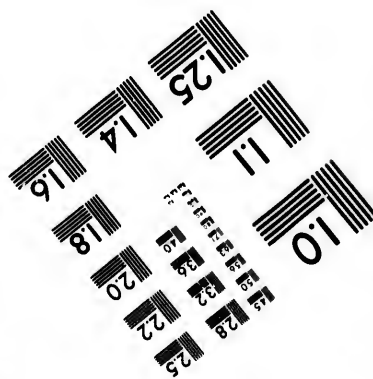
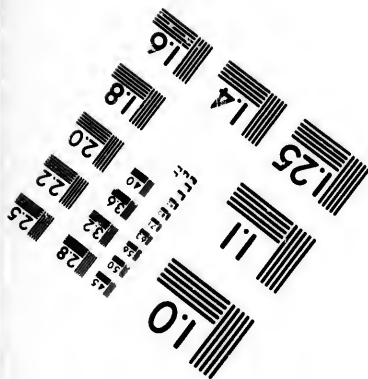
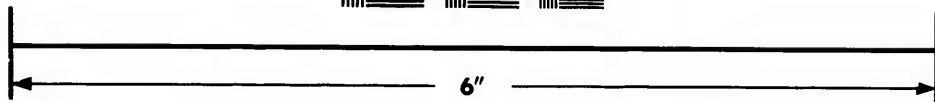
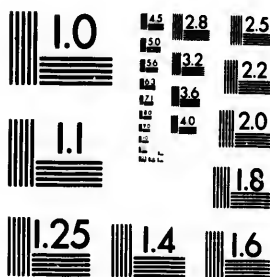


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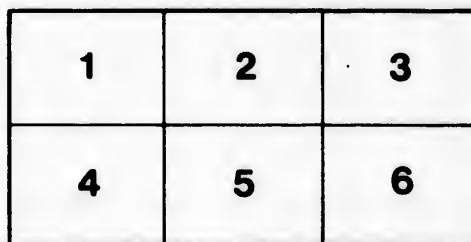
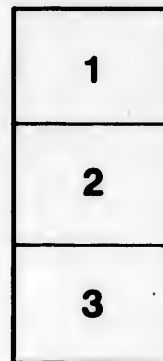
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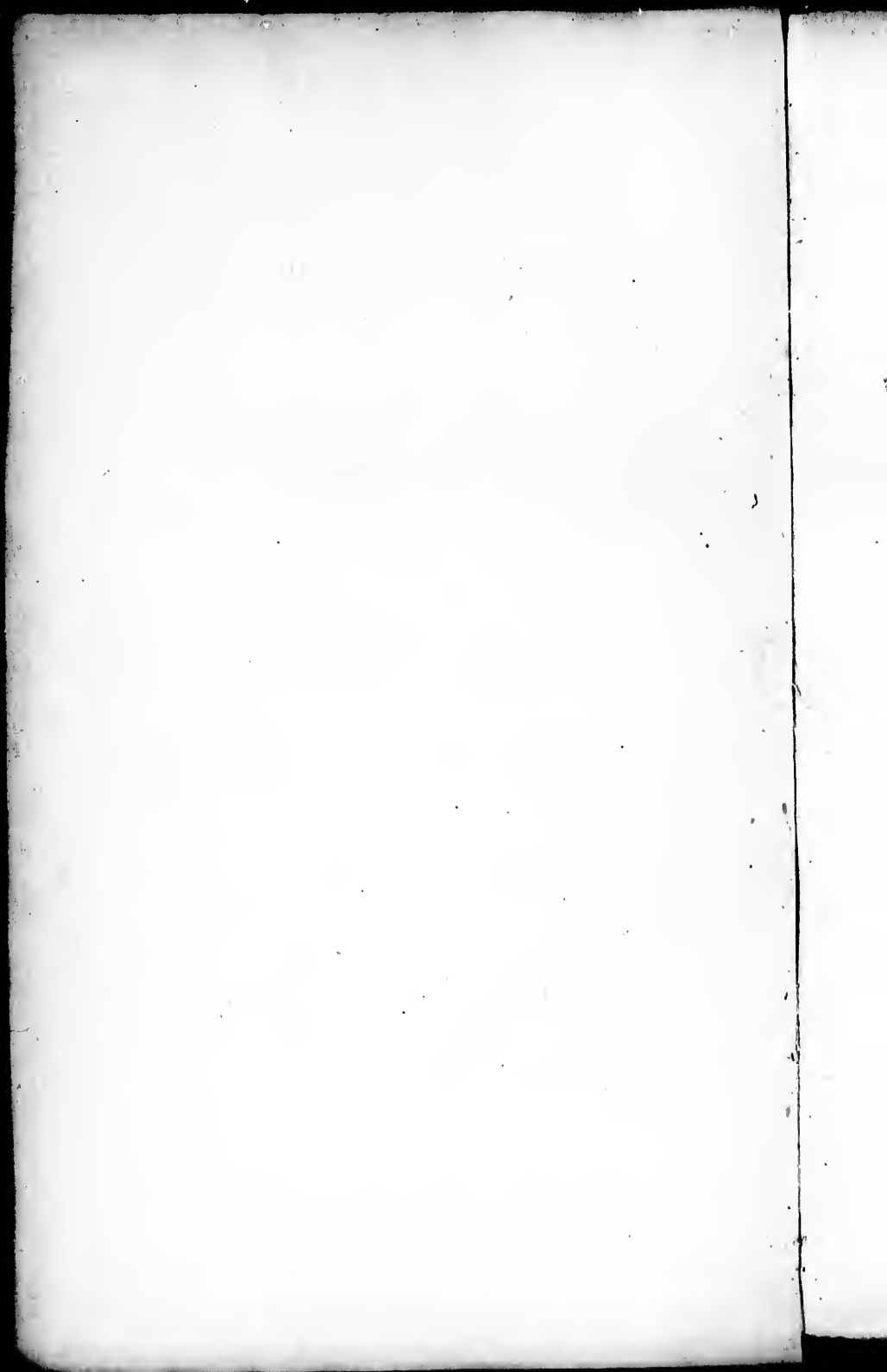
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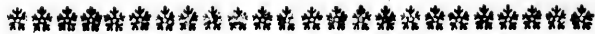
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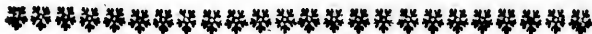
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V O Y A G E S  
FOR THE  
DISCOVERY  
OF A  
NORTH-WEST PASSAGE.



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A  
CONCISE ACCOUNT  
OF  
V O Y A G E S,  
FOR THE  
DISCOVERY  
OF A  
NORTH-WEST PASSAGE.  
UNDERTAKEN FOR  
FINDING A NEW WAY  
TO THE  
E A S T - I N D I E S.

With REFLECTIONS on the PRACTICABILITY  
of gaining such a PASSAGE.

To which is prefixed,

A SUMMARY ACCOUNT of the RISE and  
PROGRESS of NAVIGATION among  
the various NATIONS of the WORLD.

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BY A SEA OFFICER.

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L O N O N.

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P R E F A C E.

**T**HE Author of the following sheets was a person used to maritime affairs, who had been commander of several vessels, had touched at the coasts which he mentions (when he speaks in his own words) and was from experience a competent judge of the subject which is here discussed; insomuch that

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his authority, joined to that of others, may reasonably be supposed to have some weight in the scale in determining this important question.

Swayed by these considerations, we have here presented the Public with this Summary of the Voyages that have been made for the Discovery of a New Way to India, together with his Observations on the probability and practicability of *a North-West Passage*.

There is perhaps the greater reason for laying these things before the Reader, at a time when the Public are yet in suspense with regard to expected Discoveries, which may probably give  
a greater

a greater insight into these matters, to which however every information of this kind is to be considered, as conducive.

The Author of this Treatise is now no more, but the Editor flatters himself, that he has discharged his duty by scrupulously attending to the sense of the original, which he has faithfully transcribed, adding only some passages illustrative of the subject, and confirming those circumstances which are warranted in the naval history of this kingdom.

It would be useless here to enlarge farther upon these particulars. If those

who read for instruction as well as amusement, find any in the perusal of this Treatise, or if it should stimulate to any farther Discoveries, which may tend to the improvement of Navigation, it will fully answer the purpose intended by the Author, and give the highest satisfaction to

The Public's most

humble servant,

THE EDITOR.

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## INTRODUCTION.

**O**F all the arts which have contributed to enlighten mankind, to encourage commerce, and finally to raise Europe to her present state of splendor and refinement, Navigation is justly considered as one of the principal, and therefore most deserving of our serious attention.

xiv INTRODUCTION.

There is great reason for believing that the Phœnicians \* were the first and most successful of the ancient Navigators. The Tyrians were a Phœnician colony, whose fame we find mentioned both in sacred and profane history.

It was from the Eastern nations, and in particular from the Phœnicians, that Greece first learned those arts, for which she afterwards became so renowned in the world.

The great Carthage, whose power became the envy of surrounding nations,

\* The Phœnicians traded to Britain, and fetched tin from Cornwall. Some say the name of Britain is derived from a word, which signifies *The Land of Tin*; in the Phœnician language.

## INTRODUCTION. xv

tions, was founded by a colony from Tyre. The skill of the Carthaginians in naval affairs was so great, and their power so extensive, that they were for a long while enabled to dispute with Rome the Empire of the World. Nor was it till the Romans, by their unwearied assiduity, had, in the end, baffled them, as it were on their own element, that this important contest was decided.

