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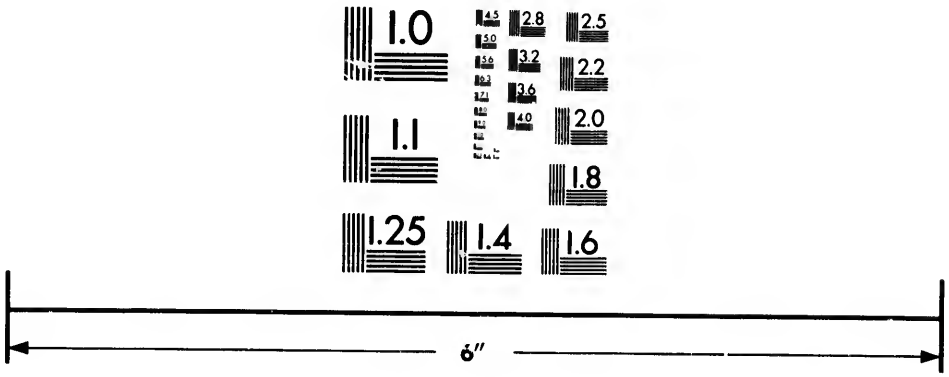

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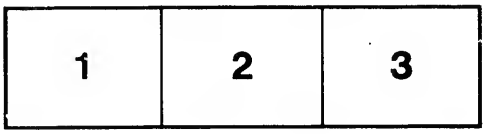

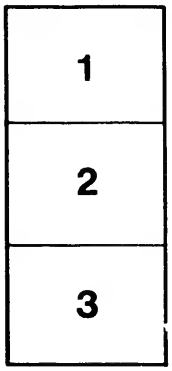

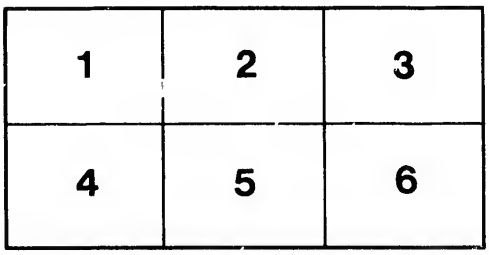

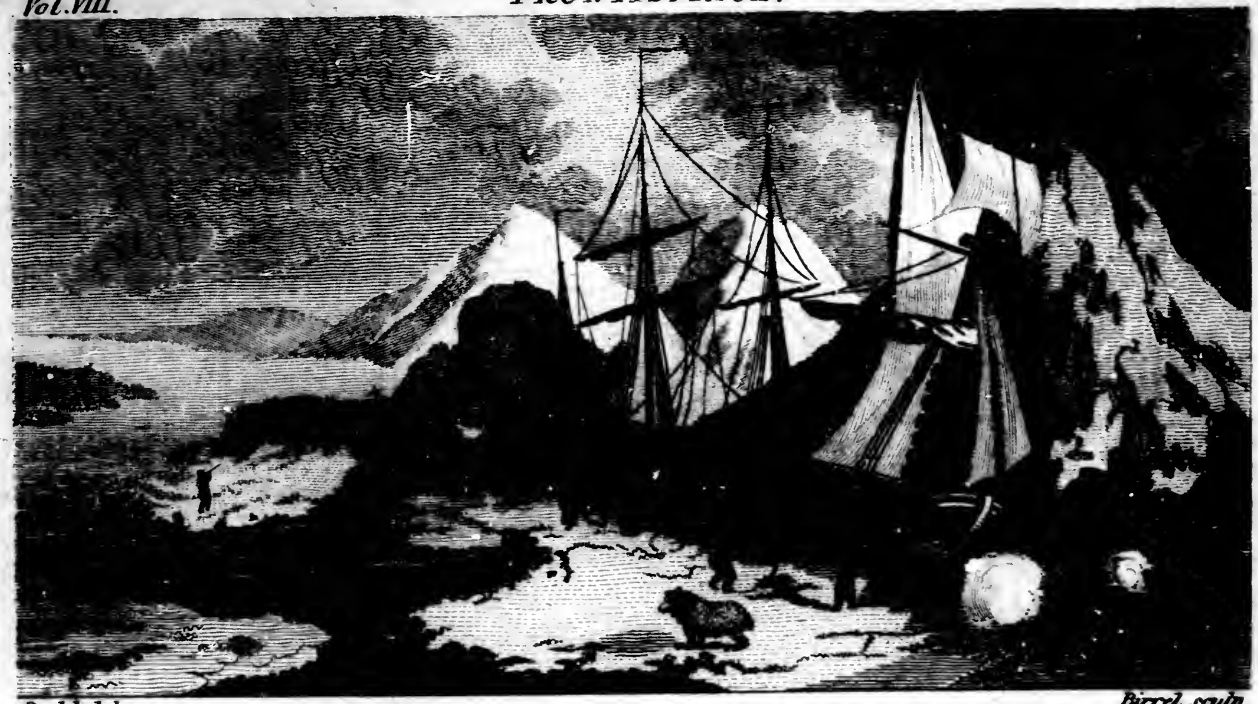

Dodd del. Birrel sculp.

The Race-horse, and Carcase Bombs, blocked up in the Ice.

Published Oct. 1 1783 by I. Fielding, N°. 23, Pater noster Row.

THE BRITISH NAVIGATOR;

CONTAINING

CAPTAIN ELLIS's VOYAGE

TO THE

Northern Frozen Ocean.

ALSO THE

VOYAGES OF CAPTAIN WOOD

AND

COMMODORE PHIPPS,

IN SEARCH OF A

NORTH-EAST PASSAGE.

To which is prefixed,

AN ACCOUNT OF THE LOSS OF

THE SAINT LAWRENCE BRIGANTINE,

Which was wrecked on the Island of Cape Breton,

In the Year 1780,

And the miraculous Escape of Part of the Crew.

LONDON,

Printed for JOHN FIELDING, No. 23, Paternoster-row.

Published Oct. 1783 by J. Fielding, No. 23, Pater noster Row.

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Mr. Ellis's Voyage to the Northern Frozen Ocean.

Reach

Capt. Wood's Voyage in Search of a North-east Passage.

Commodore Phipps's Voyage in Search of a North-east Passage.

The

Resolve

ADDENDA.

THE

THE

BRITISH NAVIGATOR.

ACCOUNT *of the Loss of the* ST. LAWRENCE *Brigantine, which was wrecked on the Island of* CAPE BRETON *in* 1780.

MR. Prenties, an ensign of the eighty-fourth regiment of foot, on the seventeenth of November, 1780, embarked on board the St. Lawrence brigantine, then lying at Quebec, and bound to New-York, being charged with dispatches from Gen. Haldimand to Sir Henry Clinton. Having received sailing orders, we weighed anchor, and proceeded on our voyage, in company with a schooner bound to the same port.

Contrary winds retarded our passage till the 24th, when the weather proving more favourable, we proceeded down the river St. Lawrence about forty leagues from Quebec; but the wind then veering about to the N. E.

we were obliged again to anchor. The weather was now intenſely cold; and the veſſel, being leaky, made ſo much water as required one pump conſtantly going. A change of wind ſoon enabling us to proceed on our voyage, we made the iſland of Anticoſti, which lies at the mouth of the river St. Lawrence. Here we were obliged to beat about for four days, our veſſel at the ſame time encreaſing her leak to ſuch a degree, that we were under the neceſſity of rigging the other pump, and of keeping them both conſtantly at work.

Being now in a higher latitude, the ſeverity of the cold encreaſed in proportion, and the ice began to form ſo faſt about the ſhip as to alarm us exceedingly, leſt we ſhould be entirely ſurrounded by it; which however we prevented, by cutting and breaking vaſt quantities from her ſides. To this taſk, with that of keeping her pumps at work, the crew, together with the paſſengers, were ſcarcely equal, only nineteen perſons being on board, of whom ſix were paſſengers, and the remainder very indifferent ſeamen. As for the captain, from whom, in the preſent emergency, we might have expected ſome degree of exertion, inſtead of attending to his duty, and the preſervation of his ſhip, he remained continually in his cabin in a ſtate of intoxication.

The wind coming round to the N. E. on he 29th, we proceeded down the gulf of St Lawrence, with two feet water in the hold,

hold. The wind kept gradually encreasing till the first of December, when it blew a perfect gale from the N. E. and the crew, being almost overcome with cold and fatigue, seeing no prospect of gaining upon the leak, the water having already encreased to four feet in the hold, nor a possibility of making any port, they came to a resolution of working no longer at the pumps. They accordingly left off working, and declared themselves quite indifferent about their fate, preferring the alternative of going to the bottom together with the vessel, to that of suffering such severe and incessant labour in so desperate a situation. However, by the force of persuasion and promises, together with the timely distribution of a pint of wine per man, which Mr. Prenties had fortunately brought on board, they were diverted from this desperate resolution. All this time, the captain remained unconcerned in his cabin, without making the least exertion.

The gale continued encreasing during the second and third of December, and the ice formed so thick on the ship's sides, as very much to impede her way through the water, which furnished us with new labour, that of cutting it off, as fast as it formed, with saws and axes. The leak continued to gain ground. The schooner that was in company, far from being able to afford us any assistance, was in as leaky a condition as our own vessel, having struck upon some rocks, through the ignorance or neglect of her pilot. A heavy

ſnow beginning to fall, it was with the utmoſt difficulty we could get ſight of each other, though at no great diſtance; and, in order not to part company, we fired a gun every half hour. The ſchooner at length made no anſwer to our guns, whence we concluded ſhe had foundered, nor were we wrong in our ſuſpicions; and every one on board periſhed, being ſixteen in number.

The gale conſiderably encreaſed the following day, and the ſea began to run high, with a heavy fall of ſnow, ſo as to prevent our ſeeing twenty yards a-head of the veſſel. The men being exceſſively fatigued, the water had riſen to its uſual quantity of between four and five feet in the hold. The captain's mate, who was an intelligent young man, and well acquainted with his profeſſion, judged, from the diſtance we had run, that we could not be far from the Magdalen iſlands, which lie about midway in the gulf of St. Lawrence. Theſe iſlands are nothing more than a cluſter of rocks, ſome appearing above, and others hidden under the water, and have been fatal to many veſſels. The mate's conjecture was right, and we ſoon found ourſelves among them; but being unable, on account of the heavy fall of ſnow, to ſee many yards a-head of the veſſel, there appeared little probability that we ſhould paſs clear of them all. Not being able to diſtinguiſh any one in time to avoid it, we were obliged to leave the veſſel to the direction of Providence, and fortunately, if not miraculouſly,

we

we ran through them all without damage. The anxiety and purturbation of mind that the crew and paſſengers were in, while in the midſt of theſe rocks, may be eaſily conceived. Now this danger being over, it turned out a fortunate occurrence for us; for, by this time, the ſailors, being ready to ſink under the accumulated diſtreſſes of cold and fatigue, and depreſſed by the little hopes they had of ſaving the veſſel, had nearly determined a ſecond time to quit the pumps, and leave the veſſel to her fate, when, acquiring freſh courage from the dangers we had eſcaped, they agreed to continue their efforts a little longer.

About five in the morning of the fifth, a large wave broke on the ſhip's quarter, which ſtove in our dead lights, filled the cabin, and waſhed the captain out of his bed, in which he had remained ever ſince the commencement of the gale. This accident was attended with worſe conſequences than we at firſt imagined; for we ſoon diſcovered, from the encreaſe of the leaks, that the ſtern-poſt had been ſtarted by the impulſe of the ſea. Having nothing in the after-hold, no other reſource was left but that of attempting to ſtop the leaks with beef, which we cut into ſmall pieces for that purpoſe; but this expedient we ſoon found ineffectual, and the water continued to gain on us faſter than ever. The ſailors, finding all their labours uſeleſs, and the leak, which was conſtantly encreaſing before, now rendered by our late misfortune

entirely irreparable, abandoned themſelves totally to deſpair, and again refuſed to work at the pumps any longer. However, they had not long remained inactive, before we contrived once more to perſuade them to make another effort to clear the veſſel; when, to our great ſurpriſe and conſternation, we found the pumps ſo hard frozen that it was impoſſible to move them.

Every idea of keeping the ſhip clear was now given up, and in a very ſhort time ſhe filled to the water's edge. Having no longer, as we imagined, the ſmalleſt foundation for hope, we reſigned ourſelves with as much fortitude as poſſible to our fate, which we expected every moment to be that of going to the bottom. However, when the veſſel was quite full, we obſerved ſhe was very little deeper in the water than before; and then recollecting a circumſtance, which the trouble and confuſion we had been in had almoſt obliterated, namely, that we had a quantity of lumber on board, we immediately accounted for the cauſe of her not ſinking beyond a certain depth in the water, and began to entertain hope of ſaving our lives at leaſt, if we could but prevent her from overſetting till we could make the iſland of St. John's, or ſome other iſland in the gulf. Having no guns on deck, and not much lumber, to render the ſhip topheavy, we contrived to prevent her from overſetting, by ſteering directly before the wind. Beſides taking care to keep the veſſel ſteady, we uſed every precaution to ſe-

cure

cure our boat from being washed overboard, the loss of which would, in our present circumstances, have been a dreadful misfortune. The cabin, being raised above the level of the main deck, was tolerably clear of water, and afforded us some little shelter from the severity of the weather. Thither we retired, leaving only one man upon deck to govern the helm, who was fastened by a rope, to prevent his being carried away by the waves.

The snow now fell so thick that we could not see the mast-head, and the gale continued. We knew from the distance we had run, that we could not be far from land. The captain imagined from our course, during the night, that we must be near the island of St. John's; but he informed us, that the north-east side of the island was nothing but a continued reef of rocks from one end to the other, and that there was but one harbour where ships could put in, which was on the opposite side of the island. In a few hours after, we observed the waves grew shorter and broke higher, which is always found to be the case on approaching to shore. We now concluded, that we were about to run upon the rocks, which, the captain informed us, skirted the north-east side of the island; and on approaching the land, we laboured under greater dread and apprehension, than amidst all the dangers we had before experienced, the idea of being cast upon these tremendous rocks being more terrifying than that of being buried in the bosom of the ocean.

Small

Small as our expectations were of saving our lives, Mr. Prenties thought it incumbent on him to take every precaution to save the dispatches he was charged with; and therefore ordered his servant to open his trunks, and collect all the letters they contained. These Mr. Prenties put into a handkercief, and fastened about his waist. At the same time, his servant offered him the money he found in his trunks, to the amount of one hundred and eighty guineas, which he desired his servant to dispose of as he thought proper, thinking it, in the present emergency, rather an incumbrance than a matter worthy of preservation. His servant, however, thought otherwise, and took care to secure the cash, which was afterwards of more service to us, than could at that time be possibly imagined.

About three o'clock, the weather cleared up suddenly, when we discovered the land at about three leagues distance. This sight gave us no small satisfaction, taking it at first to be the island of St. John's, from which, being inhabited by French and English families, we might have expected some assistance; but on a nearer view we found it had not the least appearance of that island. On our drawing nearer, we observed the sea break high, and have a very dismal appearance about three miles from the land. As it was necessary for us to pass through these breakers before we could reach the shore, we expected our fate would be determined there; but, con-

contrary to our expectations, there was a considerable depth of water, so that we went over the reef without touching, though not without shipping many heavy seas. The land now began to have a dreadful appearance, seeming at the distance we were off to be high and rocky; but, on approaching within a mile of it, we had the pleasure of descrying a fine sandy beach and a bold shore.

As we advanced, the water continued to have a depth beyond our most sanguine wishes, so as to allow us to come within fifty or sixty yards of the shore before we struck. Now was the time for every man's apprehension to be on the rack, as we might expect, on touching the shore, that the ship would go to pieces. At length she grounded with a violent concussion. On the first stroke the main-mast went out of the steep, and on the second the foremast; but neither of them fell over the side, the deal boards in the hold being stowed so close together, that the masts had no room to play below. At the same time, the rudder was unshipped with such violence as to be near killing one of the sailors. As soon as the ship had grounded, the sea began to beat over her on every part, each wave lifting her four or five feet nearer the shore. In a short time, the stern was beat in by the sea; and then, having no shelter in the cabin, we were obliged to go upon deck, and hang by the shrouds, lest we should be washed overboard. In this uncomfortable situation, we remained till the vessel

was

was beat so high by the waves, that we could venture to walk upon deck. We now perceived that the ship's keel was broken, which we imagined would occasion her to go to pieces. This, however, did not happen for the present, which could be attributed only to the boards in the hold being so intervoven with each other, and frozen together by the ice, as to give a sort of solidity to the vessel.

To get out the boat was now our first care, which was not to be accomplished without difficulty, on account of the quantity of ice that was in and about it, and the reduction in number of effective hands, who had intoxicated themselves with liquor. Having with much labour cleared the boat of ice, and prepared her for launching, Mr. Prenties asked, if any were willing to embark with him in the boat, and make the attempt to gain the shore. The sea running so high, that it seemed scarcely possible for the boat to live in it a minute, very few seemed willing to make an experiment so full of risk: so that the boat shoved off, containing only the mate, Mr. Prenties, his servant, two seamen, and a youth who was passenger. What gave us the greatest embarrassment in this undertaking was the surf, which broke over us every moment, and the intenseness of the cold, which froze every drop of water immediately, so as to cover our clothes with a sheet of ice. The ship was lying about forty yards from the shore; but before we got half way to it, we

were overtaken by a wave that almoſt filled the boat, and the next drove us on the dry ſand.

Finding ourſelves once more on land, the joy of having eſcaped the danger of the ocean, made us for a few moments forget, that we were ſnatched from them merely to be expoſed to others more inevitable; that we had eſcaped one ſpecies of death, probably to undergo another more lingering and painful. What contributed to afflict us, was the diſtreſs of our companions whom we had left on board, whoſe cries and lamentations we could hear very diſtinctly, but could give them no aſſiſtance. The night was now approaching, and we had not long remained in this ſituation before we found ourſelves getting ſtiff with cold, and the gale continuing as ſevere as ever, we were obliged to wade, with extreme difficulty, up to our waiſts in ſnow, to the ſhelter of a thick wood about two hundred and fifty yards from the beach. This afforded us ſome relief from the piercing north-eaſt wind, yet we had no fire to warm our frozen limbs. Freezing as we ſtood, there was nothing to be done, but to keep the blood in motion by exerciſe. Mr. Prenties therefore recommended it to the men to move about, he being better acquainted with the nature of froſt and cold climates than any of his companions. His advice was ſtrictly adhered to for about half an hour, when the young paſſenger, being overcome with the ſeverity of the weather, threw himſelf down,

in

in order to ſleep; for extreme cold always occaſions a ſleepy ſenſation that is not eaſily to be reſiſted. Every endeavour was uſed, both perſuaſion and force, to rouſe him, and make him ſtand on his legs; but all to no purpoſe. After walking about for half an hour longer, we went to the place where the youth lay, and finding him quite cold, we believed he was dead; but he anſwered immediately, that he was not yet dead, but ſhould be ſo very ſhortly; and requeſted of Mr. Prenties, if he ſurvived, to write to his father at New York, and inform him of the circumſtances of his ſon's misfortune. In about ten minutes, we found he had expired, and, as we ſuppoſed, without any pain whatever, at leaſt without any acute ſenſation of it.

The reſt of the company was not deterred by the fate of the youth from giving way to this drowſy ſenſation, and three of them lay down in ſpite of repeated exhortations. Finding it impoſſible to keep them on their legs, Mr. Prenties and the mate each broke a branch from the tree, and during the remainder of the night, prevented the men from ſleeping, by beating them continually with the branches. This was an exerciſe uſeful to themſelves, at the ſame time as it preſerved the lives of their companions.

The day light, which we looked for with anxious expectation, at length appeared, when Mr. Prenties and the mate went down to the beach, to ſee if they could diſcover any traces of the ſhip, or our companions on board, when,

when, to their great ſurpriſe and ſatisfaction, they found ſhe had not yet gone to pieces, though the wind continued with unabated ſeverity. The veſſel had by this time beat much nearer the ſhore, ſo that the diſtance was but very ſmall at low water, when a method was thought of, by which they were all landed ſafe, except a carpenter, who was a paſſenger, and who had the night before made rather too free with the bottle, and could not be perſuaded to leave the ſhip. We were happy, however, to get ſo many of them on ſhore, every one of whom, a few hours before, we concluded muſt have periſhed.

Fortunately for us all, the captain, before he left the ſhip, had put in his pocket ſome materials for ſtriking a light. We therefore went to work in cutting wood with an axe and a ſaw we had brought on ſhore with us in the boat. We then made a fire with all poſſible expedition, and were happy for ſome time in hovering about it, and warming our benumbed limbs. Conſidering the extreme cold we had endured for ſuch a length of time, no luxury could be equal to that of the fire; but this gratification was, like many others, to ſeveral of our companions, followed by the moſt excruciating pain, as ſoon as their frozen parts began to thaw. The diſtreſs that was now painted in the faces of theſe unfortunate men, from the tortures they underwent, was beyond expreſſion.

One Capt. Green, a paſſenger, had fallen aſleep on board the veſſel, and was frozen to

death. This night we paſſed a little better than the laſt; yet, notwithſtanding we had a good fire, we found extreme inconveniency from the total want of covering, as well as from hunger, a new miſery that we had been hitherto unacquainted with. Beſides which, the greater part of our number were in the moſt wretched ſtate imaginable, from the ſores occaſioned by the froſt. The next morning, we found means to extricate the carpenter, whoſe voice we heard on board the veſſel; but this we accompliſhed with much difficulty, he being very weak, and frozen in different parts of his limbs. We ſtill remained without any kind of proviſions, and the want of nouriſhment began to reduce our ſtrength conſiderably.

