which appeared in Hills, and the Coast full of small Islands; the *Dobbs* got loose from the Ice, and joined us about eleven (C) At twelve the Land rounding in a deep Bay from the W. S. W. to W. so to the N. and E. our Latitude 63 Deg. 50 Min. Longitude 48 Min. east from *Marble Island*. The same Land which we first fell in with last Year, and could not make again, the same which Sir *Thomas Button* named *Hope's Advance*, and that which *Fox* mistook for the Shoars of Sir *Thomas Button*'s *ne ultra*, and afterwards, in like Manner, mistaken by *Scroggs*.

The main Land which encompassed the Bay we were in, seemed to be a pretty high Land, and in the End some Islands, and along the Shoar, on the N. or N. E. Side, a Chain of low Islands and Breakers without them, some of which we were within half a Mile of, and we had there ten Fathoms Water. To the Southward, within Land, we saw several Eminencies, or high Ridges of Land. We hoisted an Ensign on

(C) Mr. *Ellis*, *p.* 240. gives the Account of this Affair thus. "We sailed "all the next Day thro' "very thick Shoals of Ice, "which at length grew "impassable; so that we "and the *California* were "both obliged to grapple "to a very large Field, "as the Seamen in this "Part of the World term "it, until by its Separa-"tion we might obtain a "safe Passage." Whereas the Reader will observe the *California* never grappled at all.

our

our Mast-head as a Signal for the Boat, and fired several Guns, as did the *Dobbs*. We had cloudy Weather, and hazy all the Afternoon, and in the Night Rain. At ten tacked for shattered Ice. July 1747.

That next Morning kept standing on and off the Land, it was a raw cloudy Morning, with Rain until eight, then Sunshine, but coolish, which we attributed to the great Quantity of Ice seen to the Eastward. The Latitude 63 Deg. 55 Min. Longitude from *Marble Island* 1 Deg. 31 Min. E. upon Trials of the Tide or Current (which we took for the Flood) We found it setting as the Coast lies, *viz.* it set to the W. S. W. about half a Mile *per* Hour. The Afternoon was clear and pleasant, with a light Wind, which we have mostly had for some Days past. We kept firing of Guns, but saw nothing of the Boats. 17th

On the eighteenth in the Morning we kept still beating on and off the Land, which lay nearest East and West, with a great Quantity of shattered Ice, and saw several Islands of Ice hanging upon the Shoals along Shoar, and a great deal of Ice to the South-Eastwards, a Chain of Islands under Shore, and the Main looking black above them, within Land; and a very high distant Land that appeared blue. We here saw a great Number of Seals jumping and playing together; it being their gendering 18th

July 1747. Time. When the Land was set at eight o' Clock, it was from N. W. by N. to the N. E. by E. and a Point of Land which bore N. E. ½ E. six or seven Leagues distant we took (but mistakenly, as I have already shewn) for *Cape Fullerton*. This supposed *Cape Fullerton* lies in the Latitude of 64 Deg. 19 Min, and Longitude 89 Deg. 57 Min. West from *London*. There was repeated firing of Guns for the Boats, but to little Purpose. The Morning was raw and chill with Rain. At Noon, our Latitude 64 Deg. 1 Min. Longitnde 2 Deg. 12 Min. E. clear pleasant Weather; but the Wind south brought on a thick Fog which wetted, from off the Ice, the first Fog we had had since our setting out from our wintering. This Fog lasted sometimes thicker, and at other Times clearer until six. At eight Fog again, which lasted until six the next Morning. A great deal of Ice, and some large thick Pieces came down upon us.

19th. At six in the Morning, *July* the nineteenth, the Fog cleared, but before eight it was a thick Fog again; we had a great deal of sailing Ice about us, and to the South-East a great Body of Ice in all Appearance. The Observation Today was 64 Deg. 2 Min. We stood off and on, it being the Place where the Boat was appointed to meet us. The Fogs much as those we met within the Streights, not very high, the Hemisphere clear, and the Sun seen shining above

bove the Fog, altering the Air so much, as causing it to be Finger-cold; cleared about four. At four tacked for Ice, then lay a try from eight to four the next Morning, intending to stand in for the Land, and send the Pinnace to seek for a Harbour. The Night was clear and foggy alternately, and the Moon appeared with three Circles, or Parrahelia round it. We had all Day kept firing of Guns, but no News of the Boats. July 1747.

July the twentieth was a delightful pleasant Day, but calm, and two Whales were seen in the Morning going southward; stood in for the Land through sailing Ice, and at Noon were in Latitude 64 Deg. 17 Min. Longitude from *Marble Island* 3 Deg. 5 Min. E. At half an Hour past one the Pinnace was sent ashore to look into an Opening which seemed to be a River; the Pinnace returned at half an Hour after six, when the Lieutenant reported that it was a small Bay, not having at low Water above two Feet in it, and that there was no Prospect of a Harbour. He also said that it was young Flood just when he set off from the Shore, then five o'Clock; and it was evident from that, that the Tide which had been tried at half an Hour past three, and set E. ½ N. near the laying of the Coast, was the Ebb-tide, and proved consequently that the Flood must come from the Northward, and not from the Southward, as it had been said to do before we set out. 20 h

July 1747. 21st

On the next Morning Captain *Smith*, as no Harbour could be found proper to wait in for the Boats, propoſed to Captain *Moor* that he would go the Southward in the Latitude 64 Deg. if he would keep to the North-Eaſtward along Shore, to ſee after the Boats; the Failure of whoſe Arrival gave great Concern, the Weather being ſo ſuitable for Diſcovery, and could not be made uſe of. Captain *Smith* had great Reaſon to fear that his Boat was loſt. It was a fine pleaſant Day, and Captain *Smith* going to the Southward, ſtood into twelve and fourteen Fathom Water, and was at Noon in Latitude 64 Deg. 19 Min. Longitude from *Marble Iſland* 4 Deg. 8 Min. E. kept firing of Guns, at three hoiſted the Enſign at the Maſt-head, and at five fired eight Guns the peremptory Signal for the Boat to come aboard, ſtanding in at the ſame Time within a League of the Shore. The Inland appears to conſiſt of a brown barren Rock, remarkably full of ſmall Hills or Knolls, with Patches of Snow upon them. About five the Signal was repeated again, and at ſeven, but with no Succeſs, and then Captain *Smith* bore away to rejoin Captain *Moor*, which he did about twelve. In our Return, we met with a great deal of ſailing Ice, and ſome of it heavy Pieces, which was come down ſince we went in the Morning to the Southward. The Evening was plea-

pleasant, and also warm, considering we were amongst Ice. July 1747.

We lay a try the remainder of the Night, at half an Hour after six on *July* the twenty-second, we made Sail, the Weather pleasant with little Wind, and in the Afternoon a Calm. It was proposed To-day, so much Time having been lost in waiting for the Boats, to stay no longer on that Spot, and that Captain *Moor*, should go as far as 65 Deg. and Captain *Smith* return to the Southward again, by which Means they must either join the Boats, or get some Satisfaction as to what was become of them; and that there might be no Mistake in the Interim, if the Boats should come, it was proposed to leave a Token of the Ships having been there, and now gone, with Directions for them how to act. And to let them know that there were such Directions left, an Ice Pole was erected on the Shore, with half an old Jack nailed to it, and a Bottle hung to it, in which there was a Letter of Instructions, directed to those who commanded in the Boats. The Letter signed by the Captains purported, that the Ships had been waiting in those Latitudes for the Boats, and that if arrived there before the 28th they were then to stay forty-eight Hours, if thick Weather fifty-six. If they then did not discover the Ships, they were to go for *Wager* Streights, where they would find a Pole, and a Heap of Stones, and a Bottle with farther Directions, 22d

July 1747. rections, upon an Island about seven Leagues up such Streights, and the sixth from the Entrance, called *Scurvy* Island; but if they did not find such Pole, the Ships would not be then past, and the Boats were to wait then at such Island for the Ships Arrival.

Both Ships Pinnaces were ashore about three, to erect the Pole in the Manner proposed, at a Point, where the *Dobbs* Pinnace had been on the twentieth, and named it *Cape Frye*, after a Merchant, and one of the Committee for managing this Undertaking. It lies in the Latitude of 64 Deg. 30 Min. North, and Longitude of 89 Deg. 13 Min. W. The Boats returned at ten, our Boats People bringing some large brown Ducks, which were in order for the Sick. It was observed when the *Dobbs* People were ashore at *Cape Frye* the first Time, the twentieth, that the Tide flowed but ten Foot, which shews how greatly Captain *Fox* hath imposed upon the Publick, when he talks of a Tide three and twenty Feet, which he had a Trial of to the Westward of this. It was high Water that Night between eleven and twelve o'Clock. The *Eskemaux* had been in these Parts, and they saw several of their Graves.

25d Both the Ships lay too until six, in the Morning of *July* the twenty-third, then the *California* stood to the Southward, as proposed, and the *Dobbs* to the Northward. We had a plea-

sant

ſant Morning with little Wind, running along West in about two Leagues of the Shore; about ten ſaw a Whale in Shore; at Noon Cape *Fullerton* bore N. N. E. four or five Miles, our Lat. 64 Deg. 16 Min. Kept firing for the Boats, and ſaw Ice all Day long, from E. to S. In thirteen Fathom we ſaw Ground very plain. The Night was ſuch as the Day, pleaſant Weather. About half an Hour after two next Morning, (it being pleaſant Weather, and little Wind) the Lieutenant thought he ſaw the Boats, and upon firing a Gun, ſaw a flaſh, and a Report in Anſwer, upon which he immediately ſteered for the Part from whence the Report came; the Boats alſo made towads us, and by four they joined us. July 1747.

The Subſtance of our ſecond Mates Report, and of the Lieutenant of the *Dobbs*, was, that the ſecond Mate on the Day he went from the Ship, which was on the 12th of *July*, got to ſome Iſlands, which lay N. E. by E. from *Marble* Iſland, diſtant four Leagues, and there anchored, finding the Flood ſet S. W. ½ S. two Miles *per* Hour by the Log; and that on the thirteenth he paſſed the Land, Northwards of *Marble* Iſland, or *Stony* Point, as named by Captain *Smith*, and kept in twelve or thirteen Fathoms Water, finding it a very foul ragged Coaſt, ſeeing ſeveral Rocks dry at Low-water at ſeveral Miles diſtant from the Shore. The Land then trenched away N. E. by E. He came to

an

July 1747. an Anchor, and found the Flood set S.W. by W. 2 Miles *per* Hour, and High-Water at five in the Morning. He met with a great deal of Ice, and his Latitude by Account 63 Deg. 19 Min. and Longitude from *Marble* Island 57 Min.

The fourteenth at half an Hour past twelve he came to an Anchor, where he found the Flood set S.W. by S. running at the Rate of one Mile *per* Hour. He weighed the next Ebb to get more to the Northward, and came to an Anchor in the Latitude of 63 Deg. 47 Min. and Longitude 1 13 E. from *Marble* Island. It was a small Bay, and he found the Flood set S. S.W one Mile *per* Hour.

On the fifteenth he passed a low barren Island, two Leagues from the main Land, and Northwards two Leagues from that, saw fifty *Eskemaux*, chiefly Women and Children, and five of their Tents; two Canoes came off, and traded.

This was the first Land the Lieutenant of the *Dobbs* made with the Scooner, and I can believe it to be no other, than that Island which Captain *Fox* called the *Welcome*, and off which he said it flowed twenty-three Feet. The Lieutenant of the *Dobbs* agrees with Captain *Fox* as to the Latitude, but as to the Tides he said they flowed thirteen Feet, and a S.W. by S. Moon made

whether

High-water at Full and Change. The Lieutenant does not say how he tried this Tide, whether he did it by a Pole, or by measuring it from the High-water Mark upon the Side of some Rock. The second Mate says, that in a Bay to the Northwards, the very same Day he had High-water at half an Hour past six in the Evening, and the Tide fell but eleven Feet, he saw a white Whale, and a great Quantity of Sea Spiders. July 1747.

From this Place the second Mate came into a Streight about three Leagues wide, the Course up N. by W. seven Leagues, to a Point or Headland on the Larboard, according to the Lieutenants Description; it was in the Latitude 63 Deg. 44 Min. and runs N. N.W. by Compass, with two bold Mains on each Side. He says that it was seven or eight Leagues wide. This Opening is (as already observed) *Scroggs's Welcome*, and where *Norton* saw the Land trenching Westward.

From this Headland to the Larboard, this Inlet seemed to go more to the Westward. Our second Mate proceeded, and found two steep Shores, having thirty or forty Fathom Water close in, a low level Land on both Sides, and was at Noon in Latitude 64 Deg 2 Min. and Longitude 32 Min. E. from *Marble* Island. On the sixteenth at six in the Evening he got the Length of this Headland, and there met with

July 1747 ſurpriſing Sets of Tides, with Riplings and ſmall Whirlpools, forty Fathom and no Ground, with very ſteep bold Shores on each Side. At nine he came to an Iſland, N. by W. from the Cape, in Latitude of 64 Deg. 17 Min. North, and Longitude of 13 Min. W. from *Marble* Iſland, and there trying the Height of the Tide; it flowed ſeventeen Feet High-water at ſeven in the Morning. This Iſland the Lieutenant of the *Dobbs* was alſo at, he ſays it lies in the fair Way, about three Miles long, and one broad, and perceived the Water had fallen twelve or thirteen Feet only.

The ſecond Mate had from this Iſland a Proſpect of ſome broken Lands, and Openings to the North-Weſtward, which he made his Way for; the Lieutenant ſays, it run to the Northward four or five Leagues, and the Width to be between five and ſix Leagues.

The ſecond Mate ſays, that in the Latitude 64 Deg. 17 Min. and the Longitude of 14 W. the Tide ſeemed by the Ice to ſet ſeveral Ways, and he found it to run two Miles and an half *per* Hour.

On the ſeventeenth, they had a calm, ſo rowed and ſailed until he came to a ſmall high Iſland, from which he ſaw two more Openings, ſo proceeded Northwards until eight in the Morning, and then came into a fine open Streight four Leagues

Leagues wide, and saw no Land from W. by S. to W. N.W. meeting with very strong Tides and Riplings, having a fresh Gale, could get no Ground, at last fell into shoal Water, and came to Anchor at three Fathom under the South Shore; where they met with Gales and squally Weather, the Lat. 64 Deg. 22 Min. and Long. 56 W. from *Marble* Island. July 1747.

On the eighteenth, after he came to this shoal Water, in the best of the Channel, five Fathom, he tried the Tide by a Pole, and it flowed but nine Feet up and down, and found that it was High-water at about half an Hour after ten at Night. He filled one Bottle of Water at full Sea, and found it brackish, and at Low-water mostly fresh; he had no more Bottles, or would have filled at Low-water also. But he then judged it to be a Lake, or Fresh-water River; though it continued to be three or four Leagues wide, and its Course was W. by S. by Compass, for six or seven Leagues in Sight, being pretty clear Weather.

The second Mate then thought proper to return. At six in the Morning of the eighteenth he saw Captain *Moor*'s Scooner coming up the Streight, and at eight joined him. The Lieutenant of the Scooner says, that they run five or six Leagues up an Opening to the Northward from the large Island, which Opening was four or five Leagues wide, and then an-

July 1747

chored at a Point, and believed that the Ebb ran five Knots *per* Hour in Shoots. They weighed again at Flood, got round the Point, and found the Main Land to run N.W. by Compaſs; five or ſix Leagues further, the Channel ſix or ſeven Leagues wide, the Water clear and ſalt; and in the Morning of the eighteenth, meeting the *California*'s Long-boat, and upon the ſecond Mate reporting to the Purpoſe mentioned, and that the Tide flowed later than at *Marble* Iſland, they returned along with him.

13th. Having Calms and contrary Weather, they got to ſome ſmall Iſland Eaſt of the Entrance of the Streight, and anchored for the Tide in Latitude 64. Longitude 1. E. from *Marble* Iſland. On the twenty-firſt paſt round a Bay, (Mr. *Scroggs*'s *Whalebone* Bay) which ſeemed all broken Lands, and adjoining to this Inlet Eaſtwards, there was ſuch foul Ground, and bad Soundings, that they could not well come nearer to the Iſlands, than three or four Leagues; and then the greateſt Depth was eight Fathoms. In this Bay they ſaw ſeveral white Whales, and alſo two black Whales. The Eaſt Part of the Land trenches E. S. E. and W. N.W. ſeven Leagues, and then the Land from that lies N. E. by E. Came to an Anchor at a ſmall Iſland three Leagues from the Land, in thirteen Fathom, and found very little Tide; the Set to the S.W. by W. tried the Tide, and it flowed ſix Feet four Inches High-water at half an Hour

Hour past twelve in the Day. Five Miles from that Island tried the Flood, it set N.W. by W. three quarters of a Mile by the Hour, the Latitude 64 Deg. 14 Min. N. Longitude 1. 02 E. from *Marble* Island. July 1747.

The twenty-third they saw an Opening to bear N. by E. five Leagues, they bore away for it, and found it to be a Bay with Islands in Front. They had sixteen Fathom Water, and found little or no Tides, hauled their Wind until eight in the Evening, then anchored under a small Island in Latitude 63 Deg. 49 Min. it flowed eight Feet by the Pole, High-water at one in the Morning.

On the twenty-fourth at a quarter before four in the Afternoon, they heard a Report of a Gun from the Ship, at twelve saw our Fire, and were along-side at the Time mentioned.

This Management, and the Non-compliance with the Orders by the second Mate, gave Captain *Smith* a great Uneasiness; almost every Consequence had happened which he should have feared at the second Mate's Departure, had he not been so particular in explaining the Nature of the Instructions, and what was the Intention of his going. The Ships were in Danger, had the Weather proved otherwise than it did. Eight Days of the Season, and of the best Part of it were lost, and the Account brought very uncertain

July 1747 tain, no Way conclusive, any more than that there was an Inlet in such a certain Latitude; as to what the second Mate reports, as to the Freshness of the Water, and which he assigned as the Cause of his Return, that is now become questionable, for the Person who filled the Bottle says, that he hath often told him, that it was as Salt at the Low-water, as at the High-water, and the second Mate injoined him not to say any thing of it.

Captain *Smith*, angry at the Mate's not continuing the Discovery of the Opening, and thinking it best not to leave any Room for doubt, as to any Part behind us, made all possible hast to join the *Dobbs* as soon as might be; with an Intenti-
24th on, that the Ships should return, and this Opening be thoroughly searched. The Observation To-day *July* the twenty-fourth was 64 Deg. 5 Min. fine pleasant Weather; we passed through sailing Ice the whole Afternoon; about six thought we saw Captain *Moor* North; at seven heard his Gun; at twelve at Night were forced to tack
25th. by reason of very thick Ice, until eight in the Morning, when the Ice was somewhat clear; at ten it fell calm pleasant Weather, the Latitude 64 Deg. 30 Min. at half an Hour after one had a small Breeze, stood to North East, through Ice, seeing a clear Sea to the North Eastward of us, and having heard the *Dobbs*'s Guns, seemingly, at a great Distance to the Eastward, which Guns we answered. We passed amongst Ice until

until three, the Weather hazy; the Land on the Shore, which we had a perfect Sight of, standing into twelve Fathoms, began to grow very high, and mountainous; about eight saw the *Dobbs*, and at half an Hour after nine spoke with her; she being in the Latitude of about 64 Deg. 50 Min. which was not agreeable to the Promise that Captain *Moor* had made, of returning to Cape *Fry*, when he had been as high up as the Latitude of 65 Deg. while we were coming up to them, the *Dobbs*'s Boat with the Draughtsman went a-shore to try the Tide, they found the Flood coming from the Northward, the Time of High-water pretty near the same as at Cape *Fry*, but it rose about thirteen Feet. D

July 1747.