The Romans, however, even when they had gained this point, did not make such improvements in Trade as might have been expected; and they were still less calculated for Discovery. The thirst of Conquest ingrossed all their attention, and while they aimed  
to



xvi · INTRODUCTION.

to lord it over the known world, they were so far from entertaining any ideas of *a new one*, that they did not even penetrate into the interior parts of many of those extensive countries which were under their dominion, and composed a part of their vast and unwieldy empire.—What tracks of India and Africa were unknown to them! Hercules's Pillars were deemed to form the Western boundary of the globe, and the British Isles were looked upon almost as a new world, emerging from the boundless ocean.—

It was not wonderful that this huge bulk should sink under its own weight. Constantine, by dividing the Roman power, was the first that weakened it. When Constantinople became the seat  
of

## INTRODUCTION. xvii

of the Eastern, as Rome was of the Western Empire, the mortal blow was given to the permanence of that Fourth Monarchy, whose strength had bowed down at her feet all the nations of the peopled earth. The provinces revolted, and one by one shook off the yoke.— Persia reared her head under a new race of Kings:— the Goths became the plague of the Romans, and at last sacked that city, which once had boasted herself the mistress of the earth!— Barbarians, whose very names were unknown, Hunns from their wild retreats, and Saracens rushing from Arabian deserts, all joined to fulfil the great design of Providence, and work the utter subversion of the Roman State. The Eastern Empire, indeed, lasted longer than that of the West; but Constanti-  
nople

xviii INTRODUCTION.

nople being taken by the Saracens, the imperial sway gave way to that of the Caliphs, who thus established a new dominion, which they afterwards extended over so great a part of the world.

The Arabians, as it is well known, by those who have read their history, were at first in a great measure enemies to the arts, being buried in the depth of superstition, and professing to believe, that all useful knowledge was locked up in their *infallible* Koran: nevertheless the genius of the people, naturally lively, at last pointed out to them the improvement of those arts, the contrivance of which conquest had put into their hands. Notwithstanding the gloomy temper of their Caliphs, they  
began

## INTRODUCTION. xix

began to turn their thoughts towards the sciences, and to encourage the art of Navigation, in which it is plain they had made some progress, since the division of the Arabian empire, and the total extinction of the sovereignty of the Caliphs had not been sufficient to efface it. †

While the Arabians were thus employed, all Europe was involved in a night of the grossest ignorance. Superstition and bloodshed, foreign wars, and civil commotions, marked the progress

† When the Portuguese first entered the Indian Ocean, by way of the Cape of Good Hope, they found Moors on the Coast of Mozambique, who traded to the Red-Sea in large ships. The mariners there had sea charts, and made use of a compass of a square figure, to direct them in their voyages.

xx INTRODUCTION.

gress of every succeeding æra; so that trade was little attended to by the European States, and the Spirit of Discovery slept undisturbed upon the vast ocean, till awakened by the daring genius of Vasquez de Gama, and the ever memorable Christopher Columbus.

At this time, the feudal system introduced by a race of conquerors, spread itself over the Western nations. The Nobles, as well as the Monarch, in every country lived in a kind of savage state. Each, locked up in his castle, alternately oppressed, and suffered oppressions from some more powerful neighbour, whilst learning was confined to the clergy, over whom hung such a cloud of superstition as obscured its rays.

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## INTRODUCTION. xxi

In the mean while, the middling and lower ranks among the people were so far from enjoying the comforts, that they had scarcely the conveniences of life. The arts were totally neglected, and the frequent emigrations of the Northern people shewed that they could not support themselves on the produce of their own country.

The first dawning of the arts and sciences that began to relumine the Western world, beamed from Italy, and the distant rays at length reached Britain, through the medium of the neighbouring countries. Thence came the first rude efforts of painting, sculpture, music, poetry; astronomy and the mathematics were brought among the rest, though so evidently borrowed

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from the Arabians, that the very terms used in those sciences betrayed their origin.

Venice and Genoa, two republics once of little consequence, had, in the mean time, become respectable, merely by their attention to the trade and commerce which they had secured to themselves, by holding the keys of the Mediterranean, fetching the spices, and other valuable commodities, as far as from the Red-Sea, from whence they were diffused all over Europe. These might be called the first attempts of unconfined trade, and they succeeded so well that Venice, by means of these advantages, found her power sufficiently established, to be able to contend for a series of years against  
all

INTRODUCTION. xxiii

all the efforts of the Ottoman empire.

In proportion as Venice flourished, the conveniences, and some of the luxuries of life, were disseminated among the other European nations. The consequence was, that each of these, seeing the benefit derived from having the controul of such a commerce, grew jealous of those who possessed it, wishing to come in for a share of their advantages.

As to the Powers of Asia, they were by no means in a situation to continue the improvements which had been begun in the East. The conquests of Jenghizcan, the wars of Saladin, and those of the successors of Tamerlane, had kept the great poten-



xxiv INTRODUCTION.

tates there in a ferment. Ambition, common to the world in general, and to the Oriental Princes in particular, had effectually prevented them from paying a due attention to trade, and the people of that quarter had not a genius fitted for Discovery.

The market for the Eastern commodities was at this time held at the city of Malacca, and the trade, as we have already observed, was monopolised by the republics of Genoa and Venice, when the use of the magnetic needle being known, first deprived Venice of her consequence, and at length opened the Eastern trade to all the nations of Europe.—

We are told that the loadstone, or magnet, was first found in Magnesia,

## INTRODUCTION. xxv

nesia, a city of Lydia: it is well-known to have two poles answering to those of the world, communicative also to the nautical needle, which properly touched points to the North, unless a mass of iron, or something of a magnetic nature, interposes to prevent its direction. The author of this Discovery is supposed to be an inhabitant of Malsy, in the kingdom of Naples: a succession of years, however, elapsed before it was applied to nautical purposes.

It was to this Discovery, that Venice owed the loss of her trade and consequence, and the Portuguese the finding *a New Way* to INDIA; and to this æra may properly be fixed the rise of modern Navigation.

Thus

xxvi INTRODUCTION.

Thus far we have thought it necessary to give a summary of the most remarkable events that have occurred, many of which led by degrees to the great Discoveries that illuminated our hemisphere, raised us from a state little better than that of barbarism, removed the apparently insuperable bars, which Nature seemed to have placed between the various nations of the earth, and have, perhaps more than any other circumstance, contributed to deliver us from the yoke of feudal tyranny.

The science of Mathematics, as applied to Navigation, has certainly been of the greatest use in European countries, and we may add, it ought to be preferred to classical learning among a commercial people.—Few are capable  
of

INTRODUCTION. xxvii

of tasting the pleasure resulting from the former, while the latter is beneficial in so great a degree to the Many.

It would be indeed needless to remark how inadequate the greatest degree of classical knowledge must be to the governing or conducting the affairs of this maritime kingdom, which has in all ages flourished, only in proportion to the attention paid to its marine. The neglect of this has ever been productive of the greatest evils—Danes, Normans, and every foreign enemy have constantly made their advantage of this neglect, and have succeeded accordingly.—

In effect, the consequences of the improvements of Navigation have been,  
the

xxviii INTRODUCTION.

the progress of arts and arms, the refinement of manners, contributing to the comforts and conveniences of life, and the establishment of those systems of law and policy, which are the boast of the free states of modern Europe.—

VOYAGES

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V O Y A G E S  
FOR THE  
DISCOVERY  
OF A  
NORTH-WEST PASSAGE.

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P A R T I.

*Discoveries of the Portuguese and Spaniards in  
India and America.*

THE probability, or improbability, of a north-west passage, has been a matter in dispute for above a century past. To shew the probability of such a passage is the design of the following sheets, which comprise a succinct account of the most early discoveries, as well as remarks on such of a more modern date as bear any relation to the subject in question.—

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## 2 VOYAGES FOR THE DISCOVERY

It has been observed, that the early navigators had acquired a knowledge of countries that were afterwards lost to posterity; it is likewise certain that the northern nations, from their piratical mode of life, which naturally led to extraordinary adventures, were possessed of a share of this knowledge, and particularly acquainted with those lands which are contiguous to the long desired passage. But before we proceed to describe these, we shall take a view of the rise and progress of navigation among the southern nations of Europe, from the first discovery of the use of the magnetic needle, as already mentioned, which may be equally serviceable to the curious reader as assistant to his memory, and applicable to our present purpose.

It was to the enterprising genius of Prince Henry, that the Portuguese owed that spirit of discovery which, for succeeding ages, has inspired the sons of Europe. This Prince, the third son of King John of Portugal, returning from the siege of Ceuta, conceived a design of improving the navigation of his country,

country, probably not without a view to finding out a passage round Africa to the East-Indies, though this important event did not take place till the reign of King Emanuel. Prince Henry had heard much from certain Moors, concerning the southern coast of Africa, of which the Europeans had no knowledge, none of them having passed beyond Cape Nao. In order to gain some certain intelligence of these parts, in the year 1417, he sent out two vessels upon a voyage of discovery. These running sixty leagues beyond the Cape above mentioned, fell in with that called Bajador, from whence they were driven back by a violent tempest and a swelling sea. But the Prince, who was not easily to be discouraged from his undertaking, the following year sent out Gonfalez Zarco, and Trifan Vaz Texeira, who were accidentally driven to the island called Puerto Santo; and the next year they went out again and landed at Madeira, which had been already discovered by an Englishman. This gentleman flying from his country with a beloved female, their ship being forced into Madeira by a storm, when the war of



#### 4 VOYAGES FOR THE DISCOVERY

the elements ceased, made sail and purposely left the young couple behind them. The young lady died soon after, and Macham, her lover, having made a canoe out of the trunk of a tree, passed over in it to Africa, where the Moors presenting him to their King, he generously sent him to the King of Castile. The Spaniards found a chapel, a tomb, and a monument erected to the memory of this faithful woman \*. Fifteen years after this, Gilianez passed Cape Bajador, and sailed twelve leagues farther the succeeding year.