The gale continued as boiſterous as ever during the ſeventh and eighth, and in the night, between the eighth and ninth of December, the ſhip, from the extreme violence with which the ſea broke againſt her, went to pieces from the ſtern to the main-maſt. By this part of her going to pieces, we obtained ſome proviſions, which were waſhed on ſhore. Theſe conſiſted of pieces of ſalt beef, ſome freſh meat that hung over the ſtern, and a quantity of onions that the captain had on board for ſale. This relief was very ſeaſonable, it being now the fourth day ſince we had eaten any kind of proviſion whatever. Having no utenſils, we dreſſed our meat in the beſt manner we could, and made what we thought a moſt delicious repaſt. The ſenſe

of

of hunger being aſſuaged, we ſet to work in collecting all the proviſions we could find ſcattered upon the beach, being apprehenſive, that we ſhould not ſoon get a ſupply from any other quarter. This done, our next care was to get ourſelves under cover, and form ſome kind of ſhelter from the piercing blaſt. This taſk was not an eaſy one, ſo many of the company being unable to move; and of the remainder, none but the mate and Mr. Prenties were capable of any active exertion, being all more or leſs bitten by the froſt. Our number, at this time, conſiſted of fourteen. Fortunately, a quantity of deals had floated on ſhore from the wreck, of which we carried about two hundred and fifty into the wood, and by ten at night completed a kind of houſe, about twenty feet long and ten wide, in the beſt manner times and circumſtances would admit of, we having no nails.

We now proceeded to examine the quantity of proviſions we had collected, and had the ſatisfaction to find, that we had in ſtore between two and three hundred pounds of ſalt beef, and a conſiderable ſtock of onions. As to bread, we had none; for, when the ſhip went to pieces, the caſks were ſtove, and the bread loſt. Frugality and good management were now highly neceſſary, to make our little ſtock laſt as long as poſſible, it being quite uncertain when we ſhould get more. It was therefore determined, that each man, whether ſick or well, ſhould be confined to a

quarter of a pound of beef and four onions per day, as long as the latter ſhould laſt. This wretched allowance, but juſt enough to keep a man from ſtarving, was the utmoſt we thought it prudent to allow ourſelves, leſt we ſhould be in an uninhabited country; for, as yet, we were uncertain on what coaſt we were caſt away, till, on comparing circumſtances, we concluded it muſt be on the iſland of Cape Breton.

On the ſixth day after we landed, being the 11th of December, the gale abated, and gave us an opportunity to get on board the wreck, when we went to work on opening the hatches; but having only one axe, and the cables being frozen in one ſolid lump of ice, it took the whole day to accompliſh it. The next day, the weather being ſtill moderate, we went again on board, and having cleared away the remainder of the cable, we cut up part of the deck, in order to make room to get out two caſks of onions, with a ſmall barrel of beef, containing about one hundred and twenty pounds, and three barrels of apples, ſhipped by a Jew merchant at Quebec. We likewiſe found a quarter caſk of potatoes, a bottle of oil, which proved very ſerviceable to the men's ſores, another axe, a large iron pot, two camp-kettles, and about twelve pounds of tallow candles. With much difficulty, we got this great ſupply on ſhore, and thought ourſelves happy in ſo valuable an acquiſition.

On

On the 13th, we made it our buſineſs to get our proviſions ſtored in a corner of the hut, wher, on opening the apple-caſks, we found their contents, to our great ſurpriſe, converted into bottles of Canadian balſam; a more valuable commodity, to be ſure, than apples, but what we would have gladly exchanged, in our preſent ſituation, for ſomething more friendly to the ſtomach than the conſtitution. This diſappointment, as may be ſuppoſed, extorted a few hearty good wiſhes for the Jew; yet we afterwards found ſome uſe for his Canadian balſam, though ſomewhat different from what he intended it ſhould be applied to.

We went on board once more, on the 14th, and cut as much of the ſails as poſſible from the bowſprit, with part of which we covered our hut, and made it tolerably warm and comfortable, notwithſtanding the ſeverity of the weather. By this time, the ſores of the men who had been froſt-bitten began to mortify, and cauſed the toes, fingers, and other parts of the limbs affected, to drop off, their anguiſh being at the ſame time almoſt intolerable. The carpenter, who came on ſhore after the others, had loſt the greater part of his feet, and on the 14th, at night, became delirious, in which unhappy ſtate he continued, till death releaſed him the following day from his miſerable exiſtence. We covered him with ſnow and branches of trees, having neither ſpade nor pick-axe to dig a grave for him; nor would it have been poſ-

ſible, if we had been provided with them, the ground being in this climate ſo hard frozen during the winter as to be almoſt impenetrable. Three days after, our ſecond mate died in the ſame manner, having been delirious for ſome hours before he expired. Several, however, who had been but ſlightly frozen, recovered in a ſhort time, with the loſs of a few toes and fingers, no one having entirely eſcaped the froſt but Mr. Prenties. On the 20th another ſailor died, after having been, like the others, ſome time in a delirium, and was buried, or rather covered, in the ſame manner. Our number was now reduced to fourteen perſons, yet we did not think it prudent to encreaſe the allowance of proviſions, but ſtill kept it at the rate originally fixed on.

Mr. Prenties and the mate frequently went out together, and, from various circumſtances had reaſon to think there might be Indians near at hand. Twenty days being elapſed ſince our ſhipwreck, and our proviſions being very much reduced, Mr. Prenties began to entertain a ſuſpicion, that there was ſome foul play during his and the mate's abſence at different times from the hut in ſearch of inhabitants. He was therefore determined to find out the truth, if poſſible, by keeping a conſtant watch at night. By this means he at length diſcovered, that the depredators were no others than the captain and two ſailors, who had conſumed no leſs than ſeventy pounds, beſides a quantity of onions,

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in ſo ſhort a ſpace of time. After this, we watched them with the greateſt attention.

Several days having paſſed, without any hopes of ſeeing any Indians or inhabitants in this place, and having proviſions only for ſix weeks longer, and a few of our men and the captain being recovered, it was propoſed to leave our habitation, with as many as could work in the boat, in ſearch of inhabitants. This propoſal was readily agreed to; but when we came to think how it was to be put in execution, a new difficulty ſtarted itſelf, that of repairing the boat, which had been beat in ſuch a manner by the ſea upon the beach, that every ſeam was open. We firſt attempted to ſtop them with dry oakum, but ſoon found it would not anſwer the intended purpoſe; and having ſaved no pitch from on board the wreck, we began to deſpair of the poſſibility of repairing them. Mr. Prenties, at length, thought of making a kind of ſuccedaneum for pitch of the Canadian balſam, which had been ſhipped for apples, and had been by us brought on ſhore under that deception. We accordingly went to work in making the experiment, and boiled a quantity of the balſam in an iron kettle we had ſaved, and frequently taking it off the fire to cool, we ſoon brought it to a proper conſiſtence. A ſufficient quantity of it being prepared, we turned up the boat, and having cleared her bottom, gave her a coat of the balſam, which effectually ſtopped all crevices for the preſent. This done, we got a ſmall

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ſail rigged to a maſt, which ſhipped and unſhipped occaſionally.

With much difficulty and fatigue, we got our boat in tolerable condition by the firſt of January, ſo that ſhe could ſwim without making much water; likewiſe our maſt and ſail rigged, in order, when the wind ſhould permit, to afford ſome relief to the rowers. It was agreed to take ſix in the boat, the captain and his mate, Mr. Prenties and his ſervant, and two ſailors; of the others, none were ſo far recovered, as to be judged equal to the fatigues we might expect in this expedition. Our ſhoes being all nearly worn out, Mr. Prenties employed himſelf, during the whole of the next day, in making a kind of mowkiſins, or Indian ſhoes, of canvas. His needle was nothing more than the handle of a pewter-ſpoon, which he had faſhioned as well as he could for the purpoſe, and the ſame canvas ſupplied him with thread. As ſoon as he had made twelve pair, which were two for each man of the party, we divided the proviſions that remained into fourteen equal parts, which amounted only to a quarter of a pound of beef each day for ſix weeks. Thoſe that were to ſtay behind, ſhared as much as we who were to go in the boat, notwithſtanding the great fatigue we had every reaſon to expect. Every neceſſary preliminary being adjuſted, we propoſed ſetting off the next day; but the wind blowing freſh at N. E. we were obliged to remain where we were till the fourth. By this time the

the ice, floating in prodigious quantities on the coaſt, and in ſome places collecting, and blocking up the bays, rendered our undertaking extremely hazardous; yet we thought it more adviſeable to face any danger, and to encounter any hardſhip, than to remain, with a certainty of ſtarving, in our preſent ſituation.

On the 4th, however, having made every preparation poſſible, and taken leave of our companions, we ſet off on our forlorn expedition. The night coming on, and the wind beginning to encreaſe, we were in ſome danger of being blown out to ſea. We therefore put into a bay, and ſet to work, in lighting our fire, and cutting our wood for the night. Having cut ſome pine branches, the ſmalleſt of them ſerved us to lie on, and the larger, in the form of a wigwam, to ſhelter us from the inclemency of the weather. As ſoon as we were refreſhed, three of us ſet off along the beach, in order to get to a high point of land at about two miles diſtance, from whence we hoped to make ſome uſeful diſcoveries. Having gained the top of it, we deſcried, to our inexpreſſible joy, a few houſes about a mile diſtant, towards which we directed our courſe, having no doubt but that we ſhould now meet with ſome relief; but on coming up to them, we found they were only the remains of ſome old ſtore-houſes, which had been built there for the curing of cod-fiſh, and to all appearance had been abandoned for ſome years. This was a mortifying diſappointment

pointment to us. However, as we walked along the point, we gathered about a quart of cranberries, ſome of which we eat, reſerving the remainder for our companions. Even theſe diſcoveries, trifling as they were, gave us hopes of finding ſome inhabitants on our proceeding further.

The ice ſetting in, and the wind being very violent, we were detained in this dreary ſituation till the 11th of January, when the weather becoming moderate, and a fine light breeze blowing along the coaſt, we launched our boat with much difficulty, being greatly reduced in ſtrength for want of a due degree of nouriſhment. Having got clear round the point of the land, we hoiſted our ſail, and put before the wind. About eleven o'clock at night we got round another point; but finding no place that we could poſſibly land on, we were obliged to keep along the coaſt till two in the morning, with our boat ſo leaky, that two men were conſtantly employed in keeping her clear of water. The wind encreaſing, and a ſtony beach approaching, on which we ſhould not have thought it expedient to land even had the wind been moderate, we were obliged to put on ſhore and immediately got our proviſions out of the boat. The beach was of ſome height from the ſurface of the water, which rendered it impoſſible for us to haul up our boat. We were therefore obliged to leave it to the mercy of the ſea.

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The wind came round to the N. W. on the 13th, and blowing very hard, the ſea beat with ſuch violence againſt the ſhore, as to drive our boat twenty yards higher than ſhe was, and beat ſeveral holes in her bottom. Now was the time for us to feel all the miſeries of our preſent ſituation; for, being ſurrounded by precipices, which prevented us from ſheltering ourſelves in the woods, and having ſo little covering, and no firing but what we collected from ſome pieces of timber, which floated accidentally upon the ſhore, we could but juſt keep ourſelves from actual freezing. The ſame weather continued for eight days, with a prodigious fall of ſnow, which added to our other inconveniencies.

On the 21ſt the weather became moderate, and the ſnow ceaſed, having in the courſe of this laſt week fallen to the depth of three feet. This change of the weather gave us an opportunity of cooking our proviſions, which we had done but once ſince our landing. As the water the meat was boiled in afforded us almoſt as much nouriſhment as the meat itſelf, our not being able to cook any thing hitherto was a great misfortune to us.

On examining our boat the next day, we found ſhe had received conſiderable damage, the coat of balſam being entirely rubbed off, and ſeveral holes made in her bottom. The greateſt difficulty was how to repair it, having no pitch or balſam left, and but little oakum, which was of no ſervice without the former.

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After trying various methods, we at laſt gave it up as a thing impracticable, and began to turn our thoughts on ſome other means of getting out of this bleak and barren place, to ſearch for an inhabited country. We therefore propoſed to abandon our boat, and to traverſe the ice till we could get into the woods, from which we were prevented, in our preſent ſituation, by the inſurmountable precipices; but, could we gain the woods, how were we to paſs them, as they were ſix feet deep in ſnow? At laſt, we came to a reſolution of taking what proviſions we had upon our backs the next day, and coaſting along the ice, till we could diſcover ſome inhabitants. We computed, that we ſhould be able to walk about ten miles a day, even in our preſent weak and reduced condition.

This ſcheme, however, proved abortive; for on the morning of the 24th, when we intended to ſet out, the whole ſheet of ice, which the night before looked ſo firm, was demoliſhed, or driven out to ſea. Thus had we neither ice to walk on, nor boat to carry us through the water, nor even a poſſibility of moving from this place, where we were embayed, and ſurrounded by inſurmountable precipices. Thus circumſtanced, we were again obliged to turn our thoughts towards ſome ſcheme for repairing our boat, as upon that our only hope depended. We had plenty of oakum to ſtop up the holes and ſeams, but nothing to ſubſtitute in the room of pitch. Mr. Prenties at laſt thought of a plan, that

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of throwing water over the oakum, and letting it freeze into a cake of ice. Though the men in general made light of this undertaking, and assisted with much reluctance, they were soon convinced of its happy consequences; for, in the course of the day, every seam and hole was frozen up in such a manner, that not a drop of water could enter, so long as the frost continued, and at present there was little appearance of its breaking.

The weather coming moderate, on the 27th of January, with a light breeze directly off the shore, we got our boat very carefully launched, and set off very early in the morning from this ill-omened bay. We put ashore about six o'clock in the evening upon a small sandy beach; we next cut some branches, and having made a fire, sheltered ourselves as well as possible in the wood. Our tinder being nearly consumed, Mr. Prenties, in order to furnish a fresh supply, cut away the back part of his shirt, which he had worn ever since he left the ship. A shower of rain the next day unfortunately melted all the ice off our boat. We were therefore prevented from going any further till a return of the frost, and our provisions were now reduced to two pounds and a half of beef for each man.

On the 29th the mate, wandering a little distance from the fire, discovered a partridge perched on the bough of a tree, which Mr. Prenties contrived means to ensnare. This we boiled in some melted snow, together with a little salt-water to give the broth a relish.

Having divided it, when dreſſed, into f equal parts, and caſt lots for the choice each, we ſat down to what we found a del cious meal, the only one, excepting th quart of cranberries, ſince we had been ca upon the iſland. The froſt again ſetting in we took the advantage to ſtop the boat's leak as before, and then put to ſea. At night w put into a ſandy beach, in the neighbour hood of a thick wood, which afforded us a to lerable ſhelter.

The next day, the weather being ſtill fa vourable, we launched our boat early in th morning, in order to get before night as fa as poſſible on our journey; but we had no proceeded above ſix miles, before the win ſhifting, obliged us to put on ſhore, and hau up our boat. A heavy fall of rain, whic continued the whole day, rendered our ſitua tion extremely uncomfortable, and agai melted the icy calking of our boat.

On the firſt of February, the wind comin round to the N. W. and bringing the fro along with it, we were once more enabled t repair our boat, and prepare for launching i This done, we immediately embarked, an purſued our coaſting voyage; but the ſeverit of the cold having formed a quantity of ice it was with extreme labour that we contrive to get five miles before night, one of ou party being employed in breaking the ice wit a pole, and clearing it from the bow of th boat.

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The wind prevented our proceeding any rther till the 3d, when it became favourble, and, after having run at the rate of bout four or five miles an hour, we discoered an exceeding high land, with several ther mountains and large bays between us; nd we were in hopes, if the wind ſhould not ncreaſe too much, that we ſhould be able to each it before night. On comparing circumſtances, we concluded that the iſland muſt e that of St. Paul, and the high land the orth point of Cape Breton. The prodigious eight of the land led us into an erroneous omputation of its diſtance; for, though we ad ſuppoſed, that we were within three eagues of it when we firſt diſcovered the ſland of St. Paul, we found, before we eached it, that we had run near five leagues. Here we were again in danger of being blown ut to ſea. Finding no place at the North Cape where we could land during the night, we were obliged to continue rowing till the morning; when, being overcome with the fatigue, we were compelled to attempt a landing, which we accompliſhed with more eaſe than we expected.

As ſoon as we were landed, our firſt care was to haul up our boat, that ſhe might meet with no further damage from the ſea. We then got into the woods, which lay cloſe to the ſhore; and, as Mr. Prenties had taken the precaution to put our tinder-box in his boſom before we landed, to preſerve it from the water, we contrived to kindle a fire, a

refreſhment we had much occaſion for, having got wet in landing, and being in ſo weak and reduced a condition, that it was with the greateſt difficulty we could keep ourſelves awake for a few minutes when before the fire; ſo that we were under the neceſſity of watching in turn, leſt, all being aſleep together, the fire ſhould go out, and we ſhould be frozen to death.

By this time, our proviſions were entirely conſumed, and not having the moſt diſtant proſpect of getting any more, we were ready to abandon ourſelves to deſpair. Having weighed the neceſſity of the caſe, and the miſery of periſhing by hunger, we were of opinion, that it would be adviſeable to ſacrifice one for the preſervation of the reſt; and that the moſt proper method would be by caſting lots, which ſhould be the unfortunate victim. But this ſhocking reſolution we agreed to put off to the laſt extremity. We could not avoid curſing our deſtiny, that we ſhould be caſt away on ſo barren and miſerable a country, and in ſuch an unlucky time of the year, when we were not only deprived of the relief we might have gotten, at any other ſeaſon, from the natural productions of the earth; but now even the animals, inhabitants of both elements, had retired to their holes and hiding-places, to ſhield themſelves from the intenſe cold, which prevails during the winter in this inhoſpitable climate. All we could collect was about two quarts of hips, or wild roſe-buds, which we found by throwing

ing up the ſnow, and ſearching in different parts of the banks.

Having in ſome degree allayed the keen ſenſe of hunger with this ſorry food, and the wind having become ſomewhat more moderate, we got into our boat, and puſhed off, the day being already drawing towards a concluſion. Our progreſs, however, was ſoon impeded by the quantity of ice that floated on the water, which obliged us to put aſhore on another part of the ſame beach. In landing, Mr. Prenties had the misfortune to let the tinder-box fall from his boſom into the water, by which means we were unable to kindle a fire; and being exceedingly wet, as was generally the caſe when we landed, we were in this place in a moſt uncomfortable ſituation, and ſuffered much from the cold. We therefore thought it beſt to get into our boat as faſt as poſſible, and return to the ſpot from whence we came, in hopes of finding ſome fire ſtill remaining. On our arrival at the place, which was accompanied with great difficulty, we had the ſatisfaction to find that the fire was not totally extinguiſhed. Had that been the caſe, we muſt have periſhed in the courſe of the night. The fire being repaired, Mr. Prenties cut up another part of his ſhirt to make more tinder; and, as the former accident had like to have proved ſo fatal to us, he was reſolved to be more careful of it for the future.

About ten o'clock in the morning of the 8th of February we left this place, and proceeded

ceeded on our voyage; and on landing, in the evening, we had the misfortune to lose two of our oars, which were washed overboard by the surf. The following day's rowing was a hard business, considering our weak condition; for having been a length of time without taking any kind of nourishment, we were so much reduced in strength, that, when we got on shore, we could scarce walk for fifty yards together.

On the 11th, the weather being unfavourable, we were obliged to remain the whole day on shore; and during that time we were fortunate enough to find a few rose-buds, which at present we esteemed a great delicacy. We thought ourselves extremely unlucky in not having found, in the course of our wanderings, so much as the body of any dead animals.

The wind became more moderate on the 12th, and we proceeded once more on our voyage. Next day the weather got milder, with a fall of rain; so that it was with difficulty we could get our boat to swim, the ice thawing gradually at the bottom. This obliged us to put on shore long before night; and when we had landed and made a fire, we found no other immediate want but that of provisions, having consumed all the hips or rose-buds we had gathered at our last landing-place. Being now driven to the last extremity, we were obliged to sacrifice the prospect of travelling any further to the immediate preservation of our lives. About a dozen

zen tallow candles remained, the reſt we had hitherto employed in ſtopping the leaks of our boat, as faſt as ſhe ſprung one in any particular place. Of theſe we divided a ſmall part among us, which gave us ſome relief for the preſent. The two following days, we coaſted for a few miles, ſearching for a place where we could meet with ſome hips; but our ſearch proved ineffectual. This was the only kind of food we could now expect; and had we diſcovered any place that abounded with them, it was our intention to draw up the boat there, and remain till they were conſumed.

On the 17th we made another diviſion of a part of the tallow-candles that yet remained; and the following day, we proceeded about five miles, when we landed on a fine flat country. We were now ſo much debilitated, that we knew it would be impoſſible for us to go much further. We therefore determined to periſh on this place, unleſs any unexpected accident ſhould bring us relief. Having cut ſome ſmall branches of pine to lie upon, together with ſome larger to ſerve for a ſhelter, we made our fire. We then all went in ſearch of hips, and had the good fortune to find about a pint of them, which, boiled up with a couple of tallow-candles, afforded us a tolerable meal.