Captain *Smith* desired to have a Conference with Captain *Moor*, in relation to a Council to be called upon the Account the Boats had brought, and their Opinions whether the Ships should return, and finish that Search; a fine pleasant Night with a small *Aurora borealis* from the West. There was a great Body of Ice to the Eastward,

(D) " A Voyage to *Hudson's* Bay, P. 245. we " sailed back on the twenty-sixth to Cape *Fry*, " and had there the pleasure of meeting with the " *California*, in Company with the two Boats, " who had joined her in " the Latitude of 64 Deg. " 10 Min. N. " Cape *Fry* lies in the Latitude of 64 Deg. 30 Min. we joined the *Dobbs*, in the Latitude of 64 Deg. 50 Min.

and

July 1747. and we ſtood on and off between that and the Shore all Night.

26th. At eight the next Morning *July* the twenty-ſixth, Captain *Smith* hailing Captain *Moor*, Captain *Moor* aſked him what he thought of it now, Captain *Smith* told him he would be glad to ſpeak to him, if he would come on aboard, *Moor* anſwered he ſhould looſe the Tide to get into *Wager* Streights, and ſhewed Captain *Smith* a kind of Cape, which he called Cape *Dobbs*, Captain *Smith* complied, with Reluctance, and told Captain *Moor*, that, if he would lead ahead, as having been before in *Wager* Streights, he would follow him. Cape *Dobbs* at Noon (that Cape ſhewn us by Captain *Moor*) bore N. N.W. two Leagues, our Latitude was then 64 Deg. 53 Min. and our Longitude, 88 Deg. 42 Min. W. from *London*, which Captain *Smith* could not reconcile with his Opinion of the Situation of Cape *Dobbs*, which he thought to be further to the Eaſtward, and more Northerly. At Noon Captain *Moor* came on Board, and being aſked by Captain *Smith* why he would not return and finiſh the Search of the Inlet the ſecond Mate had not perfected, and which Captain *Smith* had named *Bowden*'s Inlet, after the Name of a Merchant of *London*, and one of the Committee for managing this Undertaking. It was the Opinion of Captain *Moor*, that as the Ships were ſo near *Wager* Streights, it would be beſt to proceed and ſearch thoſe Streights, and that on their

Return

return homewards this Opening would be a good watering Place, and that while the Ships were getting in the Water, he and Captain *Smith* might search this Inlet in the Boats. July 1747.

It beginning to blow fresh at Noon, with a great Swell, cloudy with little Sun-shine, and Captain *Moor* saying that the Ships would not be able to get in until the Night Tide, it was thought proper that both the Long-boats should be immediately sent away, and enter the first Opening in *Wager* Streight on the Southwest Side, and there wait the Arrival of the Ships; the Boats accordingly set off between three and four to enter such Streights. Cape *Dobbs*, as shewn us by Captain *Moor*, was a Ridge of Land something more eminent than any about it, the Shore was low, from which the Land rose gradually until it became mountainous, having Patches of Snow upon it; all the Coast to the Eastward and the Northward of Cape *Fry*, is much higher than that to the Westward; the Ice which we had seen to the Eastward was most of it gone, and the Swell broke what remained. The Reason why we were not to go into *Wager* Streights with the Ships was, because Captain *Moor* said, it was then Ebb Tide, and we could have no anchoring. At Night it blew hard and the Wind contrary, the Weather hazy.

The Wind was fresher then on the preceding Day, the Morning cold and hazy, with some small Rain about eight; the thickness of the

July 1747. Haze increaſed, and Captain *Moor* firing a Gun before twelve, Captain *Smith* bore down to him, and joined him by two; Captain *Moor* aſked Captain *Smith*, if he had had an Obſervation, to which the Captain ſaid no, that the Sun did not break out until after twelve; to which the other replied, that he had made an Obſervation on the ſeveral Days laſt paſt, and by which he found himſelf to be twenty Miles to the Southward of Cape *Dobbs*, and ſomewhat to the Eaſtward beſides; though on the Day before when Captain *Moor* came on board, he aſſerted that he was in the Latitude of 65 Deg. 5 Min. and that the Obſervations, both of Captain *Smith*, and his Lieutenant were both wrong, for which Reaſon he kept the Ships forty Hours, beating off and on, in order to go into a Place, from which they were more then twenty Miles to the Southward off, the Wind at that Time being quite fair to have made for the real Place: The Wind little and variable, with a thick Fog, with ſome Calms, and the Fog did not clear until four the next Morning.

28th The Morning on the twenty-eight was cloudy and hazy with ſome Rain, the Ships kept plying on and off waiting an Opportunity of clear Weather, and a leading Gale to go in; they were at Noon in the Latitude of 64 Deg. 59 Min. and in the Longitude of 84 Deg. 9. Min W. The Sickneſs was increaſed amongſt the People, and we had only three aboard of the *California* but what

what complained; about three in the Afternoon the Sea was feathered with a strong Tide, from the Northward, and we were then over to the Eastern Shore, under which we saw a large body of Ice; at six in thirty-two Fathoms, we saw both Shores; and at eight saw *Wager* Streight plainly. It was clear Weather the remainder of the Night, and on the next Morning, with little Wind, but Cold; we still kept plying on and off for an Opportunity to go in. July 1747.

About four Captain *Moor*'s, and the *California*'s Boat came off; the Lieutenant reported, that the first Place that they went ashore at, when they were sent from the Ships, to enter *Wager* Streights, was near ten Leagues to the Southward of such Streights; that the Long-boat traversed a-long Shore sometime, before they met with any Opening, and then they found a Bay, into which a small Run of Water emptied itself, but so shallow as not to admit of a Passage for their Boat: Upon a view of it from the Land, it was perceived, that it did not run up more than a quarter of a Mile. It flowed here about fourteen Feet, and High-water on the full and change Day at about four. This Bay which lies in the Latitude of 65 Deg. 10 Min. and Longitude of about 85 Deg. 12 Min. was named by the Lieutenant *Jalabert*'s Bay, after Mr. *Jalabert*, a Merchant of the City of *London*, and a generous Subscriber to this Undertaking; which was aproved of by Captain 29th.

July 1747.

Smith. The Lieutenant brought ſome Birds aboard, but no Veniſon, though they had fatigued themſelves ſufficiently after the Deer, having ſeen many of them.

We had much ſhattered Ice to North-Eaſtward; we tacked at ten; Cape *Dobbs* then bore N.W. by W. diſtant two Leagues. Cape *Dobbs* is not extraordinary remarkable, not projecting much before the other Land, but is high and round.

Cape *Dobbs* is in the Latitude of 65 Deg. 29 Min. and in the Longitude or 84 Deg. 37 Min. W. from *London.* Between twelve and one we entered the Mouth of *Wager* Streights with little Wind, and at two it became quite calm; the Entrance ſeems to be about four Leagues broad, both Shores are pretty bold, and when you are entered about four Leagues grow ſteep and mountainous, the Southern Shore ſeemingly the higheſt. We met with ſome ſtraggling Ice at the Entrance; the Entrance narrows, and in the narrow Parts ſeem not to be wider than five Miles, which eaſily accounts for the Strength and Rapidity of Tide which paſſes there.

At three quite calm, the Ship being in the Twirls of the Tide, ſhe turned round ſeveral Times, and afterwards, though it was calm, drove up at a great Rate; at half an Hour after four

four passed two Islands to the Eastward, and afterwards five others; but in the Interim met with a remarkable strong Ripling of Tide, which was the Ebb setting out; and when we had passed this Ripling, the Ship made but small Way, though there sprung up a pleasant Breeze; upon which Capt. *Smith* thought it best to send the Long-boat, to look into one of the Fuers or Openings on the Southern Shore, for anchoring ground, least if the Wind lessened we should be set out again by the Tide. We saw four of these Openings on the Southern Shore, and one Island. The Shore is composed of high mountainous Rocks, steep to the Water's Edge, and the Land within consists of Chains of mountainous Rocks, rising the one behind the other; there are some few green Plats, and large Patches of Snow; the Northern Shore is like the Southern, but not so steep. The Wind continuing we kept going all Night, and the Boat returned on board with an Account that there was no Place to bring up in, and that they had veered out forty Fathom of Line, and had found no Ground near the Shore. About four we stretch'd over for the Northern Shore, seemingly about ten Leagues distant, and the widest Part of these Streights; in this broadest Part of the Streights, we perceived very little of either the Ebb or the Flood; and that the Tide was so small, that we had no Occasion for a Harbour to anchor in: In the Middle of Channel we could not find Ground with a Line of 75 Fathom.

July 1747.

30th.

About

July 177. About ſeven we ſaw *Deer* Sound, bearing E. N. E. the Harbour which Captain *Middleton* was in, but Captain *Moor* now objected to the Ships going there; for he ſaid, that though there was good anchorage, and good landing, yet it was an open Harbour, and expoſed to twenty-Points of the Wind, and ten drift; and he propoſed to Captain *Smith*, for to ſend the Boats to ſome Iſlands, that we ſaw ahead, to find an Harbour, or Roadſtead amongſt them; which Captain *Smith* complied with, and the Boats accordingly went, with Inſtructions to make a Signal, if they found a Harbour for the Ships to come into. Here the ſuppoſed Streight narrowed, and we could now ſee the South-Weſt Bluff very plain and the Land beyond.

About three one of the Boats appeared with a Flag, the Signal of a Harbour diſcovered, and for the Ships to go in; Captain *Moor* being neareſt went in firſt, and Captain *Smith* followed and was at anchor at five. The Place in which we anchored, was about a Mile and half broad. A Harbour formed by the Points of rocky Iſlands running one before the other.

Theſe Iſlands were compoſed of a ſmooth brown Rock, like a Pebble, and no Way ragged. This Harbour in which we lay Landlocked and ſheltered from all Winds; which was named *Douglaſs* Harbour, after an eminent Merchant and one of the Committee for the managing of this

this Undertaking; it lies seven Leagues above *Deer* Sound, on the same Side, and about thirty-four Leagues N. W. half N. by Compass from the Entrance to this Water. The Latitude of *Douglass* Harbour, is 65 Deg. 39 Min. W. we had a fine pleasant Day, such as the preceeding. July 1747.

The Ships being moored, a Council was held on board Captain *Moor*, as to the Boats going up in further search of the *Wager* Streight, whether it was a Streight, they were now in or not. And the second Mate of the *California*, proposed in Council, that the Ships should not stay for the Boats any longer than the twenty-sixth of *August*, which was also agreed to by the Council; but Captain *Smith* upon it, altered the Design he had of taking his Lieutenant with him in the Long-boat, and left him in the Command of the Ship, which otherwise the second Mate would have had.

Captain *Smith*'s Boat was fitted out, with a Months Provision, as much Fewel as could well be stowed, for now the warm and pleasant Weather was grown less constant, and the People well armed. But the Boat did not proceed until eleven the next Day, there having been hard Gales of Wind, and a Prospect of indifferent Weather; Captain *Moor* got into his Scooner accompanied by his Surgeon, Draughtsman, and second Mate, to make the Voyage also. 31st

We

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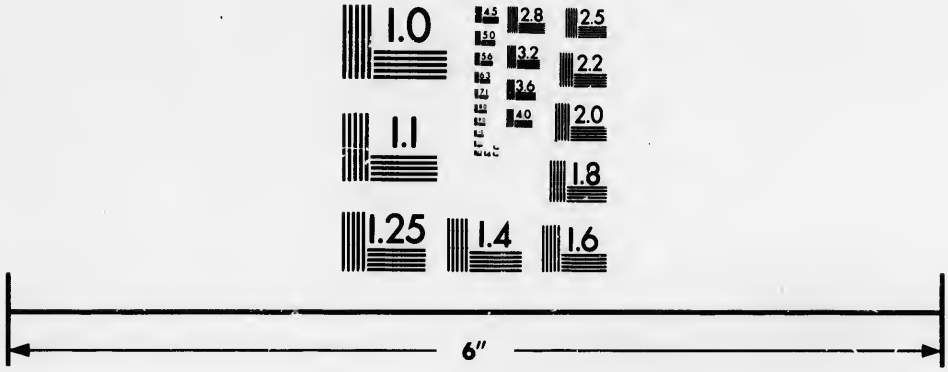

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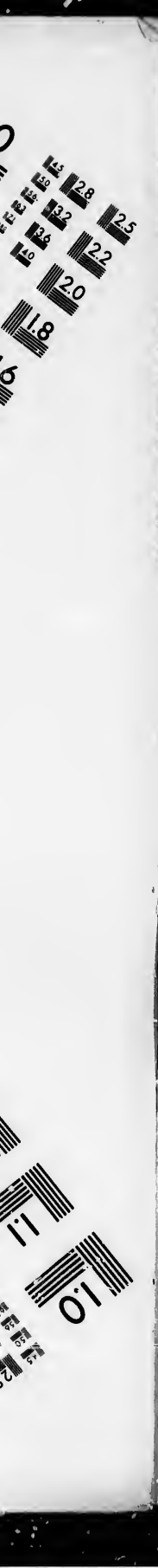
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July 1747.

We had little Wind and that variable, but it was perceivable, that the flood set us to the Westward; and little after twelve we lost Sight of the Ships, they being shut in by the Islands, behind which they lay, and bore S. E. by E. four Miles.

Steered N, W. by N. (the variation here is 44 Deg.) for a point of Land, which stretched from the North Main, directly over within three Leagues of the South Main, and seemed to be joined with the North Main, by a Number of steep ragged Rocks, crouding and rising behind each other; making the Point steered for, and outermost Rock of *Douglass* Harbour, the two extremes of a Bay, the Elbow or Cod of which is where the Land so joins the Main to the Eastward, and in which Elbow there appeared a cluster of Islands.

When a Breast of the Point steered for, there was an Opening to the Northward, the Breadth of which did not exceed two Miles, and seemed to be on the back of that Land, which stretched over from the North Main; but there being a larger, and more spacious Opening to the N. N. W. seemingly situated between the South and North Main, the Shore composed of high ragged mountainous Rocks, steep to the Water's, Edge, and having several Islands to the Northward, obstructing the Sight of the North Main, we entered this Opening;

ing; our Course up which was N. W. and saw several Islands under the South Main, probably those that Lieutenant *Rankin*'s was at; the Width of this Opening at the Entrance is about two Leagues, at its utmost Length, which is about six Leagues, it narrows to a Mile and half, thereby a narrower Passage runs into a Bay about two Leagues in Cirumference; which Bay is inclosed by high mountainous Land, on the South and on the Westward, (speaking according to due Course,) by Hummocks of Rocks; to the Northward and Eastward by high rocky Land, having no Outlet or Communication with other Water, but by the Entrance by which the Boat came in, except another Opening to the Westward, not discernable until you are in the Bay; this Bay we computed about nineteen or twenty Leagues from *Douglass* Harbour where the Ships lay. July 1747.

We anchored in the Bay at past nine at Night; Captain *Smith* went a-shore with Captain *Moor* at ten, but could not attain the Height, which promised best for a look out until eleven, being obstructed by the rugged Way, the Declivity of the Mountain, and the passing over large Spots of frozen Snow. There appeared from this Height a Water beyond this Opening or Inlet to the Westward, speaking as to due Course, and a Fall of Water which seemed at the Head of this Opening, but it was too far advanced in the Night to form a perfect Judgement of any

 thing

July. 1747 thing that was seen; and Captain *Smith* returned aboard his Boat about twelve. We had cloudy Weather most of the Day, with a fresh of Wind in the Afternoon, and Evening.

August 1st The next Morning about nine, Captain *Smith* and Captain *Moor* going a-shore to the Northward, on the opposite Side of the Opening to which they had been the Night before, saw from the Heights that the Water about the Outlet or Opening extended itself several Leagues to the Westward, and they had the Prospect of a high mountainous Land beyond, which appeared blue; they saw Water also running North-Eastward for about two Leagues, but they could not discern whether it was there terminated or not, having a Course amongst Islands.

The Opening or Outlet, by which there was a Communication between the Bay we lay in, and the Waters they had a View of, appeared to be a rapid Fall, only passable at High and Low-water; and which had occasioned the constant Roar we had heard from the Time that the Boats came to an Anchor the Night before.

There seemed to pass through this Fall a Tide, either of the Ebb or Flood, running at a moderate Computation about sixteen Knots; the Fall is about a Mile in Length, and lies near East and West. At the East End or lower Part of the Fall, next to the Bay, there are two Points of

Land

Land, one projecting from each Shore, which stretch out across the Fall, and lap the one almost over the other, which occasion the Breadth of the Fall at that Place to be no more than a Cables length; at the upper Part, or at the West End, the Breadth of the Fall is near a quarter of a Mile; both its Shores consist of smooth low brown Hummocky Rocks. (E) August 1747.

By a Pole set up in the Bay, at the Place where the Boats anchored, it flowed fourteen Feet four Inches, and it was High-water at about half an Hour after ten. Above the Fall the Tide flowed until twelve, there being an Hour and a half Difference as to the Time of High-water, between one End of the Fall and the other.

(E) "The Author of "the Voyage the *Hudson's* "Bay, P. 255. says, that "the great Difficulty now "was how to pass the "Fall; which when at-"tempted, proved not "either so hard, or so ha-"zardous as from the first "View we apprehended; "for I passed it with a "little Boat, when it was "in the full Fury, I "doubt not the Reader understands by this, that Mr. *Ellis* passed down the Fall from the upper Part of the Fall to the lower Part of it; not that he only crossed the Streams below the Fall, and of which I was myself an Eye witness; and the same was done by every one as they returned aboard the Long-boat and Scooner.

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The Land the Captains were upon was high mountainous rocky Land, interſperſed with a Number of Vales, covered with ſhort Graſs and Moſs, affording plenty of Sorrell and Scurvy Graſs; about three the Captains returned aboard, the Weather delightfully pleaſant; ſoon after three Canoes of *Eſkemaux* came along-ſide; they had nothing to trade when they came along-ſide, except ſome of their Cloathing, and Fiſhing Tackle; but after Preſents given them, and being ſent away for Veniſon, they returned with dried Buffalo's Fleſh, a Piece or two raw, a ſingle Piece of raw Veniſon, and a Buffalo's Main juſt flead off.

Some of the Boats People who had been hunting, ſaw one Deer, and afterwards three Buffalos, a Bull Buffalo with two Cows; they ſaid that they were much lower than a Deer, but larger bodied as to the Belly and Quarters; had ſhort Legs, Tails like Hogs, and very long Hair; the Bull's Horns reſembled an *Engliſh* Rams; they run a good pace, and climbed nimbly up the Rocks. It is remarkable that the Fleſh of the Buffalo taſted of Muſk, and the Heart eſpecially ſo very ſtrong, that few could eat it. It was obſervable after our return to the Ship, we having carried a conſiderable Parcel of this Buffalo Fleſh to the Ships with us, that on eating the Fleſh of the Bull Buffalo, our Men were ſurprizingly recovered.

At

At a little before seven the Tide slacking in the Fall, the Long-boat weighed to pass the Fall. The Soundings upon entering on the Fall, were but five Fathoms near the Middle of the Fall, and in the best of the Channel seven Fathom, and towards either Shore less than three Fathoms. As you are near the upper Part of the Fall, the Water deepens gradually to eight, nine, ten and fifteen Fathom, the Water on the Fall very clear. By eight both Boats had passed the Fall; during our Passage, the *Eskemaux* came again, and brought more dried Buffalo, for which Captain *Smith* paid them, seemingly much to their Satisfaction, and a little before eight went away; but while they staid with us, one of them being close along-side the Boat, endeavoured to get loose an Ice Pole, which was swung on the Side of the Boat; it was soon perceived, but he was let to go on, until he got it just into the Water; then he was detected, at which the other two *Eskemaux* laughed, and he made off. August 1747.

At ten endeavouring to stand up the Water, which had been seen to the N. W. the Long-boat did not go ahead; on sounding, and finding sixty-five Fathoms in the Middle Channel, we drew nearer the South Shore, and anchored in ten Fathom; a clear pleasant Evening, agreeable to the Day. The Streight as we supposed, was

August 1748. was about four Miles wide, and we saw up it near eight Leagues.

2d It was calm all this Night; we weighed at eight the next Morning with a small Wind, but foul, and stood over to the North Shore; the Wind then falling, we made use of the Oars, but the Wind freshening at eleven plied to Windward. At half an Hour after twelve, we perceived the Water pinched on the North Shore, which was sometime before discernable on the South, and the Tide did not seem to have flowed above five Feet.