In 1441, Antonio Gonfalez coasted as far as Cape Blanco. And it was at this time that Pope Martin V. granted that bull which confirmed to the Portuguese all their discoveries to the eastward in the Indies. Nunho Trifan passed still farther, and discovered one of the islands of Arguim called Adijyt, and another which he denominated De Los Garzos.

\* The paintings of this story are preserved in the Governor's palace, where the Author saw them in the year 1772.

The

The Azores were discovered in the reign of Alphonso V. by Gonfalo de Vello, as were the islands of Cape Verd, in 1450, by Antonio Nola, a Genoese in the service of the King of Portugal.

After this John de Santaren, and Pedro de Escobar went to the place called El Mina, on account of the gold trade, and proceeded from thence to Cape S. Catharine. Many other islands were now discovered, and about this period the King of Portugal, possessing himself of many places on the African coast, took upon him the title of *Lord of Guinea*, and assumed a sort of sovereignty over the Kings of Congo and Benin.

King John of Portugal having heard some accounts of a certain Prince called Ogane, who was said to reign about 250 leagues distant from the country of Benin, whose Kings he invested with their sovereignty, conceived that this Ogane must be the Christian Prince Prester John, of whom so many strange tales had been circulated in Europe. In order to know the truth of this, and to get

6 VOYAGES FOR THE DISCOVERY

some account of the East-Indies, he sent Pedro de Covillam and Alonso de Payva over land for intelligence. Proceeding as far as Tor, on the Arabian coast, they separated there, the former going to India, the latter to Æthiopia. These travellers had agreed to meet at Grand Cairo by an appointed time. Covillam went to Cananor, from thence to Sofala, and afterwards to Aden at the mouth of the Red Sea. When at last he reached Cairo, he found that his companion was dead. The survivor sent an account of his proceedings to the Portuguese court, but going into Æthiopia, he never returned to his native country. While the King waited to hear the success of this expedition, Bartholomew Diaz, who had put to sea with three ships, after touching at various places, at last discovered the famous Cape which forms the utmost boundary of Africa. To this at first the name of Tormentoso was given, on account of the storms which appeared continually to vex those coasts. This appellation was afterwards changed to that of Cabo de Buona Esperanza, or the Cape of Good Hope, by which

it

it is known to the mariners of our modern days.

The idea of finding out a new passage to the East-Indies was so much confirmed by these circumstances, that Vasques de Gama was sent out by King Emanuel, having it in charge to double the Cape that had been discovered by Diaz, and, if possible, to establish a trade between the Portuguese and the natives of those parts.

We have already said that the republics of Venice and Genoa had hitherto been the only powers that attended to, and considerably profited by the arts of trade and navigation in the western world. The market for the most valuable commodities of the Indies was established at the city of Malacca, from whence they were fetched by way of the Red Sea, the key of which these republics possessed, to the exclusion of all the other powers of Christendom.

It was in order to defeat this monopoly that Gama was sent out, a person already known for his abilities and intrepidity. This

## 8 VOYAGES FOR THE DISCOVERY

This Adventurer sailed with three small vessels from Belem, on the 8th of July, 1497, and though his little fleet was separated on a dark night, they all met again at Cape Verd, and Bartholomew Diaz being bound for El Mina kept them company in a small caravel till the third of August, when he returned; but Gama proceeded, and came to an anchor at Saint Helena on the 4th of November;—not meeting with a friendly reception from the natives of that place, the Commander proceeded, and on the 18th made the Cape of Good Hope, which they doubled on the 20th, and for the first time sailed upon the Indian Ocean.

From hence he proceeded onwards, and after stopping at Mozambique, and various other places, at last came to the city of Calicut, the Prince of which was called the Samorin, with whom he endeavoured to establish a treaty of trade and commerce. To this the Prince was at first well inclined; the intrigues, however, of the Moors at his court had such effect, that it was not without trouble.

trouble the design was at length brought to bear.

While the Portuguese had been thus indefatigably attending to the extension of their dominions along the African coast, and the discovery of a new passage to the East-Indies, the Spaniards, by the help of a foreign adventurer, had found a new world—Christopher Columbus, a Genoese by birth, was the man to whom his Catholic Majesty owed this discovery. Various reports of mariners, as well as signs of land, had encouraged this voyager, who was no stranger to the figure of the earth, to believe that there was a possibility of meeting with the continent by sailing westward, and he conceived there was a mode of reaching what was then called the *Portugal India* by this course; so that his design as well as that of Vasquez de Gama was to *find a new way to the East-Indies*.

The Genoese rejected his proposal; he then applied to the King of Portugal, but the court of Lisbon being sufficiently taken up

## 10 VOYAGES FOR THE DISCOVERY

up with the idea of discoveries of their own proved not more willing to encourage his attempt\*.

Columbus thus repulsed went to Spain, with a design of laying his proposals before King Ferdinand and Queen Isabella; in the mean time, he sent his brother Bartholomew to England, to intimate this plan to King Henry VII. but his messenger unluckily falling into the hands of pirates, and his audience being delayed, the design was defeated in this country.

The application made to their Catholic Majesties, after some time spent in considering it, met at first with a refusal; but as several persons of note had become his advocates, Columbus was at last sent for, and just when he was about to leave the country, his terms were agreed to, and articles signed between the King and Queen and himself in

\* Nevertheless it appears that his Portuguese Majesty ordered a vessel to be fitted out upon the same plan; but for want of perseverance the persons employed returned without having effected any thing.

the

OF A NORTH-WEST PASSAGE. 11

the camp before Grenada on the 10th of April 1492, the Queen being particularly desirous that he should proceed with his undertaking.

Being thus constituted Admiral of a small fleet, he set out on Friday the 3d of August, with a fleet consisting of three caravels, and arrived at the Canaries on the 11th of the same month. As they proceeded to the westward, the crew lost their spirits, but were comforted by Columbus. Signs of land were observed some time afterwards, but these again disappearing, much murmuring arose amongst the seamen, which broke out at various times, and they grew at last so much discontented, that they actually concerted the means of throwing the Commander over-board, and returning to their native country.

But while they were in this temper of mind, luckily for the Admiral, land was really discovered on the evening of the 11th of October, and coming to an anchor the  
next



## 12 VOYAGES FOR THE DISCOVERY

next day, they reached one of the Lucayos islands, called by the natives Guanahani, to which the appellation of San Salvador was given by the Spanish Admiral.

He afterwards discovered several other islands, among which were Cuba and Hispaniola, on the latter of which he fixed the first settlement of Spaniards in that part of the world, which he called the West-Indies; from the idea he entertained of these islands being situate at the western extremity of the Indies. — Having accomplished this desirable end he returned homewards, and after having touched at Lisbon, in his way arrived at the port of Palos on the 15th of March, in the year 1493.

Columbus made three other voyages, in the last of which he discovered the continent of America \* where he had at first expected

\* This great navigator was sent home in irons from Hispaniola, by order of their Catholic Majesties, on a false accusation; nor had he even, as we find, the honour of giving a name to the continent he discovered, which afterwards received its appellation from another adventurer, called Americus Vesputius. Columbus called it Paria.

to fall in with the East-Indies, and endeavoured to make his way into the South Seas by the Straits of Panama; but in this attempt to find out a new passage he was disappointed by the isthmus of land which effectually prevents such a communication.

This discovery, which was thus as it were wrested from the hands of the English, gave the Spaniards great weight in the scale of Europe, as Hernando Cortez and Francis Pizarro in consequence of it, conquering the empires of Mexico and Peru, added them to the Spanish dominions.

The spirit of discovery was now awakened in all the southern and middle countries of Europe, and the Portuguese, who by this time began to fear that they should not be able to ingross the trade of the East-Indies, resolved to send out Pedro Cabral to complete the work which that great adventurer Gama had begun.

Setting sail on the 8th of March, Cabral made the Brasils on the 23d of April, where  
 C coming

#### 14 VOYAGES FOR THE DISCOVERY

coming to an anchor in a safe port in the 17th degree of south latitude—he found the country fertile, pleasant, and agreeable, but from many marks, which the Europeans discovered, they concluded the country, where they first touched, to be inhabited by cannibals.

The stay of Cabral in this country was but short.—He sent a ship home with the news of his discovery, and proceeded on his voyage to the Cape of Good Hope, where the people of the country made overtures to trade with him.—Leaving them, he sailed to the dominions of the King of Aniloa, having lost four of his ships in a storm after he had quitted the Brasilian coast.