The whole of the day of the 19th was employed in ſearch of hips, but it was not attended with any ſucceſs. Our tallow-candles were therefore the only reſources we had left,

and by this time they were reduced to two. We found ourselves so much weakened the following day, that we could make no further use of our axe, and we were under the necessity of creeping about in our turns, to gather for our fire the rotten branches of trees that lay scattered upon the ground. As we had not a proper quantity of fuel, the fire that we kept up was but just sufficient to preserve us from freezing. Having now no more than two tallow-candles remaining, and having no hopes of procuring any more hips, we thought we might derive some degree of nourishment from the kelp-weed, of which there was a quantity lying on the shore. We accordingly collected a little of it, and with melted snow boiled it a few hours in a kettle; but, at the conclusion, we found it but little tenderer than at first. We then melted one of our tallow-candles in the liquor, and having supped it up, and eat some of the weed, our appetite became somewhat satiated; but we were all, soon afterwards, seized with violent vomitings.

On the 22d we made use of some more kelp-weed and our last tallow-candle. Having for three days tasted no other food than the kelp-weed, we began to swell to an alarming degree; and, in a few days afterwards, the swelling encreased to such a degree all over our bodies, that, notwithstanding the little flesh we had upon our bones, we could sink our fingers two inches deep in the skin, the impression of which remained visible for above an hour after. We passed a few days more

more in this miſerable mannner, at the expiration of which we were ſo much ſwollen, as to be almoſt deprived of our ſight, and ſo reduced in ſtrength, that it was with the utmoſt difficulty we could keep our fire in by crawling about in turn, and breaking the rotten branches that lay ſcattered on the ſnow.

The time was now arrived, when it became highly expedient for one to fall a ſacrifice for the preſervation of the reſt; but ſome were averſe to ſuch a meaſure, and, even wretched as their ſituation was, fearful of the lot falling on themſelves. However, though they objected to the propoſal of caſting lots which ſhould be the victim, yet all concurred in the neceſſity of ſome one being ſacrificed for the preſervation of the reſt. The only queſtion was how it ſhould be determined; when, by a kind of reaſoning more agreeable to the dictates of ſelf-love than of juſtice, it was agreed on, that, as the captain was now ſo exceedingly reduced, as to be the firſt who would ſink under our preſent complicated miſery: as he had been the perſon, to whom we conſidered ourſelves in ſome meaſure indebted for all our misfortunes; and further, as he had, ever ſince our ſhipwreck, been the moſt ſelfiſh, and the moſt remiſs in his exertions towards the general good, he was undoubtedly the firſt perſon who ought to be ſacrificed. Add to this, after our ſhipwreck, Mr. Prenties had diſcovered, by ſome papers that had been waſhed on ſhore, that, though the captain's pretended deſtination was to

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New York, yet his real one was to the Weſt Indies, if he could poſſibly effect it. Thus would he have baffled Gen. Haldimand's intentions, in ſending Mr. Prenties with diſpatches that might be of the firſt conſequence to this country. The determination now made was kept ſecret from the captain; and it would have been impoſſible for us to live many days without putting it into execution, had we not happily met with relief from a quarter whence we little expected it.

On the 18th of February, as we were all lying about our fire, we thought that we heard the ſound of human voices in the woods, and ſoon after diſcovered two Indians, with guns in their hands, who did not ſeem yet to have perceived us. This ſight gave us freſh ſtrength and ſpirits, and, getting up, we advanced towards them with the greateſt eagerneſs imaginable. As ſoon as we were perceived by the Indians, they ſtarted back, and ſeemed fixed for a few moments to the ground with ſurpriſe and horror. This indeed was not to be wondered at, when it is conſidered, that, beſides the amazement they muſt naturally have felt on ſuddenly meeting white men in this uninhabited part of the iſland, our appearance itſelf was enough to alarm the moſt intrepid; our clothes being almoſt entirely burnt off, ſo that we were bare in ſeveral parts of our bodies, our limbs ſwollen to a prodigious bulk, our eyes from the ſame cauſe almoſt inviſible, and our hair in a confuſed and diſhevelled ſtate about our heads

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and ſhoulders, particularly of thoſe who wore it long, we not having been able to comb it ſince our ſhipwreck. As we advanced towards the Indians, ſome of us wept, while others laughed with joy. Being a little recovered from their ſurpriſe, they did not ſhow much inclination to accoſt us, till Mr. Prenties got up to one of them, and took him by the hand, when he ſhook it ſome time very heartily, which is the uſual mode of ſalutation among the Indians, and began at length to ſhew marks of compaſſion at our diſtreſſed appearance.

The Indians then walked with us to our fire, and, ſitting down by it together, one of them, who could ſpeak a little broken French, deſired we would inform him whence we came, and the particulars of the accident that brought us there. Mr. Prenties accordingly gave him as conciſe an account as poſſible of the diſaſters and fatigues we had undergone; and during the relation he ſeemed to be very much affected at our ſufferings. Mr. Prenties, having finiſhed his narration, aſked the Indian if he could furniſh us with any kind of proviſions, to which he anſwered in the affirmative. Obſerving that we had very little fire, he ſuddenly ſtarted up, and took our axe in his hand; when looking at it, and laughing heartily, we ſuppoſed at the badneſs of it, he threw it down again, and taking his tomahawk from his ſide, which is a ſmall hatchet that the Indians always carry about them, he went, and in a ſhort time cut a quan-

quantity of wood, which he brought and threw upon our fire. This done, he took up his gun, and, without ſaying a word, went off with his companion.

Three hours having elapſed ſince the departure of the Indians, during which interval ſome of our party were not without anxiety leſt they ſhould never return, we perceived them coming round the point, at a ſmall diſtance, in a bark canoe. Being arrived and landed upon the beach, they took out of their canoe ſome ſmoked veniſon, and a bladder of ſeal oil, which they brought up to our fire-place. Having put ſome of the meat into the kettle, they boiled it in melted ſnow, and gave each of us a very ſmall quantity of it, together with ſome oil. We very well knew their reaſon for being ſo ſparing of their meat; for eating a quantity of groſs food in our preſent ſtate might be attended with the moſt fatal conſequences. It gave us no little pleaſure to ſee the Indians ſo careful of us. This light repaſt being ended, the Indians deſired three of us to embark in their canoe, that being all ſhe could carry at a time, and proceed from this place to their hut, which lay five miles farther by water, and about a mile from the ſhore, in the middle of woods. We were received at the ſea-ſide by three other Indians, and about twelve or fourteen women and children, who had been there waiting our arrival. Having landed from the canoe, we were conducted by theſe laſt to their habitation in the wood, which conſiſted of three huts

huts or wigwams, there being that number of families among them. In the mean time, the same two Indians who brought us, went back in their canoes for the three remaining men of our party.

On arriving at the hut, we were treated with the greatest humanity by these people: they gave us some broth to sup, but would not suffer us to eat meat, nor any kind of substantial food whatever. Mr. Prenties was desired, at the request of an old woman, who appeared to be mistress or mother of the family present, to give them an account of our transactions since the day of our shipwreck. He accordingly gave a more particular account than he had done before in French to the Indian already mentioned, and he explained it in his own language to the Indians. In the course of his relation, we could perceive, that the old woman was exceedingly affected at certain parts of it, which gave us great satisfaction, as we from thence derived hopes that they would continue to treat us with the same humanity.

The Indians did every thing in their power to reduce the swelling of our limbs, which they accomplished after much difficulty. Having provided for our own immediate wants, our thoughts recurred to those unfortunate men whom we had left by the wreck; and we were under much anxiety for them, lest by this time they might have perished with hunger. From the description we gave the Indians of the situation of the river,

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and of a ſmall iſland that lay nearly oppoſite, they ſaid, that they knew the place perfectly well; that it was above one hundred miles diſtant, through very difficult paths, over rivers and mountains; and that, if they undertook the journey, they muſt expect ſome compenſation for their trouble. This indeed was but reaſonable; for it could not be expected, that the Indians ſhould leave their hunting, by which alone they ſubſiſted their wives and families, to undergo a fatigue of that kind through pure benevolence; and as to their account of the diſtance, we could eaſily give credit to it, as we knew we had come above one hundred and fifty miles by water. Mr. Prenties informed them, that he had ſome money, and that, if it would be any object to them, he would pay them for their trouble. They ſeemed much pleaſed when they found we had money, and deſired to look at it. Mr. Prenties, then taken the purſe from his ſervant, ſhewed them the hundred and eighty guineas it contained; and obſerving an eagerneſs in their countenances at the ſight of the coin, which we little expected among Indians, and that the women in particular ſeemed to have a ſtrong fancy to it, he preſented them with a guinea each; for which they expreſſed their ſatisfaction by laughing, the only method among them of diſplaying every ſentiment of that nature, as they ſeldom ſpeak much, but where there is an abſolute occaſion for it.

Mr.

Mr. Prenties than made an agreement with the Indians, that they ſhould ſet off the next day, which was the 2d of March, and that they ſhould receive twenty-five guineas at their departure, and the ſame ſum on their return. This being adjuſted, they immediately began making the neceſſary preparations, and three of them, having received the ſum of money agreed for, went off the next morning.

Our ſituation among theſe people, as ſoon as they found we had money, was not near ſo comfortable as before; for they then became as mercenary as they had before been charitable, and exacted above ten times the value for every little neceſſary with which they ſupplied us. Beſides which, we were under ſome apprehenſion leſt they ſhould be excited, by this extraordinary paſſion for money, to plunder us, and leave us in the ſame deſtitute condition in which they found us. The only circumſtance on which we founded our hope of better treatment from them was their religion; for they were Chriſtians, and rigid catholics, having been converted by the French before we got poſſeſſion of the iſland.

The Indians, after being abſent near a fortnight, arrived with three men, who were the only ſurvivors of the eight we had left behind at the hut. They were in a very miſerable and reduced condition, and upon enquiry we found, that, after we left them, having conſumed all the beef, they lived for ſome days

on the ſkin of the mooſe-deer, which we had left entire, not thinking it worth while to make a partition of it. This being conſumed, three of them died of hunger in a few days, and the others were under the neceſſity of ſubſiſting on the fleſh of the dead men, till they were relieved by the Indians. One of the remaining five was ſo imprudently ravenous, when the Indians came to their aſſiſtance, as to eat ſuch a quantity of meat, that he expired in a few hours, in the greateſt agonies imaginable, and another ſoon after accidentally ſhot himſelf with one of the Indians guns. Thus was our number, which originally conſiſted of nineteen perſons, reduced to nine. Indeed, it is rather a wonder, how ſo many perſons could, for the ſpace of three months, go through ſuch complicated diſtreſſes, from exceſſive cold, hunger, and fatigue.

We all remained another fortnight among the Indians; by which time our healths being ſomewhat re-eſtabliſhed, and Mr. Prenties's money very much reduced, he made an agreement with the Indians to conduct him to Halifax, for which he agreed to pay forty-five pounds, and to furniſh them with proviſions, and all neceſſaries, at every inhabited place on their way. It was then agreed on, that Mr. Prenties and his ſervant ſhould ſet off on the ſecond of April for Halifax, accompanied by two Indians, and Mr. Winſlow, a young gentleman, who had been a paſſenger

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on board the veſſel, and was one of the three ſurvivors at the hut. The Indians were to conduct the remainder of our party to a ſettlement on Spaniſh River, where they were to remain till the ſpring, when an opportunity might offer for them to get to Halifax by ſea.

We accordingly ſet off on the day appointed, and, after ſuſtaining a moſt fatiguing and dangerous journey, ſometimes by land, and ſometimes by water, we arrived at Halifax on the 8th of May. Here the Indians remained a few days, when, having received the balance due to them, they took their departure for the iſland. Mr. Prenties was obliged to continue here two months, till an opportunity offered of a paſſage, in the Royal Oak, to New York, where he delivered his diſpatches, in a very ragged condition, to Sir Henry Clinton.

The reſt of our fellow-ſufferers in the ſhipwreck ſoon after arrived at Halifax in a ſhallop from Spaniſh River. The captain, conſcious of the reception he ſhould meet with, did not think proper to go to his owner at New York, to give an account of the loſs of his veſſel; but took his paſſage in a ſhip from Halifax to London, and now ſerves as a pilot on the Thames. The mate was, on account of his good conduct during the whole of the tranſactions, appointed, by a gentleman in Halifax, to the command of a ſhip bound to the Weſt Indies. As to Mr. Prenties, on

his arrival in England, and laying before the ministry a representation of his sufferings and losses, they in a great measure made good the latter, after the truth of the relation had been certified by Lord Dalrymple, aide-de-camp to Sir Henry Clinton, in America, at the time Mr. Prenties delivered his dispatches.

Mr.

MR. ELLIS's VOYAGE

TO THE

Northern Frozen Ocean.

THE knowledge of the frozen ſeas about the North Pole, was owing to a project for the diſcovery of a north-weſt paſſage to China. So early as the year 1576 this noble deſign was conceived, it has often been revived, it is not yet completed, but has never been wholly deſpaired of by thoſe, whoſe knowledge and ſpirit make them competent judges and lovers of ſuch undertakings.

Forbiſher only diſcovered the main of New Britain, or Terra de Labrador, and thoſe ſtraits to which he has given his name. In 1585, John David ſailed from Dartmouth, and viewed that and the more northerly coaſts; but he ſeems never to have entered the bay. Hudſon made three voyages on the ſame adventure, the firſt in 1607, the ſecond in 1608, and his third and laſt in 1610. This bold and judicious navigator entered the ſtraits that led

into this new Mediterranean, coasted a great part of it, and penetrated to 80 deg. 23 min. into the heart of the frozen zone. His ardour for the discovery not being abated by the difficulties he struggled with in this empire of winter and world of frost and snow, he stayed here until the ensuing spring, and prepared, in the beginning of 1611, to pursue his discoveries; but his crew, who suffered equal hardships without the same spirit to support them, mutinied, seized upon him and seven of those who were most faithful to him, and committed them to the fury of the seas in an open boat. Hudson and his companions were either swallowed up by the waves, or, gaining the inhospitable coast they water, were destroyed by the savages; but his calamitous fate cannot so much discourage an undaunted mind from such undertakings, as the immortality of his name, which he has secured by having given it to so great a sea, will be a spur to others to expect an equal honour.

From the first voyage of Frobisher to that of Capt. Ellis, containing an interval of one hundred and ten years, notwithstanding so many disappointments, the rational hopes of this grand discovery grew greater by every attempt, and seemed to spring out of our very failures. The greater swell of the tides in the inner part of the bay than near the straits, an appearance so unknown in any other inland seas, and the encrease of this swell with westerly winds, seemed, without any other arguments, to evince the certain existence of such

ſuch a paſſage as we have ſo long ſought for without ſucceſs.

There is ſomething ſo agreeably entertaining, and at the ſame time there are ſo many objects worthy the attention of the curious reader, in the expedition of Mr. Ellis to the North Seas, that we ſhall be particular in our account of it.

Two ſhips were purchaſed by a committee appointed to manage the preparations for this important voyage. One of theſe was an hundred and eighty tons burthen, called the Dobbs galley; and the other, of one hundred and forty tons, called the California. Theſe veſſels were perfectly well repaired and ſtrengthened, and in all reſpects fitted as well as could be deſired, for the voyage they were intended to make. They had alſo put on board a ſufficient quantity of proviſions, military and naval ſtores, with ſuch goods as were fit for preſents to the inhabitants of the countries that might be diſcovered, and as good in their reſpective kinds as it was poſſible to procure.

Mr. Ellis was appointed to go this voyage in quality of agent for the committee, without being obliged to do any duty, or ſubject to any command, but what were impoſed upon him by the inſtructions of the committee. His principal inſtructions were, that he ſhould make exact draughts of all the new-diſcovered countries, the bearings and diſtances of headlands; that he ſhould mark the rocks and ſhoals on the coaſt, and aſſiſt in the material

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buſineſs of determining the ſeveral circumſtances attending tides; as alſo to examine the ſaltneſs of the water, to obſerve the variation of the compaſs, to take notice of the different natures of the ſoil, and to collect, to the utmoſt of his power, metals, minerals, and all kinds of natural curioſities.

The ſhips, being thus prepared for this expedition, fell down from Graveſend to the Hope on the 20th of May, 1746, and lay there four days; but, in the mean time, the veſſels in the ſervice of the Hudſon's Bay company, and his majeſty's ſhip the Loo, of forty guns, intended for the convoy, were ſailed for the Nore, where they ſoon followed them. On the 31ſt the commodore made a ſignal to weigh, which was accordingly done by the whole fleet.

On the 18th of June, theſe two veſſels loſt company with the Hudſon's Bay ſhips, which were the laſt they ſaw for that year. The Dobbs and the California being now left by themſelves, ſignals were propoſed and agreed on, for the better keeping company, which proved, in the courſe of the voyage, very uſeful in that reſpect.

Nothing particular occurred, but the common circumſtances of the wind and weather, till the 21ſt at night, when a terrible fire broke out in the great cabin of the Dobbs, and quickly made its progreſs to the powder-room, which was directly underneath it, and where there was no leſs than thirty or forty barrels of powder, beſides candles, ſpirits, matches,

matches, and all manner of combuſtibles. It is impoſſible to expreſs the confuſion and conſternation this accident occaſioned. The dangerous place the fire was in, gave every one on board the greateſt reaſon to expect every moment would be their laſt. On this occaſion were heard all the variety of ſea eloquence, cries, prayers, curſes, and ſcolding, mingled together; yet this did not prevent proper meaſures being taken to ſave the ſhip and the lives of the crew. Water in great abundance was paſſed along and properly applied, and all other methods uſed by thoſe, who, in ſpite of theſe diſturbances, ſtill preſerved their reaſon. As to the crew in general, their apprehenſions ſuggeſted to them a variety of expedients, which, without weighing or conſidering, they one moment endeavoured to execute, and the next abandoned through diſtraction and deſpair. At length, however, the fire was happily extinguiſhed, and with it their dreadful fears and apprehenſions.

On the 27th they fell in with great quantities of low ice, in latitude 58 deg. 32 min. to the eaſtward of Cape Farewell in Greenland, which obliged them to ſtand to the ſouthward. For ſome time after this, they ſailed through abundance of drift wood; but from whence this wood came is ſtill a matter of great uncertainty.

On the 5th of July, they began to fall in with thoſe mountains of ice, which are always met with near Hudſon's Straits. This mountainous ice is of a prodigious ſize; and

Mr. Ellis confirmed, what other navigators had before asserted, that some of it is five or six hundred yards thick. On the 8th they made the islands of Resolution, at the distance of about half a mile. It was owing to the fogginess of the weather that they did not see them sooner, and it was happy for them that it cleared as it did; for had those fogs continued but a little longer, probably they would have gone on shore, and their vessels been broken to pieces on the rocks. Even as it was, they cleared but with great difficulty; for the wind falling, and the sea rumbling in on the shore, they were forced to have recourse to the ships oars, and by the help of these, and the boats towing a-head, they made shift to deliver themselves from this danger. In their passage from thence to the Upper Savage Islands, they met with little ice to obstruct them. At these islands, there came on board them three large and twenty-six small canoes full of Esquimaux Indians, with whom they exchanged saws, hatchets, gimblets, &c. for whale-bone and seal-skins. On the 17th, the ice being very thick about them, they made fast to a very large piece of it, with several ice anchors and ropes. Here the crews of both vessels filled their empty casks with fresh water, out of ponds which are commonly found upon the ice, without the trouble of breaking the ice, and melting it in coppers.

On the 10th of August, after having touched at some few islands, as the weather began

began to ſet in ſevere, they came to a reſolution of ſeeking ſome place for winter-quarters; and, after debating it in council, they bore away for Port Nelſon in Hudſon's Bay. On the 26th they arrived at the mouth of the ſouthern branch, or Hayes's River, where the Dobbs went a-ground, and had like to have been loſt. The governor of this place, which belonged to our Hudſon's Bay company, not only refuſed them all kinds of aſſiſtance, but uſed every means poſſible for their deſtruction. He ordered the beacon to be cut down, which was the only proper mark they had to guide them into a place of ſafety. Not contented with this, as he found the adventurers were determined to winter there, he ſent moſt of the Indians, whoſe chief buſineſs is to kill deer, geeſe, &c. into the country, on purpoſe that they might not make uſe of them that way, or be in any manner benefited by their means.

They ſpent their time, till the 11th of September, in lightening and preparing the ſhips for their quarters. On the 12th they ran a-breaſt the fort, anchored there, and landed the remainder of their proviſions and ſtores. Here they dug a hole twelve feet deep, to bury their ſtrong and ſmall beer in, to preſerve it from the froſt. It was the 26th, notwithſtanding all the diligence they could uſe, before the ſhips were ſecured in the creek. This being effected, they turned their thoughts on the methods neceſſary for their own preſervation, being certain, that the ſeverity of

the cold would render it impoſſible for them to live on board their ſhips. Some of the people were employed in cutting fire-wood, and others in building log tents. Theſe were made of trees hewn and cut, about ſixteen feet long, raiſed cloſe together, their ends lying one againſt another at the top, but extending at the bottom, in the form of the roof of a country-houſe. The vacancies between theſe logs were ſtuffed with moſs, and that being plaiſtered over with clay, made a warm hut. The door was low and ſmall, a fire-place in the middle, and a hole over it to let out the ſmoak. Other huts, of a taſte ſomewhat more elegant, and in a more pleaſant ſituation, were erected for the officers.