This Part appeared less mountainous and barren then that on the other Side of the Fall, being mostly covered with a good Coat of Grass and Turf, the Land of a gradual Ascent from the Shore, though high within.

The Boat plying to Windward, got Ground, leaving the Scooner behind. The Boat afterward continued down the Streight for three Leagues, perceiving that the Scooner was come to an Anchor under the Land; but the Wind coming to the S. E. the Scooner weighed and joined us. While the Long-boat was thus seperated, Captain *Moor* in the Scooner had made an Experiment as to the Saltness of the Water, by Caulking a Bottle very tight, and then lowering it down with 160 Fathom of Line, which Bottle when drawn up was full of Water extremely Salt, the Surface of the Water, at this Place, and ever since our passing

passing the Fall was only brackish, as it likewise was on the other Side of the Fall, and all the Way for six Leagues from below the Fall, though in some Places something salter than in others. August 1747.

At eight the Wind variable and small, we came to an Anchor in ten Fathoms; at half an Hour after ten the Wind springing up, the Boat got under weigh, run about seven Miles into the Head of this Water, there expecting the Dawn to shew a further Opening. It was a fine Night suiting with the Day, which had been agreeable and pleasant.

31 The Shores on the Side, and round the Head of the Water, when Morning came, appeared flat and level, with high rising Land within, and the Water seemed entirely terminated by Land excepting a small narrow Opening to the N.W. affording us as viewed from the Boat, but little Prospect of our getting further.

At about six Captain *Smith* and Captain *Moor* went ashore to the Southward, the Shore nearest to where the Boats lay; and at about a Mile distant from the Head of the Water, perceived that between the high Lands within the North and South Shore, which had a Sweep towards each other, so as almost to join to the Westward, there was a Defile or hollow Way, not exceeding a Mile, or a Mile and a half in Breadth; one End of

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of which Defile reach'd the Head of the Water the Boats laid in, and continued down both Shores; the other End was terminated by a seeming Lake: And down this Defile or hollow Way, (which is about three Miles in Length,) there was close under the rising Land to the Northward, a Run or Wash of Water, which came from such Lake, shallow and narrow, not navigable, even for the Jolliboat, that was with the Scooner, nor even for a Canoe; venting itself with a Ripling over some Stones into that Water, where the Long-boat and Scooner lay; making that shallow, narrow Opening mentioned to be seen from the Long boat to the Northwards. This Run of Water appears to be no more than an Overflowing of the Lake, probably occasion'd by the melting of the Snow, at that Time, and perhaps in a few Days afterwards there might be no Run of Water at all. (F)

(F) Mr. *Ellis*, in the Account of a Voyage to *Hudson*'s Bay, says, "on "the third of *August* towards the Fall of Night "the Water became unexpectedly shoal, upon "which we anchored until next Morning should "discover the Cause. The "Day no sooner broke "than we went ashore, "and from the Hills, that "were but a very small "Distance from the Coast, "we had the Mortification to see clearly, "that hitherto imagined "Streight ended in two "small unnavigable Rivers, one of which "plainly fell from a large "Lake, which lay at some "Miles distant to the "South-West." But as to the second River, he hath not told us where that lay, or, where it emptied itself; But in his Chart he hath thought proper to insert three Rivers

The

The Captains ascending the Heights, and taking View of the Lake from thence, it appeared to have high mountainous Land on the opposite Shore, or to the Westward, that blue mountainous Land mentioned to be seen off the Heights aside of the Fall. The Lake seemed upwards of three Leagues broad; to the Northward, it seemed to run narrow, it was partly covered to to the South-Westward, by a high Ridge of Land which lay between it and the Place from whence the Prospect was taken, and upon which we could not get by Reason of Water lying in the Bottom between this Ridge, and our Place of Observation, but we plainly discovered a small Branch of this Lake running South. There was Ice plainly discernable at the Edge of the Lake, and the whole Surface shewed so white, that it was a Question between those who viewed it whether it was broke up or not; but seemed to be broke up and to be a dead white Water without any Motion or Current. July 1747.

At ten Captain *Smith* returned aboard the Long-boat. The Weather now changed to cold and rainy, with a fresh Wind springing up, and a large Swell. Before eleven we discovered some *Eskemaux* on the oppsite Shore, who by eleven were along-side us in six Canoes, bringing raw Buffalo Flesh; three of them were those who had been before. We traded with them for what they brought. They also shewed us several

August 1747. dried Salmon Trout; and on Signs being made them that we would trade with them, they went away about twelve, but in two separate Parts, three Canoes to the Westward, and three to the Northward. The *Eskemaux* had Dog Skins, and white Bear Skins hanging over their Shoulders to keep off the Rain. While the *Eskemaux* were away, two Persons appeared on the Southern Shore, and on the *Eskemaux*'s Return to the Boats, one of them came in one of the *Eskemaux* Canoes, but seemed to know little how to manage her; and there being a Swell, was very much frightened; returning ashore conducted between two other Canoes. These People were in Complexion and Manner, very different from the *Eskemaux*, though in the same Habits; and it is to be supposed that these two were with the *Eskemaux* the first Day at the Fall Side; there appearing two Persons at a Distance peeping over some low Rocks, who did not approach, and were then imagined to be *Eskemaux*. The Surgeon of the *Dobbs* went ashore to see if he could purchase one but did not succeed, the *Eskemaux* rejecting the Offer. The *Eskemaux* this last Trip brought some more Buffalo and dried Fish.

The Wind encreasing with Squalls, caused the Swell to be greater, which made the Long-boat ride hard. About half an Hour after three weighed, and stood down three or four Leagues for a small Bay, seen in our coming up upon the North Shore, and there anchored at half an Hour

Hour past five, after an extreme wet, blowing and cold Passage, in about seven Fathom Water, being in the Entrance to the Bay; which was surrounded with high Land, and no Ground to be found with a Line of twenty-five Fathom; the Bay but of small extent. A little after six the Weather began to change, the Rain ceased, and the Wind becoming little and variable it was less cold. August 1747.

Soon after our anchoring in the Entrance of the Bay the six Canoes came, but had nothing to Trade with; Signs were made to the *Eskemaux*, that the Long-boat and Scooner would be on the next Day further down, some Things were given them, and they were sent away.

About eleven, the Wind moderate and fair, the Long-boat and Scooner weigh, and at one by a Squall of Wind from the high Land, the Boom of the Long boat suddenly jibed, carrying over board one *John Harvey*, an *Orkney* Man, whose Behaviour during the Voyage had been so very good, that his loss was the more regretted. The Boat was immediately flung up in the Wind, and all possible Endeavours were used to save him, but in vain.

At two the Wind increasing, and then blowing not only hard, but in Squalls; being also dubious as to the Indraught of the Fall, the Boats came to an Anchor; at half an Hour past four 4th

August 1747. the Boats weighed again and came to an Anchor in a ſmall Bay about two Miles Eaſt of the Fall.

At ſeven weighed, and ſtood down to the S. E. by E. and after running two Leagues came to an Anchor, being near the extreme of the Water there terminated by the Land, which run out into a Point, and divided the Water into two Bays; upon going aſhore on the Heights which were not mountainous, the Land was plainly diſcerned to continue and join the North Main; the North Main to be at no great Diſtance, trenching that Way we had come to the Weſtward, and in which we had experienced that there was no Paſſage to any other Water; and that there was no Water on this Side of the Fall, but that to the Weſtward, which was firſt ſearched, and this to Eaſtward now terminating in two Bays. Before twelve Captain *Smith* returned to the Long-boat, clear Sun-ſhiny Weather, but very cold with hard Squalls of Wind. At twelve we weighed, and worked to Windward until two, when we were returned to the Harbour we came from at ſeven in the Morning, and continued there that Afternoon, all the Night, and weighed at eleven
5th the next Day to proceed for the Fall; there not being a Probability of its being paſſable before, except in the Night, when it was dangerous to attempt it. We had during the Time very various Weather, fair and cloudy, hard Gales, then moderate, change of Wind, then hard Gales and Squalls again, cold and chill. In the Afternoon the

the six Canoes came, they traded some Buffalo aboard the Scooner, which they had now cut into less Pieces than before; afterwards they came to the Long-boat where they got some Presents. August 1747.

At twelve plied to Windward, the Wind but small, Sun-shiney and good Weather, then run to Westward to open the Fall, which from the Land lapping over was not otherwise discernable, and the Jolly-boat was sent a-shore from the Scooner with two Hands, who carried a Sail to let fly on the Rocks, when even Water; but impatient for the Signal, the Long-boat stood several Times towards the Fall, and the Ripling was perceived to be too great for venturing further. In the Interim, the Sky changed to black, and cloudy, it then blowed hard with heavy Squalls, and was very cold. At four the Signal was made.

The Scooner being the nearest bore away, the Long-boat next, met with a very strong Ripling, and afterwards a very strong Tide, which she could not stem, and there was Reason to apprehend her being set along-side, or that she must return: Being the Scooner, she could not sheer any Way to clear the Long-boat, which had like to have been foul of her, so that Captain *Smith* ordered the Long-boat to haul to Windward, by which she was very near the Southern Shore, then hoisted a stout Sail, and perceiving she got ahead, crouded more Sail, and upon that she

Shot

August 1747. Shot away after the Rate of ten Knots, the Stones to be seen very near her, and it was doubtful for some Minutes, whether there would not be one high enough to take her up; but escaped clear of all, and arrived in the Bay, by half an Hour after four, and the Scooner some Time afterward. The Men who had waited a-shore for the Even Water, said that they made a Signal upon the first Opportunity, because that they saw that those in the Boats were so impatient, that there were two Falls with a Hollow between them, though that which they call a second Fall may be supposed no other than the rebound of the Water; that the Tide was excessive rapid, run the rate of fifteen or sixteen Knots. Had the Boats staid longer they would have had the Water level, and so an easier Passage as at their first Passage. The same Weather continued when passed the Fall, as before, but being under the Land it was warmer, at five rained, after which succeeded Sleet and Snow, until a quarter before ten; the Long-boat and Scooner having come to an Anchor at half an Hour after nine under a smooth Rock, in about ten Fathom Water.

6th At twelve at Night the Wind lessened, at two it was clear Weather, and continued so until near eight in the Morning, then it blowed fresh The Snow that fell the last Night, it freezing hard, lay upon the Hills. The Land the Long-boat lay under, was an Island under the North Main, and at Foot of that Opening we had passed before to the North at our first setting

ting out, and which Opening was a small Inlet. August 1747.

The Wind continuing to blow hard at N. W. with great Squalls and some Hail, the Boats were obliged to continue where they were; we here tried the Tide by a Pole, and found that it flowed twelve Feet and a half, and that it was High-water a little past four. At eight of the Clock Captain *Moor* and the Draughtsman set out for the Eastern Shore, in which Attempt, they met with a popling Sea on the other Shore, which caused them to bail several Times. When ashore, as they ascended, they found the Heights still one on the Back of the other, so that they could get no Prospect, but were forced to return. The Ponds were covered with Ice, and they saw some large Lakes.

At a quarter before four in the Morning on *August* the seventh, the Long-boat weighed, and the Scooner in Company, with a moderate Gale, stood for a Point bearing S. by E. and kept close along Shore to N. E. We saw Water round Islands, but no Openings in the Main. We then stood to North-Westward to go in amongst those Islands which were in the Bay or Bite formed by the Land that stretches out from the North Main, and the Point of which we had just past; but finding only four or five Feet Water, tacked and stood further out, rounding the Bay, plainly seeing the North Shore continued with the Islands 7th.

under

August 1747.

under it; we continued to run in with a plain View of the North Main, and saw several small Islands along the Shore, but no Openings or Inlets in the Main, which is a high mountainous continued Land. At seven we discovered the Ships, at a Quarter after ten the Long-boat arrived along Side the *California*.

In our Absence the Ship had taken in more Ballast, filled her Water, and was compleatly prepared for Sea. The sick People were somewhat amended, by their having Rest and fresh Provision; one of the Hands having killed two Deer on the Shore; they had seen several black Whales; and upon a Trial of the Tide, on the the third Day by a Pole set up, it flowed fourteen Feet six Inches, there being then a strong Wind from the Southward.

In the Disappointments in our foregoing Searches we always concluded that we should be made Amends by a Certainty of a Passage in *Wager* Streight: But *Wager* Water being now searched, and no Passage found, no one could then tell what to conclude on, or what Measures were to be next taken; but in a Council held on board the *California*, the Surgeon of the *Dobbs*, and the Draughtsman, questioned to the great Surprize of all who were in the Boats, whether there was not an Opening passed under the North Shore; the Captains expressed themselves satisfied to the contrary, but that there might be no Disputes

Disputes after our Return agreed together with the Council that the Surgeon and Draughtsman should have the Scooner to attend them, to give them Satisfaction. (G) August 1747.

It was proposed in this Council that one Ship should go to the Northward, into *Repulse* Bay, while the Scooner was on the Search; but this could be by no Means agreed to; the Captains having no Authority to seperate the Ships, especially to go into Parts which were out of the Limit of their Instructions: But further the Committee had been asked before the Ships set out, whether the Ships should go into *Repulse* Bay; the Answer was no. The Committee were satisfied as to that Place, had the Inclinations of the Captains, or either of them, been to have gone into this Bay; the People were weak and sick, and all the Officers of both Ships, gave it as their Opinions, that should they meet with a North-West Gale in such Bay, for which was now the Season as we experienced, and got on a Lee Shore, that they had not Hands sufficient to keep the Ship from going ashore. But Argu-

(G) Mr. *Ellis* before the Copy he gives of this Council, he puts Captain *Moor*'s Name first, whereas in the Original it is second, for in which ever of the Ships the Council was held tho' Capt. of that Ship presided, and his Name was accordingly entered first' but this is in order to keep up the affected Superiority which he pretends Capt. *Moor* had over Capt. *Smith*

August 1747 ments are unneceſſary, as what followed in the Sequel of the Voyage will ſufficiently ſhew the Reaſonableneſs of the Objection to this Propoſal of going into *Repulſe* Bay.

9th At twelwe in the Morning on the ninth of *Auguſt* the Scooner got on her Way, under the Command of the Lieutenant of the *Dobbs*, having the Draughtſman and Surgeon on board, but the Wind proving contrary returned at ſeven in the Evening. The Weather was chill but moderate,
10th the next Morning *Auguſt* the tenth it blowed hard at N. N. W. and N. and with a ſudden Squal the Ship drove, and though they let go the Sheet Anchor, was within four Times her Length of the Stones, where had ſhe came to, ſhe had been a Wreck; our People were not ſufficient to weigh our Anchor, and do what was neceſſary; which Captain *Moor* perceiving ſent us Aſſiſtance. The Gale continued ſometimes more moderate than at
11th others, until the Noon of *Auguſt* the eleventh. This Inſtance alone ſhews, what would have been the Conſequence, had the Propoſal for ſeperating the Ships taken Effect.

12th *Auguſt* the twelve, about four in the Afternoon, it being a fine pleaſant Day, but chilliſh, the Scooner again proceeded to make the Search, and returned the next Day about twelve; calm mode-
13th rate Weather, until eight that Morning, afterwards very cold, but a pleaſant Day. A Council was called, in which the Surgeon and Draughtſ-

man

man expressed themseves satisfied as to their being no Passage; and the Lieutenant who had the Care of the Boat, said there were only Islands lying under the Land, as was plainly perceived; and for this, which every one who had been in the Boats was satisfied as to its being so, the Ships had been detained for five Days. August 1747.

In the Council it was again proposed by the Draughtsman for the Ships going to the Northward; all the Officers were unanimous that it was impracticable, the Peoples indisposition considered. The Lieutenant of the *California* asked the Draughtsman how he could propose what he knew could not be executed, his Reply was that the Execution did not belong to him, that he had nothing to do with that, and that it was to be their Care. The Council agreed to proceed with the Ships to try the Tide on the Eastern Shore, at *Cary*'s *Swans Nest*, and other Places. Yards and Topmasts were accordingly got up that Night, with more dexterity than could have been imagined; the sick looking on it to be in their Way Home. The Sick had received a great Benefit from the dried Buffalo Flesh which had been procured from the *Eskemaux* in the Search of *Wager* Water, as mentioned. Though there was an Amendment, yet it was not so much as to enable them to go to the Northward, and their Inclinations, were quite oppo-

August 1747 site to such an Expedition. This Day we killed another Deer.

14th The fourteenth of *August* the Weather was variable, with clouds and Sun-shine, the Afternoon cloudy and squally, with some Snow. At eight in the Evening we weighed, and were clear of the Harbour at Nine, where the *California* had sufficiently suffered in her Anchors and Cables; the changeable Weather continued, and Rain

15th in the Morning of *August* the fifteenth; about twelve both Ships were in Mid Channel opposite to *Savage* Sound, than hauled for the South Shore, crouding all possible Sail with a fine Breeze aft, to pass the narrow, and get clear of *Wager* Water, as Captain *Smith* had now named it, before Night: But standing through the narrow it was plainly perceptable, that the the Flood held the Ship by the Nose, and when she went nine Knots by the Log, she did scarce go ahead by the Land. At eight less Wind, and the Ship went astern by the Land, and the Log being hove she went seven Knots. At eleven were clear of this Water, and into the Bay, had clear Weather the Afternoon, and a fresh Gale, blowing hard at Times. It froze very hard at Night, and in the Night's Watch our People were so weak that the Captain was forced stand at to the Helm while the Mate went up to reef.

We

We lay too until two in the Morning of *August* the sixteenth, then stood S. W. it was a pleasant Sun-shiny Morning, and moderate Weather. About twelve being in the Latitude 64 Deg. 45 Min. and Longitude 84 Deg. 89 Min having shortened Sail for Captain *Moor*, he told us that he intended to stand in for the other Shore, and send his Boat ashore; Captain *Smith* replied that he should do the same could he get fine Weather; to which Captain *Moor* replied that it was fine Weather at this Time; but Captain *Smith* told him, that he was sensible from the strong Haze which was round the Horizon, playing upon the Water, and lifting up the Waves, so as to make them appear like so many Breakers, and was well assured the Weather would not hold fair; the Ships stood to the Eastern Shore, and discovered the Land at two; at five we were within four Leagues of it, it being calm, Captain *Moor* sent his Yawl, to try the Tide; but Captain *Smith* would not until the Morning, judging that the Weather would prove bad, or that at least it would be very ill convenient to his Men, to be out all Night in the Frost, upon a cold Beach; and a great Probability he apprehended there was, that they could not be got on board the next Morning; and as he must have sent some of the best of his Hands, he would scarce have been able to have brought the Ship Home. This Surmise of Captain *Smith*, in relation to his own People had likely to have proved ne

August 1747. 16th

to

August 1748. to the Crew of the *Dobbs*; at eleven there ſprung a Breeze of Wind, both Ships ſtood on and off Shore, the *Dobbs* keeping two Lights on her Main
17th Top Maſt Head, and firing a Gun every half Hour; before four ſtood in for the Land, cloudy ſqually Weather; and by ſix their Boat got aboard, the Sea riſing apace, and ſoon afterward it blowed ſo extreme hard, that it would then have been impoſſible for them to have got along-ſide the Ship. Thick Weather, alſo Snow and driſling
18th Rain, and ſo continued until the Noon of *Auguſt* the eighteenth, which was clear with a great Wind and Sea, Obſervation 64 Deg. 5 Min. Longitude 85 Deg. 26 Min. We ſaw the Land from S. E. to S. by W. I ſhould have obſerved that on the Noon of the ſeventeenth we ſaw a large black Whale going to the Eaſtward. The Night. they were aſh ore, and they tried the Tide, it came from the N. E. High-water about the ſame Time as at Cape *Fry*, and flows near the ſame, the Shore is a Beach, but Rock under, Shoal along Way before you come at it.