The King of Aniloa at first received Cabral in the most friendly manner; but the Moors, as jealous of the trade as their brethren had been at Calicut, raised a conspiracy against the Portuguese, which the Commander being advertised of, quitted the place and departed for Melirda. Here being kindly entertained, he staid for some time and landed

two

two criminals, who were left to go to Prester John's country.

From hence he sailed to Calicut, still proceeding to the place of his destination, at some times trading, at others fighting, which was the manner in which the Portuguese continued to keep their footing in India, from the arrival of Gama to the time of their famous General Albuquerque. The Portuguese, however, were at last the conquerors, and intirely established their empire in India to the envy as well as astonishment of most of the maritime powers of Europe.

Juan de Nova sailing from Lisbon in the year 1501 discovered the Islands of Ascension, and touched at S. Helena in his way home. And this year also three Portuguese vessels explored the Brasilian coast as far as the 32d degree of south latitude, whence the coldness and inclemency of the weather hastened their return to Portugal.

It was about ten years afterwards that some adventurers of the same nation discovered the Moluccas, or Spice Islands, and importing into Europe vast quantities of those precious commodities, Spain began to view, with a jealous eye the successes of her neighbour, and to lay plans for coming in for a share of the spice-trade.

It was in the year 1513 that Vasquez Nugnez Balboa saw the Great South Sea from the isthmus of Darien; and in 1517 Cortez began to atchieve the conquest of Mexico.—In the mean time, an officer of repute, who had served under Albuquerque in India, and done signal service at the sieges of Goa and of Ormus, soliciting King Emanuel for a considerable stipend, met with a refusal, which determined him to go into the service of the Emperor Charles V. This was the Great Ferdinand Maghellan, who, emulous of the fame of Columbus, sought an opportunity of accomplishing the plan laid down by Columbus of sailing westward, *and thereby finding out a new way to the Indies.*

He sailed from Seville with five ships, on the 10th of August, 1519, and arrived at Teneriffe on the 2d of September, from whence they proceeded to Rio Janeiro, on the coast of Brasil, and, after some disputes, which created great uneasiness in the fleet, it was at last resolved to prepare for proceeding on their voyage with all convenient expedition.

The Spaniards say that while they were detained on the Brasilian coast, they observed men of an extraordinary stature, with voices resembling the roaring of bulls; one of these, however, coming on board, behaved in a very peaceable manner till they put chains on his legs, which occasioned him to roar in a frightful manner. He was cloathed in the skin of a large beast; but his body was also painted, and on each of his cheeks was delineated the figure of a stag, which, together with two red circles drawn round his eyes, added to the hideousness of his appearance. The voyagers saw several of these giants as they report, whose weapons were

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## 18 VOYAGES FOR THE DISCOVERY

bows and arrows, and whose religion appeared to consist of a heap of absurdities and heathen superstitions.

Having quitted this coast, the fleet sailed on till they came to a promontory, which the Commander named Cape Virgin, and from whence at length proceeding in pursuit of one of his vessels that had left him, he fell in with an entrance into the Straits which bear his name, in the 52d degree of south latitude. He called the point from which he had this prospect, Port Desire, and sailing through this passage with all convenient expedition, entered the great South Sea on the 28th of December. Being embarked on this vast ocean, Maghellan and his people suffered a variety of afflictions, wandering almost four months, seeing no land except two islands which were uninhabited. In this course they were assaulted by famine and sickness successively, and experienced no favourable circumstance, except that they were proceeding on a smooth sea, which at last waisted them to the Ladrones islands, where they

they found a people little acquainted with laws or government, and so much addicted to thieving, that from this disposition in the natives the isles took their denomination.— At the distance of 30 leagues from hence they came to an island called Zamal, where they found gold and white coral; from thence they sailed to Humuna; and, after passing between a cluster of islands, came to one called Buthuon, by the King of which they were honourably entertained. His Majesty's palace was placed on high posts, so that it could only be entered by means of ladders; his people were humane and courteous, and the Spaniards reported that abundance of gold was to be found in the country.

Passing by several islands, most of which appeared to be fruitful, they came to an anchor at one of them, called Zubut, on the 7th of April, where the King demanded tribute, which was refused, and the Indian Sovereign being brought to reason, he was baptized, and his subjects put on at least the outward appearance of Christianity.

At



At the neighbouring island of Mathan, the Spaniards in their turn demanded tribute from two Princes who governed the place. This being refused, brought on a rupture and hostilities between the natives and the voyagers. The Commander, with sixty of his men, going out to reduce these islanders, they met him to the number of 6000, and after a sharp dispute, this great man was slain, being first wounded with a poisoned arrow, and afterwards thrust thro' the head with a lance by some of the enraged Indians.

Thus died Maghellan, whose fame as a discoverer will live to ages. After his death his people chose another Commander, who, with several of his companions, being invited on shore, all the company were put to death, except himself, and the Spaniards refusing to treat for his ransom, sailed away without him, resolving to prosecute their voyage to the Moluccas.

Arriving at Borneo, they found the people to be numerous, and their King a Moor.  
Here

Here they were attacked by an Indian fleet, which they defeated, and afterwards holding on their course, at length reached the Moluccas, on the 6th of November, where they staid for some time to settle a commerce with the natives, who received their visitors kindly when they knew they come in opposition to the Portuguese. Here they left one of their vessels to take care of the settlement, and returning under the command of Sebastian arrived in the Haven of S. Lucas on the 7th of September, 1522, after an absence of three years, having made those rich islands, according to their reckoning, within the line of partition drawn by the Pope in consequence of the first Indian discoveries.

Thus the voyage to the Spice Islands was the cause of finding out *a new way to the East-Indies*, and the disputes occasioned by this circumstance between the Portuguese and Spaniards, ended in the conquest of Portugal.

PART

## P A R T II.

*Discoveries of the English. Account of Davis's Streights, Friesland, Greenland, Iceland, &c. with particular Remarks.*

**A**S the English had lost the favourable opportunity of profiting by the offer of Columbus, King Henry VII. still wishing to come in for a share of the profits, which some had reaped by expences which he had been unwilling to hazard, fitted out John Cabot for a voyage of discovery, who explored the American continent from latitude 56 degrees on the coast of Labrador, to that of Florida in latitude 38 deg. north. With this adventurer went his son Sebastian Cabot, afterwards so famous in England, and so well known in history for conducting the subsequent naval expeditions of this kind, and who became president of the Muscovy company. In the month of March 1526, he  
also

Also undertook a voyage to the Moluccas, being then in the service of the Emperor Charles V. to the Streights of Maghellan; but having lost his own ship, he proceeded with the rest of the fleet to Brasil; when sailing up the great river Plata, he discovered the coast of Paraguay, from whence he returned to Spain, and afterwards to England\*.

Many attempts were made about the year 1575, to discover a passage by the north-east to India and China. None of those succeeded, but in the course of them was laid the foundation of our valuable commerce to Russia, and the establishment of the company trading to those parts.

At the same time that some were endeavouring to explore a north-eastern passage, others apprehended it might be attempted

\* These circumstances are mentioned in order to set right the mistakes of those who have confounded the history of John Cabot with that of his son Sebastian, which has much perplexed the account of their separate adventures.

by

by the north-west. Among these was that intelligent seaman Martin Forbisher. Under the patronage of the Earl of Warwick, he fitted out two barks called the Gabriel and Michael, together with a pinnace, for this purpose.

. This little fleet departed from Deptford on the 8th of June, 1576, and passing by Greenwich, the Queen honoured them so far as to take her leave of them by waving her hand from the palace window. On the 11th of July they saw Friesland bearing W. N. W., the land rising in the form of pinnacles, and covered with snow.

Being then in latitude 61 deg. they sounded, and could find no ground at 180 fathoms.—The Captain attempting to land was prevented by the shoals of ice. Not far from hence they lost their pinnace with four men, and soon after their consort the Michael deserted them and returned home.—They saw land again on the 28th, which they conceived to be Labrador, but the ice hindered them here likewise from approaching the shore.

They

They entered a new Streight in latitude  $63^{\circ} 8'$  N. on the 11th of August, which they called after the Captain's name *Forbisher's Streights*. The weather was calm on the 16th, and the sea clear of ice for some time, but being in *Prior's Bay*, within two hours the ice appeared a quarter of an inch thick upon the surface of the water.—In the morning of the 19th, the Captain went in a boat, with eight men, in search of inhabitants. Having gained the top of a hill, they descried several boats, and soon after came to a conference with the natives, who were a people somewhat resembling Tartars, with broad faces, long black hair, and of a tawny complexion; their cheeks were marked with long blue streaks, and they were habited in seal-skins. Five of their men were taken the next day by the natives; but meeting with a party of these savages, the English made one of them prisoner, and conveyed him to England, where he died.

They left this country on the first of September, and again saw *Friøland* on the 6th,  
D and

26 VOYAGES FOR THE DISCOVERY

and returning homewards arrived at Harwich on the 6th of October.—

The fame of this voyage \* being spread abroad, Captain Forbisher was fitted out again, being accommodated with one of the Queen's vessels, of 200 tons burthen, and 100 men, as well as the Gabriel and the Michael, the former commanded by Mr. Newton, and the latter by Mr. York.

On the 26th of May, 1577, they left Blackwall, and arrived at the Orkneys on the 7th of June. They afterwards traversed the seas for about a month, which were frequently covered with drift-wood; and sometimes they perceived intire bodies of ice floating on the waves, *which they supposed were driven from the coast of Newfoundland.*

\* Amongst other curiosities brought home was a *piece of black stone*, which was presented to the wife of one of the owners, who making it red-hot, quenched it with vinegar, when some particles of a *golden hue* appeared; being sent to the refiners, they reported that it contained real gold;—a sufficient inducement in those days for renewing the undertaking.