On the 5th of October, they had much ice in the creek, and by the 8th it was faſt frozen. Until the 30th they had ſnow, froſts, and moderate weather alternately, and on the 31ſt, Hayes's River was frozen quite hard: ſo that now they had ſome experience of what was to be expected from a Hudſon's Bay winter.

On the 2d of November, they could not keep the ink from freezing at the fire, and the next day they diſcovered all the bottled beer to be frozen ſolid, though packed up in tow, and near a good fire. On the 6th, the cold became inſupportable abroad, ſo that the ſailors were diſtributed among the ſeveral tents, which were conſigned for their preſervation and conveniency in the woods, and the officers retired to their more elegant ſituation.

ation. They began about this time to put on their winter dreſs, which conſiſted of a robe of beaver-ſkin, with the fur on, and which reached to their heels. They had two waiſt-coats under it; a cap and mittens of the ſame, lined with flannel; a pair of Indian ſtockings over their yarn ones, made of broad cloth or leather, which reached up to the middle of the thigh; with ſhoes of ſoft tanned mooſe or elk-ſkin, under which they wore two or three pair of blanket or thick duffil ſocks, to prevent their feet from freezing; a pair of ſnow-ſhoes about five feet long, and eighteen inches broad, to hinder them from ſinking in the ſnow, completed their dreſs. Nothing could be better contrived than the garb, both for convenience and uſe; for, when they were thus equipped, they were able to ſtand the keeneſt cold, except only a few days that happened during the winter.

As in every country, different ſeaſons produce, or rather direct men to different employments, ſo in this their utmoſt ſkill was ſhewn, and induſtry exerted, in killing rabbits and partridges, which was the chief game to be met with at this ſeaſon. The manner in which they caught the rabbits was as follows. They cut down ſeveral buſhy trees; with theſe they made a hedge two feet high, and of what length they pleaſed, leaving at every twenty yards diſtance ſmall holes for the rabbits to run through, they never attempting to jump over. In theſe were ſet ſnares of wire, the ends of which were made faſt to the

end of a pole that lay over a crutch, in ſuch a manner, that when the rabbits entered, and began to ſtruggle, the pole kicked up, and hung them two or three feet off the ground. This circumſtance had a double conveniency, as it ſecured the game they wanted, and by their being thus ſuſpended, protected them when taken from being devoured by other animals. They have no other method of killing the partridges at theſe factories than ſhooting them, and in this they are very ſucceſsful, they being there in very great plenty, inſomuch that one man has been known to kill ſixty or eighty in a day's time, which makes a good article in the magazine liſt of winter proviſions.

As November ſet in with keen froſts, ſo they continued through the whole of that month, without any other alteration, than that of freezing more or leſs, as the wind changed. When the wind was weſterly or ſoutherly, the cold was ſupportable; but as it changed to the north-weſt or north, it became immediately exceſſively keen, and often attended with a ſort of ſnow no longer than ſo many grains of ſand, which drifted with the wind in clouds, and rendered it very dangerous to be far from home.

It was their cuſtom to put a horſe-load of wood, at leaſt, at a time into their ſtove, which was built of brick, ſix feet long, two wide, and three high. When the wood was near burnt, the embers were beat off, the brands thrown out, and the top of the chimney

ney ſtopped, which occaſioned a ſulphureous and ſuffocating ſmell, and ſo great a heat, that, notwithſtanding the rigour of the climate, it frequently threw them into a ſweat. The difference was ſo great between the heat within and cold without, that ſuch as had been expoſed to the ſeverity of the cold without doors, very often fainted on entering the houſe, aud remained for ſome time in a kind of helpleſs condition. If a door or window were but opened, the cold air ruſhed in with ſuch fury, as turned the encloſed vapours into ſmall ſnow; nor was all the heat they could raiſe ſufficient to keep their windows, the cieling, or ſides of the houſe, clear from ſnow and ice. Such bed-cloaths as touched the walls were generally frozen faſt to them by morning, and their breaths ſettled in a white hoar-froſt upon the blankets. As ſoon as the houſe cooled, the ſap, that was thawed in the timber with the heat, froze, ſplitting it with cracks little inferior in noiſe to the report of a muſquet. No liquid could withſtand the cold, if expoſed to it; ſtrong brine, brandy, and even ſpirits of wine, froze; but the latter not into a ſolid maſs, but to the conſiſtence of oil, and even this when the weather was between temperate and ſevere. All the liquors, under the proof of common ſpirits, froze to a ſtate perfectly ſolid, and burſt the veſſels that contained them, whether of wood, tin, or even copper.

The ice in the rivers about them was above eight feet thick, and the ſnow three deep, but

considerably more where it drifted. Whatever fresh provisions they could procure, as deer's flesh, rabbits, partridges, pheasants, fish, &c. kept sweet as long as they pleased, without deriving any assistance from salt; for they are no sooner killed than they are frozen, and remain so from October to April, when they begin to thaw, and consequently grow moist and spoiled.

Several of the sailors had their ears, faces, and toes frozen, but not dangerously. While the flesh was in that state, it was white and hard like ice; but by rubbing the part with a warm hand, or, what was found better, with a beaver mitten, it soon thawed, and this accident was attended with no worse consequence than leaving a blister behind.

In this climate, if any one touch iron, or any other smooth solid surface in the winter, their fingers will be frozen fast to it. If in drinking a dram of brandy out of a glass, the tongue or lips touch it, in pulling them away, the skin will be left upon it. Mr. Ellis mentions an odd instance of this kind happening to one of his people, who was carrying a bottle of spirits from the house to his tent. Having no cork to stop the bottle, he made use of his finger, which was frozen fast, and he was obliged to lose part of it to make a cure practicable. All solid bodies, such as glass, iron, &c. acquire a degree of cold so very intense, that they resist the effects, even of a strong heat, and that for a considerable time.

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On examining the liquor that was frozen, in the center of it, a ſmall part of the ſpirituous liquid remained fluid, which contained a greater degree of ſtrength than when the whole was fluid; but the frozen part, when melted, taſted inſipid. Other caſks were not burſt, or their contents above half congealed. The watery parts of theſe having time to thaw and mix with the ſpirituous, the whole, when they came to drink it, proved very good, and ſome even fancied it better than if it had never been frozen.

From this long account of the ſeverity of their winters, it will be natural for any reader to conclude, that the country is the moſt uncomfortable in the world, and its inhabitants the moſt unhappy; but, in fact, they are very much the reverſe. If the weather be cold, they have abundance of beaver ſhirts to clothe them, and many other conveniencies, which put them at leaſt on a level with thoſe who live in a milder climate. "But what in this reſpect will appear much more extraordinary, (ſays Mr. Ellis) I dare aſſert, that people from Europe, who have lived here many years, prefer it to all other places; and when they leave it, and come home with the ſhips, they grow tired, in a few months, of a more moderate climate, and wiſh with impatience for the proper ſeaſon, that may give them an opportunity of reviſiting thoſe frozen regions."

The whole month of January wore the ſettled face of winter; for, though the weather

ther was ſometimes dark and tempeſtuous, with vaſt drifts of ſnow, and at other times pretty clear, yet the froſt was conſtant and intenſe.

In the month of March, they had ſpecimens of every kind of weather. Sometimes it was not only temperate, but in ſome degree warm, and at others cold again as ever; but for the moſt part moderate and pleaſant. By this time alſo the plains were covered, and the rivers filled with water, ſo that they now began to think of putting men and officers on board their ſhips, in order to prepare for purſuing their diſcoveries.

April opened in ſuch a manner as freed them from the terrors they had been under for the ſafety of their ſhips, ſhould a ſudden thaw have enſued. On the 13th of this month they buried one of their men, who had been a great drinker of drams, ſo that the ſcurvy, which had raged among them, though with little fatality, would not ſpare him. The ground was ſo hard frozen, that it was, generally ſpeaking, three or four days work to ſink a grave; but when the corpſe were once laid in it, they would remain ſafe and uncorrupt, unleſs ſome great alteration ſhould happen in the climate, to the end of the world. On the 18th the weather began to mend, and the wind coming about to the ſouth, they had a gentle ſhower of rain: a thing they had not ſeen for ſix months before, and therefore the more welcome. The fowls too, after an

abſence

absence of seven months, began to visit them. They had likewise a great flight of small birds, most of which were of a dark and unpleasing colour; but the sweetness of their notes sufficiently compensated whatever was amiss in their plumage, and made their company equally harmonious and agreeable.

About the 6th of May, the warm weather returned again, and the creek, where the ships lay, was quite clear of ice, that wore away imperceptibly, though the river continued to be still hard frozen, which drove the fish into the creek, where they caught plenty of them with their nets. On the 16th the ice in the channels of Hayes's River gave way, and floated down gently with the stream. The sailors were all this time constantly employed in making the ships fit to go down the river; and accordingly, on the 29th, by the help of a very high tide, occasioned by a north-west wind, they warped to the very mouth of the creek, and lay there until the 2d of June.

On the 9th of June, their ships got down the river as far as the factory, where they took in their naval stores, provisions, &c. in order to put to sea, and prosecute the discovery on which they were sent. On the 24th, having a fair wind, they weighed anchor, and passing the shoals, stood to the northward on the discovery. The next day, they sailed through much broken ice, till they got to the northward of Cape Churchill, where they had a clear

clear ſea, and proceeded without difficulty, till the laſt day of the month, when they made Centry Iſland, in 61 deg. 40 min. north latitude.

The Eſkimaux, who inhabit the ſea-coaſts to the northward of the company's ſettlements, appeared from time to time in ſmall bodies of forty or fifty together, upon the eminences of the iſlands of that ſhore, ſhouting, and making ſignals for them to approach; but they proceeded on their courſe without minding them, until they arrived at Knight's Iſland, in 62 deg. 2 min. north latitude.

On the 5th of June, they ſtood over to the ſouth ſide of Sir Biby's Iſland, in hopes that they ſhould have been able to enter the opening; but the ice driving out and in, in very large pieces, they were obliged to deſiſt. They then ſtood to the northward as far as 62 deg. 12 min. On the 8th they ſailed with an intention to coaſt to the northward; but in repaſſing the ſhoals, the tide ſwept them upon a ridge of ſhoals, where their veſſel was very near being ſtove to pieces. However, by the friendly aſſiſtance of the Indians, it was got off without ſuffering any injury. It muſt here be obſerved, that this veſſel was neither the Dobbs nor the California, but a ſmall one they had built while at Hudſon's Bay, for the purpoſe of coaſting.

On the 9th of July, they arrived at Sea-Horſe Iſland, which is very properly named, there

there being a prodigious resort of those creatures at that place; and the time in which our adventurers were there being the season of propagation, they were excessively furious, roaring in a terrible manner, many of them flouncing about the beach, and much greater numbers in the sea that washes its coast.

Having spent some time in coasting in this little vessel, they resolved to return again to the ships, which they joined on the 13th of July, and then procedeed on discoveries in concert. As a mere journal of voyages, without some enlivening circumstances, though useful in the highest degree to mariners, affords very little amusement or instruction to readers who never traverse the boundless ocean, we we shall draw this account to a speedy conclusion, by observing, that Wager Strait, which lies in the latitude of 65 deg. 33 min. appears to be the highest latitude Mr. Ellis gained. Being stopped here by the ice, in the beginning of September, they resolved to sail for England, and arrived safe in Yarmouth roads on the 14th of October, after an absence of one year, four months, and seventeen days. Thus the great design of finding a north-west passage failed; but with no discredit, either to those who planned the expedition, or to those who were entrusted with the execution of it. Such great designs, even in their failure, bestow a sufficient reward for whatever may have been expended upon them.

Having

Having given a particular account of Hudſon's Bay, and the Britiſh Eſkimaux, in the fourth volume of the Polite Traveller, we beg leave to refer our readers to that volume for ſatisfaction in thoſe intereſting particulars.

Captain

Captain Wood's Voyage

IN SEARCH OF A

NORTH-EAST PASSAGE.

IN the interval between the voyages of Frobisher and that of Capt. Ellis, (see p. 52) the following voyage was performed by Capt. Wood. This able and enterprising navigator, being himself an excellent mathematician and geographer, and reading in the Philosophical Transactions a paper, by which the existence of a north-east passage to the eastern or Indian ocean was plausibly asserted, and this exactly coinciding with his own notions of the construction of the globe, he was induced, by these and other reasons, to apply to King Charles the Second for a commission to prosecute the discovery; the accomplishment whereof, it was said, would add to the glory of his majesty's reign, and immensely to the wealth and prosperity of his kingdoms. Many about the court of that needy prince, hoping to share in the profits of the voyage, were earnest in prevailing with the king to forward the design, who being himself fond of

novelty, ordered the Speedwell frigate to be fitted out at his own charge, manned, victualled, and provided with every neceſſary; while the duke, his brother, and ſeven other courtiers, joined in the purchaſe of a pink of one hundred tons, to accompany her, which they likewiſe manned and victualled, and furniſhed with merchandizes, ſuch as were thought marketable on the coaſts of Tartary or Japan, which places it was ſuppoſed, after their paſſage through the North Sea, they would moſt probably fall in with.

Every thing being now in readineſs, and the ſhips being commiſſioned, Capt. Wood being appointed to direct the expedition on board the Speedwell, and Capt. Hawes to bear him company on boad the Proſperous, on the 28th of May, 1676, they ſailed from the Buoy of the Nore, with the wind at ſouth-weſt; and on the 4th of June caſt anchor off Lerwick, in Braſſey-Sound, where they continued ſix days, to recruit their ſtores and take in water. On the 10th they weighed anchor, and continued their voyage. On the 15th they entered the Polar circle, where the ſun at that ſeaſon of the year never ſets. At noon the Speedwell broke her main-top-ſail yard in the ſlings, which was the firſt diſaſter that had happened; but this, however, was eaſily repaired. The weather now began to grow hazy, a circumſtance that frequently happens in the polar regions, darkening the air with the obſcurity of night, which renders the navi-

navigation of these seas extremely disagreeable and dangerous.

They continued their course northward from this time till the 22d of June, when they fell in with the ice in latitude 75 deg. 59 min. without any thing material occurring. On that day at noon, they observed a continent of ice stretching to an imperceptible distance, in a direction from east-south-east, and west-north-west. They bore away along the ice till the 28th, when they found it join to the land of Nova Zembla. The next day, they stood away to the south, to get clear of the ice, but unfortunately found themselves embayed in it. At eleven at night, the Prosperous bore down upon the Speedwell, crying out, "ice upon the weather-bow." The Speedwell now clapt the helm hard a-weather, and veered out the main-sail to ware the ship; but, before she could be brought-to on the other tack, she struck on a ledge of rocks, and stuck fast. They fired guns of distress, but were not heard; and the fog was so thick, that land could not be discovered, though close to the stern of their ship. No relief was now to be expected, but from Providence and their own endeavours. In such a situation, no description can equal the relation of the captain himself, who, in the language of the times, gave the following full and pathetic account of it.

"Here (says he) we lay beating upon the rock in a most frightful manner, for the space of three or four hours, using all possible

means to ſave the ſhip, but in vain; for it blew ſo hard, that it was wholly out of our power to carry out an anchor capable to do us any ſervice. At length, we ſaw land cloſe under our ſtern, to the great amazement of us all, which before we could not ſee for the foggy weather. So I recommended the men to get out the boats before our maſts came by the board, which was done. I ſent the boatſwain towards the ſhore in the pinnace, to ſee if there were any poſſibility of landing, which I feared, becauſe the ſea ran ſo high. In half an hour he returned with this anſwer, that it was impoſſible to land a man, as the ſnow being in high cliff, the ſhore was inacceſſible. This was bad tidings; ſo that it was high time to think on the ſafety of our ſouls, and we went altogether to prayers, to beſeech God to have mercy on us, for now nothing but inevitable ruin appeared before our eyes. After prayers, the weather cleared up a little, and looking over the ſtern, I ſaw a ſmall beach directly with the ſtern of the ſhip, where I thought there might be ſome chance of getting on ſhore. I therefore ſent off the pinnace a ſecond time, with ſome men in her to be firſt landed; but ſhe dared not venture to attempt the beach. I then ordered out the long-boat with twenty men to land, who attempted it, and got ſafe on ſhore. Thoſe in the pinnace ſeeing that, followed, and landed their men likewiſe, and both veſſels returned to the ſhip without any accident. The men on ſhore deſired ſome fire-arms and

amunu-

ammunition, for there were many bears in ſight. I therefore ordered two barrels of powder, ſome ſmall arms, ſome proviſions, with my own papers and money, to be put on board the pinnace; but as ſhe put off from the ſhip's ſide, a ſea overſet her, ſo that all was loſt, with the life of one man, and ſeveral others taken up for dead. The pinnace likewiſe was daſhed to pieces, to our great ſorrow, as by that diſaſter, our means of eſcaping from this diſmal country, in caſe the Proſperous deſerted us, was cut off. The long-boat being on board, and the ſea running high, the boatſwain and ſome others would compel me and the lieutenant to leave the ſhip, ſaying it was impoſſible for her to live long in that ſea, and that they had rather be drowned than I; but deſiring me, when I got on ſhore, if it were poſſible, to ſend the boat again for them. Before we got half way to the ſhore, the ſhip overſet; ſo making all poſſible haſte to land the men we had on board, I went off to the ſhip again, to ſave thoſe poor men who had been ſo kind to me before. With great hazard, I got to the quarter of the ſhip, and they came down the ladder into the boat; only one man was left behind, who had before been caſt away in the pinnace, and was ſuppoſed to be dead. So I returned to the ſhore, though very wet and cold. We then hauled up the boat, and went up the land about a flight ſhot, where our men were making a fire, and a tent with canvaſs and oars, which we had ſaved for that purpoſe, in which we

all lay that night wet and weary. The next morning, the man we left on board having recovered, got upon the mizen-maſt, and prayed to be taken on ſhore; but it blew ſo hard, and the ſea ran ſo high, that, though he was a very pretty ſailor, none would venture to bring him off.

"The weather continuing blowing with extreme fogs, and with froſt and ſnow, and all the ill-compacted weather that could be imagined put together, we built more tents to preſerve ourſelves; and the ſhip breaking in pieces, came all on ſhore to the ſame place where we landed, which ſerved us for ſhelter and firing. Beſides, there came to us ſome hogſheads of flour, and brandy in good ſtore, which was no little comfort in our great extremity. We now lay between hope and deſpair, praying for fair weather, that Capt. Hawes might find us, which it was impoſſible for him ever to do while the weather continued foggy; but fearing at the ſame time that he might be caſt away as well as we.

"But ſuppoſing we were never to ſee him again, I was reſolved to try the utmoſt to ſave as many as I could in the long-boat. In order thereunto, we raiſed her two feet, and laid a deck upon her to keep out the ſea as much as poſſible; and with this boat, and thirty men, for ſhe would carry no more, I intended to row and ſail to Ruſſia; but the crew, not being ſatisfied who ſhould be the men, began to be very unruly in their mind and behaviour, every one having as much reaſon

reaſon to ſave himſelf as another; ſome holding conſultation to ſtave the boat, and all to run the like fortune. Here, however, brandy was our beſt friend; for it kept the men always foxed, ſo that in all their deſigns I could prevent them. Some were in the mind to go by land, but that I knew was impoſſible to any man; neither had we proviſions, nor ammunition to defend us from the wild beaſts. So that, the paſſage by land being impracticable, and no paſſage by ſea to be attempted till forty men were deſtroyed, I will leave it to the conſideration of any, whether we were not in a moſt deplorable condition, without the interpoſition of Divine Providence.

"The weather continued ſtill very bad, with fogs, ſnow, rain, and froſt, till the ninth day of our being on ſhore, which was the 8th of July, when in the morning it cleared up, and to our great joy, one of our people cried out, 'a ſail,' which proved to be Capt. Hawes. So we ſet fire to our town, that he might ſee where we were, which he preſently diſcovered; ſo came up, and ſent his boat to us. Before I went off, I wrote a brief relation of the intention of the voyage, with the accident that had befallen us, and put it into a glaſs bottle, which I left in the fortification I had then built. So by twelve o'clock we all got ſafe on board, but left all on ſhore that we had ſaved from the ſhip; for we much feared it would prove foggy again, and that we ſhould be driven once more on this miſerable country; a country, for the moſt part,

covered

covered perpetually with ſnow; and what is bare being like bogs, on whoſe ſurface grows a kind of moſs, bearing a blue and yellow flower, the whole product of the earth in this deſolate region. Under the ſurface, about two feet deep, we came to a firm body of ice, a thing never heard of before; and againſt the ice-cliffs, which are as high as either of the forelands in Kent, the ſea has waſhed underneath, and the arch overhanging, moſt fearful to behold, ſupports mountains of ſnow, which, I believe, hath lain there ever ſince the creation."

Theſe are the words in wich Capt. Wood deſcribed his melancholy ſituation. He adds, that by the tides ſetting directly in upon the ſhore, it may be affirmed with certainty, that there is no paſſage to the northward. One thing remarkable in his relation, and which ſeems to contradict the report of former navigators, is, that the ſea is there ſalter than he had yet taſted it elſewhere, and the cleareſt in the world, as he could ſee the ſhells at the bottom, though the ſea was four hundred and eighty feet deep.

On the 9th of July, being all embarked on board the Proſperous, they changed their courſe, and on the 23d of Auguſt, they arrived ſafe in the Thames, without any remarkable intervening accident.