At five in the Afternoon of *Auguſt* the eighteenth the *Dobbs* Scooner could not be kept any longer above Water, ſhe beginning to Part in the Middle, the People aboard were forced to cut her away, and then the Ship flung too, and afterwards clued up her Sails: At a little before ſeven having taken the Scooners maſt out, they ſent her away, but ſhe did not ſink while we were in Sight. Had a ſtrong Wind, which continued with

with clear Weather, and a very bad short chop- August
ping Sea until the Noon of the nineteenth, having 1747.
at four in the Morning seen the Land E. of us, 19th
high Land nine or ten Leagues distant, our Latitude 62 Deg. 24 Min. Longitude 88 Deg. 5 Min. hauling at Noon S. W. and at about two S. W. by S. in order to clear Cape *Southampton*. The Weather continued until five, then moderate and a pleasant Evening.

The next Morning fine pleasant Sun-shiny 20th
Weather, with a fresh Breeze at N.W. we had made but small Sail all Night, and at ten stood E. N. E. our sick People appeared to be greatly revived, it being quite warm Weather, far different from the Weather we had had in the Latitude of 66 Deg. our Latitude To-day being 61 Deg. 33 Min. our Long. 85 Deg. 33 Min. Little Wind all the Afternoon and pleasant Weather.

The Morning of *August* the twenty-first 21st
was warm and calm, and an *Aurora Borealis*, as there had been some Nights before, from the N.W. by N. to the E. by N. trying the Current about ten of the Clock, it set E. S. E. about half a Mile *per* Hour. Our Latitude at Noon 61 Deg. 37 Min. Long. 84 Deg. 51 Min. at two a light Wind.

The next Morning was cloudy with Rain, at 22d
ten we shortened sail for the *Dobbs*, which came

up

August 1747. up about twelve, and then Captain *Moor* would lie two, the Weather not being clear to go in with the Land to try the Tide; at Ten at Night we had a strong Gale, the Night dark, and afterwards it blowed very hard, our Latitude To-day was 61 Deg. 7 Min. Longitude 81 Deg. 9 Min.

23d The Gale continued with a great Sea, and Falls of Sleet and Snow until the Noon of the 23d, not moderating until four in the Afternoon. It was very cold the Wind being North, Lat. 61 Deg. 31 Min. Long. 81. there was about ten at Night a little Wind, but a great Northern Swell, and an *Aurora Borealis*, between N.W and N.

24th At four the next Morning calm, at six a moderate Breeze at S. S.W. close and cloudy Weather. At Noon our Latitude 61 Deg. 1 Min. our Long. 81 Deg. Captain *Moor* greatly complained of his People, saying, that one third of them could not come upon Deck. It was a cold raw Afternoon, hazy Weather, and the Wind fresh. Captain *Moor* proposed a Meeting, as the Weather was such we could not get in with the Land to determine what to do.

25th On the Morning of *August* the twenty-fifth there was a fresh Gale of Wind, cloudy and cold afterwards Sun-shiny and calm, and having Observation at Noon, which they had not had since the

the twenty-first, Captain *Smith* found himself set by the Current twenty Miles to the Southward of his Reckoning, which Current set S.W. by S. the Variation here is, 3 ½ Points. At ten Capt. *Moor* had hoisted his Ensign as a Signal of seeing Land, but it was not plain whether it was Land, or a Fog Bank. In the Afternoon a Council was called on board the *California*, it being the Turn for holding the Council there, which was done alternately, one Time on board one Ship, on the next on board of the other. The Reader perhaps may think me too particular in the Accounts of the Weather, *&c.* these last Days, but it is to let him see what was the Occasion of the Tide not having been tried at *Cary*'s *Swan's Nest*, by Reason, that we had not proper Weather to venture in with the Land, it being a low flat Shore. This will also appear plain from the Council of this Day, the Words of which, are, "as in "a former Council it was agreed to try the Tides "on the Eastern Shore of the *Welcome*, opposite "*Wager* River, *Cary*'s *Swan's Nest*, and at other "Places, Wind and Weather permitting; and "the Tide having been tried at such Eastern "Shore of the *Welcome*, with great Hazard, "but by continued hard Gales of Wind, all "Trials at the other Places prevented, and the "Season so far advanced, as there is little "Reason to expect moderate Weather, suf-"ficient to admit of the Boats going away from "the Ships now, to make any such Trial; and "the People of both Ships being in a very in-

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"different State of Health; it is therefore resolv-
"ed that the Ships shall immediately proceed
"for *England*." (H)

The Discovery being thus concluded, it may not be improper before we proceed with the Account of the Voyage Home, to consider what are the Consequences of this Discovery, and whether there is any Reason to conclude from what hath been now discovered, whether there is a Probability of a Passage remaining; and if no Probability from these Discoveries made this Time, whether there is a Probability from any other where else.

It was then the general Opinion of the Officers, on board the *California*, that there were two Tides in the Bay, one from the Northward, and another that came into the Bay between Cape *Wolstenholme* and *Cary's Swans Nest*; and that these two Tides met to the Southward of *Marble* Island. Their Reasons for which Opinion were, that when we came to an Anchor on the fourth

(H) The Author of the Voyage to *Hudson's* Bay, P. 280. says, we had fine Weather on the 20th and 21st, but as we were at some Distance from *Cary's Swan's Nest*, we made no Use of the Season, with Respect to the Trial of the Tide there, though as the Reader must remember, this was amongst the Number of Things proposed necessary to be done in the last Resolution.

of

of *July*, not far from the South Point of the Main, there was a Drain of Tide, setting East-ward, and Southward, which was the Ebb Tide, and there it had been High-Water at about half an Hour after eight, upwards of three Hours earlier than at *Marble* Island, where it flowed the same Morning fifty-four Minutes after eleven; and this Tide being from the Southward, and flowing so much earlier than the Tide at *Marble* Island, consequently it could not be one and the same Tide which flowed at both Places. The Long-boat making Trial of the Tide in *Rankin*'s Inlet (or Mr. *James Douglass*'s Bay) about seven that Evening, the North Part of *Marble* Island bearing S. E. by S. about six Leagues, and two or three Leagues from the North Shore, the Flood came from the S. S. W. Upon Trial of the Tide on *July* the fifth at the *Sugar Loaf* Island, it was Low-water at five, and High-water at eleven, flowing twelve Feet; whereas it was not High-water at *Marble* Island until forty-two Minutes after twelve. Trial of the Tide being made the next Morning on *July* the sixth, at *Seal* Islands, it was Low-water there twenty Minutes after six; whereas it was not Low-water until half an Hour after seven at *Marble* Island. On *July* the tenth it was High-water in a Cove in the Westermost Part of Mr. *James Douglass*'s Bay, formerly *Rankin*'s Inlet, at a quarter after four, and it flowed at *Marble* Island according to the Course of the Tide almost within a quarter of five. This Circumstance of

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the Tide, which comes round the South Point of Main, that the further it advances into Mr. *James Douglass*'s Bay it flows the later, but at the furthest Extent, earlier than at *Marble* Island, is also another Instance of this being a Tide distinct from that at *Marble* Island. The Objections are, that the Ship on the fourth of *July*, having to clear herself of the Shoals, got five Miles to the Eastward of the Place where they had tried the Tide from the Southward, it did not flow the next Morning until six, and was High-water at twelve, and the Tide set to the S. S. W. About four in the Afternoon, being on their Way, though almost a Calm, they perceived that the Ship was set towards *Marble* Island, but at eight when they came to an Anchor, they had a small Drain of Tide from S. E. and about ten the Drain came from the East. Had it been the Ebb Tide which set the Ship towards the Island, the consequent Flood must have been from the N. W. but it was on the contrary from the S. E. and afterwards Eastward; and the Tide at four was the first of such Flood, it being also Flood at the same Time, at the South Point of the Main: As to the Course of the Tide which they experienced set S. S. W. it was a Deflection of the Tide, occasioned by the Shoals and Islands, it running also half Tides. It may be objected that at *Whale Cove* it flows later than at *Marble* Island, and that being nearer *Hudson*'s Streights, than the South Point of Main, it should be supposed it should be High-water sooner; but there

there being a large Bay to the Westward of *Whale Cove*, and to the Southward the Tide hath the Bay or Gulph to fill before it can rise to its due Height at *Whale Cove*. Captain *Moor* reported on his return from searching to the Southward of *Whale Cove*, that he found the Tide coming from the Eastward, Northerly or Southerly as the Land lay. Captain *Smith* had experienced the same. Captain *James* expressly tells us, that the Tides set East and West in the Middle of the Bay, as he had often tried by his Lead Line aground, but nearer the Shore, as they are forced by the Land. It is almost needless to repeat what occasioned *Hubbart*'s Hope, the Tide being to the Eastward, which was occasioned by *Button*'s Bay, but the Tides set to the Westward when in their natural Course. As to what is said that the Tide flowed at *Cary*'s *Swan's Nest* but six Feet, and Captain *James* says, it seemed not to flow at *Mansel*'s on the highest Tides, above two Fathoms. But then Mr. *Hudson* says at Cape *Digg*'s it flowed four Fathoms; and so if Captain *Fox* is in the Right of what he says as to *Cary*'s *Swan's Nest*, the Reason for it is, that the Strength of the Tide, and the first of the Flood, enters into the Bay between Cape *Wolstenholme* and Cape *Digg*'s, and to the Eastward of *Mansel*'s; the weaker and later Flood only taking its Way by *Cary*'s *Swan's Nest*, and to the West-ward of *Mansel*'s. The Islands *Nottingham* and *Salisbury*, form two Channels, the one carrying a strong Tide

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August 1747. Tide to the Eastward, and to the Back of the main Land of *Cary's Swan's Nest*, and the other along the South Shore; and it is High-water at Cape *Digg's*, where the Tide takes chiefly into the Bay, two Hours sooner than at *Cary's Swan's Nest*, it flowing at Cape *Digg's* at ten o'Clock on the Change Day, but at *Cary's Swan's Nest* after twelve. From what I have said, I believe we may safely conclude that there is a Tide which comes into the Bay between Cape *Wolstenholme* and *Cary's Swan's Nest*, as we have experienced in this Expedition that there is no Western Tide comes into the Western Side of the Bay; it must be this Tide between Cape *Wolstenholme*, and *Cary's Swan's Nest*, and the Tide from the Northward, that fills this Bay. We will next consider the Heights that these Tides respectively flow, and whether the Northern Tide, or the Tides to the Northward of *Marble* Island, or the Tides to the Northward of Cape *Eskemaux*, so far exceed the flowing of the Tides to the Southward of *Marble* Island, or even of such Cape as they have been grossly misrepresented, and are at presen urged as strong Circumstance for a Passage. The furthest the Tide was tried to the Northward (excepting in *Wager* Streight) which I will mention in its due Place, was in *Jalabert's* Bay; this Trial was made on the Change Day, being the twenty-sixth of *July*, and it flowed rather more than fourteen Feet, it being High-water at about a Quarter after four: The Tide was tried

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PARTS UNKNOWN
Republic Bay
Wager Water
Cape Dobbs
Salisbury Bay
Mill Isles
Sea Horse Ft.
C. Pembroke
C. Southampton
Lord Weston
J A
ISL
Queen Mary's Cape
Wittingham I.
Salisbury I.
C. Digges
Digges Isles
Mansels I.
Mt. Bowdons Inlet
Stoney Ft.
Marble Island
Mt. James Douglas Bay
C. Eskemaux
HUDSONS
North Sleepers
Seal River
Burton
C. Churchill
Churchill R.
Mist Sleepers
C. Smith
C. Tatnam
Bakers Dozen
Nelson R.
Hayes R.
BAY
W. Pens
E. Pens
Belchers Isles
Marvel Head
New Severn R.
C. Henrietta Maria
JAMES'S
BAY
Bear Islands
the Cubbs
Eyman B.
C. Jonas
Vieuxs I.
Cakochickouan R.
Twins
Gill I.
Albany River
Cape Hope
Slude River
Albany
Charlton I.
Little R.
Littlewood
Canuce R.
Cockispena R.
N. Point
P. Comfort
Moose R.
Onakawna R.
Rupert R.
Frederick R.
Albany R.
L A B
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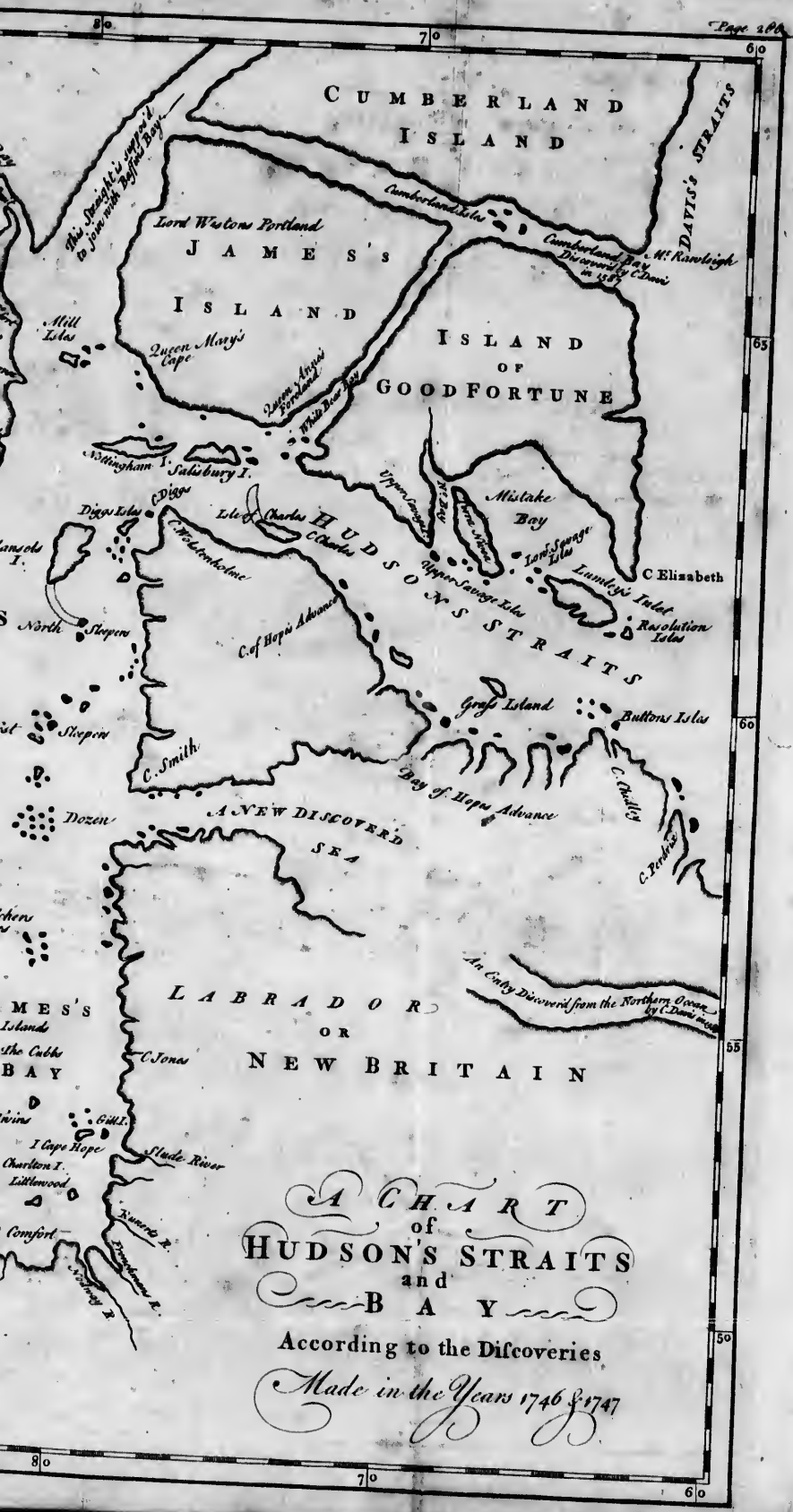
80


CUMBERLAND ISLAND
DAVIS's STRAITS
Cumberland Isles
Cumberland Bay Discovered by C. Davis in 1587
Mr Rawleigh
this Straight is supposed to join with Baffins Bay
Lord Wistons Portland
JAMES's ISLAND
Mill Isles
Queen Mary's Cape
Queen Anne's Portland
White Bear Isle
ISLAND OF GOODFORTUNE
Nottingham I.
Salisbury I.
Diggs
Diggs Isles
Isle of Charles
C. Charles
HUDSONS STRAITS
Upper Savage Isles
Mistake Bay
Lord Savage Isles
Lambley's Inlet
C Elizabeth
Resolution Isles
C. Wolstenholme
C. of Hope's Advance
North
Sleepers
Grey Island
Buttons Isles
C. Smith
Bay of Hope Advance
C. Chidley
C. Perkins
Dozen
A NEW DISCOVERD SEA
An Entry Discoverd from the Northern Ocean by C. Davis in 1587
LABRADOR OR NEW BRITAIN
C. Jonas
Gull I.
I Cape Hope
Charlton I.
Littlewood
Slude River
Kuneric R.
Comfort
Frankenay I.
Kenny R.
A CHART of HUDSON'S STRAITS and BAY
According to the Discoveries Made in the Years 1746 & 1747
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tried the Day before by some from the *Dobbs*, (which Trial Mr. *Ellis* says was in Lat. 65 Deg. 5 Min. but he mistakes, it was some Miles to the Southward of that Latitude;) then it flowed but thirteen Feet, rather later upon the Change Day than at *Jalabert*'s Bay. The Tide was tried at Cape *Fry* on the twentieth of *July*, and it being then two Days after the Quarter, and it then flowed ten Feet. High-water on the Change Day at half an Hour after four, it being Flood on the Day of the Trial between five and six, and High-water at forty-two Minutes after eleven. The next Experiments were made by the Boats; they tried the Tide at an Island in 64 Deg. 7 Min. upon the the twenty-third of *July*, it flowed at such Island but eight Feet High-water at one. They tried the Tide at another Island in Lat. of 64 Deg. 7 Min. upon the twenty-first of *July*, three Days after the Quarter, and one Day after the Trial at Cape *Fry*, and it flowed but six Feet four Inches, High-water at half an Hour after twelve: And this was the Place where *Scrogg*'s experienced his high Tides, and Captain *Fox* mentions of their flowing upwards of twenty Feet on a Neap Tide, and a W. S. W. Moon made a full Sea. The next Trials of the Tide were made in Mr. *Bowden*'s Inlet, but this was only guess Work. The *California*'s Long-boat was at Island in the Inlet, where on the sixteenth it flowed seventeen Feet, and was High-water at seven in the Morning; the *Dobbs* People were there on the Day after, and