They

They made Friesland on the 4th of July, being then on the south side of it, in latitude 60 deg. 30 min. N. and here they met with vast mountains of ice, rising 30 or 40 fathoms above the water, and some of which they computed to be half a mile in length, so that shoals of this nature hindered them from landing. On the 16th they saw the land which had been discovered before, and to which they gave the name of *Queen Elizabeth's Foreland*. At their first coming to Forbisher's Streights, the entrance appeared to be blocked up with ice, but the Commande passing round with two pinnaces to the eastward, entered them there, and contrived to seize two of the natives in the neighbourhood. A north-west wind having forced them out to sea on the 19th, the ships afterwards entered the Streights, and anchored in a harbour on the western shore, to which they gave the name of *Jackman's Sound*. On an isle within this Sound, which they called *Smith's Island*, they reported that they found a silver mine, but very difficult to be worked, and that the refiners trying some ores perceived that they contained a quantity of gold.—They also found a dead



fish [a sea-unicorn] on the coast, that had a horn growing out of his forehead, which horn was presented to the Queen, and preserved in Windsor castle.

The Commander, with 70 men, marched up the country on the 23<sup>d</sup>, and came to the tops of the icy mountains; but finding no inhabitants, he returned, and leaving the Queen's ship, the Aid, at anchor in Jackman's Sound, with the two barks, he went to the northern shore, where having found a mine, he collected (as they say) about twenty tons of ore; but she suddenly driving into the bay, the voyagers were glad to get out, and leave their golden treasure behind; and sailing up five leagues further, they found a commodious place where they lay sheltered from the driving ice. Here they anchored under a land which they called *Warwick's Island*, at 30 leagues distance from Queen Elizabeth's Foreland. As there was a quantity of the supposed golden ore upon this island, they sent the Michael to fetch the Aid from Jackman's Sound. When she was returned, having taken in about 200 tons of the above-mentioned

mentioned ore, and made a woman prisoner, the Captain departed on the 23d of August, soon after parting company with the Michael which arrived at Yarmouth. The Aid also left him on the last day of August.

In the whole course of this voyage, out of 134 men they lost but two, one of whom, the Master of the Gabriel, was drowned; *a sufficient proof of the healthiness of northern climates, when compared to those which lie in the more southern latitudes.*

Flattered by the accounts which Captain Forbisher gave the Queen of their new discovered country, and the hopes of opening *a new passage to India and the Chinese empire*, her Majesty was induced to send out another fleet, consisting of fifteen ships and barks, under the direction of Captain Forbisher as Admiral, who received several tokens of his royal mistress's approbation.

Captain York was appointed Vice Admiral, and Captain Fenton Rear Admiral of the fleet, which took on board artificers of all

kinds, and every thing requisite for the forming of a colony, which they intended to leave behind them.

On the 31st of May, 1578, they set sail from Harwich, and had sight of Friesland on the 20th of June. Sailing along shore, they observed a space clear of ice, when the Commander landed, and found tents made of skins, in which there were fish, fowl, and a bag of nails. Two white dogs, that were likewise found there, Captain Forbisher suffered to be taken away, leaving knives and some trinkets in the room of them, and nothing else was removed by the English. They sailed from hence on the 2d of July, and saw the Queen's Foreland, but the mouth of the Streights was so choaked with ice that they could not enter. Some of the vessels were damaged, being jammed in between the shoals of ice; and one of the barks, that carried most of the utensils for the colony, was sunk, but the crew were saved.—Afterwards the whole fleet was in danger of destruction, a gale of wind setting in from the south-east, which drifted the ice in so fast

fast upon them that they were obliged to get their topmasts, old cables, and planks over their sides, to save themselves from the frequent shocks which cut through three inch boards, and, according to their account, lifted some of the vessels above a foot out of the water. The wind shifting the next day delivered them from this danger, but separated the fleet, and drove them out of sight of land, and when they came in view of it again, its appearance was so much altered by the snow that it was not known to the chief pilot, who had seen it so often.

While they were searching for the old streights on the 10th, they were again separated by a fog, when some of the vessels stood out to sea, whilst others followed the Admiral *up a STREIGHT for 100 leagues, thro' which they were in hopes of finding a passage to the South Seas.* And the Commander declared his opinion, *that there was such a passage,* which he might have ventured through, had it not been for the regard he had to the preservation of the fleet.

They

They anchored on the 31st in Warwick's Sound, where the Aid striking against an island of ice, ran her anchor thro' her bows, and was near sinking. They now found the Gabriel and Michael, which vessels they feared they had lost.—Afterwards they were joined by the other missing vessels ; but it was now too late in the year to execute the design for which they were fitted out ; so that having spent their provisions, lost part of the frame of a house which they had taken with them to erect in the country, and being in general very much dispirited, they thought proper to defer their intentions of *attempting a settlement*, and after having repaired their ships, they directed their course for England. One of the vessels was obliged to seek a new way to sea, and came out at the back of Bear Sound.—On their return, they discovered a fertile, woody island, in latitude 57 deg. 30 min. N. along which they coasted for twenty-eight hours. The same vessel fell in with the south of Friesland on the 8th of September, and steered from thence S. E. by E. and till the 12th, when they had sight  
of

of this land (the south part bearing S. E. by E.) and the northernmost N. N. E. They accounted it to be twenty-five leagues in length, extending N. W. and S. E. the south side lying in 57 deg. 30 min. of north latitude, at the distance of fifty leagues from Friesland. On the south side was the appearance of two harbours.—Certainly if this island could be again discovered, it might furnish a good situation for fishing in the North Seas.—

Notwithstanding all these disappointments, it seems Captain Forbisher always entertained an opinion that a new passage was practicable; but the ore which he brought home not turning out according to the expectations formed of it, and Drake's sailing for New Spain calling the attention of the public, these discoveries of the former, then in their infancy, were neglected.

This great man, however, afterward distinguished himself in the famous sea-fight with the Spanish Armada in 1588, and received

### 34 VOYAGES FOR THE DISCOVERY

ceived the honour of knighthood in return for his services\*.

The voyages of Sir Martin Forbisher at that time confirmed the real existence of Friesland; nor could that of the island above-mentioned (which was called the Busf-Land) be rationally doubted. Yet what is to be thought of these countries?—Whither are they gone?—Are they “in the flat sea sunk?” I can hardly think such an event could have happened without so violent a concussion as must have affected the north of Europe, and would naturally have been recorded in history.

It can scarcely be supposed that Sir Martin would or could have advanced a falsity of this kind, which the meanest boy on board his fleet might have contradicted. Besides, the whole seems to be confirmed by the particulars which we shall here recapitulate.—

This land was seen many times, and by one of the accounts we have, we find an attempt

\* He died of a wound that he had received at the attack upon Brest six years afterwards.

was

OF A NORTH-WEST PASSAGE. 39

was made to sound, but no bottom could be found at the depth of 138 fathoms. Sailing from thence 20 leagues S. W. they observed the latitude to be 60 deg. 40 min. north, or thereabouts, which observation lays down the south part of Frieland nearly in 61 deg. of north latitude.

On their return, four days after they departed from Queen Elizabeth's Foreland, they had sight of Frieland, but could not approach the shore nearer than within the distance of eight leagues, on account of the ice.

This was in the course of the first voyage. In that which they made in 1577, they saw the same land at ten or twelve leagues distance, together with several vast ice-islands, being then in latitude 60 deg. 30 min. north, when they again attempted to make the shore but in vain. The Commander named it West England.

The whole fleet, consisting of fifteen sail, saw it on the third voyage, on the 20th  
of



of June, when the Commander LANDED on it.—

So many testimonies concurring can leave no doubt of the truth of Sir Martin's account: tho' the longitude of the place is not noticed, nor any hint given of its distance from any known land; yet its vicinity to Queen Elizabeth's Foreland determines us to place it on the eastern side of Greenland. Friesland must lie at some distance on this side, as the Captain was four days after leaving it before he got sight of Greenland; and in the course of his third voyage he was eight days from his departure thence before he made the Greenland coast, the part of which answering to Queen Elizabeth's Foreland, according to the best charts, lies in longitude 40 deg. west of London.— We are left to conjecture how far the fleet might sail in four days, which I should reckon not to be above 400 miles, considering their course lay among ice islands. This being supposed equal to fourteen degrees will place Friesland in longitude about 26 deg. Now none of our navigators have been near  
since

since the ships that failed with Davies called the Sunshine and the North Star, *which being ordered by him to trace out a passage between Greenland and Iceland, sailed to Iceland, then to Greenland, and from thence to Desolation Island.*— This was the last time that it was seen.—

If the situation of Friesland is determined, that of Buis-Island will follow of course: and if this isle is such as it is described, it must be preferable to Newfoundland for its fishery, nor is it to be concluded that the cold will be so excessive as might be at first imagined, since it is surrounded on all sides by the ocean.—Besides, our ships bound to the north might winter there, and it might prove a nursery for hardy seamen.

As its distance from England is not very great, that circumstance, I should think, might induce its being sought after. I have sounded when near it, by computation, and make no doubt, but that, if I had had time, as I had evident tokens of land, I might have discovered it.