After the miſcarriage of this voyage, on which the higheſt expectations had been formed, the moſt experienced navigators in England ſeemed to agree, that a paſſage by the

the north or north-eaſt had no exiſtence. They were the more confirmed in this error (for an error it is) by the reaſons aſſigned by Capt. Wood, for changing his opinion in this matter; for, before he went on the diſcovery, he was fully perſuaded himſelf, and likewiſe perſuaded many others, that nothing was more certain. When, however, he firſt ſaw the ice, he imagined it was only that which joined to Greenland, and that no ſolid body of ice extended farther from land than twenty leagues. In this perſuaſion he altered his courſe, and coaſted along in the direction in which the ice lay, expecting, at every cape or head-land of ice, after running a certain diſtance, to find an opening into the Polar ocean; after running two or three glaſſes to the northward in one bay, he found himſelf entangled in another, and thus it continued till his ſhip was wrecked. By this experiment, he found the opinion of Barents confuted, namely, that "by ſteering the middle courſe between Spitſbergen and Nova Zembla, an open ſea might be attained, in which a ſhip might ſafely ſail as far as the Pole." From his own experience he therefore pronounced, that all the Dutch relations of any man having been under the pole were forgeries, he verily believing, that if there be no land to the northward of 80 degrees, the ſea is there frozen, and always continues ſo. He grounded his opinions upon this remark, that if the body of ice, which he ſaw, were to be conveyed ten degrees more to the ſouthward, it would

would require many centuries of years to dissolve it.

However, to this positive assertion may be opposed the testimony of many credible persons, some of whom have themselves sailed beyond the 80th degree of north latitude; and others, upon evidence, whose veracity there is no reasonable cause to bring in question. Among the latter, the testimony of Mr. Joseph Moxon, a member of the Royal Society of London, must have considerable weight. In a paper, which this gentleman caused to be printed in the Philosophical Transactions, is this remarkable relation.

"Being about twenty years ago in Amsterdam, I went into a public house to drink a cup of beer for my thirst; and sitting by the fire, among several people, there happened a seaman to come in, who seeing a friend of his there, who he knew went the Greenland voyage, wondered to see him, because it was not yet time for the Greenland fleet to come home, and asked him, what accident had brought him home so soon. His friend, who was the steersman, answered, that the ships went not out to fish, but only to take in the lading of the fleet, to bring it to an early market. But, said he, before the fleet had caught fish enough to lade us, we, by order of the Greenland company, sailed unto the north pole, and came back again. Whereupon, says Mr. Moxon, I entered into discourse with him, and seemed to question the truth of what he said; but he did assure me

it

it was true, and that the ſhip was then in Amſterdam, and many of the ſeamen belonging to her ready to juſtify the truth of it. He moreover told me, that they had ſailed two degrees beyond the pole. I aſked him, if they found no land or iſlands about the pole? He anſwered, no; there was a free and open ſea. I aſked him, if they did not meet with a great deal of ice? He told me, no; they ſaw no ice about the pole. I aſked him, what weather they had there? He told me, fine warm weather, ſuch as was at Amſterdam in the ſummer time, and as hot. I ſhould have aſked him more queſtions, but that he was engaged in diſcourſe with his friend, and I could not in modeſty interrupt them longer. But I believe the ſteerſman ſpoke truth; for he ſeemed a plain, honeſt, and unaffected perſon, and one who could have no deſign upon me."

Add to this, that the Dutch, who were employed in 1670, in endeavouring to find a north-eaſt paſſage, advanced within a few degrees of that open ſea, which is now commonly navigated by the Ruſſians, and which would infallibly have brought them to the coaſts of China and Japan, had they perſevered in the courſe they were purſuing.

THE

THE

Hon. Com. PHIPPS's Voyage

IN SEARCH OF A

NORTH-EAST PASSAGE.

THE means taken to render this voyage ſucceſsful, were in every reſpect proportioned to the importance of the intended diſcovery, and the veſſels that were made choice of were the propereſt that could be deviſed. Bomb-ketches are in the firſt inſtance ſtoutly built; and not being over-large, are beſt adapted for navigating ſeas that are known to abound with ſhoals and covered rocks. Theſe veſſels, beſides their natural ſtrength, were ſheathed with planks of ſeaſoned oak three inches thick, to fortify them againſt the ſhocks and preſſure of the ice, which in their progreſs they muſt infallibly encounter. They were beſides furniſhed with a double ſet of ice-poles, anchors, cables, ſails, and rigging, to provide againſt the terrible effects of the ſevere and tempeſtuous weather, which fre-

frequently happens in high latitudes, even in the middle of the moſt temperate ſeaſon. Nor was leſs attention paid to provide every thing for the comfortable ſubſiſtence of the men, and the preſervation of their lives. Thus equipped and provided, the command of the Race-horſe was given to the Hon. Conſtantine Phipps, as commodore, and that of the Carcaſe to Capt. Shiffington Lutwych; the firſt mounting eight ſix-pounders and fourteen ſwivels, burthen three hundred and fifty tons; the latter four ſix-pounders and fourteen ſwivels, burthen three hundred tons.

All things being now in readineſs, on the 4th of June, 1773, they took their departure from Sheerneſs, and continued their voyage, without any material occurrence happening till the 15th, when the commodore made the ſignal to lie-to. They were then off Braſſey Iſland, and purchaſed ſome fiſh of the Shetland boats.

During the courſe of this month, as they got into cold latitudes, the warm cloathing was delivered out to both officers and private men, and on the 20th, they entered the polar circle. The weather now began to ſet in ſevere, the nights were cold, and the days cloudy. They had reached the 70th degree of latitude, in a courſe nearly north; and from their leaving Shetland to this time, they had ſeen nothing remarkable; nor had any accident befallen either of the ſhips worth mentioning, except that of now and then ſnapping a rope, or breaking a yard, which

were incidents eafily repaired. On the 22d it poured with rain, the air was thick, and the rain froze as it fell; and it is remarkable, that the viciffitudes of heat and cold are more frequent here than in the more foutherly latitudes, it often fuddenly changing from extreme cold to temperate. On the 29th, being in latitude 78 deg. north, and in longitude 6 deg. 29 min. eaft from London, they came in fight of land, when the fhips brought-to, and the captains held a confultation concerning their future courfe. The appearance of the land lay from eaft-fouth-eaft to the north-eaft; and this day they fpoke with the Marquis of Rockingham, a Greenland-man, who prefented each of the commanders with a deer and a half, which they found well flavoured venifon, though not very fat. He likewife informed them, that he had juft come from the ice, and that the day before three whales had been crufhed to pieces by its clofing upon them fuddenly. It feems likely, that the ice frequently changes its place in this latitude.

On the 1ft of July, at three in the morning, they made Charles's Ifland, and the next day lay-to, and took the altitude of a mountain, which they named Mount Parnaffus. They found it, from the level of the fea, to be three thoufand nine hundred and fixty feet high, covered with fnow, and at a diftance refembling an ancient building, with fomething like a turret on the top of it. The foot of this mountain, with the hills adjoining, have

have ſometimes a very fiery appearance, and the ice and ſnow on their ſides reſembling trees and ſhrubs, glitter with a brilliancy that exceeds the ſplendour of the brighteſt gems. When this happens, a violent ſtorm generally ſucceeds. The next day they ſpoke with a Hollander, who foretold, that a degree or two farther north was the utmoſt extent of their progreſs this ſeaſon. Having doubled Cape Cold, they anchored in fifteen fathoms of water, about three miles from the land, and ſent the boats on ſhore for water, which they found in abundance, pouring down in little ſtreams from the rocks. On the 4th their latitude was 79 deg. 34 min. north, and their longitude from London 8 deg. 10 min. eaſt. The next day, there being a thick fog, the Race-horſe fired guns as ſignals to keep company, which were anſwered by the Carcaſe. A dreadful crackling was heard at a diſtance, which proved to be the daſhing and grinding of the loſe pieces of ice againſt each other, which is heard at many leagues diſtance. On the 6th it was very foggy, the breezes ſlight, and iſlands of ice began to appear. At three in the afternoon, the commodore hauled up from a large body of packed ice; and the fog thickening, both ſhips kept firing volleys of ſmall arms, to prevent their loſing company. The next day, they found themſelves beſet among the looſe ice, which, encreaſing continually, gave them incredible trouble. It was with difficulty they could keep any courſe, for the drifts of ice came ſo

thick, as to whirl the ſhip about, as if in a whirlpool. The next day, the ſhips continued entangled in the ice, and the Carcaſe, being driven to leeward, hoiſted out her long-boat to tow up with the commodore; but the ice cloſing very faſt, it was impoſſible for the boat to live. Orders were then given to tack and ſtand to the ſouthward; but the ſhips not being able to make head againſt the accumulation of ice that gathered round them perpetually, they were under a neceſſity of applying to their ice-anchors and poles, in order to warp through it. In the evening, the ice beginning to open, they again hoiſted out their boats, and with difficulty towed the ſhips round a cape of ice projecting from the main body, and at laſt got clear. In extricating themſelves from this dangerous ſituation, the Race-horſe had her best bower anchor ſnapt in the ſhank, cloſe to the ſtock, and the Carcaſe loſt her ſtarboard bumkin and head-rails.

It frequently happens, that ſhips beſet in the ice in the manner above related, periſh by being daſhed to pieces againſt the ſolid fields of ice, or crushed by the broken pieces crowding upon one another, and riſing ſo faſt above the ſhip, as to exceed the height of her ſides, and then there is no eſcaping. They were told by ſome experienced ſeamen, that the ice riſes out of the ſea as high ſometimes as mountains; and that, ſeveral of theſe mountains, by ſticking together and coaleſcing, form thoſe iſlands of ice that are frequently

ſeen

ſeen in the lower latitudes, driving up and down the ſea as the wind and tides direct them. The greateſt danger to be apprehended is, however, from the looſe ice; for the whalers often moor their ſhips to the ſolid fields of ice, which at certain ſeaſons ſeem to reſt upon the earth, and appear fixed to it, and there find the beſt fiſhing. In ſuch ſituations it often happens, that little or no looſe ice is to be ſeen; yet preſently, upon a change of wind, or the blowing of a ſtorm, it ſhall pour in upon them ſo ſuddenly, that they ſometimes periſh in it. It is not poſſible to account for the aſtoniſhing quantity that will gather in this manner in leſs than an hour's time. Though it ſeems to be agreed, that many of the largeſt fields of ice are frozen to the depth of the ſea in which they are found, and that they are bolded on the ſolid earth, yet it is equally certain, that they are often rent aſunder by the raging billows; and that in breaking, they produce the moſt terrifying noiſe in nature. It is even aſſerted, that the claſhing of the pieces of looſe ice againſt each other, on any extraordinary agitation of the waves, is attended with a roaring ſo loud, that a man who is near it can hardly hear the ſound of his own voice.

On the 9th they hawled up to the weſtward, and loſt ſight of each other; and about nine the next morning they came in ſight, and joined company. The weather being now piercing cold, the people had an additional quantity of porter and brandy delivered to

them, two quarts of porter and a pint of brandy being now every man's daily allowance. The next day, they failed between numberless pieces of ice, among which they saw several whales, but none of the whalers in pursuit of them. The ice now becoming solid and compact, they found it impracticable to continue their course. Upon holding a consultation, the discovery of a passage to the pole, in that direction, appeared impracticable to every officer on board both ships. The commodore, therefore, at seven in the evening, hauled close to the wind; and the Carcase, as soon as she could extricate herself, followed his example. The weather continuing foggy, with rain and snow, the sailors were almost worn out with turning and winding; and although they used the utmost precaution in working through the narrows, yet they could not always avoid striking against the mountains that every where surrounded them. During this night's work, they steered a hundred different courses, to follow the channels.

Having worked out of the ice, on the 11th they sailed along the main body, which appeared perfectly solid and compact, without any passage or inlet. This immense mass of ice extended north-east, as far as they could see from the mast-head; and, no doubt, might be a continuation of that ice, in which they were engaged a few days before. The sea was now tolerably clear, for they met with no more fields, and only a few detached islands.

islands. In the morning they saw the land, and they tacked, Cloven Cliff bearing six miles to the south-south-east. At this time, they were in the latitude of 79 deg. 56 min. north. The next day they saw several English and Dutch Greenlanders at anchor in the Norways; this being their rendezvous to the northward, and they never choose to proceed further. Here they found the current setting so fast to the eastward, that they were forced to come to an anchor to keep from drifting on the ice; the swell from the westward being so great, that, had that happened, it would undoubtedly have staved the ships. At five in the morning, a breeze springing up, they weighed and made sail. Their latitude at this time was 80 deg. 2 min. north.

On the 13th, a wind springing up from the eastward, they came to an anchor in Smearingburgh Harbour, in Spitzbergen. Here they remained five or six days to take in fresh water, during which time our journalist was employed in surveying the country, which, to a stranger, had a very awful and romantic appearance. The country is stony, and, as far as can be seen, full of mountains, precipices, and rocks. Between these are hills of ice generated, as it should seem, by the torrents that flow from the melting of the snow on the sides of those towering elevations, which, being once congealed, are continually encreased by the snow in winter, and the rain in summer, which often freezes as soon as it falls.

falls. By looking on these hills, a stranger may fancy a thousand different shapes of trees, castles, churches, ruins, ships, whales, monsters, and all the various forms that fill the universe. Of these ice-hills there are seven, which more particularly attract the notice of a stranger than the rest. These are known by the name of the Seven Iceburgs, and are thought to be the highest of the kind in that country. When the air is clear, and the sun shines full upon these mountains, the prospect is inconceivably brilliant. They sometimes put on the bright glow of the evening rays of the setting-sun, when reflected upon glass at its going down; sometimes they appear of a bright blue, like sapphire, and sometimes like the variable colours of a prism, exceeding in lustre the richest gems in the world, disposed in shapes wonderful to behold, all glittering with a lustre that dazzles the eye, and fills the air with an astonishing brightness.

Smearingburgh Harbour, where they landed, was first discovered by the Dutch, who here erected sheds and conveniencies for boiling the oil from the fat of the whales, instead of barrelling it up to be boiled at home. Here also, allured by the hope of gain, they built a village, and endeavoured to fix a colony; but the first settlers all perished in the ensuing winter. The remains of the village may be traced to this day; and their stoves, kettles, troughs, ovens, and other implements, remained in the shape of solid ice long after the utensils themselves were decayed.

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Our voyagers were told, that the Ruſſians had attempted the ſame thing in 1772, and that, in the attempt, ten out of fifteen periſhed during the winter.

It is not eaſy for a ſtranger to fix on which firſt to admire, where every ſurrounding object is new. The rocks, before a ſtorm, exhibit a fiery appearance, and the ſun looks pale upon them, the ſnow giving the air a bright reflection. The ſummits are almoſt always involved in clouds, ſo that it is but juſt poſſible to ſee the tops of them. Some of theſe rocks are but one ſtone from bottom to top, appearing like an old decayed ruin. Others conſiſt of huge maſſes veined differently, like marble, with red, white, and yellow; and probably, were they to be ſawed and poliſhed, would equal, if not excel, the fineſt Egyptian marble we now ſo much admire. Perhaps, the diſtance and danger of carrying large blocks of ſtone, may be the reaſon that no trials have been made to manufacture them. On the ſoutherly and weſterly ſides of theſe rocks grow all the plants, herbs, and moſſes, peculiar to this country; but on the northerly and eaſterly ſides, the wind ſtrikes ſo cold when it blows from thoſe quarters, that it periſhes every kind of vegetable.

Till the middle of May, the whole country is locked up in ice; about the middle of July, the plants are in flower; and about the latter end of the ſame month, or beginning of Auguſt, they have perfected their ſeed. The earth owes its fertility, in a great meaſure, to

to the dung of birds, who build and breed their young here in the ſummer, and in the winter repair to more favourable climates. The plants that are moſt common in Spitſbergen are ſcurvy-graſs and crows-foot. There are beſides ſmall houſeleek, a plant with aloe leaves, an herb like ſtone-crop, ſome ſmall ſnake-weed, mouſe-ear, and a herb peculiar to the country, which they call the rock-plant. There are other plants and herbs, but theſe are the chief. The principal flower ſeems to be the white poppy; but as for roſes, pinks, or carnations, they muſt not be looked for in this cold and deſolate region.

Innumerable fiſſures and clefts are ſeen in the rocks and precipices, which afford convenient harbour for birds to lay their eggs, and breed their young in ſafety. Moſt of theſe birds are water-fowl, and ſeek their food in the ſea. Some indeed are birds of prey, and purſue and kill others for their own ſuſtenance; but theſe are rare. The water-fowls eat ſtrong and fiſhy, and their fat is not to be endured. They are ſo numerous about the rocks, as ſometimes to darken the air when they riſe in flocks, and they ſcream ſo horribly, that the rocks ring with their noiſe. There are a few ſmall birds like our ſnipes, and a kind of ſnow-bird, but different from that found about Hudſon's Bay. The gentlemen ſhot ſome of the water-fowl, but they were ſtrong and ill-taſted. The ice-bird is a very beautiful little creature, but very rare. He is in ſize and ſhape like a turtle-dove; but

but his plumage, when the ſun ſhines upon him, is of a bright yellow, like the golden ring in the peacock's tail, and almoſt dazzles the eye of the beholder.

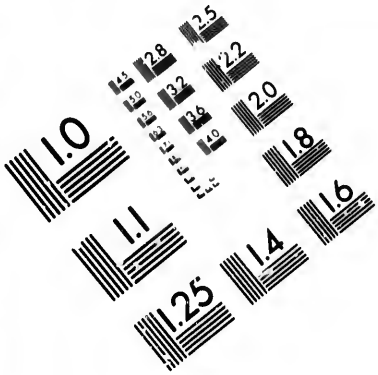
The quadrupeds of this forlorn country are white bears, deers, and foxes. How theſe creatures can ſubſiſt in winter, when the whole earth is covered with ſnow, and the ſea locked up in ice, is hardly to be conceived. It has been ſaid, indeed, that when the ocean is all frozen over, and no ſuſtenance to be procured in this country, they travel ſoutherly to the warmer climates, where food proper for them abounds in the immenſe foreſts of the northern continent; but whoever conſiders the vaſt diſtance between Spitſbergen and the neareſt parts of the northern continent, will be as much at a loſs to account for the ſubſiſtence of theſe creatures in their journey, as in the deſolate region where they undoubtedly remain. The bear is by far the beſt accommodated to the climate of which he is an inhabitant: he is equally at home on land and water, and hunts diligently for his prey in both. In ſummer, he finds plenty of food from the refuſe of the whales, ſea-horſes, and ſeals, which is thrown into the ſea by the whalers, and covers the ſhore during the time of whaling. They have beſides a wonderful ſagacity in ſmelling out the carcaſſes of the dead, let them be ever ſo deeply buried in the earth, or covered with ſtones. The dead therefore that are annually buried here may contribute, in ſome degree, to the ſub-

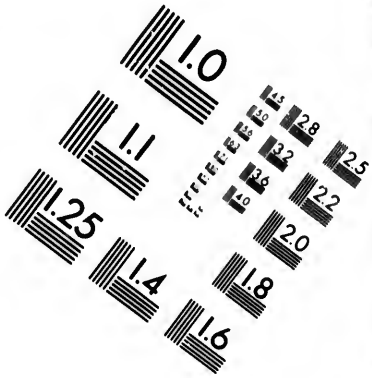
ſiſtence of a few of theſe creatures in the winter; but the queſtion will ſtill recur, how the race of them ſubſiſted before the whale-fiſhery had exiſtence, and before men found the way to this inhoſpitable ſhore. Diſquiſitions of this kind, as they are beyond the reach of human comprehenſion, ſerve only to raiſe our admiration to that omnipotent Being, to whom nothing is impoſſible. Theſe creatures, as they differ in nothing but their colour and ſize from thoſe commonly ſhewn in England, need no deſcription. The foxes differ little in ſhape from thoſe we are acquainted with, but in colour there is no ſimilitude, their heads being black, and their bodies white. As they are beaſts of prey, if they do not provide in ſummer for the long receſs of winter, it were, one would think, almoſt impoſſible for them to ſurvive; yet they are ſeen in plenty, though by their ſubtlety and ſwiftneſs, they are not eaſily to be catched. The Dutch ſeamen report, that when they are hungry, they will feign themſelves dead, and, when the ravenous birds come to feed upon them, they riſe and make them their prey. But the moſt wonderful thing of all is, how the deer can ſurvive an eight months famine. Like ours, they feed upon nothing that can be perceived, but the vegetables which the earth ſpontaneouſly produces; and yet, for eight months in the year, the earth produces neither plant, herb, ſhrub, nor blade of any kind of graſs whatever. They are, beſides, but thinly cloathed for ſo ſevere a

climate;

climate; and what ſeems ſtill worſe, there is not a buſh to be ſeen to ſhelter them, within the diſtance that any man has yet diſcovered. The means of their ſubſiſtence muſt therefore remain among the ſecrets of nature, never to be diſcloſed, as no human being can live here, ſo as to trace the winter reſidence of theſe creatures.