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they

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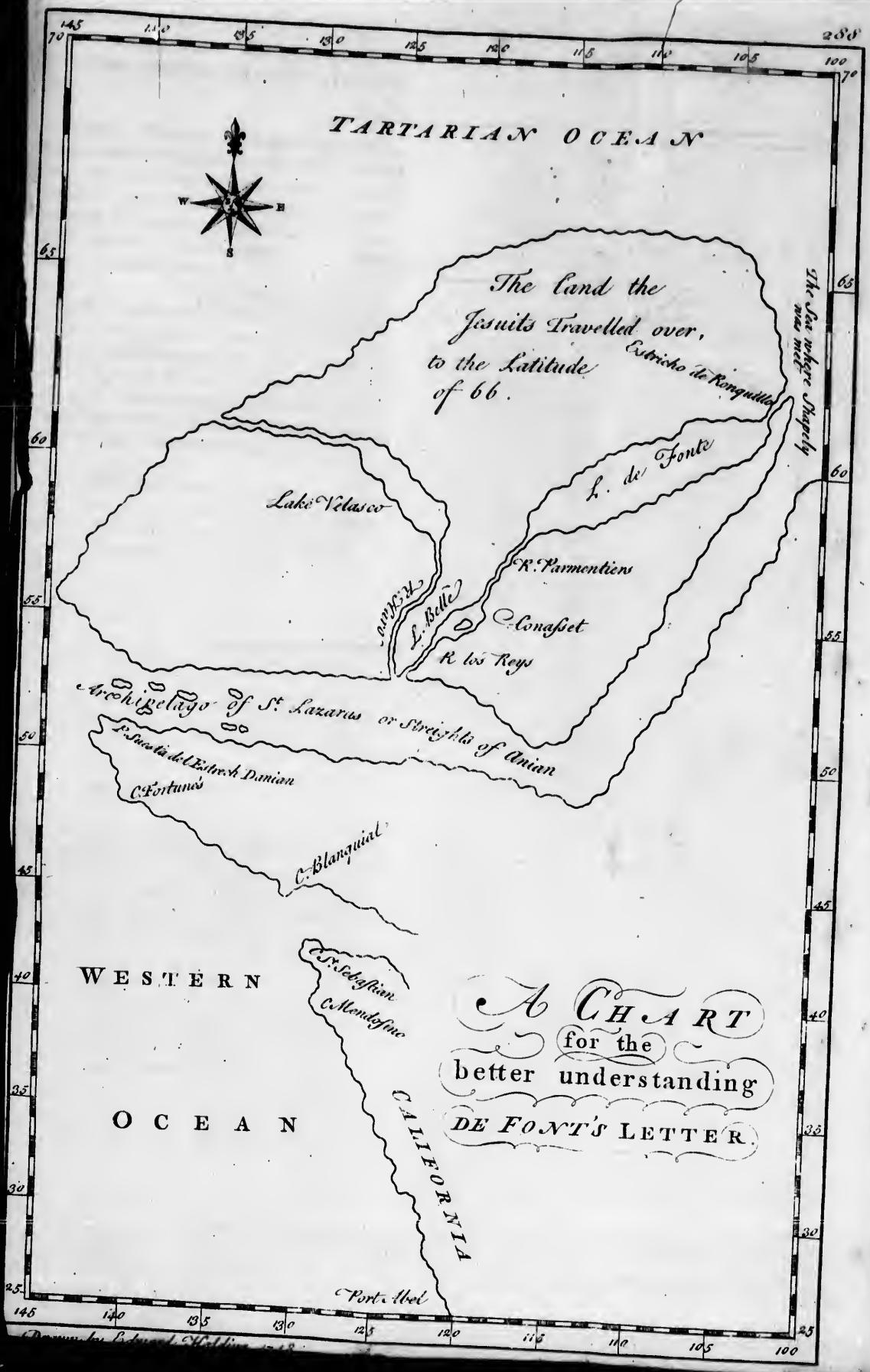
they perceived it had fell thirteen Feet, which was too great a Difference in so small a Time, the Weather all that Time moderate; and the next Day on the seventeenth the *California*'s Long-boat came into Shoald Water, and it did not flow that Day, being on the quarter Day more than nine Feet High-water at half an Hour past ten, and this not above five or six Leagues from where it was pretended the Tide flowed seventeen Feet; and what the second Mate told the *Debbs* People that it flowed here later than at *Marble* Island, as already mentioned, was a Mistake, for it flowed that Day after eleven at *Marble* Island; and the Difference made between the Time of the two Tides, it is not reconcileable, the seventeen Feet Tide, an Equal to which was not seen any where else, even on the Springs, flowed at seven in the Morning of the sixteenth; the nine Feet Tide flows half an Hour past ten at Night of the seventeenth, which makes three Hours Difference between the two Times of Tide, so that consequently there must be a Mistake. The right Observation seems to be that of the Tide of the seventeenth, that agreeing as to Height and Time with the other Tides. Upon the fourteenth of *July* in the Afternoon the *California*'s Long-boat tried the Tide, and it fell eleven Feet; two Days after the full it was High-water at half an Hour after six; Captain *Fox* also tried the Tide about the same Place, and he reported it flowed twenty Feet; a W. S. W. Moon made a full Sea, not a S. W. by S. Moon

James Douglas's Bay, so a Repetition will be unnecessary. Captain *Fox* says, that at an Island named *Dun Fox*, twelve Leagues from *Brook*


TARTARIAN OCEAN
The Land the Jesuits Travelled over, to the Latitude of 66.
Estricho de Ronquillo
The Sea where Bagely was met
L. de Fonte
Lake Velasco
R. Parmentiers
L. Belle
Conasset
R los Reys
Archipelago of St. Lazarus or Straights of Anian
S. Sucia del Estrecho Danian
C. Fortunes
C. Blanquial
C. St. Sebastian
C. Mendessino
WESTERN
OCEAN
CALIFORNIA
Port Abel
A CHART for the better understanding DE FONT'S LETTER.

was High-water at half an Hour after ſix; Captain *Fox* alſo tried the Tide about the ſame Place, and he reported it flowed twenty Feet; a W. S. W. Moon made a full Sea, not a S. W. by S.

Moon

Moon, as the Lieutenant of the *Dobbs* advanced; at *Marble* Island it flows eight Feet ten Inches on the Neap, and about thirteen Feet the highest Tide. August 1747.

In *Wager* Water, of the hither Side the Fall, it flowed the first of *August* fourteen Feet, a fresh Gale at S. S. E. High-water at half an Hour after ten. Upon the third of *August* in *Douglass* Harbour it flowed fourteen Feet six Inches, High-water at a Quarter before eleven, Wind S. E. and a fresh Breeze.

August the sixth, within three Days of the full, it flowed in the Opening where the Boats were detained twelve Feet and a half, a very hard Gale at N. W. It was said another Trial of the Tide was made besides these mentioned, about the change Time, and it flowed sixteen; but I never saw any Memorandum of it.

Thus the Tide from the Northward flowing much about, or near equally the same between *Jalabert*'s Bay and *Marble* Island, on an Average the Spring Tides rise fourteen Feet, the Neap nine Feet. We are now to see the Difference between these Tides and the Tides to the Southward. We have already mentioned with Respect to the Height of the Tides in Mr. *James Douglas*'s Bay, so a Repetition will be unnecessary. Captain *Fox* says, that at an Island named *Dun Fox*, twelve Leagues from *Brook*

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Cobham, the Tide flowed there on the thirtieth of *July*, 1631. about two Days before the Change thirteen Feet. At *Whale Cove* it flows as Capt. *Smith* and others have experienced fourteen Feet on Full and Change. Captain *Moor* tried the Tide, two Days before the Quarter, on the second of *July*, at *Knight*'s Island, and it flowed ten Feet. Captain *Smith* trying the Tide on the eighth of *July*, 1744, in *Knap*'s Bay, it flowed ten Feet two Days after the Quarter; at *Churchill* it flows ten to fourteen Feet; at Port *Nelson* about the same, and at *Yorkfort*; but as you proceed more Southerly the Tides are less.

Thus it appears from undoubted Experience, that all which hath been reported of the Tide to the Northward of *Marble* Island flowing higher than the Tide to the Southward is absolutely false, for between *Wager* Water and *York* Fort, it is evident the Height of the Tide is the same, and all the Arguments artfully drawn to prove a Passage from the Difference of the Height of the Tides consequently are of no Force. The Author of the Voyage to *Hudson*'s Bay, says, P. 312 "I tryed the Tide upon "an Island in the Latitude of 62 Deg. 2 Min. "(*Knight*'s Island as mentioned) and found it rise "ten Feet. I likewise tried it in the Latitude of 65 "Deg. on the West Coast of the *Welcome*, where "it rose thirteen Feet, and to the Northward of "this, it rose seventeen Feet." The Reader will readily

readily see into the Deceit, and known that the Difference of the Height of the Tide, proceeded from their being tried upon different Days; and had Trial been made of the Tides at each of these Places on one and the same Day, it would have been found that the Height of the Tide was equally the same at all the Places; when the Tide was tried at *Knight*'s Island, or in Latitude 62 Deg. it was two Days before the Quarter; and when the Trial of the Tide was made in the Latitude of 64 Deg. 20 Min. at Cape *Fry*, it corresponded with the Height of the Tide of *Knight*'s Island, and it was two Days after the Quarter; and when the Trial was made in Latitude 65 Deg. though it was at a Place more Southerly than there mentioned, it was the Day before the Change Day; but where the Trial was made and on what Day it was, that the Tide rose seventeen Feet, I cannot, and defie him, to determine, who well knows there were no other Trials of the Tide made, than those I have mentioned, and upon no Trial to the Northward of Cape *Fry*, was the Tide ever found to rise seventeen Feet. It is evident that the reported Differences of the Rise of the Tides in *Hudson*'s Bay, and the *Welcome* (as called) is only owing to their having been tried at different Ages of the Moon; but if tried at one and near the same Time, no particular Winds blowing, they will be found to flow equally the same.

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We will next consider that great Argument for a North-West Passage, which hath been at all Times quoted, *viz.* that the North-West Winds raise the highest Tides; and consequently those Tides are from the Western Ocean. It is an undoubted Fact that the North-West Winds raise the highest Tides at *Churchill*, at *York* Fort, and even at *Albany*; but this does not appear to be a Fact to the Northward, of the Latitude of 62 Deg. when the Lieutenant of the *California* tried the Tide in a Cove, at the Head of Mr. *James Douglass*'s Bay, the Wind was at North and North-West upwards of twenty-four Hours before, yet the Tide did not rise upwards of fourteen Feet, and it was on the Change Day too, whereas the Tide with the same Wind would not rise at *York* Fort less than eighteen Feet. We had no other Opportunity of trying the Tide, when the North or North-West Wind blew, excepting on our return in the Boats from searching the Head of *Wager* Water, where we got into an Opening, it was then within two Days of the Full, it flowed but twelve Feet; whereas the first of *August* we having a South and South-Easterly Wind of thirty Hours before it rose in the Bay by the Fall fourteen Feet four Inches, and that one Day before the Quarter; and the third of *August* a Trial of the Tide being made in *Douglass* Harbour, the Wind having been South, South-East, and a fresh Wind for the latter Part of the twenty-four Hours, it flowed fourteen Feet six Inches, and this on the

Day

Day after the Quarter. It is evident from these Circumstances that the North-West Winds have not that Effect to the Northward, or in the Northern Part of the Bay as they have to the Southward; so it is plain that the Augmentation of the Tide upon a North-West Wind to the Southward, is not the Consequence of any Tide from a Western Ocean, but hath another Cause, for if this Tide was from the Western Ocean, it can come in no Way, but from the Northward, it being now well know that there is no Tide from the Westward, or which comes in by the Western Side of the Bay; the Consequence would be that there would be a greater or a larger Rise of the Tides to the Northward, than there is to the Southward; and the Tides not rising to the Northward, on a North-West Wind, is an Argument that there is no Communication of such Northern Tides with the Western Ocean, for if there was an extraordinary Increase of the Tide, either more or less must have been the Consequence. August 1747.

The Author of the Voyage to *Hudson*'s Bay, P. 318. says it is a Fact certified under the Hands of all who were Members of the Council, in the last Expedition, that North-West Winds make the highest Tides every where upon these Coasts. They certified no such Thing, and had they done so they would have had no Authority for it, because all the Experiments made to the Northward shewed the contrary; what they cer-

tified

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tified was, that they found North-West Winds to make the highest Tides in *Hudson*'s Bay: Which Words our Author hath thought proper to leave out in the Copy of the Council he gives us, P. 272. knowing the Force of them; and they expressed quite the contrary to what he would inculcate. *Hudson*'s Bay is always understood of that Part of it which lies to the Southward of *Marble* Island; but if we speak of Parts to the Northward of *Marble* Island, it is never done but by the Name of the *Welcome*; and this is a Distinction which may be observed in Authors who have wrote respecting these Parts; and this is the Case here by inserting the Words *Hudson*'s Bay, they cautiously Limit themselves when they spoke of the highest Tides being by the North-West Winds, to be only understood of their being so to the Southward of *Marble* Island, or rather at *York* Fort, *Churchill*, &c. where they had experienced the Tides rising so; nor could they reasonably otherwise, they having not once experienced such Tides in the *Welcome*; and that they used the Words *Hudson*'s Bay and *Welcome* in this Manner, will appear from the very Council I am mentioning. (I)

The

(I) At a Council held aboard the *Dobbs* Galley, in *Douglass* Harbour, *August* 13, 1747, present, Captain *William Moor*, Captain *Francis Smith*. &c.

" After a very accurate Search of the Opening, " called *Wager* River, or Streight, we find it intirely " shut up from having any Communication with any " Place but the *Welcome*, which from its extraordinary " Tides

The same Author proceeds to say, "Now "this which I venture to say is a Fact out of "all Doubt (*viz.* that North-West Winds raise the highest Tides every where upon these Coasts) "renders it clear that these Tides cannot come "from the Atlantick Ocean, through the "Streights of *Hudson*, for if they did, a South-"East Wind would make them highest; from "the Principle before laid down, that a Wind "blowing with the same Direction as the Tide "raises it, and a North-West Wind would be so "far from doing this, as it would actually retard "and depress it." The Fact is as is evident from the two Experiments made in *Wager* Water, when Southerly Winds blowed, that the Tides were the highest, and that a North-West Wind doth actually retard and depress the Tide there, and which comes from between Cape *Wolstenholme* and *Cary's Swan's Nest*, as it crosses the Bay to the Westward and the Northward, and at its first Entrance; the Reason it depresses the Tide at

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"Tides, great depth and Saltness of its Waters even "50 Leagues up, we determine to be an Arm thereof; "yet finding the Tides to rise a great Height on the "West Coast of the *Welcome*, but more especially here, "and not being certain where they came from, further "than that all the Places we have tried them in our "Way thither, we have found the Tide to set the "Course of the Coast from the Northward, and North-"West Winds to make the highest Tides in *Hudson's* "Bay, now being, &c.

Marble

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Marble Island will be shewn hereafter; and if it is only considered how the Land lies from the Bluff Point to Northward of *Marble* Island, quite to *Jalabert* Bay, it will easily be perceived how a strong N. or N.W. Wind must so act upon a Tide entering and crossing the Bay, in the Manner we have described the Tide that comes in between Cape *Wolstenholme* and *Cary's Swan's Nest* to do: And it will be perceived as these Winds will depress this Tide from advancing to the Northward, so by Consequence they will cause it to rise greatly to the Southward, but not hinder it from rising to its Height to the Westward. The North-West Wind thus having different Effects to the Southward, to what it has to the Northward is a further Argument for their being two Tides; for if it was the Tide from the Northward that the North-West Wind raised so extraordinary at *Port Nelson*, *Churchill*, &c. the same Effect would have been perceived all the Way down the *Welcome* and the Bay, but if we admit that it is a Tide to the Southward, seperate from the Northern, then the Effect is Natural, the rising of the Tide to Southward, it being depressed by the Wind off that Land to Westward.

I will next consider why the North-West Winds do not raise the Tides to Northwards, but South-East Winds; but this cannot be done without inquiring for the Source of the Tide, which comes from the Northward. It is well known

known that it is from *Repulse* Bay, but the Question is whether Easterly or North-Westerly from the *Atlantick* or *Western* Ocean. All who were with Captain *Middleton* agree they had a Tide at Cape *Hope*, and coming into the Latitude 66 Deg. 40 Min. found they were imbayed, and that they could not go above three Leagues further, and found where they were, that there was neither Ebb or Flood. This Circumstance of their finding no Tide in the Northernmost Part of *Repulse* Bay, is a strong Proof that such Northern Tide is not from the Western Ocean; for if it was from a Western Ocean, this Tide must have been perceptible from its Twirls and Riplings, as it must have come from the Northward or Westward through a narrow Channel, otherwise if it was not a narrow Channel by which it came, it must have been perceived by them when within three Leagues of Land; but as they perceived no Openings nor no Riplings of Tides, consequently the Tide had another Source than from the North or West Part of *Repulse* Bay, or from the Western Ocean. Captain *Middleton* concluding that he had over-shot the Streights on the N. E. Shore, from whence the Flood came, they agreed to return and search for a Streight or Opening near where they had found the strong Tides, and as they came up the N. W Side of *Repulse* Bay, they now proceeded by the Eastward; where Captain *Middleton* made a Discovery of a Streight or Opening by which the Tide came into *Repulse* Bay from Cape *Comfort*, and

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and *Mill* Isles. This was denied on the other Hand and insisted on as only a Streight round an Island, and the Tide which was admitted to be a strong one, was from the South-West. But as the contrary is now known, that there is a Tide from the Northward, it greatly invalidates what they also advanced, that it was no more than a Streight round an Island, and there being no Signs of the Tide coming from the upper Part of the Bay as already shewn; and a great Number of Circumstances, which make it reasonable to think it hath its Source through such Streights, it is therefore highly probable that there are such Streights.

The Circumstances are, a South-West Moon makes High-water at the Entrance of the Streight next to *Repulse* Bay, upon the Full and Change Days, which is earlier than at *Jalabert*'s Bay; there is a strong Tide acknowledged round what they call the low Beach Point; at the back of that Land, through which Captain *Middleton* makes this Streight to pass, or at the Back of the Main of *Cary*'s *Swan's Nest*, *Bylot*, *Hawkbridge*, and *Fox* all agree there are strong Tides; Captain *Hawkbridge* found a Tide in Latitude 64 Deg. 57 Min. to rise twenty odd Feet; Captain *Fox* says it rose at *Mill* Isles four Fathoms; *Bylot* says it is deep Water close to the Western Shore, that when he advanced to the Northward, the Water shoal'd and the Tide seemed less, and he supposed himself imbayed;

Fox

Fox and *Hawkbridge* experienced the Eastern Shore to be a Shoal, and supposing from the Smoothness of the Water and other Circumstances that they should meet either with Ice or Land, returned; *Fox* being as high up as the Latitude 66 Deg. 47 Min. his Opinion was that this Tide which come up the back of *Cary*'s *Swan's Nest*, by *Mill* Isles, must be consumed somewhere, and therefore thought it did return its Waters by *Cumberland* Streights, into Streights *Davis*, the Flood in *Cumberland* Streights not being great as he supposed, being hindered by the Isles, where *Davis* met a Tide from the South-West; but it is more natural to suppose, that the Tide from the South-West was the Flood from *White-Bear* Bay, or some other Inlet, which run into *Cumberland* Streights, and up which it being more Southerly the Tide made sooner than it did by *Cumberland* Streights Mouth, and so met the Tide coming up the Streights Mouth, and both Floods joining, take their Course into the Sea on the back of *Cary*'s *Swan's Nest*; and this in some Measure accounts for the great Tides there, otherwise difficult to be accounted for, and yet that they are so, is incontestable; where the Tide is consumed it is most natural to think it is, by passing the Streight Captain *Middleton* discovered, and so entering the supposed *Welcome*. The Shoaling of the Water on the Eastern, and the depth of Water on the Western Shore, the Tides according to *Bylot* when beyond Cape *Comfort* being less, and the Water Shoaling

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ing as he advanced to the Northward, are Circumstances favouring the Tides being taken off by such a Streight.

That the Streight is the Source by which the Tide comes into the supposed *Welcome*, is evident from the Effect the Winds have on such Tide, the North-West Wind depressing it, and the South-East raising it to the highest, as instanced in *Wager* Water, and which otherwise is not accounted for; it is also apparent to every one on the Sight of the *Chart*, that South-East Winds must force a Quantity of Water up the Channel on the back of *Cary's Swan's Nest* than any other Wind, and rob the Channel to the Southward, or which goes into *Hudson*'s Bay, proportionably of its Quantity of Water, and consequently such Wind will cause the lowest Tides in *Hudson*'s Bay, and the highest in that Sea behind *Cary*'s *Swan's Nest*; and as this Effect is experienced in *Wager* Water, from a South-East Wind raising such a Tide, it is evident that this Water hath a Communication with this Channel to the Eastward of *Cary*'s *Swan's Nest*, or that it receives its Tide from it; and also that it its not the same Tide with that which comes into the Bay for this Reason, *viz.* That this Wind decreases the Heights of the Tides in the Bay. On the other Hand a North-West Wind hindering the Tide in its Course up that Channel, the Tide consequently is increased in *Hudson*'s Bay, but is lowered in the

supposed

supposed *Welcome*; a North-East Wind does the same, for when Trial of the Tide was made at the *Sugar Loaf* Island, it rose twelve Feet, though but the Day after the Quarter, and at the same Time the Tide rose at *Marble* Island but eight Feet and a half, and the Reason was because we had had North-East Winds for some Hours before, which Wind depressed or was athwart of the Direction of that Tide, which flowed at *Marble* Island, as it passed the back of *Cary*'s *Swan's Nest*, and before it got through the Streight to Northward, but it augmented the Tide which came between *Cary*'s *Swan's Nest* and *Woolstenholm*, which Tide came to the *Sugar Loaf* Island. August 1747.