E

But

But prejudice has often a great share in preventing useful discoveries. This place is laid down in Van Rulen's Chart, by which the Greenland voyagers are regulated, as *the sunken Bus-Land*; and the seamen, in consequence, instead of endeavouring to *discover*, use all the means in their power to *avoid it* \*.

Sir Francis Drake, who returned to England from his voyage round the world in the year 1580, conceived the idea of a passage by the N. W. to America.—But it is not at all wonderful that he should not succeed in such an attempt, as coming from the warmer latitudes, which must have rendered his men little able to sustain the inclemencies of the northern climates; nor could he be willing to run any great hazard of risking his ship

\* A master of a Greenlandman (called the British King) once told me, that being by his reckoning near that place, he was alarmed by breakers, and sounding, found at 59 fathoms depth, a rocky bottom. He also says, that many vessels had seen breakers thereabout, and that a Dutch ship had her quarters almost beaten in by them, and returned home being in great danger of sinking.

and

and losing the honour of being esteemed *the first commander that ever circumnavigated the globe.*

To the opinion of this great man may be added that of Cortes, the famous conqueror of Mexico.—He learned from the natives of that empire, that their country turned to the north and east, and on this information he, with three ships, entered the Gulph of California, and arrived at the top of it in 32. degrees north. After this, he sent out Vallou, who, sailing round this gulph, passed the west cape, and discovered the western coast of California as high as the 33d degree of north latitude.

Though many private adventurers failed to India between the return of Sir Francis Drake, and the establishment of the East-India Company, yet it does not appear that any voyages of note were performed, except such as were undertaken for the discovery of a north-east or north-west passage. Amongst these the voyages of Captain Davies were the most remarkable.—

On the 27th of June, in the year 1585, Captain Davies set out from Dartmouth with two vessels, one called the Sunshine, of 50 tons and 23 men, the other the Moonshine, of 35 tons and 17 men, in order to trace out a passage between Forbisher's Streights and the coast of Labrador.

They had sight of land on the 20th of July. They found it woody and covered with snow. This land they called *Desolation*, from its dreary appearance.

He was embayed with ice on the 21st, from which getting clear with some difficulty, he made an attempt to land, but without effect. Departing to the northward on the 29th, they saw land, bearing N. E. being then in latitude  $61^{\circ} 14'$  N. the sea free from the ice, and with great inlets and bays. The shore appearing broken into islands, he landed on one of them, where he found some pieces of leather, and the vestiges of inhabitants.

Thirty canoes came off to the English the next day, and trafficked with them. The Captain at first imagined those to be a simple and civil people, but he soon discovered that they were subtle and crafty. While the English lay at anchor, they saw great quantities of drift-wood scattered along the shore, which they took up, and conveyed to their vessels.

The wind setting in fair, the Commander resolved to continue his voyage on the 1st of August, and accordingly proceeded, steering N. N. W. On the 6th of the same month they discovered land in  $66^{\circ} 40' N.$  where they anchored in a bay under a mount, whose cliffs glittered like gold. This mount was called *Mount Raleigh*; to the bay they gave the name of *Totness Road*; and to the sound, in which it was situate, that of *Exeter Sound*. The bay was formed by two capes, one of which to the northward the Captain called *Dyers Cape*, and that on the south, *Cape Walsingham*.

Departing from hence, he steered S. S. W. and on the 14th had sight of the southermost

## 42 VOYAGES FOR THE DISCOVERY

cape of the land, which he called *the Cape of God's Mercy*.

As he passed it in a thick fog, he entered a streight before he knew it. This streight was in some parts 20 leagues wide, and from hence he conceived an expectation of finding a fair passage into the Great Ocean.

Captain Davies sailed *sixty leagues up the Streight*, in a N. N. W. direction, till he came to some islands where the vessels separated, some going on the north, and others on the south side.

Landing on the 15th he found some dogs, very tame, with leathern collars about their necks; also two sledges, the one made of wood, the other of whalebone. Here was a cluster of islands with deep sounds, and whales were constantly coming, but always from the westward. — They also observed here a *counter check of a tide, which came from the S. W. and rose against the flood six or seven fathoms*.

The

The ships having joined on the 30th, coasted along the southern shore, which was full of sounds and broken lands, till they passed the south cape of this entrance, which he left on the 26th, steering for Cape Desolation, which he left on the 10th of September, and departed from thence for England, where he arrived on the 20th of the same month.

As great hopes of the intended discovery had been formed from the accounts given by Captain Davies \* on his return, he was again fitted out with *the same ships*; a bark of 35 tons, called the North Star, and a pinnace of 10 tons being added to complete his little squadron.

They set sail from Dartmouth, and, on the 14th of June, in latitude 60° N. and longitude 47° W. from London, discovered land, but found himself so much incommoded with ice, which, in some places, lay at the distance of 50 leagues from the

\* Davies was the first navigator who sailed round Cape Farewell, or ever discovered any Streight beyond Greenland.

land



#### 44 VOYAGES FOR THE DISCOVERY

land, that he was obliged to put back again to latitude 57 degrees.

They saw land again in latitude  $64^{\circ}$ , where they had anchored the year before. Here the Commander resolved to put together the frame-work of his pinnace, and here the people of the country, some of whom he recollected to have seen before, came to him in a friendly manner, and he dismissed them with presents—but afterwards returning, they stole an anchor, and behaved in an hostile manner, therefore he departed, having made one of them prisoner.

On the 17th of July, in latitude  $63^{\circ} 8' N$ . they fell in with a body of solid ice, so large that they could not trace its extent. It appeared to be full of bays and headlands, and this field of ice, which they coasted for some time, proved an obstruction to his undertaking—numbers of his men murmuring so much that he thought fit to send a party of them home in the large vessel.

Proceeding

Proceeding with the others, the Captain discovered land in  $66^{\circ} 33' N.$  where he put into harbour, and graved the Moonshine, which was now the only vessel he had, the Sunshine and North Star, which were sent to discover a passage between Iceland and Greenland, never returning to him again.

Examining the land here he found it consisted of a groupe of islands; then running west 50 leagues, he discovered land again in  $66^{\circ} 19' N.$  being 70 leagues from the coast of Greenland. [This land must lie between Mount Raleigh and the Cape of God's Mercy.]

Leaving this land, and steering southward, he found himself in latitude  $64^{\circ} 20' N.$  on the 17th, and the next day had sight of a promontory to the north-west, which lay in  $65^{\circ} N.$  there being no land in sight to the southward. [It should seem, that this land was the same he made the year before, as a Streight that now filled him with hopes of a passage appears from the situation to be the same up which he had failed that year.]

After

#### 46 VOYAGES FOR THE DISCOVERY

After some snow and foul weather he got into a safe harbour on the 20th, which he quitted when the wind came about to the N. E. and coasted the land down to the southward, meeting with vast shoals of fish, and a number of birds in his course. Tho' he passed by Hudson's Streights, which might seem to promise a passage, yet, from a strange sort of negligence, we find he took no notice of that opening. Instead of this he seems to have spent his time in searching for harbours which were of no consequence, and at length ended his discoveries by touching on the coast of Labrador, when he sailed up a river two leagues broad for the space of about 30 miles, and discovered, besides the trees growing on the shore, a number of geese, ducks, and curlews, and whole shoals of cod-fish.

The account says, that departing from hence, he sailed southward, where he fell in with a low, woody country, and, to the northward of this place, a vast sea, inclosed between two lands, *which must be Sandwich Bay*, as the place where he then anchored was

was Sandy Bay, about 25 leagues to the westward of *Round Hill Island*. From this harbour he departed for England, where he arrived in the October following.

The report which was made of the vast number of cod-fish that had been seen in the course of this voyage, induced some merchants to fit out two vessels for the purpose of fishing, and one for that of discovery, under the direction of Captain Davies.

With these vessels, the *Elizabeth*, the *Sunshine*, and the *Helen*, he departed from Dartmouth on the 19th of May, 1587, and saw land on the 14th of June, where he found an harbour, landed on the shore, got a quantity of salt off the rocks, and conversed with the natives, one of whom he took prisoner; in return for which the captive's countrymen came down in numbers, and so damaged his pinnace as to render her unfit for his purpose:—Yet he does not ascertain where this country lay: however that may be, he left it, and committed the pinnace to the care of the fishing vessels, while he

he proceeded on his discoveries. They promised to wait for him, but having completed their cargoes, deserted him and made the best of their way home.

In the mean time Captain Davies sailed northward, and made the coast of Greenland, where he held a conference with thirty of the natives, but did not chuse to venture on shore.

He found himself in  $72^{\circ} 12'$  N. on the 30th, had  $28^{\circ}$  of west variation, and the sea all open. From hence he steered westward for 40 leagues without coming in sight of land, but on the second met with a great bank of ice, which he endeavoured to clear by going to the northward, designing afterwards to have kept a westward course till he could see some land, or get through; but this he found impossible, as he put into the ice on the 6th, 7th, 8th, and 9th, but without effect.

He resolved to go for the shore again on the 30th, and to stay in harbour a few days, in hopes

hopes that the ice might be dissolved; but his expectations not being answered, he bore away again, having declined an invitation of the natives to come on shore.