The ſounds and bays of Spitſbergen abound with amphibious creatures, which ſeem beſt adapted to endure the climate. Theſe are the ſeals, or ſea-dogs, and morſes, or ſea-horſes, of which the whalers avail themſelves when diſappointed in completing their lading with the fat of whales. The ſeal is ſufficiently known; but the ſea-horſe, as it is a creature peculiar to high latitudes, is therefore more rare. It is not eaſy to ſay how it came by that name, as there is no more likeneſs between the ſea and land-horſe, than there is between a whale and an elephant. The ſea-horſe has a large round head, larger than that of a bull, but ſhaped more like that of a pug-dog without ears, than any other animal we are acquainted with. He tapers all the way down to the tail, like the fiſh we call a lump, and his ſize is equal to that of the largeſt ox. His tuſks cloſe over his under-jaw, like thoſe of a very old bear, and in length from one foot to two or more, in proportion to the ſize and age of the animal that breeds them. His ſkin is thicker than that of a bull, and covered with ſhort mouſe-coloured hair, which is ſleeker and thicker, juſt as he happens to





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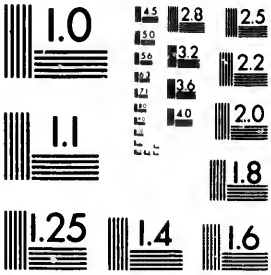

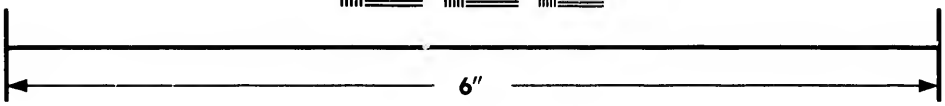

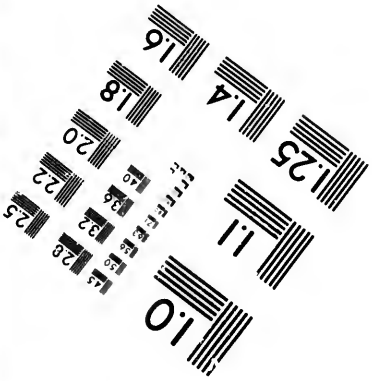

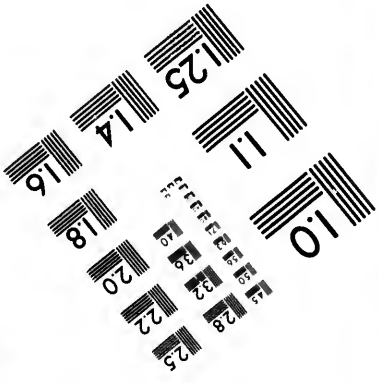

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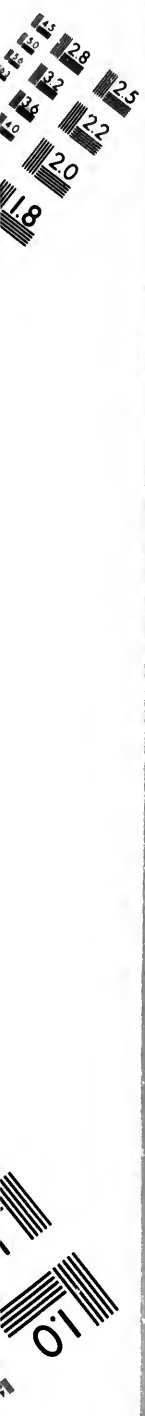
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be in or out of ſeaſon when he is caught. His paws, before and behind, are like thoſe of a mole, and ſerve him for oars when he ſwims, and for legs to crawl when he goes upon the ice or on ſhore. He is a fierce animal; but being unwieldy when on land, or on the ice, he is eaſily overcome. Theſe animals are always found in herds, ſometimes of many hundreds together, and if one be attacked, the reſt make a common cauſe, and ſtand by one another till the laſt gaſp. If they be attacked in the water, they will fight deſperately, and will even attempt the boats of their purſuers, if any of them be wounded, and not mortally. Some of them have been known to make holes in the bottom of the boat with their tuſks, in defence of their young. Their eyes are large, and they have two holes in the upper part of the neck, out of which they eject the water, as the whales are ſeen to do.

The fiſh that ſwarm in the ſeas of Spitſbergen appear to be deſigned by Providence rather for the ſuſtenance of one another, than for the food of man. The mackarel, of which there are no great plenty, ſeem not only to be the moſt wholeſome, and the moſt palatable, but alſo the moſt beautiful. They ſeem to be a different ſpecies to thoſe caught upon our coaſts. The upper part of the back is of a vivid blue; the other part, as low as the belly, is of a gem-like green on an azure ground. Underneath the belly, the colour is a tranſparent white, and the ſurs ſhine like

polished

polished silver. All the colours glow, when alive in the sea, with such richness, that fancy can hardly form to itself any thing in nature more beautiful. Almost all the other fish on this coast are of a very indifferent flavour, being of an oily nature.

The saw or sword-fish is remarkable, not only for the oddity of its shape, but also for its enmity to the whale. This fish takes its name from a broad flat bone, in length from two to four feet, which projects from his nose, and tapers to a point. On each side, it has teeth like a comb, at the distance of a finger's breadth asunder. He is furnished with a double row of fins, and is of an astonishing strength in the water. His length is from ten to twenty feet; he seems to be formed for war, and war is his profession. The conflict between him and the whale is dreadful, yet he never gives over till he come off victorious, or his sword be broken.

So harmless is the whale, that it is never known to fight but in its own defence; yet, when he is exasperated, he rages dreadfully. Though from his magnitude he may be called the sovereign of the seas, yet, like other sovereigns, he is liable to be vexed and hurt by the meanest reptiles. The whale's louse is a tormenting little animal. Its scales are as hard as those of our prawns, its head is like a louse's head, with four horns; two of which serve as feelers, and the other two are hard and curved, and serve as clenchers to fix him to the whale. Underneath his chest he has two carvers, like scythes, with which he

collects his food, and behind these are four feet that serve him for oars. He has also six other clenchers behind, with which he can rivet himself so closely to his prey, that he can no otherwise be disengaged, but by cutting out the whole piece to which he is joined. He is jointed on the back like the tail of a lobster, and his tail covers him like a shield while he is feeding. He fixes himself on the tenderest part of the whale's body, between the fins, on his sheath, and on his lips, and, like a vulture, eats pieces out of his flesh.

In Spitsbergen they found no springs of fresh water; but in the vallies, between the mountains, are many little rills caused by the rain and melting of the snow in summer, and from these rills the ships are supplied. In calm weather they remarked, that the sea about the island appeared uncommonly still and smooth, and that it was not suddenly moved at the first approach of blowing weather; but that when the storm continued, the waves swelled gradually, and rose to an incredible height. These swelling waves successively follow one another, and roll along before the wind, foaming and raging in a frightful manner; yet they are thought less dangerous than those that break short, and are less mountainous. They also observed, that the ice that rested on the ground was not stationary, but that it changed place; and they likewise learned, that in some seasons there was no ice, whereas this season they were

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in danger of being embayed. There does not, however, from thence appear the least reason to conclude, that any practicable passage to the Indian ocean can ever be found in this direction; for were it certain, that the seas were always open under the pole, yet great bulwarks of ice evidently surround it, sometimes at a less, and sometimes at a greater distance. Besides, were it possible, that chance should direct some fortunate adventurer to an opening at one time, it would be more than a million to one, if the same opening were passable to the next who should attempt it.

The air of Spitsbergen is never free from isicles. If you look through the sun-beams transversely as you sit in the shade, or where you see the rays confined in a body, instead of dark motes, as are seen here, you see myriads of shining particles that sparkle like diamonds; and when the sun shines hot, as it sometimes does, so as to melt the tar in the seams of ships when they lie sheltered from the wind, these shining atoms seem to melt away, and descend like dew. It is seldom that the air continues clear for many days together in this climate; but, when that happens, the whalers are generally successful. There is no difference between night and day in the appearance of the atmosphere about Spitsbergen, one being as light as the other; only, when the sun is to the northward, you may look at it with the naked eye, as at the moon, without dazzling. The fogs here come on so suddenly, that from bright sun-

ſhine you are preſently involved in ſuch obſcurity, that you can hardly ſee even the length of the ſhip.

Theſe were the obſervations made by our journaliſt, while all belonging to the ſhips were differently engaged in one employment or other: ſome in taking in water, ſome in fiſhing, ſome in hunting, ſome in handing the ſails and ſpreading them out to dry, ſome in ſcrubbing the ſhips, and ſome in viewing the country. The commanders, officers, and aſtronomers, buſied themſelves in making obſervations, being furniſhed with an apparatus that is ſaid to have coſt at leaſt one thouſand five hundred pounds. They landed their inſtruments on a ſmall iſland in Vogle Sound, and had ſeveral opportunities during their ſtay of uſing them to advantage. Having erected two tents, the captains from the fiſhery frequently viſited the obſervers, and expreſſed their admiration, not only at the perfection of the inſtruments, but likewiſe at the dexterity with which they were uſed. The iſland, on which theſe experiments were made, they called Marble Iſland, from the rock by which it is formed. The ice began to ſet in apace, though the weather was hot; and the gentlemen having finiſhed their obſervations, and the ſhips having taken in water, they prepared for their departure.

On the 19th of July, the commodore made the ſignal to weigh. At two in the afternoon the ſhips were under ſail, and as ſoon as they had made the offing, ſtood to the eaſtward.

At

At three they tacked and steered northward, and before four were entangled among the loose ice, through which they sailed, directing their course along the main body of ice. The next day they continued the same course, but could discover no opening, though they searched every creek, and left no bay or turning unexamined.

On the 21st, the severity of the weather encreasing, an additional quantity of brandy was served to the people, and every comfortable refreshment afforded them that they themselves could wish or require. On the 25th they had gentle breezes, with cloudy weather, and were engaged among some pieces of ice, separated from the main body, which kept them continually tacking and luffing. At length, they entered among mountains and islands of ice, which came upon them so fast, that it was with the utmost difficulty that they could proceed, the Carcase having several times struck against them with such violence, as to raise her head four feet out of the water. They now imagined, from the extent and solidity of these islands, that the late strong gales had caused a separation from the main body; the commodore therefore changed his course. The next day, at seven in the morning, they came in sight of Red-hill, a small mount, which commands an open plain, known by the name of Deersfield, by reason of its fertile appearance, it being the only spot on which they saw no drifts of snow. To the eastward

lies

lies Muffin's Iſland, where they ſounded, and found forty fathom water on rocky ground. Here Capt. Lutwych ſent out the long-boat, with orders to ſound along the ſhore, and to examine the ſoil. This iſland is about a mile long, very low, and looks like a black ſpeck. Though the ſoil is moſtly ſand and looſe ſtones, and hardly ſo much as a green weed upon it, yet it is remarkable for a number of birds that reſort to it in ſummer to lay their eggs, and breed their young; and theſe not of one kind only, but of many different ſorts. The eggs were ſo numerous, and lay ſo thick upon the ground, that the men who landed trampled on them every ſtep they took.

The company that landed conſiſted of ten of the crew, with a valiant officer at their head. While they were examining the iſland, after having ſounded the ſhores, they obſerved two white bears making towards them, one upon the ice, the other in the water. Major Buz, for that was the officer's travelling title, like Falſtaff, was always the boldeſt man over a cup of ſack, and minded killing a bear no more than killing a gnat; but ſeeing the bears approach very faſt, eſpecially that which came in the water, he ordered his men to fire while yet the enemy was at a diſtance, as he did not think it prudent to hazard the lives of his little company in cloſe fight. All pointed their muſkets, and ſome of the party obeyed orders; but the greater part, judging it ſafer to depend upon a reſerved fire, when they had ſeemingly diſ-

charged

chared their pieces, pretended to retreat. The major, who measured a full fathom in the belly, endeavoured to waddle after his companions; but being soon out of breath, and seeing the bear that came in the water had just reached the shore, he thought of nothing but falling the first sacrifice. His hair already stood an end, and looking behind him, he saw the bear at no great distance, with his nose in the air snuffing the scent. He had all the reason in the world to believe that it was him he scented, and he had scarce breath enough left to call to his men to halt. In this critical situation he unfortunately dropt his gun, and in stooping to recover it, he stumbled against a goose-nest, fell squash upon his belly into it, and almost smothered the dam upon her eggs. The old saying is, "misfortunes seldom come alone." Before he could well rise, the enraged gander came flying to the assistance of his half-smothered consort, and making a dart at the eye of the assailant, very nearly missed his mark, but discharged his fury plump upon his nose. The danger now being pressing, and the battle serious, the bear near, and the gander ready for a second attack, the men, who had not fled far, thought it high time to return to the relief of their leader. Overjoyed to see them about him, but frighted at the bear just behind him, he had forgotten the gander that was over his head, against which one of the men having levelled his piece, fired, and he fell dead at the major's feet.

feet. Now animated by the death of one enemy, he recovered his gun, and faced about to assist in the attack of the second. By this time, the bear was not more than ten yards from him, and beginning to growl, when the major was instantly seized with a laxative complaint. He dropped his accoutrements and fell back, that he might not be in the way of the party, to impede the engagement. In the hurry he was in, for in a man of such valour we must not say the fright, he was unable to unbutton his breeches; the consequences of which may be more easily conceived than decently expressed. The crew in an instant had brought down the bear, and now it was time for their leader to do something great. Having recovered his arms, and seeing the poor beast struggling on the ground, and growling out his last, like a ram in a pinfold, making a short race backwards, in order to redouble his force, he came with nine long strides forwards, and with the strength and fierceness of an enraged bull, thrust his lance full four feet deep in the dying bear's belly. "And now, (said the major, cocking his hat) have not I done for the bear bravely?" "But, captain, (said the sailors, who are always in a good humour on these occasions) you have but half done your work; you have another bear to kill yet." The major, whose situation began to be troublesome, and content with the honour he had already acquired, "My lads, (said he) as I have been the death of one bear, sure six of you may kill

kill the other." So ordering four of them to row him on board, he left the remaining ſix to kill the other bear.

During this little excurſion, they killed two bears and a ſea-horſe. The ſea-horſe made a deſperate defence, being attacked in the water; and had there been but one boat engaged in the combat, he certainly would have come off victoriouſly. The crew of the Race-horſe, having learnt that there were bears and ſea-horſes on this little ſpot, were willing to ſhare in the ſport of hunting them, as well as in the pleaſure of taſting their fleſh. They accordingly landed in their boats, and came in good time to aſſiſt in purſuing the conqueſt. It happened, however, that their ammunition being almoſt ſpent, one great bear came up to revenge the death of his fellows, and advanced ſo furiouſly, growling and barking, that he put the whole company to flight; and ſome of them, it is ſaid, had no great reaſon to laugh at the major.

On the 27th, the air being perfectly ſerene, and the weather moderate, the fiſh ſeemed to enjoy the temperature, and to expreſs it by their ſporting. The whales were ſeen ſpouting their fountains towards the ſkies, and the fin-fiſh following their example, the whole proſpect being more pleaſing and pictureſque than any they had yet beheld in this remote region. The very ice in which they were beſet looked beautiful, and put forth a thouſand glittering forms; and the tops of the mountains, which they could ſee like ſparkling

ling gems at a vaſt diſtance, had the appearance of ſo many ſilver ſtars illuminating a new firmament; but this flattering proſpect did not continue long. By an accurate obſervation, they were now in 80 deg. 47 min. north latitude, and in 21 deg. 10 min. eaſt longitude from London, this being the higheſt latitude they reached. They now directed their courſe towards the ſeven iſlands, which were then in ſight.

The next day, they had freſh eaſterly breezes, which, from moderate weather the preceeding day, changed to piercing cold. At midnight, the weſt end of Weygate Straits bore ſouth by eaſt, ſo that they were now in the very ſpot where Barents had ſuppoſed an opening would be found into the polar ſeas; yet ſo far from it, they could diſcover nothing from the maſt-head but a continued continent of ſolid ice, except the iſlands already mentioned. On this ice, however, there were many bears, ſome of which came ſo near the ſhips as to be ſhot dead with ſmall arms. Theſe bears are very good eating, eſpecially where no better is to be purchaſed, and the whalers account them as good as beef. In many parts of their body, they are muſket proof, and unleſs they are hit on the open cheſt, or on the flank, a blow with a muſket ball will hardly make them turn their backs. Some of the bears killed in theſe countries weighed from ſeven to eight hundred weight.

On the 29th, ſailing among innumerable iſlands of ice, they found the main body too ſolid

ſolid for the ſhips to make the leaſt impreſſion upon it; and finding no opening, the commodore reſolved to ſend a party, under the command of the firſt lieutenant, to examine the land, which at a diſtance appeared like a plain, diverſified with hills and mountains, and exhibited, in their ſituation, a tolerable landſcape. On trying the water, it was leſs ſalt than any ſea-water they had ever taſted; and they found likewiſe, that the ice was no other than a body of congealed freſh water.

On the 30th, the weather being clear, they ran cloſe to the main body of the ice, and the ſun continuing to ſhine, made them almoſt forget the climate they were ſailing in; but it was not long before they had reaſon for ſevere recollection. In coaſting along, they obſerved many openings, and were in hopes, from their diſtant appearance, that a paſſage might be found between them; but upon trial it was found, as the Dutch fiſhermen had foretold, that thoſe appearances were deceitful.

On the 31ſt, at midnight, the eaſternmoſt land lay in ſight; but they could not make it out to be an iſland. They rather judged it to be a continent; but found it impoſſible to determine that queſtion with certainty, as it lay beyond their reach. At nine in the morning, the Carcaſe hoiſted out her cutter, and filled her empty water-caſks with water from the ice. On this ice lie great quantities of ſnow, and as ſoon as a pit was dug, it filled

with ſome ſoft clear water, not inferior to that of many land ſprings. This day a bear came over the ice to viſit them, the firſt they had ſeen ſince they left Muffin's Iſland. They ſaluted him with a volley of ſmall arms, and he returned the compliment by turning his back upon them.

The firſt of Auguſt proved a day of trial. Lying-to among cloſe ice, with the looſe ice driving faſt to ſhore, the commodore was deſirous of ſurveying the weſternmoſt of the ſeven iſlands, which appeared the higheſt, in order to judge, from the proſpect on the hills, of the poſſibility of proceeding further on the diſcovery. With this view they carried out their ice-anchors, and made both ſhips faſt to the main body, which is a practice very common with the fiſhing ſhips that annually frequent thoſe ſeas. Of this reconnotring party were the captains, the lieutenants, one of the mathematicians, the pilots, and ſome choſen ſailors ſelected from both ſhips. They ſet out about two in the morning, and ſometimes ſailing, and ſometimes drawing their boats over the ice, they with difficulty reached the ſhore, where the firſt objects they ſaw were a herd of deer, ſo very tame, that they ſeemed as curious to gaze at the ſtrangers, as the ſtrangers were pleaſed to ſee them; for they came five or ſix together ſo near, that they might have been killed with the thruſt of a bayonet. This is a proof, that animals are not naturally afraid of man, till, by the fate of their aſſociates, they are taught the danger

ger of approaching them; a proof too, that animals are not deſtitute of reflection, otherwiſe how ſhould they conclude, that what has befallen their fellow animals will certainly happen to them, if they run the like riſque? The gentlemen, however, ſuffered only one of theſe fearleſs innocents to be fired at, and that was done by a ſailor when they were abſent on obſervation. On this iſland they gathered ſcurvy-graſs, and in many places they could perceive the ſides of the hill covered with verdure, on which theſe deer undoubtedly fed. After having aſcended the higheſt hill on the ſea-coaſt, and taken a view of the country and the ocean all round, the gentlemen deſcended, and about five in the afternoon embarked again on their return to the ſhip, at which they arrived ſafe about ten, after an abſence of twenty hours. They were greatly diſappointed by the hazineſs of the weather on the tops of the mountains, which confined the proſpect, and prevented their taking an obſervation with the inſtruments they had carried with them with that intention.

Their ſituation now began to be ſerious, and it was diſcovered too late, that by grappling to the ice, as practiſed by the Greenlandmen, they had endangered the loſs of the ſhips, the looſe ice cloſing ſo faſt about them, that they found it abſolutely impoſſible to get them diſengaged; and there was beſides great reaſon to fear, that one or both would ſoon be cruſhed to pieces. Great minds

are ever most distinguished by their expedients on the most alarming occasions. The commodore set all hands to work to form a dock in the solid ice, large enough to moor both ships; and by the alacrity with which that service was performed, the ships were preserved from the danger of immediate destruction. The ships being thus far secured, the officers, pilots, and masters, were all summoned on board the commodore, to consult on what further was to be done in their present unpromising situation, when it was unanimously agreed, that their deliverance was hopeless, and that they must either provide to winter upon the adjacent islands, or attempt to launch their boats into the open sea, which was already at a considerable distance; for the loose ice had poured into the bay, in which they were at anchor, with so much rapidity, and in such astonishing quantities, that the open sea was already far out of sight. However, before any thing further was undertaken, the men were ordered to their quarters, that they might refresh themselves with sleep. While commanders preserve their fortitude, the sailors never lose their courage. They rose in the morning with as much alacrity and unconcern, as if they had been sailing with a fine breeze in the British Channel.

On the 2d of this month, it was thought adviseable to make one desperate attempt to extricate the ships, by cutting a channel to the westward into the open sea. The scooping out the dock with so much expedition, by a party

party only of one ſhip, raiſed high expectations of what might be performed by the united labours of both the crews. No body of men ever undertook a work of ſuch difficulty with ſo much cheerfulneſs and confidence of ſucceſs as the ſailors obſerved on this occaſion. Their ice-ſaws, axes, ſledges, poles, and the whole group of ſea-tools, were in an inſtant all employed in facilitating the work; but after cutting through blocks of ſolid ice from eight to fifteen feet deep, and coming to others of many fathoms, that exceeded the powers of man to ſeparate, the attempt was laid aſide as hopeleſs, and another more promiſing, though not leſs laborious, was adopted in its room.