Thus there is a Cloud of Circumstances in favour of their being a Streight through the Land adjoining *Cary*'s *Swan's Nest* to the Northward, and that the Tide to the Northward is from the *Atlantick* Ocean, but no one Circumstance, the Facts being truly stated, in favour of the Northern Tide coming from the Western Ocean. As to *Baffin*'s Bay, or *Davis* Streights communicating their Tides, no such Thing can be supposed; the small rise of the Tide in *Baffin*'s Bay is attributable to the Tides being taken off by *Hudson*'s Streights, and *Cumberland* Streights to fill *Hudson*'s Bay, and the supposed *Welcome*; that there is a Communication between the Sea, to Eastward of the Main of *Cary*'s *Swan's Nest*, and *Baffin*'s Bay, by a Streight, it is reasonable

to

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to ſuppoſe, as *Baffin* ſaw a continued Sea, being to the Northward, as far as the Latitude 70 N. L. than Southward of him, and Captain *Fox* was as far up as the Latitude of 66 Deg. 47 Min. and the Sea continued, and there are but three Degrees of Latitude, between where *Fox* and *Baffin* had a Termination of their Views; that the Sea is continued that Diſtance of Latitude, in this all the Maps agree, and as to *Bylot*, *Fox*, and *Hawkbridge* all thinking themſelves ſeverally imbayed as they advanced to the Northward, it was becauſe they then had got beyond the Strength of Tide, as it took its Courſe, by the Inlet into the ſuppoſed *Welcome*.

In delivering theſe Opinions of mine, I have been ſolely guided by Facts, and by Things as they really are, and not ſuffered myſelf to be miſlead by Falſehoods of my own making. If what I have ſaid does not make for a Paſſage, I cannot help it, it is my Duty to ſay what appears to me to be Truth, if I am wrong, I ſubmit to be corrected.

Captain *Middleton*'s frozen Streight is eaſily accounted for, by what we ſaw when in Mr. *James Douglas*'s Bay, the Ice that was chucked between the North Main and the *Seal* Iſlands. As to the Clearneſs of the Water in the ſuppoſed *Welcome*, it is not there only, but in Mr. *James Douglas*'s Bay, and in other Parts. The Currents that run in the Bay, ſetting South, and keeping

keeping a clear between the Ice and Shore, are from no other Cause than from the Snow melting on the Land, *Baffin* also speaks of its being so in *Baffin*'s Bay, where now it is well known there is no Communication with a Western Ocean. I have by what I have here said entirely excluded there being any Communication between *Hudson*'s Bay and the supposed *Welcome* with the Western Ocean, to be judged of, from Winds, Tides, or any other Phœnomena. But as there is a Possibility of a Communication here though these Phœnomena may not appear, it can only be determined, if such there is, by finishing the Search of what we left undiscovered. All that remains to be searched is between the Latitude 62 Deg. and the South Point of Main, and Mr. *Bowden*'s Inlet: At *Repulse* Bay should there be an Inlet there, which there is no Reason to believe, such a Passage would scarce be practicable; and better kept a Secret than known, as it might encourage Men of greedy Tempers to attempt it, both to the Loss of Ships and People. It may be said Captain *Moor* searched to the Northward of the Latitude of 62 Deg. but very imperfectly, and they advanced, that tho' they saw an Opening, they did not go into it; as to *Bowden*'s Inlet, I mention it not as to there being Circumstances there favouring a Passage, more than at any other Place; only as an Inlet, the End of which hath not been determined. As to what the Author of a Voyage to *Hudson*'s Bay says, that those who searched it affirmed that the

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Ebb

August 7147. Ebb run very ſtrong from the Weſtward eight Hours, whereas it run up but two, and with a Motion incomparably ſlower. That they affirmed that at the Diſtance of ninety Miles from the Entrance, the Water though freſher than the Ocean, had yet a very ſtrong Degree of Saltneſs. I cannot ſay I ever heard it mentioned, that the Tide of Ebb ſo exceeded the Flood, and the Officer both of the *Dobbs* and of the *California* alſo have neither of them mentioned this in their Report (the Subſtance of whoſe Reports, I have already given) and which certainly if ſo, would not have been omitted, and as to the Saltneſs of the Water, the Mate of the *California* always reported it was almoſt freſh, but I have mentioned it was otherwiſe, as the Reader will remember.

As to there being a Paſſage by an Inlet from *Hudſon*'s Bay to the Weſtward, and in Concluſion to the Weſtern Ocean, there are ſome Probabilities in *De Font*'s Letter.

De Font was Vice Admiral of *Peru* and *Mexico* in the Year 1640, he made a Voyage from *Lima* to prevent and ſeize upon any Ships, which ſhould attempt to find a North-Weſt Paſſage to the South Seas. This Account was publiſhed in the Memoirs of the Curious in *April* and *June* in 1708, and afterwards by Mr. *Dobbs* in a Work of his, entituled *An Account of the Countries adjoining to* Hudſon's *Bay*, he having only abridged it

it a little in the Account of the Passage to *California*, which is not very material; and altered the Expression from the first to the third Person, I shall principally follow Mr. *Dobbs*. August 1747.

The Viceroys of *New Spain* and *Peru* having Advice from the Court of *Spain*, that the Attempt for finding a North-West Passage, which has been tried before by *Hudson* and *James*, was again attempted in 1639 by some industrious Navigators from *Boston* in *New England*; Admiral *De Fonte* received Orders from *Spain*, and the Viceroys to equip four Ships of Force, and being ready to put to Sea on the third of *April* 1640, from *Lima*, the Admiral in the Ship of St. *Spiritus*, the Vice Admiral *Don Diego Penelossa* in the St. *Lucia*, *Pedro de Barnarda* in the *Rosaria*, and *Phillip de Ronquillo* in the *King Phillip*. The seventh of *April* at five in the Evening he got to St. *Helen*, (A) in 2 Deg. South Latitude, where he took in a Quantity of Bitumen or Tar, by Way of Medicine against the Scurvy or Dropsy; the tenth he passed the *Equinox*, at *Cape Del Passao*; the eleventh Cape St. *Francisco* in 1 Deg. 7 Min. N. Latitude, (B) and anchored by the Mouth of the River of St. *Iago*, (C) and took in there several Refreshments;

(A) It is called the Point of *Santa Elena*, in Latitude 2 Deg. 5 Min. South Longitude from *London* 84 Deg. 6 Min. West.

(B) the Cape St. *Francisco*, still retains the Name, but is laid down 50 Min. N. L. Longitude 82 Deg. 55 Min.

(C) The River also retains its Name, and is in the Latitude 1 Deg. 8 Min. N.

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the sixteenth he sailed from thence to the Port and Town of *Ralco*, 320 Leagues W. N. W. westerly, in about 11 Deg. 14 Min. N. L. It is a safe Port covered from the Sea, by the Islands of *Ampallo* and *Mangreza*, both well Inhabited by *Indians*, *Ralco* is but four Miles over Land to the Head of the Lake *Nicaragua*, that falls into the North Sea in 12 Deg. N. Latitude, near the *Corn* or *Pearl* Islands; here being plenty of fine Timber he bought four Shallops, built expressly for sailing and rowing, about twelve Tons each, thirty-two Feet in the Keel; the twenty-sixth he sailed from thence to *Saragua*, within the Islands and Shoals of *Chamilli*, in 17 Deg. 31 Min. N. Lat. 480 Leagues N. W. by W. from *Ralco*. From *Saragua*, and *Compostella* near this Port he took in a Master and six Mariners, used to Trade with the Natives on the East Side of *California* for Pearl, which the Natives catch on a Bank in the Latitude of 29. North from the *Baxas St. Juan* in 24 North Lat. twenty- Leagues N. N. E. from Cape St. *Lucas*, the S. E. Point of *California*. The Master whom the Admiral had hired with his Vessel and Mariners, informed him that 200 Leagues North from Cape St. *Lucas*, a Flood from the North had met the South Flood, and that he was sure it must be an Island. *Don Diego Penelossa* undertook with his Ships and the four Shallops to discover whether *California* was an Island or not, along with the Master and his Mariners they had hired at *Saragua*; but Admiral

De

De Fonte, with three Ships sailed from them in the Isles of *Camilly*, on the tenth of *May* 1640; and having got the Length of Cape *Abel* on the W. S. W. Side of *California* in 26 N. Latitude, 160 Leagues N, W. by W. from the Isles of *Chamilly*, the Wind sprung up at S. S. E. a steady Gale; that from the twenty-sixth of *May*, to the fourteenth of *June*, he had sailed to the River *los Rey*'s in 53 Deg. N. Lat. not having an Occasion to lower a Top-sail in sailing 866 Leagues, North North-West 410 Leagues from Port *Abel* to Cape *Blanco*, and 456 Leagues to *Rio los Rey*'s; and sailed about two Hundred and sixty Leagues in crooked Channels amongst Islands named the *Archipelago of St. Lazarus*, where the Ships Boats always sailed a Mile ahead, sounding to see what Water, Sand, and Rocks there were. August 1748.

The same Fate hath happened to this Letter of *De Font*'s as hath done to most other Pieces published amongst the same Collection of Memoirs, *viz.* to have a great many Errors crept into it; and these Errors it doth appear from the Matter itself are Errors crept in by Defects in the Press and not in the Original.

De Font steers a regular Course for the Purpose he was bent, first to St. *Helen*, then to the Mouth of the River St. *Iago*, the Latitudes of which Places, given in the Account, are as near agreeable to the present Accounts as any one could

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ſuppoſe any two Accounts taken at ſuch a Diſtance of Time to be. From St. *Jago*, *De Font* ſteers for the Main Land of *Mexico*, paſſing the Gulph of *Panama*, and fell in with the Town of *Ralco*. The Town of *Ralco* I do not find mentioned in any Tables of Longitudes and Lat. but there is the Bay of *Amapalla* anſwering the Name of one of the Iſlands which was ſaid to cover it, its Latitude 12 Deg. 50 Min. Longitude from *London* 95 Deg. 49 Min. but the Courſe W. N. W. here ſet down is plainly one of the Errors mentioned, and which the Latitude of *Ralco* laid down in 11 Deg. 14 Min. makes evident, for with that Courſe he would not attain ſuch a Latitude; but with a North-Weſt Courſe half a Point Weſt, that would be then his Latitude; and his Longitude would be in about 94 Deg. 30 Min. which Longitude and Latitude ſuppoſing the Town of *Ralco* in the Eaſtward and Southward Part of the Bay of *Amapalla* very well correſpond with the Longitude and Latitude of ſuch Bay, which further confirms the Courſe a Miſtake, but the Latitude right. As the Courſe was very wrong between the Mouth of the River of St. *Iago* and *Ralco*, but regulated by the Latitude and Compariſon with the Bay of *Amapalla*, between *Ralco* and *Saragua*, of the Inſide of the Iſles of *Chamilly* on the Coaſt of *Mexico*, the Latitude is wrong, and ſhewn to be ſo by the Courſe and Diſtance, which agree with the Latitude and Longitude of the Iſlands of *Chametlas* or *Chamilly*, the Latitude of the Iſlands is 22 Deg. 10 Min.

10 Min. the Longitude 114 Deg. 29 Min. the Latitude of *Saragua* according to the Distance of 480 Leagues, and the Course N. W. by W. the due Course Variation allowed, or N. W. by W. half West by Compass, will be 22 Deg. 25 Min. the Longitude about 113 Deg. 50 Min. and *Saragua* is said to be within the Isles and Shoals of *Chamilly*, so the Longitude consequently less; again, there follows another Mistake, but still apparently the Defect not in the Original. The Bank where the Pearl is catched is placed in Latitude 29 Deg. North from the *Baxas* of St. *Juan*, to the North of *Mexico*, in 24 Deg. N. Latitude, and is said at the same Time to be but twenty Leagues N. N. E. from Cape St. *Lucas*, the Latitude of which is but 22 Deg. 25 Min. Longitude 117 Deg. 49 Min. so it could not be, but the Mistake is in the Distance from Cape St. *Lucas*. In spight of these Errors, there is an Agreement of Circumstance through this Narration which speaks somewhat in favour of it. His stoping to the Northward of *Mexico*, or on the *Mexican* Coast, near the Entry of the Sea, which goes up between *Mexico* and *California*, plainly speaks that he was to inquire there, whether *California* was an Island, or not, as it was reported in *England*, and as hath been shewn, Arguments drawn from its being an Island, for the Western Ocean being near to *Hudson*'s Bay. In this Place he met with People proper for his Inquiry, People who traded to the Eastward of *California*, but they could give him no satisfactory Account, August 1747.

only

August 1748.

only in relation to a Tide, therefore he thought proper not to let it go unsearched, for fear that the Reports of the Sea communicating with *Hudson*'s Bay might be a Truth.

His Course from *Chamilly* to Port or Cape *Abel* is right, lying on the Main of *California*, and within the Islands of *Casona*'s, the Longitude 121 Deg. 14 Min. West. From Port *Abel* in his standing for *Blanco*, his Course and Distance is also right 410 Leagues, N. N.W. there was also a great Propriety in his Course, attempting to fall in with a Cape on the Main to the Northward of *California*; which Main he should find it necessary to keep afterwards on board, for it is not Cape *Blanco* in Lat. 43. on the Coast of *California* here meant, but Cape *Blanquial* in Lat 45. upon the Main to the Northward of a Gut, to the Northward of *California*, and which Gut runs between such Main and *California*; but whether it terminates in a Bay, or forms *California* into an Island is not certainly known. The Longitude of Cape *Blanquial* is 130 Deg. 18 Min. it is said to be twenty-three Minutes more Westerly than Cape St. *Sebastian*, the most Northerly Cape of *California*, and Mr. *Hudson* in his Tables of Longitudes and Latitudes, lays down Cape St. *Sebastian* in Longitude 129 Deg 55 Min. From hence he stood along Shore; as for the Streight of *Anian*, that nothing might be omitted to prevent the Ship which they went in Quest of, falling into their Hands; for that

Ships,

Ship, should she be got through, would be keeping along that Shore. His first Course must be N.W. by W. ½ W. 467 Miles to Cape *Fortunes*, in Lat. 48 Deg. 10 Min. Long. 140 Deg. 32 Min. his next Course would be N. W. by N. terminating in the Latitude of 49 Deg. 21 Min. Longitude 143 Deg. 3 Min. Distance 123 Miles; these Courses added together will be 196 Leagues, and deduct 260 Leagues, sailed in crooked Channels, amongst Islands from 426, between *Blanco* or *Blanquial* and *Rio los Reys*, 196 Leagues is the Remainder, he is now in Latitude 49 Deg. 21 Min. and when he hath run the 256 Leagues amongst crooked Channels is but in the Latitude 53. His Course could not therefore be much further to the Northward, but to the Eastward or the Westward; that it was to the Eastward, the Words of the Letter will further shew, but as the Main still continues until 51. he could not proceed far Eastward, until he came to the Latitude of 51. which is the Point of *Suesta Del Estrech Danian*, not only agreeable to the modern Accounts but to those formerly, and *Hornius* in his Maps, which may be seen in *Purchase*, lays it down in the same Manner. August 1747.

It is very extraordinary how the Distances set down in the Letter agree with the lying of the Land, it is plain they run 196 Leagues from Cape *Blanquial*, in a different Course from the 260 Leagues up crooked Channels, and on sailing 196 Leagues it appears by the Coast they could

then

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then ſtand round the Land; it alſo appears by the Latitude the 260 Leagues terminated in, that they muſt afterwards have made a great Eaſting; you find by the bearing of the Land, that they ſoon after fell in with an Opening in which they might ſteer even due Eaſt, had it been their Purpoſe, and where only they could enter; and there can be no plainer Proof that this Archipelago of St. *Lazarus*, ſo named by *De Fonte*, was the Streights of *Anian*.

The Pilot who gave Mr. *Lock* an Account of being ſent to ſearch theſe Streights, * ſays, "he "following his Coaſt W. and N.W. in the South "Sea, along the Coaſt of *Nova Hiſpania* and "*California* and *India*, now called *North America*; all which Voyage he ſignified unto me "in a great Card or Map of my own, which I "had laid before him until he came to the Lati- "tude of 47 Deg. and that there finding the "Land to trent N. and N. E. with a broad Inlet "between 47 and 48 Deg. he being entered there "into ſailing therein more than twenty Days, "and found the Land trenting ſtill ſometimes "N.W. and ſometimes N. E. and alſo South- "Eaſtward, a far broader Sea than at the ſaid "Entrance, and that he paſſed by divers Iſlands "in the Entrance.

* P. 95.

N.W.

It must be admitted there is a great Agreement between this Account of Mr. *Lock*'s and *De Font*'s, as to the Coasts they passed, the Course steered, the Entry of the Streights by the N. E. and there being Islands in the Entrance of such Streights, the Difference only is as to the Latitude, which had it been shewn in a Map of the Pilot's own making on that Occasion, had been material, but as it was shewn in a Map of Mr. *Lock*'s, it is of little Consequence. August 1747.

When in Latitude 49 Deg. 21 Min. his Course must be N. E. to Latitude 51 Deg. 10 Min. Longitude 140 Deg. the Distance sixty Miles, from 51 Deg. to 53 Deg. the Course would be about E. N. E. 620 Miles, and making an Allowance for the crooked Course amongst the Islands, I lay down the Longitude of the River *Los Reys* in 125 Deg. Longitude. To proceed with the Letter.

The twenty-second of *June*, Admiral *De Fonte* dispatched one of his Captains to *Pedro de Benarda*, to sail up a fair River, a gentle Stream, and deep Water, he first went N. and N. E. N. and N. W. into a large Lake full of Islands, and one very large Peninsula full of Inhabitants, an honest friendly People, this Lake he named Lake *Velasco*, where Captain *Benarda* left his Ship.

The River *Haro* having its Course N. the Shores must be E. and W. and the western Shore

 before

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before he entered the River *Haro* must be to the Northward of those Islands, or of some Part at least of that which *De Fonte* named the *Archipelago* of St. *Lazarus*; and as their was no Main Land between the Latitudes 51 Deg. and the Latitude 53 Deg. as was experienced, in runing the major Part of the two hundred and sixty Leagues between such Latitudes of 51 and 53 Deg. but a Shore in the Latitude of 53 Deg. the Shore to the Westward at the Entrance of the River *Haro*; such two Shores must form a Streight, and both include such *Archipelago*, and as the Latitude of the Shore in 51 Deg. agrees with the Longitude, and Latitude of the South Shore of the Streights of *Arian*, in Latitude 51 Deg. Longitude 141 Deg. 47 Min. that Shore can be no other than the South Shore of such Streights, and by consequence, the Shore to Westward of the River *Haro* must in like Manner be no other than the North Shore of such Streights.

They never met, all the Way up the River, with less than 4, 5, 6, 7, and 8 Fathoms Water, both the Rivers and Lakes abounding with Salmon, Trouts, white Perch, very large, some two Feet long, they met with three large *Indian* Boats called Periaguas, made of two large Trees fifty or sixty Feet Long. Captain *Bernarda* first sailed from his Ships into the Lake *Velasco*, 150 Leagues West, and then 436 E. N. E. to 77 N. Lat. Admiral *De Fonte* after he had dispatched Captain *Bernarda* on the Discovery of the

the North and East Part of the *Tartarian* Sea, sailed up a very navigable River, which he named *Rio Los Reys*, that ran nearest N. E. but on several Points of the Compass sixty Leagues; at Low-water, he found a fair navigable Channel, with not less than four or five Fathom Water; the height of the Water in both Rivers upon the Flood was nearly the same, in the River *Los Reys* twenty-four Foot full, and change of the Moon, a S. S. E. Moon made High-water, it flowed in the River *Haro*, twenty-two Foot and a half Full and Change. They had with them two Jesuits, who had been on their Mission to 66 N. Latitude, and had made curious Observations. The Admiral *De Fonte* received a Letter from Captain *Benarda* dated the twenty-seventh of *June* 1640, that he had left his Ship in the Lake *Velasco*, betwixt the Island *Benarda* and the Lake *Conibasset*, a very safe Port; he went down a River from the Lake three Falls, eighty-Leagues, and fell into the *Tartarian* Sea in 61 Deg. with the Pater Jesuits, and thirty-six Natives, in three of their Boats, and twenty of his *Spanish* Seamen, that the Land trended away N. E. that they should want no Provisions the Country abounding with Venison of three Sorts, and the Sea and Rivers, with excellent Fish, (Bread, Salt, Oil and Brandy, they carried with them) that he should do what was possible.