On the 15th, in lat.  $67^{\circ} 45'$  N. he found a great current, which set him six points to the westward of his true course. [It is more than probable, that this current proceeded through between Cumberland Isles to the south, and James Isle to the North.]—On the 17th, at twelve at night, he had sight of Mount Raleigh, and soon after fell in with the opening that he had formerly discovered. He sailed up 60 leagues, in a N. W. course, and while he lay at anchor, as the account says, a whale passed by him, and *went through*. [*That he could not have done, unless there were an opening.*]—This was on the 23d, when he sailed again, and stood out to the S. E. but he was becalmed. From hence he coasted along southerly, and found many strong rippings of a current, and a great opening, which he called *Lumley's Inlet*. *Warwick's Foreland* was discovered on the 31st [This is the east point of Resolution Isle]; and on

## 50 VOYAGES FOR THE DISCOVERY

the 1st of August fell in with a cape, making the southern point, which he called Cape Chedley's, in  $61^{\circ} 10' N$ . since called *Button's Isles*: [This entrance leads to Hudson's Bay.] Having left these parts, and not finding his consorts waiting for him, according to promise, in the latitude appointed, he returned to England.

In the course of this his third voyage, Capt. Davies sailed farther northward than any adventurer before him had ever done, and it is probable, that if he had once more attempted to penetrate the ice, he might have completed the undertaking which he set out upon achieving.

Having spoken thus much of a N. W. passage, it may not be improper to mention the countries, in the vicinity of which such a passage may be reasonably expected. The first of these is Iceland. This country, according to the accounts collected from various authors, was first discovered by one Noddocus, in 874, who was driven by a most violent tempest to the eastern side of it, where

where he staid with his company for some weeks, and gave the name of *Snowland* to the country, on account of the abundance of snow that fell there.

One Gardar, hearing of these particulars, went in search of the new-discovered land, and having found it, called it *Gardar's Isle*. Some others following his track, had the same success; amongst whom was one Flock, or Flocko, a Norwegian Pirate, who first gave it the appellation of *Iceland*, which it has ever since retained.

We are informed, that after this period, Ingolf, an Earl of Norway, fled to Iceland, to avoid the tyranny of Harold Harfager, who had subdued the rest of the Norwegian Earls. This Earl and his brother-in-law, arriving with a numerous train of followers, are said to have cultivated the land, and formed a sort of republic there.

According to these accounts, it was from Iceland that Greenland was first peopled; in the following manner :



A Chief, named Thorwald, being obliged to fly from the Court of Count Hagan, for fear of being punished for a murder that he had committed, went to Iceiand, where he formed a new colony, and cultivating a large track of land, left it to his son Eric Rand, or Redhead. This Eric having killed one Egolf, and involved himself in disputes with some of his more powerful neighbours, was exiled from Iceland, beyond the westernmost point of which he heard that another land had been discovered. Embarking therefore, he steered westward, and wintered the first year on an agreeable island, near a sound, which he denominated *Eric's Sound*. Two years afterwards he invited people to come over, and settle a colony in the country he had discovered, to which he gave the name of *Greenland*, on the east side of which they arrived, after a dangerous navigation, and built there the cities called Gardar and Alba.

Lief, the son of Eric Rand, made a voyage in the year 999\* to the Court of the King

\* See Crantz's History of Greenland, Vol. 1.

King of Denmark, in order to give him an account of the colony settled in Greenland; was baptised, and taking with him a Priest, first laid the foundation of Christianity in those parts.

In 1001 Herjolf, who was accustomed to go every year with his son Bicorn, to trade in various countries, being separated from him in a great storm, the latter came to the coast of Norway: there he heard that his father had sailed for Greenland, and accordingly he followed him; but meeting with another tempest from the S. W. he fell in with a plain, woody country, and also saw an island; but without staying at either of them, he proceeded on his voyage to Greenland, where having told this story, Eric Rand fitted out a vessel, with thirty-five men, to go upon the discovery, taking Bicorn with him.

The first land the voyagers made being stoney, and barren, they gave it the name of *Bare Land*. After this they discovered a flat, low country, to which they gave the appellation

lation of *Level Land*. Two days afterwards they saw land again, *whose Northern coast was covered by an island, where they found shrubs with sweet berries.* They then sailed up a river till they came to a lake from which the river issued. Here they observed that the air was mild, the soil fruitful, and the rivers abounding with fish, *particularly with salmon.*

Wintering there, they remarked that the sun rose about eight o'clock on the shortest day. These people having missed one of their company, found him in the woods extremely merry, and he told them "That he had eaten of such grapes as they made wine of in his country." Lief having seen and tasted these grapes, called the country *Vine Land*.

Thorwald, resolving to continue the discoveries, thus begun sailed the same year with Lief's crew, and having examined the land, found the coast was woody, and beset with islands, but they could not at first observe any tracts of man or beast there. In exploring the islands their ship received  
some

some damage on a certain cape, which occasioned their spending most of their time in those parts in repairing her. However, on examining the land once more, they at length got a sight of the natives, whom they engaged and defeated, after a smart skirmish, in which Thorwald was wounded.—This chief dying, his companions wintered in Vine Land, and afterwards returned to Greenland.

Thornstein, third son of Eric Rand, sailed the same year with his wife Gudrid, his children and followers, for Vine Land. They amounted in the whole to twenty-five persons, and their intent was to bring off the body of Thornstein's brother, but they were driven on the Western coast of Greenland, where this adventurer also died, and his wife returned home.

Gudrid was some time after espoused by an Icelander whose name was Thornfin, who claimed the inheritance of Vine Land, where  
he

he went to settle with sixty-five men and five women.

He then came back to Greenland three years after, and induced many to resort to his new settlement; and he himself built a house, as we are told, in Iceland.—Helgo and Finbog, two Icelanders, afterwards fitted out two vessels from Iceland. But taking with them Fridis, a daughter of Eric Rand, this woman raised a disturbance among them; and in the course of these disputes, Finbog and Helgo were both slain. What became of the rest of the colonists, cannot certainly be learned from the history.

From what has been said, however, *Vine Land*, as it was called by these early navigators, appears to have been no other than the coast of Labrador: for Bicorn, going from Norway to Greenland, was most probably driven to the S. W. into the Bay, between Cape Fortune and Button's Isles, which has been lately found not to lie N. W. according to the old charts, but to run nearly west from Cape Fortune, for a considerable distance,

distance, and then taking a northern direction, forms the bay above-mentioned.

Now this corresponds well enough to the account of the voyages just related. It appears that Eric Rand at first made the islands that lie off the coast, which are flat and bare. They then discovered a country that was covered with white sand and with wood; the coast, about twenty-five leagues west from Cape Fortune, answers to this description, being woody and covered with white sand. It is to be observed, that two days afterwards, Lief saw land again, the northern coast being covered by an island, with shrubs bearing sweet berries, &c. The place here alluded to seems to be no other than Sandwich Bay; and in one of the rivers in that neighbourhood there is now a fishery carrying on for salmon. The island lies across the Bay, and the berries mentioned are the *Bear-berries*, which are black, and of a sweet flavour, and are found there in great abundance.

This I conclude to be the place where the voyagers wintered, and the time when they  
saw

saw the sun rising on the shortest day (about eight o'clock) answers, within a quarter of an hour, to the time proper for that parallel of latitude; so that the observation is exact enough for the time in which it was made.

Thorwald, after examining the coast for three seasons, damaged his ship off a cape. This cape I take to be Cape Fortune, off which the islands lie, and between which and the main there is a dangerous ledge of rocks, which prevents a vessel from entering Porcupine-harbour without going round those islands.

We learn that having repaired their ship, they went round the cape and examined the Eastern side [*down towards the point of Newfoundland.*] Finbog and Helgo were the last of these mentioned; and, it is said, the remaining few, after the insurrection, were never more heard of. — It is probable they went to Newfoundland, in the interior parts of which the Indians are different from the other North-Americans, as well as the Esquimaux. They live in the woods, go almost

most naked, and daub themselves with red-  
oker and greafe; but when they are washed,  
they are of a ruddy whitish colour. This  
custom of daubing themselves might origi-  
nate from a design of filling up the pores of  
the skin, in order to defend themselves against  
the cold; and perhaps they chose a red paint,  
in order to commemorate Eric Rand, their  
ancestor. To those who are well read in the  
history of nations, these conclusions will not  
seem to be so far fetched as some may perhaps  
at first imagine; since it is well known that  
there have been various customs amongst un-  
civilized nations, for which no better au-  
thority can be given. It might be suggested  
that it was strange no Norwegians should be  
found among them, or that if the voyagers  
lost their ship, they could not contrive to  
build another. To these objections we may  
reply, That the adventurers might have lost  
the tools necessary for ship-building. Besides,  
for a set of people not endued with any great  
portion of intellectual knowledge, it would  
be most natural, on their first landing, to  
think of nothing but immediately supplying  
their natural wants. Their lot being cast  
in



in a country superior to that from whence they came, they might well be supposed to turn their thoughts towards the cultivation of the soil. Their next care would be, to construct huts, as well as the materials they found would admit of; and would besides penetrate into the woods for shelter. Here were to be found vast numbers of deer, beavers, and other animals, such as might serve to provide them both with food and raiment; and it is easy to suppose, that by a natural transition, they would thus soon be clad in skins, instead of such manufactures as they formerly wore. Thus these infant people would in time become habituated to, and rest satisfied with, their new country, rather than encounter new difficulties in endeavouring to return to their own. And for this two reasons might be given: first, that they considered themselves as adventurers come out in search of new habitations; and, secondly, because they had reason to fear that an enquiry might be made into the cause of the mutiny, if they lived to get home in safety. —A period of 500 years elapsed, between the  
the

the time when these people were left, and the supposed new discovery of the country called Newfoundland. Let any man reflect on this last circumstance; let him suppose a party of English mariners and some women to be left on a desolate land, and their posterity to be discovered 500 years afterwards; and then let him say *what THEY would be like!*

To return to the thread of this narration: In the year 1122, Lok, the grandson of Leif, summoned his people together, and represented the necessity of their having a church government among them, and in consequence obtained their consent to invite over a Bishop. This was at the time that the Greenlanders were subject to the Norwegians. Einar the son of Lok was therefore sent to Sigard, King of Norway, to desire a Bishop might be appointed, and accordingly a person of the name of Arnold was appointed to that high office, whose episcopal residence was fixed at Gardar.