The next day, after the men had again refreſhed themſelves with ſleep, it was reſolved to fit up the boats belonging to both the ſhips with ſuch coverings as were moſt eaſily to be accommodated, and of lighteſt conveyance, and by ſkaiting them over the ice, endeavour to launch them in the open ſea. Could this be effected, they hoped, that by ſailing and rowing to the northernmoſt harbour of Spitſbergen, they might arrive at that iſland before the departure of the laſt ſhips belonging to the fiſhery for Europe. While the boats were getting ready for this expedition, a ſecond party were diſpatched to the iſland, with orders to take the diſtance as exact as it was poſſible to the neareſt open ſea. As all the people belonging to the ſhips were not to be engaged in theſe ſervices, thoſe who were un-

employed diverted themſelves in hunting and killing the bears, which now, attracted perhaps by the ſavoury ſmell of the proviſions dreſſed on board the ſhips, came every day over the ice to repeat their viſits. Several of theſe were killed occaſionally, and this day they fought a ſea-horſe, in which engagement the ſecond lieutenant of the Carcaſe ſignalized his courage in a moſt deſperate rencountre; in which, however, though his life had like to have paid for it, he at laſt fortunately ſucceeded.

The pilots, who had been ſent to make obſervations on the iſlands already mentioned, made their report, that the neareſt water they had ſeen was about ten leagues to the weſtward; that in their paſſage they had met with great numbers of ſpars or pine-trees, floating about the iſland, ſome of them of conſiderable ſize, with the bark rotted off, and the bodies much worm-eaten; that there was neither tree nor ſhrub to be ſeen growing on any of the ſeven iſlands, nor upon any land they had yet diſcovered in that latitude, nor for ten degrees further ſouth, and that the trees they had ſeen muſt therefore have come from a great diſtance. Though there is nothing new in this obſervation, the like being annually obſerved by all the navigators who frequent thoſe ſeas in the ſummer, and who collect their wood from thoſe drifts, yet the country from whence they proceed has hitherto been thought a myſtery; but it being now certain, that many of the great rivers

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that flow through the northernmoſt parts of Ruſſia, empty themſelves into this ſea, and that there is an open communication throughout the different parts of it at different ſeaſons of the year, there ſeems very little reaſon to doubt, but that thoſe trees are torn up by the land floods, and are precipitated into the ſea by the rapidity of the ſtreams. It has, indeed, been objected, that all the wood that is found floating in this manner about the iſlands in high latitudes, is all of it barked and worm-eaten; and that, if theſe trees were torn up and precipitated into the ſea in the manner above ſuppoſed, ſome of it would appear ſound and unbarked, as in its firſt ſtate. To this it may be anſwered, that were the courſe of the tides to run as conſtantly to the northward, as the courſe of the rivers runs into the ſea, this objection would be unanſwerable. The very reverſe is known to be the fact, as neither the winds nor the tides tend to the northward for any conſiderable part of the year; ſo that, from the time theſe trees enter the ocean, it muſt, in the ordinary courſe of things, be many ages before they can reach the latitudes in which they are now found. Becauſe, if they be driven northwards by the ſtrength of a ſtorm from the ſouth, they will be driven in another direction by the next ſtorm that happens from another quarter; and all the time the ſtorm continues, they will be driven to and fro by the tides, which ſeldom ſet long to the north: therefore, being in continual motion for ages, or being caſt upon

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the ſhore by tempeſts, or high tides, and lying there expoſed to the air till tempeſts or high tides return them again to the ocean, they will, in a long progreſſion of time, be reduced to the ſtate in which they are conſtantly found.

The ice continued to ſurround them on the 5th, and appeared to grow more ſolid and fixed. Thoſe who till now had retained hopes, that the ſouth-eaſt wind would again diſunite its ſubſtance, and open a paſſage for their deliverance, began to deſpair, as the wind had blown for twenty-four hours from that quarter, from which alone they could have relief, and not the leaſt alteration to be perceived. The men, however, were as joyous as ever, and ſhewed not the leaſt concern about the danger of their ſituation. Early in the morning, the man at the maſt-head of the Carcaſe gave notice, that three bears were making their way very faſt over the ice, and that they were directing their courſe towards the ſhip. They had undoubtedly been invited by the ſcent of the blubber of the ſea-horſe killed a few days before, which the men had ſet on fire, and which was burning on the ice at the time of their approach. They proved to be a ſhe-bear and her two cubs; but the cubs were nearly as large as the dam. They ran eagerly to the fire, and drew out from the flames part of the fleſh of the ſea-horſe that remained unconſumed, and eat it voraciouſly. The crew of the ſhip, by way of diverſion, threw great lumps of the fleſh of the ſea-

horſe,

horſe, which they had ſtill leſt, out upon the ice, which the old bear fetched away ſingly, laid each lump before her cubs as ſhe brought it, and dividing it, gave each a ſhare, reſerving but a ſmall portion to herſelf. As ſhe was fetching away the laſt piece they had to beſtow, they levelled their muſkets at the cubs, and ſhot them both dead; and they alſo wounded the dam in her retreat, but not mortally. It would have drawn tears of pity from any but unfeeling minds, to ſee the affectionate concern expreſſed by this poor beaſt, in the dying moments of her expiring young. Though ſhe was ſorely wounded, and could but juſt crawl to the place where they lay, ſhe took the lump of fleſh ſhe had carried away, as ſhe had done the others before, tore it in pieces, and laid it down before them. When ſhe ſaw they refuſed to eat, ſhe laid her paws firſt upon one, and then upon the other, and endeavoured to raiſe them up. All this time it was pitiful to hear her moan. When ſhe found ſhe could not ſtir them, ſhe went off, and when ſhe had got at ſome diſtance ſhe looked back and moaned; and that not availing her to entice them away, ſhe returned, and ſmelling round them, began to lick their wounds. She went off a ſecond time, as before, and having crawled a few paces, looked again behind her, and for ſome time ſtood moaning. Still her cubs not riſing to follow her, ſhe returned to them again, and with ſigns of inexpreſſible fondneſs, went round them, pawing them, and moaning.

Finding

Finding at laſt that they were cold and lifeleſs, ſhe raiſed her head towards the ſhip, and, like Caliban in the Tempeſt, growled a curſe upon the murderers, which they returned with a volley of muſket balls. She fell between her cubs, and died licking their wounds. If what is related by a voyager of credit in the laſt century be true, the filial fondneſs of theſe animals is no leſs remarkable than the maternal. "The young ones (ſays he) keep conſtantly cloſe to the old ones. We obſerved, that two young ones and an old one would not leave one another; for if one ran away, it turned back again immediately, as ſoon as it heard the others in danger, as if it would come to help them. The old one ran to the young one, and the young one to the old one; and rather than they would leave one another, they would ſuffer themſelves to be all killed."

On the 6th of Auguſt, they diſcovered that the drift of the ſhip, with the whole body of ice, inclined faſt to the eaſtward, and that they were already embayed in the midſt of the ſeven iſlands. They therefore ſent off the pilots of both ſhips with a party of ſailors, to the northernmoſt iſland, to ſee what diſcoveries could be made from the promontories there. They returned at night, after a fatiguing journey, with a diſmal account, that nothing was to be ſeen from thence but a vaſt continent of ice, of which there was no end; and that the thought of wintering in ſuch a ſituation,

situation, was more dreadful than that of perishing by an instant death.

On the 7th, the boats were all brought in readiness on the ice, fitted with weather-cloths about thirteen inches above the gunwhale, in order to keep off the cold as much as possible, if by good fortune they should be enabled to launch them in an open sea. The day was employed chiefly in boiling provisions to put in the boats for the intended voyage; in delivering out bags to the men to carry their bread, and in packing up such necessaries as every one could take along with him; for now every man was to be his own porter, the necessary provisions and liquors being found load enough for the boats, and twenty-five days bread load enough for each man. This being settled, when night came on, they were all ordered on board to sleep, in order to prepare them for the fatigues of the next day.

The next day, at six in the morning, all hands were ordered to turn out, and a detachment of fifty men from each ship, headed by their respective officers, were appointed to begin the hard task of hauling the launces along the ice. The bravest and gallantest actions performed in war do not so strikingly mark the true character of a sea commander, as the readiness and alacrity with which his orders are obeyed in times of imminent danger. Every one now strove who should have the honour to be listed in the band of haulers, of whom the Commodore took the direction, leaving Capt. Lutwych to take care of both the

the ſhips, that if any favourable turn ſhould happen in the diſpoſition of the ice, he might make uſe of the remaining part of both the crews to improve it. Upon a general conſultation of officers, previous to this undertaking, it had been agreed, and an order iſſued accordingly, that no perſon on board, of whatever rank, ſhould encumber himſelf with more cloaths than what he wore on his back. Upon this occaſion, therefore, the officers dreſſed themſelves in flannels, and the common men put on the cloaths the officers had thrown off. It was truly laughable to ſee theſe motley bands yoked in their new harneſs; and, to ſay the truth, there was not one ſolemn face among the two companies. That headed by the Commodore drew ſtoutly for the honour of their leader, and that headed by their lieutenants had their muſic to play to them, that they might dance it away, and keep pace with their commander in chief. Indeed, the officers who headed them were deſervedly beloved as well as their commanders, particularly Lieut. Beard, whoſe ſteady and uniform conduct in times of the greateſt danger cannot be ſufficiently admired and applauded. Neither ſwayed by paſſion, nor diſconcerted by the ſudden embarraſſments that often intervened, his conduct was always calm, and his orders reſolute. He never was heard, during the whole voyage, on the moſt preſſing emergencies, to enforce his commands with an oath, or to call a ſailor by any other than his uſual name; and ſo ſenſible were

they of his manly behaviour, that, when the ſhip was paid off at Deptford, they were only prevented by his moſt earneſt requeſt from ſtripping themſelves to their ſhirts, to cover the ſtreets with their cloaths, that, in getting to his coach, he might not tread in the dirt. This evidently evinces, that the Britiſh tars in general do not ſtand in need of that ſevere diſcipline, which ſome make a plea of in defence of their tyranny.

After the utmoſt efforts of human nature exerted for ſix hours, they had only proceeded a ſingle mile; and now it was time for them to dine, and recruit their almoſt exhauſted ſpirits. As the commodore had laboured with them, it was in character that he ſhould dine with them alſo; and an accident happened that made it neceſſary for him ſo to do. The cook and his mates, who were bringing the commodore and the officers their dinners under covers, to keep out the cold after coming from a warm fire-ſide, had made a little too free with the brandy-bottle before they ſet out, and before they had gotten half way to the launches, the liquor began to operate. The cooks were ſometimes very near boarding each other, ſometimes hauled off, and ſometimes ſteered right a-head. At length, coming to a chaſm or parting of the ice, which they were obliged to leap, down came the maſter cook with diſh, cover, meat, and all; and what was ſtill worſe, though it was not then thought of much value, the commodore's common ſervice of plate, which the cook car-

ried for the officers to dine on, fell into the chasm, and instantly sunk to the bottom. This accident brought the cook a little to himself, and he stood pausing, whether he should jump down the gulf after the plate, or proceed to the commodore, make his apology, and beg mercy. His mates persuaded him to the latter, as the commodore was a kind-hearted gemman, and would never take a man's life away for a slip on the ice. Besides, said they, it was a great jump for a fat man, and commodore, they were sure, had rather lose all the plate in the great cabin than lose cookie. Comforted a little by this speech, the cook proceeded; but let his mates go on first with what remained, to carry the tidings of what had befallen the rest. When the commodore had heard the story, he judged how it was with them all. "But where is the cook?" said he to the mates. "He's crying behind, an please your honour." In the mean time the cook came up. "Cook, (said the commodore) bring me your dinner: I will dine to day with my comrades." "My dinner! ay, a pound of the flesh next my heart, if your honour likes it." The readiness of the reply shewed the sincerity of the cook's good-will, and pleased the commodore better than a feast upon turtle. He dismissed him with a smile, and partook with the officers of what was left, and they made up their dinners with a mess from the common men. This conduct raised the commodore much in the opinion of his people.

Word

Word was brought, juſt as they were beginning to renew their labour, that the whole body of ice had changed its ſituation, and was moving to the weſtward; that the ſhips were both afloat, and that the ice was parting. The joy which this news diffuſed through the two companies of haulers is eaſier to be conceived than expreſſed. They inſtantly ſhook off their harneſs, ran to aſſiſt in working the ſhips, and once more to reſume their proper employments. When they arrived at the ſhips, Capt. Lutwych, who was no leſs beloved by his men than the commodore, had by his example and judicious directions done wonders. Both ſhips were not only afloat, with their ſails ſet, but actually cut and warped through the ice near half a mile. This ray of hope, however, was ſoon darkened; the body of ice ſuddenly aſſumed its former direction to the eaſtward, and cloſed upon them again as faſt as ever. While the ſhips remained in the ice-dock, they were laſhed together for their greater ſecurity; but now being launched and afloat, the ice preſſed upon them with ſuch weight, that it was every moment expected the hauſer that held them together would break. Orders were therefore given, that the ſhips ſhould be releaſed by ſlackening the hawſer.

The drift continued eaſtward till two in the morning, and all that time the ſhips were in danger of being cruſhed by the cloſing of the channel in which they rode. They had now drifted two miles to the eaſtward, the men

were worn out with fatigue in defending the ſhips with their ice-poles from being ingulfed, and now nothing but ſcenes of horror and perdition appeared before their eyes, But the Omnipotent, in the very moment, when every hope of deliverance from their own united endeavours had relinquiſhed them, interpoſed in their favour, and cauſed the winds to blow, and the ice to part in an aſtoniſhing manner, rending and cracking with a tremendous noiſe, ſurpaſſing that of the loudeſt thunder. At this very inſtant, the whole continent of ice, which before was extended beyond the reach of ſight from the higheſt mountains, moved together in various directions, ſplitting and dividing into vaſt bodies, and forming hills and plains of various directions. All hearts were now again revived, and the proſpect of being once more releaſed from the frozen chains of the north, inſpired the men with freſh vigour. Every officer and every idler on board now laboured for life. The ſails were all ſpread, that the ſhip might have the full advantage of the breeze to force them through the channels that were already opened, and to help them, like wedges, to rend the clifts that were but juſt opening.

During the time the greater part of the crews were employed in warping the ſhips with ice-anchors, axes, ſaws, and poles, a party from both ſhips were diſpatched to launch the boats, which was no eaſy taſk to accompliſh. The ice, though ſplit in many thouſand pieces, was yet frozen like an iſland round

round the launches; and though it was of no great extent, yet the boats were of a weight hardly to be moved by the ſmall force that could be ſpared to launch them. They were, beſides, by the driving of the ice, at more than five miles diſtance from the ſhips, and at this time no channel of communication was yet opened. Providence, however, was manifeſt even on this occaſion; for the iſlands on which the launches ſtood parted while the men were hauling them, and by that lucky circumſtance they were launched with great facility, without the loſs of a man, though the ice cracked, as it were, under their feet. The people on board had not been able to force their way with the ſhips much more than a mile, when the party in the launches joined them; and now, ſeveral bears, excited by what curioſity or inſtinct is not eaſy to determine, came poſting over the ice to be ſpectators of their departure; and advanced ſo near the ſhips that they might have been eaſily maſtered, had not the men been engaged in buſineſs of a more ſerious nature.

The ice ſeemed to open as faſt as it had before cloſed, when the wind blew weſterly, and from the north: a ſtrong preſumptive proof of land to the eaſtward, which ſtopping the current of looſe ice in driving from the north and weſt, cloſes it in courſe, and renders it compact. On the contrary, when the wind blows off the land, and the current ſets to the ſea, the looſe ice being no longer oppoſed, diſperſes itſelf again in the ocean, where it again

floats, till the ſame cauſe produces the ſame effect. If therefore the land, which our voyagers ſaw on the 30th, and which they could not determine with certainty to be an iſland, ſhould, upon ſome future occaſion, be diſcovered to be a continent, then the cloſing of the looſe ice ſo ſuddenly about the ſeven iſlands, and its crowding one piece upon another to a great height, when violently agitated by tempeſts from the north or weſt, will be accounted for fully and naturally.

About two in the morning of the 10th, the fog being thick, and the weather calm, and the men very much fatigued, they were ordered to their quarters, to refreſh themſelves with ſleep. It was likewiſe very cold, and much rain fell; and as the wind was variable, they could make but little progreſs. The ice, in the morning early, ſeemed rather to cloſe upon them than to divide; and being apprehenſive for their boats, they attempted to hoiſt their launches on board; but that belonging to the Carcaſe, being either too unwieldy, or the men too much fatigued to effect it, they ſlung her to the ſhip's ſide. About eight the breeze ſprung up freſh from the north-eaſt, when it was exceedingly cold; but it opened the ice to the weſtward. They then made all the ſail they could, driving with the looſening ice, and parting it wherever it was moveable with their whole force. Towards noon, they loſt ſight of the ſeven iſlands, and in a very little time after, Spitſbergen

bergen was ſeen from the maſt head, which gave them inexpreſſible joy.

The next day, the men, who had been much diſpirited with hard labour, cold, and watching, having now a proſpect of ſpeedy deliverance, and ſeeing the ice no longer adhere in immoveable bodies, began, after a little refreſhment, to reſume their uſual cheerfulneſs. They had not, till the ſecond cloſing of the ice, after the attempt to dig a paſſage through it had proved ineffectual, and the hauling the launches had been tried with little better ſucceſs, diſcovered the leaſt deſpondency; but when they had exerted their utmoſt efforts, and Providence, which at firſt ſeemed to ſecond their endeavours, appeared to have forſaken them; when their pilots had filled their minds with the terrors of their ſituation, and their officers had given the ſhips and their moſt valuable effects over for loſt, the men then began to reflect on the hardſhips they were likely to ſuffer, and to be impreſſed with the ſenſe of their common danger. Their apprehenſions, however, were but temporary, and the moment they were releaſed from their icy priſon, and were within ſight of a clear ſea, their ſorrow was changed to mirth, and their melancholy to rejoicing. Feſtivity and jollity took place of abſtinence and gloomy apprehenſions, and before they arrived at Spitſbergen, every countenance was brightened with gleams of ſatisfaction.

They had now time to admire the ice that had parted from the main body; and as it no longer

longer obſtructed their courſe, the various ſhapes in which the broken fragments appeared were indeed very curious and amuſing. One remarkable piece deſcribed a magnificent arch ſo large and completely formed, that a ſloop of conſiderable burden might have ſailed through it without lowering her maſts; another repreſented a church with windows, and pillars, and domes; and a third, a table with icicles hanging round it like the fringes of a damaſk cloth. A fertile imagination might have here found entertainment enough; for the ſimilitude of all that art or nature ever yet produced might here be imagined.

They cleared the ice on the 12th, and bore away with all ſails ſet for the harbour of Smearingburg, in which they had before caſt anchor. At two in the afternoon they anchored in North Bay, and at half paſt nine came to an anchor in their former ſtation, where they found four Dutch Greenlandmen lying in readineſs to depart. The Dutchmen acquainted the commodore, that all the Engliſh fiſhing ſhips ſet ſail on the 10th of July, the day to which they are obliged by contract to ſtay, to entitle their owners to receive the bounty-money allowed by parliament for the encouragement of that fiſhery. About the ſame time, the greater part of the Dutch ſet ſail likewiſe from Spitſbergen on their voyage home; but it is a practice with theſe laſt, to take it by turns to wait till the ſeverity of the weather obliges them to leave the coaſt, in order to pick up ſuch men as may by acci-

dent have loſt their ſhips in the ice, and who, notwithſtanding, may have had the good fortune to ſave their lives by means of their boats. This is a very humane inſtitution, and does credit to the Dutch government. The turn of waiting at Spitſbergen falls annually to the lot of about five Dutch ſhips, who are obliged to ſend out their boats daily in ſearch of their unfortunate fellow-ſubjects. Some of theſe boats have themſelves ſuffered ſeverely, and have been detained ſeven or eight days by ſevere weather in theſe excurſions.

As ſoon as they arrived at Smearingburg Harbour, the day proving fine, the commodore ordered a tent to be raiſed on the lower point to the ſouth-weſt, where there was a level plain for the ſpace of two miles, and where all the mathematical apparatus were again taken on ſhore for a ſecond trial. The ovens were alſo taken on ſhore, and a conſiderable quantity of good ſoft bread was baked for the refreſhment of the men. Hacluit's Headland is an iſland on the north-weſt point of Spitſbergen, about fifteen miles in circumference, on which is found plenty of ſcurvy-graſs; and in the vallies, ſome of which extend from two to three miles, there is plenty of other graſs in ſummer, on which the deer are ſuppoſed to feed.

The people were now fully employed in overhauling the rigging, tarring the ſhip's ſides, taking in water, paying and ſecuring the maſts, and in preparing the ſhips for purſuing their voyage upon diſcovery, or, if that

was

was found impracticable, for returning to England.

Vast pieces of broken ice, supposed to have fallen from the icebergs, came floating into harbour on the 17th. When these pieces, which are undermined by the continual agitation of the sea in stormy weather, lose their support, they tumble with a crack that surpasses the loudest thunder; but they were told, that no other thunder was ever heard in that latitude.