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What was the Distance run before *Benarda* quitted his Ship is not noted, but it is said that

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Benarda steered 140 Leagues West, and afterwards hauled E. N. E. 146, now take 80 Leagues from 140, and it is evident he went 60 Leagues to the Westward, after he entered the Sea, and the Land which was on the right Hand, or North East after entering the Sea, was on the Jesuits Report, who went upon Observation as far as 66 Deg. a continued or main Land; he by standing sixty Leagues to the Westward stood off, a contrary Course to the bearing of the Land, and when he altered such Course to E. N. E. he did not steer to fall in with it again; nor until his coming into the Latitude of 77 Deg. a Latitude proper to begin the Execution of his Commission, to search if there was a Passage between the Western and *Atlantick* Oceans through *Davis* Streights. From the Nature of his Commission had no Reason to touch on any other Part of the Shore, nay it was contrary to it, as such Proceeding would have been attended with Delay, and the Purpose of his being sent, rendered abortive by the Ship gaining her Passage before he arrived there. So that the Nature of his Expedition, obliged him to dispatch, touching no where until there was a Necessity for it; he probably stood off sixty Leagues to give himself a good Offing before he hauled, E. N. E. but by this Means as the Land ran N. E. there was a large Tract not seen, and which therefore we have no Account of.

The

The Admiral when he received that Letter, was arrived at an *Indian* Town called *Conasset*, on the South Side of the Lake *Belle*; there is a little Fall of Water until half Flood, and an Hour and Quarter before High-water, the Flood begins to set gently into Lake *Belle*. This River is fresh at twenty Leagues Distance from the Mouth or Entrance of the River *Los Reys*; the River and Lake abound with Salmon, Salmon Trouts, Pikes, Perch and Mullets, and two other Sorts of Fish, peculiar to that River, admirable good; and Lake *Belle* also abounds with all those Sorts of Fish large and delicate, and Admiral *De Fonte* says, the Mullets catched in *Rio Los Reys* and Lake *Belle* are much delicater, than are to be found, he believes, in any Part of the World. The first of *July* 1640, the Admiral sailed (from the Ships in the Lake *Belle*, in a good Port covered by a fine Island before the Town *Conasset*) from thence to a River he named *Parmentiers*, after his Comrade Mr. *Parmentiers*, who had exactly marked every Thing in and about that River, and passed eight Falls in all 32 Feet, perpendicular from its Source out of Lake *Belle*, it falls into a large Lake he called Lake *De Fonte*, at which Place they arived on the 6th of *July*.

It is evident from the Admiral's thus separating himself and *Benarda*, and by the sending away the Vice Admiral before, that they knew no more with respect to this Ship, but that she

would

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would attempt a Paſſage ſomewhere, and though they ſought to prevent her in three Places, in one of which it was always ſuppoſed, the Paſſage would determine, to the Southward of *California*, to the Northward by *Davis* Streights, and by the Streights of *Anian*, they deemed the laſt the moſt principal and moſt likely Place, as the Admiral himſelf undertook the Search of it; not probably from common Report, but from the Account given by *Parmentiers*, who comes in no Command, and is called the Admiral's Comrade, who having been before in theſe Parts muſt be conſidered as a Pilot for them, and had come with the Ships from *Lima* for that Purpoſe. It is alledged that the River which was named after him was ſo named, becauſe he had marked every Thing in and about it, and therefore muſt have been here to have done it, at ſome prior Time. For the ſhort Stay of the Admiral at *Conaſſet*, and the Time of ſix Days which the Admiral ſpent in going down that River, ſhews that it was impoſſible for *Parmentiers*, had he immediately ſat out on the Admiral's Arrival, to have proceeded at this Time up and down that River, which he muſt have done to have made his Remarks, ſo conſequently ſuch Remarks muſt have been made before; and that he had been here before is evidenced by his being the Interpreter and Linguiſt, as will appear in the Sequel, and probably he being beſt inſtructed to the Eaſtward, that was the Reaſon the Jeſuits attended *Benarda* to the Northward.

The

The Admiral after he had run 60 Leagues up *Los Reys*, he arrives, it is plain, at its Source Lake *Belle*, as is plain from its being fresh Water twenty Leagues from the Entrance or Mouth of such River, and it is very probable *Conasset* was the Place fixed on by the Jesuits and *Parmentiers* for the Rendevouz. August 1747.

This Lake (*De Fonte*) is 160 Leagues long, and 60 broad, the Length is E. N. E. and W. S. W. 20, 30, and in some Places 60 Fathoms deep; the Lake abounds with excellent Cod and Ling, very large and well fed; there are several very large Islands, and ten small ones, they are covered with Shrubby Woods, the Moss grows 6 or 7 Feet long, with which the Moose a very large Sort of Deer, are fat in Winter, and other lesser Deer, as Fallow, *&c.* There are Abundance of wild Cherries, Strawberries, and wild Currants, and also of wild Fowl, Heath-Cocks and Hens, likewise Partridges, and Turkeys, and Sea Fowl in great Plenty; on the South Side of the Lake is a very large fruitful Island, which had a great many Inhabitants, and very excellent Timber, as Oak, Ash, Elm, and Firr Trees, very large and tall. The fourteenth of *July* they sailed out of the E. N. E. End of the Lake *De Fonte*, and passed a Lake he named the *Estricho de Ronquillo* 34 Leagues long, 2 or 3 broad, 20, 26, and 28 Fathom Water; they passed this Streight in ten Hours, having a stout Gale of Wind, and whole

Ebb;

August 7147. Ebb; as they ſailed more Eaſterly, the Country grew very ſenſibly worſe, as it is in the North and South Parts of *America*, from 36 to the extreme Parts, North or South, the Weſt differs not only in Fertility, but in Temperature of the Air, at leaſt ten Degrees, and it is warmer on the Weſt Side than on the Eaſt, as the beſt *Spaniſh* Diſcoverers have found it, whoſe Buſineſs it was, as is noted by *Alvarez Acoſta* and *Mariana*.

The Expreſſion in the preceding Paragraph, *as they ſailed more Eaſterly*, is the Expreſſion which in the Beginning of my Obſervations on this Account I alluded to, that their Courſe was to the Eaſtward, ſo it is plainly proved by the Account itſelf, excepting as to the Name, that it was the Streights of *Anian* that they were in, and that it could be no other Place. As to their Courſe being Eaſterly, it is plain from Admiral *De Fonte*, that he ſailed N. E. up *Rio Los Reys*, and E. N. E. out of the Lake *De Fonte*, and again, the Purpoſe they were ſent on, required their Courſe to be Eaſterly.

The ſeventeen they came to an *Indian* Town, and the *Indians* told their Interpreter Mr. *Parmentiers*, that a little Way from them lay a great Ship, where there never had been one before; they ſailed to them, and found only one Man advanced in Years, and a Youth; the Man was the greateſt Man in the Mechanical Parts of the Mathematicks he had ever met with. The Admi-

Admiral's second Mate was an *Englishman*, an excellent Seaman, as was his Gunner, who had been taken Prisoner in *Campeachy* as well as the Master's Son. They told him the Ship was of *New England*, from a Town called *Boston*. The Owner, and whole Ships Company came on Board the thirtieth, and the Navigator of the Ship told him, that his Owner was a fine Gentleman, and a Major-General in the largest Colony in *New England*, called the *Massachusets*; so he received him like a Gentleman, and told him his Commission was to make Prize of any People, seeking a North-West or West Passage into the South Sea, but that he would look on them as Merchants trading with the Natives for Beavers, and Otters, and other Furs and Skins, and so for a small Present of Provisions, which he had no need of, he gave him his Diamond Ring, which cost him twelve hundred Pieces of Eight, which the modest Gentleman received with Difficulty, and having given the brave Navigator Captain *Shapely* for his fine Chart and Journals, a 1000 Pieces of Eight, and the Owner of the Ship, *Seimor Gibbons*, a Quarter Cask of good *Peruan* Wine, and the ten Seamen each twenty Pieces of Eight, the sixth of *August* with as much Wind as they could fly before and a Current, they arrived at the first Fall of the River *Parmentiers*; the eleventh of *August*, eighty six Leagues, and was on the South Side of Lake *Belle* on Board their Ships; the sixteenth of *August*, before the fine Town of *Conasset*, where they found all

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August 1747. Things well, and the honeſt Natives of *Conaſſet*, in his Abſence treated his People with great Humanity, and Captain *de Ronquillo* anſwered their Civility and Juſtice.

The Behaviour of Admiral *De Fonte*, on meeting *Shapely* expreſſed great Senſe and Politeneſs, agreeable to the Man of Conſequence he ſeemed to be, by the Manner in which he conducted this Expedition. It was a fine Turn, when he told them, he would not conſider them as People ſeeking a Paſſage, but as Merchants, a Behaviour implying as if there was no Paſſage, for they muſt have ſuppoſed, any Paſſage known, to have had a quite different Treatment, from the Civil Behaviour they were treated with, and which very Civility they found, lead them to doubt at leaſt, whether there was a Paſſage or not; and from his Appearance with Boats only (as he had before prudently provided,) for had the Ship appeared, the Effect would have been Different, they could make no Judgement, whether there was a Paſſage that Way or not, as they would have known, had they ſeen the Ship; whereas the Boats ſtill induced them rather to believe the contrary. They might have taken *Shapely*'s Charts forceably, but they give him a conſiderable Price, and the Motive is, becauſe they were fine or curious, concealing the true Reaſon that they might be no Guides to others. Mr. *Dobbs* ſays upon Inquiry at *Boſton*, there is ſome Account

as

as to *Shapely* having lived there, and as to the Circumstance of the Time he was met by *De Fonte*, is very suitable to the Season, by which he might have passed *Hudson*'s Streights and Bay. It may be objected, if it was the Season in which *De Fonte* might expect him here; how then is it said, that *De Fonte* kept along the Coast from Cape *Blanquial* expecting to meet him there; the Answer is, had the Ship set out on the Discovery at the Time represented she would, in the Year 1639, as the Words at the beginning of this Account express, *viz.* "That the Attempt for the finding "a North-West Passage, which had been tried "before by *Hudson* and *James* was again attempt-"ed in 1639, by some *&c.*" Why then as he had not heard of her on the Coast of *Mexico* or *California*, he thought she might have Wintered, to the Northward, and then she would have been in those Parts about *Blanquial*, at the Time *De Fonte* sought her, but not coming out in the Year expected, there was a great Probability of his meeting with the Ship, in the Place he is reported to have done. August 1747.

The whole Course was Easterly from *Conasset* to their going out to *Ronquillo*, and the Part of it E. N. E, as their coming out E. N. E. at Lake *De Font* specifies. But the whole Incorrect and Imperfect, so as it cannot be collected with any Certainty, what was the run between Lake *Belle* to the joining of *Shapely*, nor from the Mouth of *Rio Los Reys*, to Lake *Belle*. It is reasonable to believe the sixty Leagues up *Rio*

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Los Reys contain the whole Diſtance to *Conaſſet*, where he ſet out from the firſt of *July*, and paſſes the River *Parmentiers* by the ſixth, and there is no Length ſhown he went in ſuch Time, or from *Conaſſet* to the extreme of the River, but he returned in equal Time, he entered the River the eleventh of *Auguſt*, and was at *Conaſſet* the ſixteenth, which is plainly owing to his being obliged to wait the Tides, for getting over of the Falls, both Ways, nor is it evident what was the Courſe of ſuch River, any more than that it was Eaſterly. The ſixth of *July*, they had entered the Lake *De Fonte*, and by the fifteenth were through the Streights of *Ronquillo*, and at an *Indian* Town the ſeventeenth, ſo they were eleven Days from the firſt Fall of *Parmentiers*, or where it empties itſelf into the Lake *De Fonte*, to the Port where they meet *Shapely*, but in their Return only five, favoured with a ſtrong Current, and as much Wind as they could fly before; I ſay five Days, becauſe I ſuppoſe them to ſet out the ſixth of *Auguſt*, and to arrive at the River of *Parmentiers* the eleventh, as it is plainly an Error in the Printing the Manner the Words ſtand now in; and as *Shapely*, and the others came not aboard their Ship until the thirtieth, it is not probable the Admiral immediately after ſeeing them ſet out, as he muſt have done, had this been the Caſe. Therefore I think the Reading is, that the Admiral made his Preſents on the ſixth of *Auguſt*; with as much Wind as they could fly before, and a Current, they arrived at

the

the first Fall of the River *Parmentiers*, on the eleventh of *August*; and were on the South Side the Lake *Belle* eighty-six Leagues, on Board their Ships on the sixteenth of *August*, before the fine Town of *Conasset*. Here every Date hath something it corresponds with, and making the eighty-six Leagues to refer to the Distance, between the first Fall of *Parmentiers* and *Conasset*, is because the Distances of each of the other Places have been already mentioned; between *Los Reys* and *Conasset* 160 Leagues, between the Lake *De Font* and *Ronquillo* 160 Leagues, *Ronquillo* 34 Leagues, so the 86 Leagues can belong only to the Distance between the first Fall of *Parmentiers* and *Conasset*, it cannot relate to the Run between the sixth and eleventh, for it would not be a great Run, and the Lake *De Fonte* and *Ronquillo*, which they then passed are 194 Leagues, which is good sailing, so the 86 Leagues must belong to the Part I have put it to. The Course of *Ronquillo* and *Parmentiers* are both unknown, any more than that they were Easterly, and supposing the Course of the River *Parmentiers* E. N. E. and *Ronquillo* N. by E. than *Conasset* will lie in Lat. 56 Deg. Longitude 122 Deg. 14 Min. *Parmentiers* Lat. 59 Deg. 4 Min. Longitude 117 Deg. 12 Min. Lake *De Fonte*, Lat. 61. Deg. 8 Min. Longitude 103 Deg. *Ronquillo* in 62 Deg. 48 Min. Lat. the Longitude 102 Deg. 19 Min. after passing *Ronquillo*, being in the Sea desired, they sailed just as was necessary to keep a Look-out; I do not pretend to say these Distances are exactly right, all that they are brought is for to shew, that the

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the Sea off *Ronquillo* is at the Back, or not far from *Hudson*'s Bay, which is a Circumstance greatly helping the Belief of the Event of the meeting *Shapely*, and makes a Probability as there are two Seas so near each other as those are, that there may be a Communication tho' the Effect of Tides, *&c.* is not perceived.

Los Reys and *Ronquillo* both have Tides, the one to the S.W. the other to the Eastward of that Land the Boats had passed through; so *Ronquillo* by having a Tide, (as appears by the Words of the Account, they passed this Streight in ten Hours, having a stout Gale of Wind, and whole Ebb) hath a Communication with Sea or Seas, which hath Communication with an Ocean, for these Tides could not come by *Los Reys* where it is fresh twenty Leagues up; and as to the Course of the Waters of the Rivers *Los Reys* and *Parmentiers*, that of one is Westerly, and of the other Easterly; and the Tide does not make in Lake *Belle*, not above an Hour and a Quarter before High-water. It appears to me by the Current setting down the Lake *De Fonte*, as if the Land to the Eastward, and through which are the Streights of *Ronquillo*, is no other than an Island, the Lake *De Fonte* emptying itself into the Streights of *Anian* to Southward, which Streights must be continued as far up as to the Sea of *Ronquillo*, as there is a Tide; if not so, there then must be a Communication with the *Tartarian* Ocean to the Northward, so that either by the one

Way

Way or the other, there is a navigable Passage from the Sea off *Ronquillo*, into a Western Ocean. August 1747.

The Pilot who gave Mr. *Lock* an Account of these Streights says, he sailed therein more than twenty Days, the Land trenting variously, and being entered thus far in the Streight, and come into the *North* Sea *already*, which Word implies as if he expected to have gone further first; and finding the Sea wide *enough*, every where (which Words imply there two Shores to be seen of such Sea) he thought he had well discharged his Office, and done the Thing which he was sent to do.

Mr. *Dobbs* in his Account of the Countries adjoining to *Hudson*'s Bay, (P. 19.) mentions from *Joseph la France*, that he can say nothing positive in going further Northward, but only that their Savages reported, that in the Bottom of the Northern Bay there is a Streight, they can easily discover Land on the other Side; they had never gone to the End of that Streight; they say that there is Ice there all the Year, which is drove by the Wind sometimes one Way, sometimes another. The Savages also say, that after travelling some Months to the W. S. W. they came to the Sea, upon which they saw great Vessels, with Men who had Beards and Caps, who gather Gold on the Shore, that is, at the Mouth of Rivers.

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The Sea which after travelling some Months W. S. W. they came to, seems to be the Sea to Eastward of *California*, as the other to be the Streights of *Anian*, and Mr. *Lock*'s Account, and this *Indian* one, agree with *De Fonte* in this, *viz.* of there being a Sea to the Northward of such Streights, and these Accounts so agreeing seem to add some Credibility to *De Font*'s Letter.

These *Indians* who are called *Northern Indians* having their Habitations to the N.W. of *Churchill*, tell you of a Sea to the Westward of them, and which is from *Churchill* 25 Days Journey; also they tell you of Ships which have been in that Sea, and a Trade carried on; as it is well known that those Ships were not from *Hudson*'s Bay, this is a further Instance of the Communication between the Western Ocean and that Sea, which can be no other than the Sea off *Ronquillo*, and what also supports the Report of those *Indians* is, an Observation that they speak of the *Eskemaux* to the Eastward of them, but never give any Account of any other Nations to Westward or the Northward; whereas most *Indians* who come to the Factories from the Southward, always give an Account of neighbouring Nations, but instead of that they speak of this Sea, which hath been very erroneously taken for the Ocean itself.

Whilst

Whilst *Joseph le France* was at *York* Fort he got acquainted with an old *Indian* who lived at some Distance from Port *Nelson* River to the Westward, being one of those they call the *Home Indians*, who had about fifteen Years ago gone at the Head of thirty Warriors to make War against the *Attimospiquais tete Plat*, or *Plascotez de Chiens*, a Nation living to the Northward on the Western Coast of *America*, he was the only one who returned, all the rest being either killed or perished through Fatigue or Want of Food, in their Return. When they went they carried their whole Families with them, and hunted and fished from Place to Place for two Winters and one Summer, having left their Country in Autumn, and in the *April* following, came to the Sea Side, on the Western Coast, where they immediately made their Canoes. At some little Distance they saw an Island, which was about a League and a Half long, when the Tide was out, or the Water fell, they had no Water betwixt them and the Island; but when it rose it covered all the Passage betwixt them and the Island, as high up as the Woods upon the Shore. There they left their Wives and Children and old Men to conduct them Home, and provide them with Provisions, by hunting and shooting for them on the Road; and he with thirty Warriors, went in Quest of the Enemy the *Tete plat*. After they parted with their Families they came to a Streight, which they passed in their Canoes. The Sea Coast lay almost

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East and West, for he said the Sun rose upon his right Hand, and at Noon it was almost behind him as he passed the Streight, and always set in the Sea. After passing the Streight they coasted along-shore for three Months, going into the Country and Woods, as they went along to Hunt for Provisions. He said they saw a great many large black Fish, spouting up Water in the Sea.

This Account of a Streight, is agreeable to the general Report of all the Northern *Indians*, who say there is a Communication between this Western Sea, which can be no other than that off *Ronquillo*,) Strengthening *De Font*'s Account,) and *Hudson*'s Bay, by a narrow Passage, and the Northern *Indians*, also say when they go to the Northward, to a Copper Mine, that they are obliged to cross a Sea. The *Indians*, the thirty Warriors went after where these Northern *Indians*, gone to the Copper Mine, or rather to the Country where the Copper Mine is, being by the narrow Limit of their Country obliged to make such Excursions, and they are out two Summers and one Winter. This is the Country which when *Scrogg*'s was in Latitude 64 Deg. 4 Min. his Northern *Indians* knew very well, that they were but three or four Days walk from their Family, and who must therefore live to the Westward. The Northern *Indians* who were with Captain *Middleton*, were desirous of his going near the Eastern Shore, between Latitude 62 Deg. and 64 Min.