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In the year 1256, the Greenlanders revolted from Magnus King of Norway, who borrowed a fleet of Glipping King of Denmark, in order to subdue them, which was not effected till the year 1261, when they submitted to be governed by a deputy. After this period we have a list of Bishops till the year 1350, when a new race of men appeared from the N. W. who were called *Innuets* or *Skrallings*. These people were first seen about Disco Bay, and on account of their small stature, and insignificant appearance, were held in derision by the Norwegians. But a pestilential fever having raged in the country before their appearance, carried off numbers, and the rest were destroyed by these *Skrallings*, so that there are now no traces of them, except the ruins of their towns. The disputes between Denmark and Norway afterwards prevented those nations from making further discoveries.—

However, notwithstanding the ideas that had been so long entertained of such a passage, confirmed by many circumstances, the frequent disappointments, and the fear  
of

of the inclemency of a Northern climate, that none chose to attempt it, till the opinion was revived by the reports of the Portuguese having found out such a way to the Indies.

The charter of the English East-India Company being settled in the year 1600, the merchants of England, at the instigation of the great Earl of Cumberland, raised 72,000*l.* and fitted out five ships under the command of Capt. Lancaster, who, after a prosperous voyage, succeeded in settling a trade in India, but on his return, met with a great storm off the Cape of Good-Hope, which tore away his rudder, and so much damaged his ship, the *Dragon*, that he was advised to leave her, and go on board another, but this he refused to do, and wrote a letter which he sent home, and in the postscript of which was the following observation:

“ The passage to the East-Indies lies in  
“ latitude 62° by the N. W. on the Ame-  
“ rican side.”

Mr. Ellis observes with great justice, that from hence one may infer that this gentleman, who for his great conduct, courage, and integrity, was afterwards knighted, looked upon this to be a certainty as well as a thing of great consequence, or he would not have given it a place in such a letter, at such a time, and under such circumstances.

Mr. Henry Briggs, in his discourse of the existence of a North-West Passage, says,  
 “ As a farther proof of there being a passage  
 “ from these parts, into the West [or South]  
 “ Sea, there is mention made of a Portu-  
 “ guese taken in a carrack, in Queen Eli-  
 “ zabeth’s time of famous memory, confirm-  
 “ ing the opinion.”

Among other testimonials of this nature, we have the following declaration of one Thomas Cowles :

“ I Thomas Cowles, of Bedminster, in the  
 “ county of Somerset, mariner, do acknow-  
 “ ledge, that six years past, being at Lisbon,  
 in

“ in Portugal, I did hear one Martin Chacke,  
 “ a Portuguese, read a book of his own  
 “ making, which he had set out six years  
 “ before that time in print in the Portuguese  
 “ language, declaring that he, the said Mar-  
 “ tin Chacke, had found a way to the *Portugal*  
 “ *India*, through a gulph of the Newfound-  
 “ land, which he thought to be in the 69th  
 “ degree of latitude of the North Pole.”

Sir Martin Forbisher also received intel-  
 ligence from a Portuguese in Guinea, that  
 there was such a passage, this man affirming  
 that he had absolutely been through part of it.  
 And Admiral Don Garcia Jefferea Loasia, in  
 the time of Charles V. is reported to have  
 gone to the Moluccas, by way of the coast  
 of Baccalao [Newfoundland] and Labrador,  
 and Gasco de Coronado wrote to the Em-  
 peror, that at Sibolu, he was 150 leagues  
 from the South Sea, and a little more from  
 the North.

These, with many other testimonies al-  
 ready recited, compared with the various  
 accounts of voyagers, and confirmed by

## 66 VOYAGES FOR THE DISCOVERY

experience, may be sufficient to point out something more than the probability, namely, the *practicability* of a North-West passage to the East-Indies.

If there can be any objection of weight, it must be the inclemency of the weather, and the passage being blocked up by ice. As to the first circumstance, the expedition must be set forward early, and no time lost in seeking for any harbours, or examining such points of land as are not likely to lead to the discovery desired.

It is also to be observed, that mild weather is sometimes found even in these climates. And as to the second objection, it does not appear yet clear, even from the latest discoveries, that the ocean is every where alike covered with ice, in the high Northern latitudes.

If we may credit the accounts said to be extracted from the journals of Capt. Cooke in his last voyage, and continued by the next in command, it appears that this able navigator

gator entertained a strong idea that such a passage existed, and was practicable.

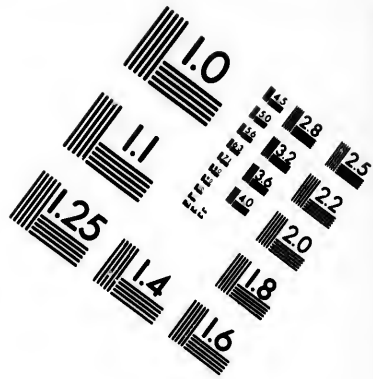
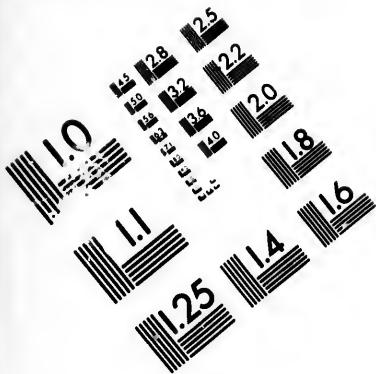
Returning from his Southern discoveries, we are told, that after coasting along the extremities of Tartary, he at last fell in with the Strait which divides Asia from America, and that he really found great reason to suppose there was a clear sea towards the Pole, by which means a North-Western, or North-Eastern passage might be effected.

We all know and lament the fate of this experienced seaman, who going back to winter in the Southern climates, lost his life at one of the new discovered islands.— Captain Clarke, however, by returning to Kamfchatka, has given sufficient testimony, that he entertained a similar opinion with the first in command.

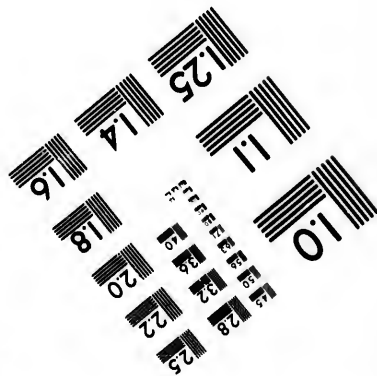
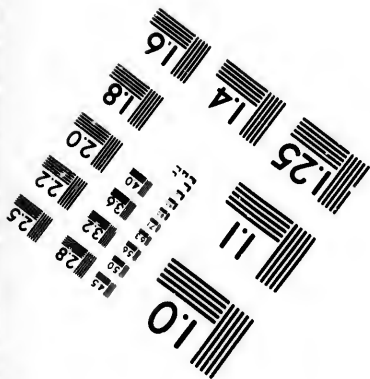
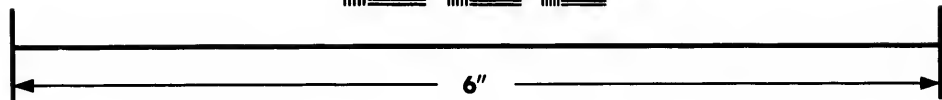
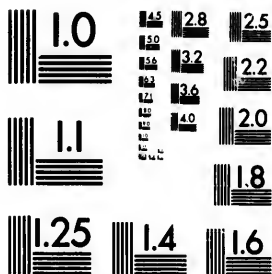
Should he miss of his object, he must be under the necessity of returning through the vast Indian ocean, an inconvenience which there







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68 VOYAGES FOR THE DISCOVERY

there is no doubt but he would, if possible, most carefully avoid.

On the whole, it appears then there are some accounts which have formerly been delivered as facts, there are other presumptions to support the possibility and practicability of the passage in question; there is no proof of the contrary, and therefore, notwithstanding the difficulties which have been suggested, the matter is not yet to be despaired of.

In effect, even should the attempts of Captain Clark fail, from what has been said, it still seems probable, that though accidents may defeat his purpose, the Discovery may yet be made at some more fortunate æra, when a set of men may be found, who have ability and spirit enough to proceed with the undertaking.

It would be superfluous to add any thing farther here upon the subject, while the people are waiting with anxious expectation the event  
of

OF A NORTH-WEST PASSAGE. 69

of the late voyage of discovery, which will probably throw great lights upon this subject, and contribute much to the improvement of Modern Navigation.

F I N I S.