It may not be amiss here to observe, that the activity and enterprising spirit of the Russians begin to manifest themselves every where; and it is not improbable, but that the maritime powers may one day or other have cause to repent their emulation in contributing to aggrandise the naval power of that rising people. The dominions of the Russian empire are situated to command the trade of the universe: they have erected a yard for building ships at Kamtschatska, to improve their discoveries from that quarter, and to open a trade from thence to China. They have attempted to settle colonies, as our voyagers were told, on the southernmost districts of Spitsbergen; and that those of the new settlers, who survived the first winter, were preparing to encounter the rigour of the climate in a second. This could only be done by way of experiment, to try if a settlement were practicable, and criminals only were devoted to make that experiment.

Our

Our journaliſts made ſeveral excurſions to the adjoining iſlands, during the ſix days they anchored here, to make obſervations, take in water, refreſh the men, and refit. Here the birds appeared in aſtoniſhing numbers, it being the ſeaſon for bringing forth their young, and teaching them to fly and to dive. Of all the birds that breed in theſe iſlands, the burgermaſter is the largeſt and the moſt ravenous. He is ſo called by the Dutch from his ſize and authority, as he holds all the other birds in ſubjection. His bill is long and crooked, rather like that of the ſtork than that of the hawk, and is of a yellow colour. He has a red ring about his eyes, is web-footed, but has only three claws on each foot. His wings are of a beautiful pearl colour, edged with white; his back a ſilver grey, his body white as ſnow, and his tail of the ſame colour, which he ſpreads like a fan when he flies. He builds his neſt very high in the rocks, inacceſſible either to bears or foxes. He preys upon all the other birds, and eats the carrion of fiſh or fleſh, or whatever comes in his way. His cry is horrible, and when he ſcreams, the mallemuch, a bird as large as a duck, is ſo much intimidated, that he will ſink down, and ſuffer him to devour him without oppoſition. Our journaliſts found it very dangerous to purſue his way over the hills and precipices in this rugged country. The clefts on the mountains are, like thoſe in the ice, frequently impaſſable; but they are abundantly more hazardous, being ſometimes concealed

cealed under the ſnow, ſo that a traveller is engulfed before he be aware. Many have been entombed in theſe clefts, and periſhed in the hearing of their companions, without a poſſibility of relief. To a contemplative mind, however, even the deformities of nature are not unpleaſing, the wiſdom of the Creator being manifeſtly diſplayed in the minuteſt part of his creation.

The ſhips unmoored on the 19th, and the next day cleared the harbour. On the 22d they found themſelves in 80 deg. 14 min. north latitude, and in 5 deg. 44 min. eaſt longitude. On the 11th of September, being then in 57 deg. 44. min. north, at ten at night, the wind all at once veered to the ſouthward, and a ſtrong gale with a great ſea came on, when the ſhips parted, and never more came in ſight till they met off Harwich, on the Engliſh coaſt. When the gale came on, the commodore's lights not appearing, the Carcaſe fired a ſix pounder; but the fire not being returned by the Racehorſe, it was concluded, that the commodore was at too great a diſtance to hear the ſignal. At four in the morning, the gale encreaſing, the Carcaſe made every preparation to withſtand the threatening ſtorm. On the 12th, at midnight, the hurricane was ſo violent, that the ſea made a free paſſage over the ſhip. All the proviſions and caſks that were laſhed on the deck were waſhed overboard. Two pumps were continually kept going; and at four in the morning, they ſhipped ſuch heavy

ſeas, as waſhed over-board all the ſpars and bombs that had been, with all poſſible care, ſecured on the deck. We had now no ſight of the commodore, and we were under great apprehenſions for his ſafety, as his veſſel laboured much more than the Carcaſe. At this time, one of the mates, the carpenter, and a foremaſt man, were waſhed over-board. The ſtorm, however, at laſt abated, though the weather was at intervals foggy, rainy, and ſqually. We ſhall paſs over the account given of this voyage, from the preſent time till the 26th, when the Carcaſe arrived at Harwich, and, to their great joy and ſurpriſe, found the Racehorſe at anchor there. Capt. Lutwyche then waited on the commodore, from whom he learnt, that in the ſtorm they had all their boats waſhed overboard, and, in order to eaſe the ſhip, they had been obliged to throw over-board all their guns but two. Both ſhips ſailed from hence on the 27th, and on the 30th came to an anchor at Deptford.

Thus ended a voyage, which ſeems to have determined the queſtion ſo much agitated concerning the navigation to the north pole, and proved what Capt. Wood had before aſſerted, that no paſſage would ever be found practicable in that direction. From the quantities of ice, which that navigator met with in 76 degrees of north latitude, he indeed concluded erroneouſly, that the 80th degree would bound the paſſage towards the pole; and that from thence the polar region was either a continued continent of ſolid ice, or that land filled up the intermediate ſpace. It

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has been found, however, that those seas are navigable as far as between the eighty-first and eighty-second degrees of latitude; and it may possibly happen, that in some future years they may be found navigable a degree or two further; but it may with certainty be concluded, that the purposes of commerce can never be answered by a course under the pole.

It is an indisputable fact, that the north sea communicates with the eastern sea, and that the passage to China and Japan may be performed with difficulty by a north-east course, by watching the opportunity, when a few days in the year the north sea may be open; but who would think of exposing a ship's company to the hazard of being frozen to death in a tedious, uncertain, and dangerous passage, when a safe, certain, and more speedy passage lies open before them at all times?

When we consider the discoveries made by Behring to the east of Japan, and the continent he there met with, there seems reason to believe, that the land seen by Commodore Phipps, to the eastward of the seven islands, might be a continuation of that continent. In that case, it is not improbable, that either that continent may join to the western part of America, or that it may extend southward, and form a part of that continent so much sought after in the southern hemisphere. A small premium of two or three thousand pounds secured by parliament, to be paid to the

the owner or owners of any Greenland fishing ship, that should be fortunate enough to discover such a continent to the eastward or northward of the seven islands, might possibly have a better effect, than many expensive expeditions fitted out solely for the purpose of such discoveries. This, by a trading nation, would surely be well bestowed, were it only to improve the science of geography. It is indeed true, that the reward secured by parliament for the discovery of a north-west passage has not yet been attended with that success, with which the promoters of the bill had flattered themselves and the public.

Though the Hudson's Bay company were bound by their charter to further and promote the discovery, yet they were generally suspected, from interested motives, to oppose and discourage every attempt to accomplish it. Capt. Middleton, who was sent, in 1740, in a king's ship upon that service, returning without success, was publicly charged with having received a bribe of five thousand pounds to defeat the undertaking, and by his reports to discourage any further attempts in pursuit of it. This charge was strongly supported, and generally credited. Mr. Dobbs, by whose interest Capt. Middleton had been employed, had the address to prevail with the then ministry, to preclude any future scheme of private corruption, by promoting the public reward afterwards voted by parliament.

On the whole, there is great reason to conclude, from what has been said in this volume of a north-east passage, is likewise true of a passage by the north-west; that it most certainly exists, but will never be found practicable for mercantile purposes. Notwithstanding the many unsuccessful attempts that have been made, the return of the blessings of peace have again revived the spirit of discovery; and at this instant a subscription is said to be going forward among some men of large fortune, for raising a sum of sixteen thousand pounds, to fit up a ship for a voyage of science to the South Seas and round the world. Some of the principal of the literati are engaged, in order that observations and experiments may be made in every branch of human knowledge. It is to include an attempt to reach the north pole. A party by land, for the sake of observations, are to cross the whole continent of North America, to meet the ship at Port Sir Francis Drake, to the north of California. Sir Joseph Banks and Dr. Heberden are in the subscription, and Dr. Priestley is to make the voyage. Lord Shelburne offers to be at the expence of sending a naturalist by land to Kamtschatska, to meet the ship there also. A settlement is to be made, and left at New Zealand, merely for the purpose of cultivating and making experiments on the New Zealand hemp, and other curious plants, which may be examined by residing two or three years there.

ADDEN-

ADDENDA.

Narrative of the Loſs of the GROSVENOR EAST-INDIAMAN.

OF the crew of this ſhip, only four have yet returned to England, to give the melancholy account of her loſs, and the ſtill more melancholy fate of the paſſengers, officers, and people. Theſe four men, Robert Price, Thomas Lewis, John Warmington, and Barney Larcy, arrived at the Eaſt-India Houſe in the month of July laſt, and have furniſhed the public with the following melancholy truths.

The Groſvenor ſailed from Trincomale on the 13th of June, 1782, and ſaw no land after leaving Ceylon, till the unfortunate fourth of Auguſt. The maſt was faulty before they left Trincomale, and they met with a hard gale of wind after leaving that port. The wind having freſhened, and blowing hard in ſqualls, one of the ſeamen was ſent aloft to get down the foretop-gallant yard, when he thought he ſaw the land, and came down to report it; but he was ſent up again, as they would not believe him.

After the watch was relieved, at four in the afternoon, this ſeaman, having been de-

tained in getting down the top-gallant-yard, and coming from aloft about half paſt four, he plainly ſaw land from the deck; but the third mate, who had relieved the ſecond, the chief mate being ſick, would not believe it, ſaying it was only the reflection of the ſky, and would not put the ſhip's head off too ſea. On this the quarter-maſter went and acquainted the captain, who came out, and wore ſhip immediately; but in wearing ſhe ſtruck, and they had juſt time only to call all hands once. The wind very ſoon ſhifted, and came off ſhore, when they hoiſted up the fore-topſail, and endeavoured to back off; but they only twiſted the ſhip's head off ſhore, and her ſtern upon the rocks. The water gained upon them very faſt, and the ſhip was ſoon full, when they cut away the maſts. The main-maſt went preſently, and drove on ſhore, when the Caffrees clambered upon it to get the iron and copper. The foremaſt was ſome time before it went, and they could not clear it of the ſhip's ſide, as ſhe remained with her head off ſhore, till ſhe went to pieces, the ſea breaking without her.

They hoiſted out the yawl; but ſhe was ſtove immediately. They then made a raft; but the ſeven-inch hawſer, by which it was made faſt, ſoon broke, and the raft drove on ſhore with four men on it; three of whom were drowned, but the other got ſafe to land. As ſoon as the ſhip was loſt, two Laſcars ſwam aſhore with a lead-line, and made a hauſer faſt to a large rock on the ſhore. They then

then hove the hauſer tort, and many of the ſailors got on ſhore by that means; but the quarter-maſter, and eight ſeamen, were drowned, owing to the hauſer ſlackening.

All the crew, excepting fifteen, reached the ſhore; but Robert Price, a boy, one of the four who reached England, was forced off the hauſer, and his head daſhed againſt the rock by a violent ſea. The cut he received, of which the mark ſtill remains, was ſo bad, that he was not able to help himſelf; and he would have been drowned, had not another ſeaman taken hold of his hair, and pulled him out of the ſea, while others aſſiſted to draw him up by the arms.

About noon the next day, the ſhip parted by the fore-chains, and ſoon after by the main-chains, at which inſtant almoſt an hundred perſons were on board. As the ſhip lay down very much, they got the ladies, who were paſſengers, out at the ſtarboard-quarter gallery, the people ſtanding on the ſtarboard ſide of the ſhip. When ſhe parted, the ſide ſunk down with them into the ſea with them all upon it, and floated into ſhallow water. Here the ſailors helped the ladies and children on ſhore, the body of the wreck breaking off the ſwell. Capt. Talbot, of the navy, who was a paſſenger, and ſome others, came aſhore on the fore part of the ſhip.

They made a tent of the mizen top-ſail for the ladies, &c. on the flattiſh part of the rock, where they found plenty of freſh water guſhing out from ſeveral crevices.

The

The ſhip was loſt juſt to the northward of a rocky point, where was a high ſurf. A little to the northward was a ſandy bite, where was a creek, into which many things drove, particularly a caſk of wine, and one of their ſows, which was killed againſt the rock. Plenty of timber from the wreck, as well as bombs and ſails, were caſt on ſhore, ſufficient to have built and fitted ſome veſſels, nor were the proper tools wanting. Plenty of beef and pork came on ſhore; but they took proviſion only for about eight or nine days, that being as much as they could carry. Of theſe, and of what cloaths they could pick up, the ſhip's ſteward made a proper diſtribution.

It was on Sunday morning the ſhip was loſt, and on Wedneſday morning they ſet out to travel to the Cape, the captain ſaying, that they would get there in ſixteen or ſeventeen days at fartheſt, but he hoped in ten days. All their arms were five or ſix cutlaſſes. Plenty of fire-arms were indeed caſt on ſhore, but they had neither powder nor ſhot. While they remained by the wreck, the natives offered no violence, but ſtole what they liked, and ran away.

When they ſet out, the chief mate was carried, he being ſick; the ſecond mate led the van, Capt. Coxon in the rear, and the ladies in the center. As ſoon as they marched, the natives threw ſtones, and hove their lances at them; but what miſchief they did, is not mentioned. They travelled along the tops of

cliffs,

cliffs, never far from the coaſt, and generally in ſight of the ſea.

About three or four days after leaving the wreck, the captain, going up a very high hill, took a lance from one of the natives. There was no village then in ſight; but he ſoon brought out many more natives armed with lances and targets. The captain put the ladies, and thoſe who were unable to do any thing upon a riſing ground with the baggage, and then attacked the natives and routed them.

They marched on, and met ſome other natives, from whom they got ſome ſweet potatoes for buttons. After travelling ſome way, it began to rain a little, on which they made a fire of graſs and tufts, there being no buſhes near.

After reſting a little, they went on, and took up their lodging for the night under ſome buſhes at the top of a hill, with a running ſtream of freſh water in the hollow beneath.

The doctor was now taken ill, and would not move; ſo that they were obliged to leave him to the mercy of the barbarous natives, who plundered theſe unhappy travellers on every occaſion, and pelted them with ſtones. At night they came to a ſalt-water river, and gathered wood to make a fire, but they could not ſtrike a light. One of the Laſcars, however, ſeeing a light on the other ſide of the river, ſwam over, and lighted a ſtick at a Caffree hut, where he ſaw no people, but ſwam

back

back over the river, and lighted a fire. As they had now no water, Col. James advised them to dig in the sand, which they did, and got water.

In the morning, the ladies waded over the river breast high, supported by the sailors, who carried over the children. This was about a week after leaving the wreck. After crossing the river, the Lascars left them first, and then some of the people set out, straggling, leaving the captain and ladies behind. The captain was not sick, but quite disheartened when they parted, though their provisions were not [illegible] expended. These four men could give no [illegible] count of the captain nor ladies after they parted, which was about ten days after the wreck. They say, that the natives never offered to carry away any of the ladies, nor offered them any injury, except taking their rings, or such like. There remained with the captain, when these people left him, twenty-five persons, officers and private men, twelve passengers, of which three were ladies, and five children, three misses and two masters, besides seven black servants.

The same day that they parted from the captain and ladies, they again came up with the Lascars in a small wood. A party of them went inland, and were three days out of sight of the sea, and four days without meeting with any inhabitants, though they saw some old huts, and many wild beasts, elephants, tygers, &c. but being distressed for provisions, they returned to the coast, where they

fed

fed on ſhell-fiſh, and fared pretty well, when they came up with a dead whale, of which they ſaw three or four. They did not eat of the firſt or ſecond, having no knife, but made a ſhift afterwards to cut it with a ſpikenail, till Warmington found a knife in a boat upſet on the ſhore.

In about three weeks or a month after parting with the captain and ladies, they came into a ſandy country; but by this time they were ſeparated into ſmall parties, which daily decreaſed by deaths, brought on by fatigue and famine.

We muſt, therefore, now confine ourſelves to the account given by Larey of his party.

After coming into the ſandy country, they ſaw no natives. This country conſiſts of ſand-hills, which were ſo looſe that they could not go over them, and could only travel at low water, where the ſea ebbed and made it hard. They found rocks ſcattered on the ſhore in many places, and one rocky part to the ſea, which they could only paſs at low water, at which time they luckily came to it.

At this rocky place they ſaw ſome pieces of wood with nails in it, and afterwards a Dutch boat caſt on the ſhore. A little before they came to Great Viſch river, which was in ſight from a riſing ground, they paſſed a little gulley, where they were called to by Paddy Burne, Mr. Lillburne, Thomas Lewis, and Squires, who had reached that place; but the carpenter was dead, and had been there buried.

This

This river is very broad at high water, and like a ſea, but very narrow when the tide is out; and De Larſo was almoſt drowned by the eddy tide in ſwimming acroſs. The others paſſed in catamarans made of rattan wood and ſtumps of trees, which were brought down by the river, and thrown upon the ſhore. Theſe they tied with their handkerchiefs, and the roots that grew on the ſand twiſted together. When they got on the other ſide of the river, they found a porpoiſe left among the rocks. De Larſo caught hold of its tail, when it ſplaſhed him all over; but he at laſt ſtruck it with a little knife and killed it.

They continued their journey, having ſtopped at a freſh-water creek, till they came to a pond where they found more freſh water, and there ſtopped again. They afterwards came to a great bay in the ſandy country, when five of the party only remained together, and one of them here died. They buried him, ſaid prayers over him, and then ſhook hands, ſwearing they would never ſeparate again till they reached a chriſtian country.

At this bay they were overtaken by Haynes and Evans, who told them, that Warmington was left behind almoſt dead; on which De Larſo went back and fetched him. By this time they had found ſand-creepers, which are a kind of cockles that hide themſelves under the ſand: ſo that they had plenty of proviſions when joined by Haynes and Evans. The armourer went back with Evans to look for Mr. Lillburne, and others, but never re-

turned,

turned, losing his own life to save his comrades. However, Evans returned the same night.

After leaving Sondage river, they came to a creek called Kuga, and then to Swarkops river, which is salt water; and from the tops of the hills they could see the islands in the bay of that river. While Larey was alone on a sand-hill gathering Hottentot figs, De Larso having laid down to sleep under a bush near him, he saw a man, whom he at first took for one of his companions; but on seeing a gun on his shoulder, he immediately ran to him as fast as he could, which was not very fast, his legs being swelled. He then fell down at his feet for joy, and called to De Larso, who spoke Portuguese. Their companions were below at a whale by the sea-side, as they intended to stop there three days; but when they were called, this man, named John Potose, carried them to the house of Christian Feroos, with whom he seemed to be a partner.

They all remained there three days, and three days more at another house in the neighbourhood, when some were sent to Landross, and some to the Cape. Thirty or forty waggons and horses, with tents, and about an hundred people, were then sent off in quest of the people who were saved; but they returned in about a month without being able to reach the wreck, or meet with any of the people. They had no tokens of the ladies nor captain, except that they saw in a Caf-

free-houſe a great coat, which they thought was the captain's; but in their journey they ſaw ſeveral dead bodies.

Of all the people who eſcaped from the wreck, we as yet know but of eight who got to the Cape of Good Hope, the four who arrived in England, three who are gone to Denmark, and one who remained at the Cape. The moſt gloomy imagination cannot aggravate the miſeries that muſt have been felt by theſe unhappy people immediately after the wreck. Behind them was the ocean, from which they had juſt eſcaped, and the ſhore ſtrewed with the dead bodies of the more fortunate companions of their diſaſterous voyage; before them was a journey of upwards of five hundred miles, without arms or ſufficient proviſions, expoſed to the rays of an African ſun, through inhoſpitable and untrackleſs deſerts, untrodden, except by the fierce barbarian, or the prowling ſavage.

While the melancholy fate of the Groſvenor cannot fail to raiſe the tender feelings of every humane boſom, the following account of a Portugueze veſſel, which was wrecked, many years ſince, on the ſame inhoſpitable coaſt, will call forth the ſigh of pity and humanity.

The poetical Don Emanuel de Souza was ſeveral years governor of Diu in India, where he amaſſed immenſe wealth. On his return to his native country, the ſhip, in which were his lady, all his riches, and five hundred men, his ſailors and domeſtics, was daſhed to pieces on the rocks of the Cape of Good Hope,

Hope, before any European ſettlement was made there. Don Emanuel, his lady, and his three children, with four hundred of the crew, eſcaped, having ſaved only a few arms and proviſions. As they marched through the rude uncultivated deſerts, ſome died of famine, ſome of thirſt, and many of fatigue; others, who wandered from the main body in ſearch of water, were murdered by the ſavages, or deſtroyed by the wild beaſts. The horror of this miſerable ſituation was moſt dreadfully aggravated to Donna Leonora, when ſhe found her huſband began to diſcover ſtarts of inſanity. At length, they arrived at a village inhabited by the Caffrees, or Ethiopian banditti. They were at firſt courteouſly received, and Souza, partly ſtupified with grief, at the deſire of the barbarians, yielded up to them the arms of his company. No ſooner was this done, than the ſavages ſtripped the whole company naked, and left them deſtitute to the mercy of the deſert. The wretchedneſs of the delicate and expoſed Leonora was encreaſed by the brutal inſults of the negroes; and her huſband, unable to relieve, beheld her miſeries. After having travelled about three hundred and twenty leagues, her legs ſwelled, her feet bleeding at every ſtep, and her ſtrength exhauſted, ſhe ſunk down, and with the ſand covered herſelf to the neck, to conceal her nakedneſs. In this dreadful ſituation, ſhe ſaw two of her children expire, and her own death ſoon followed. Her huſband, who had been long enamoured of her beauty,

beauty, received her laſt breath in a diſtracted embrace. He immediately ſnatched up his third child in his arms, and uttering the moſt lamentable cries, he ran into the thickeſt of the wood, where the wild beaſts were ſoon heard to growl over their prey. Of the whole four hundred who eſcaped the waves, only twenty-ſix arrived at another Ethiopian village, whoſe inhabitants were more civilized, and traded with the merchants of the Red Sea. From hence they found a paſſage to Europe, where they related the unhappy fate of their companions.

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