These

These Circumstances, joined with the absolute Assertion in *De Font*'s Letter, of *Shapely* being met in the Sea of *Ronquillo*, into which he could come no other Way, than from the Eastward, and so from *Hudson*'s Bay; and the Circumstances of that Letter so consistent, and agreeing in every Part, greatly staggers me in my Opinion, as to whether there is a Passage or not, and it can be no Way ascertained but by a careful Search made along that Part of the Coast, not yet searched, from *Knap*'s Bay, to the South Point of Main, and *Bowden*'s Inlet; such Search must be made, by Boats or a Vessel drawing little Water, so as they may keep the Shore aboard, and then they will not be deceived by the over lopping of the Land, and the least Opening will be seen. August 1747.

The twenty-sixth of *August* an *Indian* brought Admiral *De Fonte* a Letter to *Conasset*, on the Lake *Belle*, from Captain *Bernarda*, dated the eleventh of *August*, where he sent him Word that he was returned from his Cold Expedition, and did assure him there was no Communication out of the *Spanish* or *Atlantick* Sea by *Davis* Streights, which terminated in a fresh Lake of above thirty Miles in Circumference, in the eightieth Degree North Latitude, and that there were prodigious Mountains North of it; besides, the Northwest from that Lake, the Ice was so fixed from the Shore to a hundred Fathom Water, for what he knew, from the Creation, for Mankind knew

August 1747. little of the wonderful Works of God, especially near the North and South Poles. He wrote further that he had sailed from *Basset* Island N. E. and E. N. E. and N. E. by E. to the seventy-ninth Degree of Latitude, and then the Land trended North, and the Ice rested on the Land. He received afterwards a second Letter from Captain *Bernarda* dated from *Minhanset*, informing him that he made the Port of *Arena*, twenty Leagues up the River *Los Reys* the twenty-sixth of *August*, where he waited his Commands. The Admiral having Store of good Salt Provisions, with Venison and Fish, that Captain *Ronquillo* had salted, by the Admirals Orders, in his Absence, and a hundred Hogsheads of *Indian* Wheat, or Maize; he sailed the second of *September* 1640, accompanied with many of the honest Natives of *Conasset*, and on the fifth of *September* in the Morning about eight, was at an Anchor between *Arena* and *Minhanset*, in the River *Los Reys*, sailing down that River to the N. E. Part of the South Sea, and after that returned Home, having found there was no Passage into the South Sea, by that they call the North-West Passage. The Chart will make this much more demonstrable.

Here is little further to be observed than that the sending a Person over Land, carries not the least Air of Improbability with it; and the falling into the *Tartarian* Sea, in the Latitude of 61 Deg. and continuing in it to the Latitude of seventy-

nine

nine is a Circumstance, which is also strengthen'd by a general Report and Opinion, which is that the *Tartarian* Sea Washes the East of *Tartary*, from thence receiving its Name, and extends itself in such a Manner a-cross the Pole, and there unites with the Western Ocean; as to *De Font*'s Report of their being no North-West Passage into the South Sea; such a Report was necessary, and agreeable to the Design of the Errand he was sent on. The contrary is deducible from the Account; for if their was a Tide, in the Streights of *Ronquillo* as already mentioned, there must be a Communication between such Streights, and the Western Ocean, as hath been already said, and consequently a Passage from that Part into the Western Ocean, and if not a Passage into the *Atlantick*, *Shapely* could not have been met. There is a great Objection to this Account of *De Font*'s, which is, that it is surprizing there should be such a large Discovery made by *Shapely*, and no Account should be given by him or those with him; on his Return, Mr. *Jeremie* Governor of Port *Nelson* speaks of a Circumstance which happened to Mons. *de Groseliers*, who as before mentioned (P. 172.) first discovered *Hudson*'s Bay, and was the Founder of that Company, which Narration that when he first landed on the Coast, where he thought no *European* ever had been before, he was amazed in the very Depth of Winter, to hear that some of his Company had discovered an *English* Settlement, near *Port Nelson*. *Groseliers* went thither, and

August 1747.

August 1747. and found a poor miserable Cottage covered with Turf, in which were half a dozen half starved Wretches, weak and defenceless. These People told them they were Part of a Ships Crew from *Boston*, that they were set on Shore to look for a Place for wintering the Ship they belonged to; and that on the following Morning the Ship was drove out of the Port, by the Ice, and that they never saw her more. Was the Year that *Groseliers* arrived in *Hudson*'s Bay, known, it would clear up the Point. It is probable *Shapely*'s People might attempt to winter, before they went Home, by meeting with very indifferent Weather in the Bay, as it might be the latter End of *August*, before they returned; for the Winds which were so favourable to carry *De Fonte* to *Conasset* were quite contrary Winds for them.

25th A Council was held on *August* the twenty-fifth in order to determine whether we should return Home or not; when an Officer of the *Dobbs*, of whose Conduct there had been no Reason to complain during the Voyage, who was always equally ready with the Rest to promote whatever was conducive to the Design we were sent on; declared that would not go ashore with the Boat any more unless he was forced to; in this Declaration, he was backed by the other inferior Officers and by the Men, consequently had the Wind and Weather permitted, there would have been a very great Difficulty to have got the People to have gone ashore. It was the badness of the

Weather

Weather which hindered the Trial of the Tide at *Cary's Swans Nest.* August 1747.

We were, *August* the twenty-fifth at Noon, in Lat. 61 Deg. 57 Min. 80 Deg. 29 Min. W. *Mansels* Island at seven in the Evening bore from the E. to the S. E. by E. distant about four Leagues; we met with contrary Winds and Frost with Snow and Sleet. At six in the Morning of the twenty-seventh saw Land betwen Cape *Pembroke* and Cape *Nesdrake*, which appeared very high, distant about seven or eight Leagues. The Weather was clear, but the Wind high. On the next Day in the Morning, *August* the 28th, it came to N. W. by W. fine clear Weather, the Wind less. The North Part of *Mansels* bore South, four or five Leagues distant. About six in the Morning, we saw a large Ledge of Ice, N. N. E. of us, at eight stood through some shattered Ice. We had this Afternoon a plain View of the *Labradore* Shore, the whole of which, as hath been observed, is a high mountainous barren Rock, but not quite so high as the Southern Shore of *Wager* Water. At six Cape *Wolstenholme*, bore S. S. E. three Leagues, Cape *Diggs* W. by S. 6 Leagues; the Body of *Nottingham* Island N. N. E. ½ N. there appearing much Ice to the Northward of it it; was then clear Sun-shiny Weather, and almost calm.

27th

28th

At four in the Morning of the twenty-ninth, it was foggy, which lasted from four to ten, the most dangerous

29th

August 1747. dangerous Weather for passing those Streights, on the Account of their being so narrow, and not having here (what is in all Places your best Pilot) Soundings, for in some Places there is a hundred Fathoms within a Ship's Length of the Rocks. At four of the Clock in the Afternoon, *Salisbury* bore N. N. E. ½ E. It was plainly perceived To-day that the Ship was set down the Streights by a strong Current, its Course E. N. E. by true Compass. Wind again contrary, we saw some shattered Ice, and a few small Islands;

31st Cape *Charles* at eight in the Morning of the thirty-first bearing S. W. three or four Leagues. The Weather alters in the Morning of the first of

Sept. 1st *September*, to a fresh Gale, close and cloudy Weather, seeing at Noon the Cape of *Hope*'s *Advance*, it was the highest Land we had seen on the South Shore, but the Land between that and Cape *Charles* much lower, forming a Kind of a Bay; it was now cold again; had most Nights *Auroræ Boreales*, some from the N. W. others from the N.

2d At eight in the Morning of the second, we saw both Sides of the Streights, at four in the Afternoon saw the Land of the upper *Salvages*, the Weather close and hazy, with a hard Gale of Wind, attended with cold raw Weather, which pinched the People; such Weather with some

4th Rain continued until the Noon of the fourth, when the Wind was more moderate, the small drizling Rain continuing. At five we saw two

Sail

Sail, the *Hudson*'s Bay, Capt. *Jonathan Fowler*, and the Prince *Rupert*, Capt. *Spurrell*, whom we spoke to, and they agreed to keep Company, it being thought that by the Increase of Company the greater would be the mutual Advantage, in Case of Accidents, as meeting with Privateers. September 1747.

At four in the Morning of *September* the fifth, Captain *Moor* made a Signal to tack, thick Weather, and as we supposed, purposely to miss the *Hudson*'s Bay Ships, for as we had stood together with the *Hudson*'s Bay Men, six Hours towards the Land, so we might have stood the other six the other Way; at eleven we saw them again right a-head, and at Noon a great Way to Windward of us. At six the South Shore bore from the S. W. by S. to the N. W. one half W. and then the *Dobbs* tacked again, but we would not; he kept firing frequently in the Night, which we answered, the next Day at Noon we came up with the *Hudson*'s Bay Ships, the *Dobbs* also joining us; thick close Weather with Rain, but in the Afternoon there was very little Wind. At six we saw several Islands of Ice; calm with Rain all the Night. Rain the next Morning and Wind fair, we crouded; at ten it calmed; at Noon we saw the North Shore E. S. E. the South Shore S. W. Latitude by Account 62 Deg. 10 Min. Longitude 71 Deg. 19 Min. saw both Shores in the Morning, and Afternoon several large Islands of Ice, and at six took to 5th 6th 7th

 our

September 1747 our Oars, and Boats, it being calm, were a-head to tow us clear of a large Island, and to get up with the other Ships.

At two the next Morning *September* the eighth, the Wind came fair, though close with small Rain, and the Weather became very cold and wet, a fresh Wind, and at twelve saw the North Shore N. E. by E. about eight Leagues Distant, we shortened Sail in the Evening, to keep an easy Sail by Reason of the Quantity of Ice, that was round us, and in the Night we passed one very large Island about a Mile long; thick Weather, we lost Sight of our Consort, we then made all the Sail we could to get up with them, which was very hazardous, there being a great Quantity of Ice about, and we did not go less than seven Knots and a half, the Ice not discernable by Reason of the Thickness of the Weather until near, and the Surf of the Sea shewing in this Weather, very like Ice. Our Consorts fired Guns, which we answered, and at four, we fell into a strong ripple of Tide which shewed Feathered-like-breakers; and it was judged to be the Strength of the Tide between the Isles of *Resolution* and *Button*'s and Cape *Chidley*, and we accordingly took our Departure from *Resolution*. We had had a long Passage down the Streights, being detained by contrary Winds, which Winds at this Season are generally fair, or from the N. W. and these Streights will be sometimes passed in three Days, at sometimes I believe in less Time, as the North West

West Winds mostly favour a Passage down these Streights, in the latter End of the Year, so a North-East Wind usually in *June* and *July* favours a Passage up them; what is said of a strong Current setting to the Eastward, is to be found through the whole, and increased, the nearer you advance to the Entrance. September 1747

Our People by the tenth became very sickly, on the eleventh Captain *Moor* thought proper to Part with the *Hudson*'s Bay Ships, and shortened Sail for us, our Ship sailing but indifferently was generally a-stern. The Person sent on board Captain *Moor*, with a small Present of fresh Provision from Captain *Smith*, upon his Return told us that Captain *Moor* was very angry that we had kept the *Hudson*'s Bay Ships Company, which was the more surprizing as it was by his own Consent; he also reported that he wanted Assistance from us, that he had one Man dead on board, and seventeen of the Crew entirely incapable of any Duty, two of which were so bad that their Deaths were hourly expected, and that the greater Part of his People were ailing, tho' not so bad as these. It was but very little better with us, we had none who seemed to be near Death, but most of the People were unserviceable; as this was the Consequence of our being detained in the Streights by contrary Winds, with raw, cold, and damp Weather, what would have been the Consequence with respect to the same People, had they contrary to their Inclinations 10th

September 1747. been forced to have gone to *Repulse* Bay, the while we lay by for our Boat to pass and repass between Capt. *Moor* and us, and it being thick Weather the *Hudson*'s Bay Ships were got so far

22th a-head, that we saw no more of them. That Afternoon we had a hard Gale of Wind at S. S. E. and E. which suddenly moderating about three in the Morning, gave Captain *Smith* a Supposition of a sudden Gale from the Reverse, as he had experienced in the Bay, and thereupon he put the Ship in the best Order to receive it, which according to his Expectation, came on with prodigious Violence at four; he laid her a Try under her bare Poles, the Gale continued rather increasing until nine, but then abated; after which there arose a monstrous Sea, we were by Account that Day in the Lat. of 59 Deg. 37 Min. Long. 53 Deg. 45 Min. W. At Eleven the Sea began to fall, and at three we set the Foresail.

17th What we thought very remarkable was that on the seventeenth at Night, we met with a large flat Island of Ice, our Latitude that Day by Observation was 58 Deg. 28 Min. N. Longitude 40 Deg. 52 Min. W. On the 26th, upon seeing some Land Birds, we kept a good look out, at four saw three Sail to the Westward, but being dubious of them dare not speak to them. The twenty-eighth at Noon saw the Island of *West Barra*. The Weather had been so thick and cloudy for seventeen days that no Observation

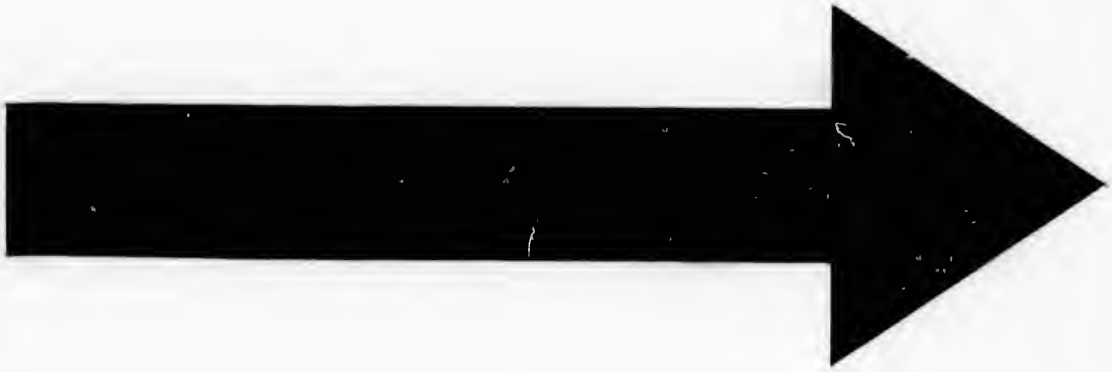
could

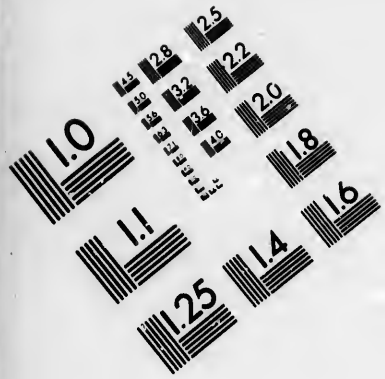
could be got with *Davis*'s Quadrant, and but seldom with *Mr. Hadley*'s, but pretty often with *Elton*'s. We lay a Try that Night until 11, Wind blowing hard in Squalls, with Rain; then bore away, at about half an Hour after three saw the *Skerries*; at seven saw the *Maiden Paps*, and *Hoy Head*, at ten entered *Hoy Mouth*, at eleven brought up in *Cairsten* Harbour, where we met with two Men of War, a stationed Ship, and the *Mercury* our Convoy. A Boat was immediately sent ashore to procure Greens and fresh Provisions for the People, that nothing might be wanting to procure their Amendment during the little Time they should stay. Lodgings on Shore were provided for those who were the most sickly; we learnt that the *Dobbs* and the two *Hudson*'s Bay Men, arrived on the Night before, that neither of them had rode out the Storm with so little Damage as ourselves, and that Captain *Moor* was in Danger of losing his Mast, and that his People, who were already ill, were so fatigued, that three more of them were dead. That he had again joined the *Hudson*'s Bay Men, and being a-stern of them some Leagues from the *Orkneys*, a Dogger, supposed a Privateer, edged down towards him, but the *Hudson*'s Bay Men shortening Sail to let the *Dobbs* come up, the other went off. On *October* the fifth we left the *Orkneys*, in Company with the Convoy, four *Hudson*'s Bay Men, the *Dobbs*, a Ship from *Boston*; altho' our People were greatly recovered, nevertheless we were obliged to the Man of War

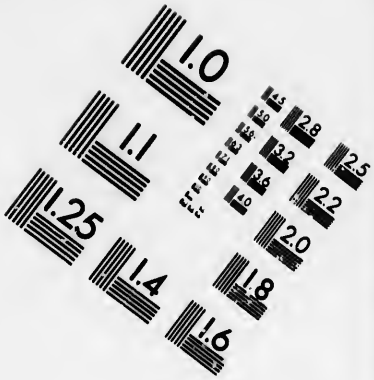
September 1747.

October

for







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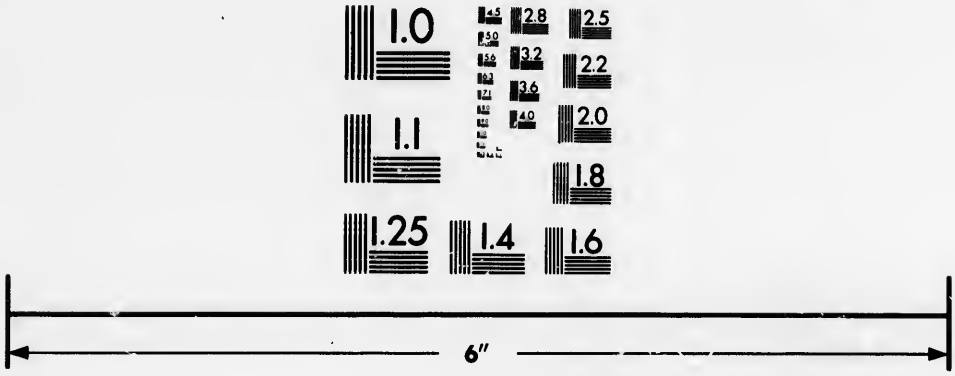

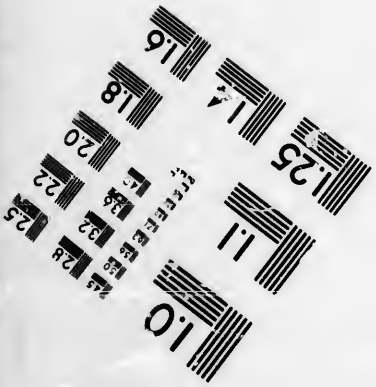

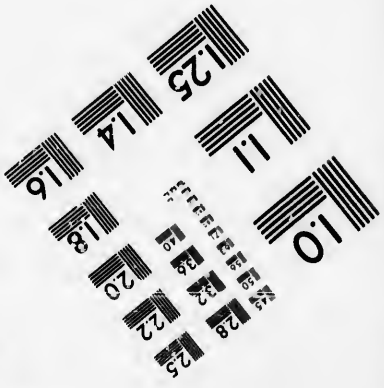

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October 1747.

for an Assistance of four Hands to bring us up, the Commander of which had given us great Assistance in the Harbour. And *October* the thirteenth we arrived safe in *Yarmouth* Roads. On the fifteenth in the Morning we left our Convoy at the *Nore*, and that Afternoon passed the *Hope*, from whence we had sailed the twenty-sixth of *May* 1746.

FINIS.

THE

THE

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ERRATA.

The Reader is desired to correct these Readings, *p.* 69. *l.* 30. *for* communicates with *Baffine*'s Bay to the North, *that he would read,* communicates with the Streight that lead to *Baffine*'s Bay to the Northward. And *p.* 76. *l.* 14. *for* *Baffine*'s Bay, joining *Baffine's Bay. As to the other Errata the Sense will direct how to correct them.*

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