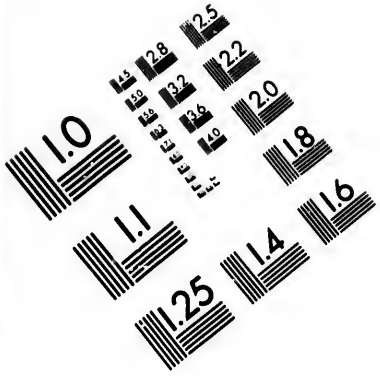


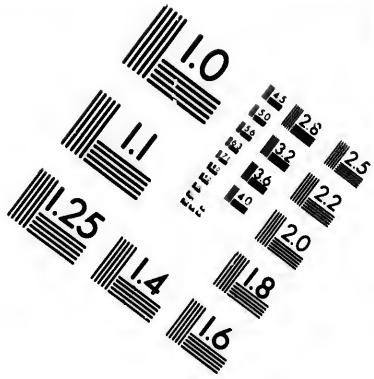
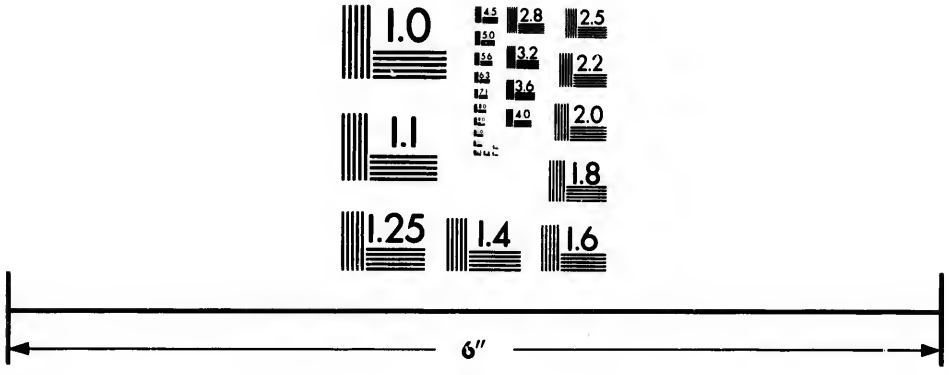
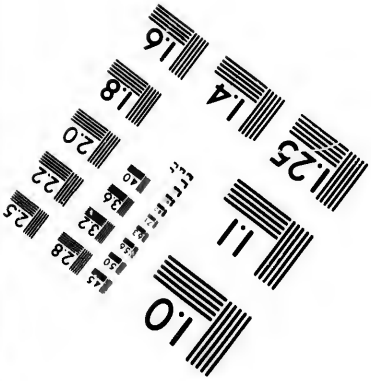
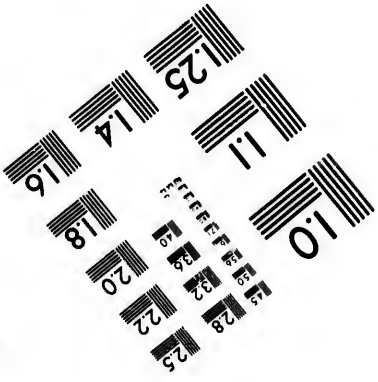


IMAGE EVALUATION TEST TARGET (MT-3)







Photographic Sciences Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured covers/ Couverture de couleur
- ☐ Covers damaged/ Couverture endommagée
- ☐ Covers restored and/or laminated/ Couverture restaurée et/ou pelliculée
- ☐ Cover title missing/ Le titre de couverture manque
- ☐ Coloured maps/ Cartes géographiques en couleur
- ☐ Coloured ink (i.e. other than blue or black)/ Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates and/or illustrations/ Planches et/ou illustrations en couleur
- ☐ Bound with other material/ Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion along interior margin/ La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- ☐ Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/ Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- ☐ Additional comments:/ Commentaires supplémentaires:

- ☐ Coloured pages/ Pages de couleur
- ☐ Pages damaged/ Pages endommagées
- ☐ Pages restored and/or laminated/ Pages restaurées et/ou pelliculées
- ☑ Pages discoloured, stained or foxed/ Pages décolorées, tachetées ou piquées
- ☐ Pages detached/ Pages détachées
- ☑ Showthrough/ Transparence
- ☐ Quality of print varies/ Qualité inégale de l'impression
- ☐ Includes supplementary material/ Comprend du matériel supplémentaire
- ☐ Only edition available/ Seule édition disponible
- ☐ Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/ Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
					✓						

The copy filmed here has been reproduced thanks to the generosity of:

Library of the Public
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol → (meaning "CONTINUED"), or the symbol ▽ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:

L'exemplaire filmé fut reproduit grâce à la générosité de:

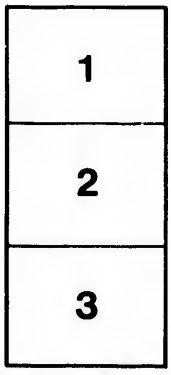
La bibliothèque des Archives
publiques du Canada

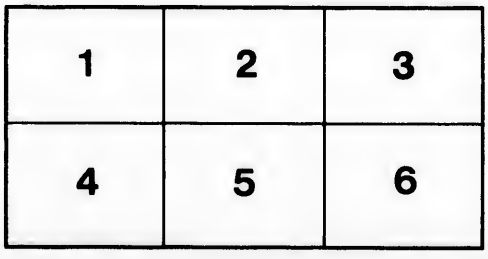
Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole → signifie "A SUIVRE", le symbole ▽ signifie "FIN".

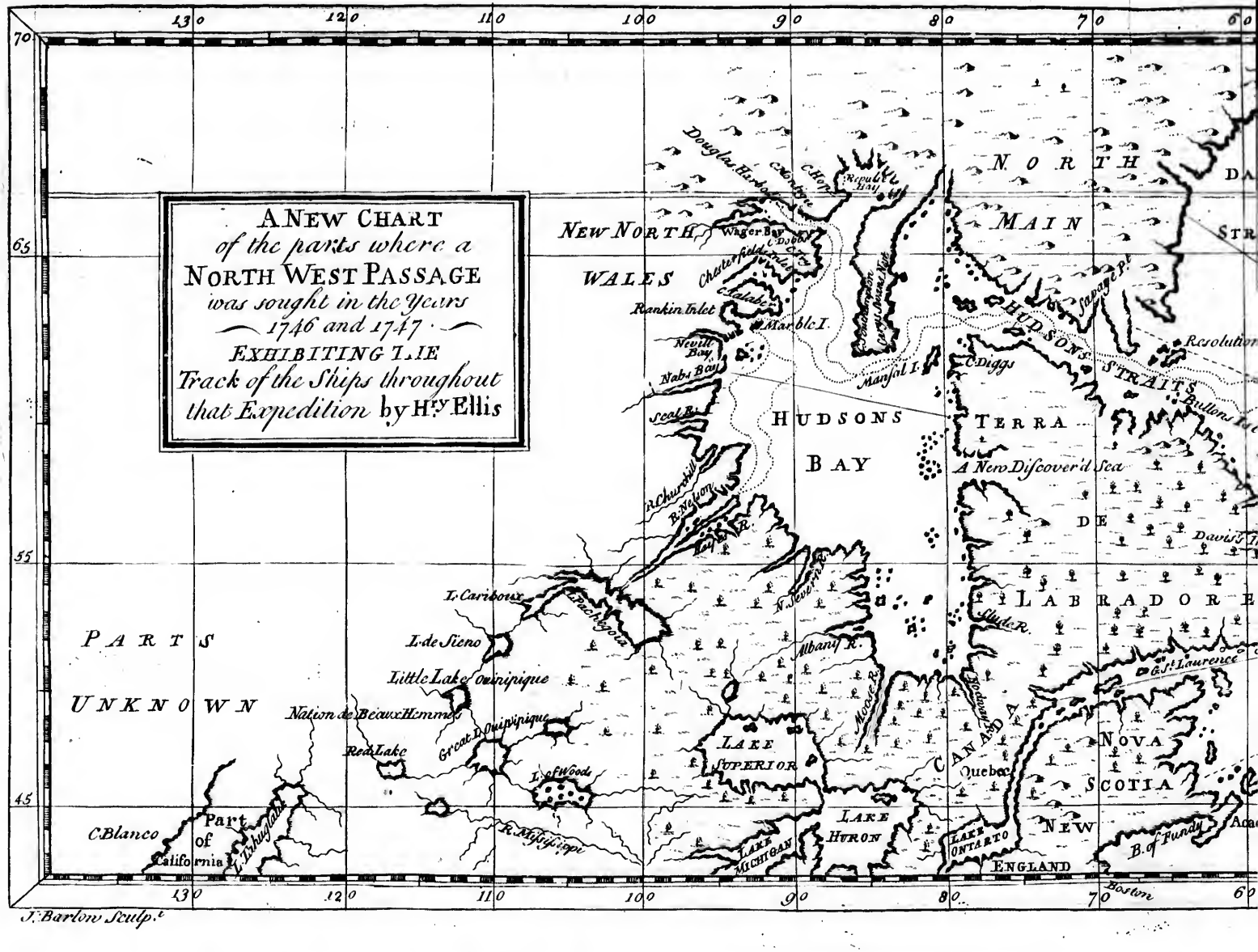
Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



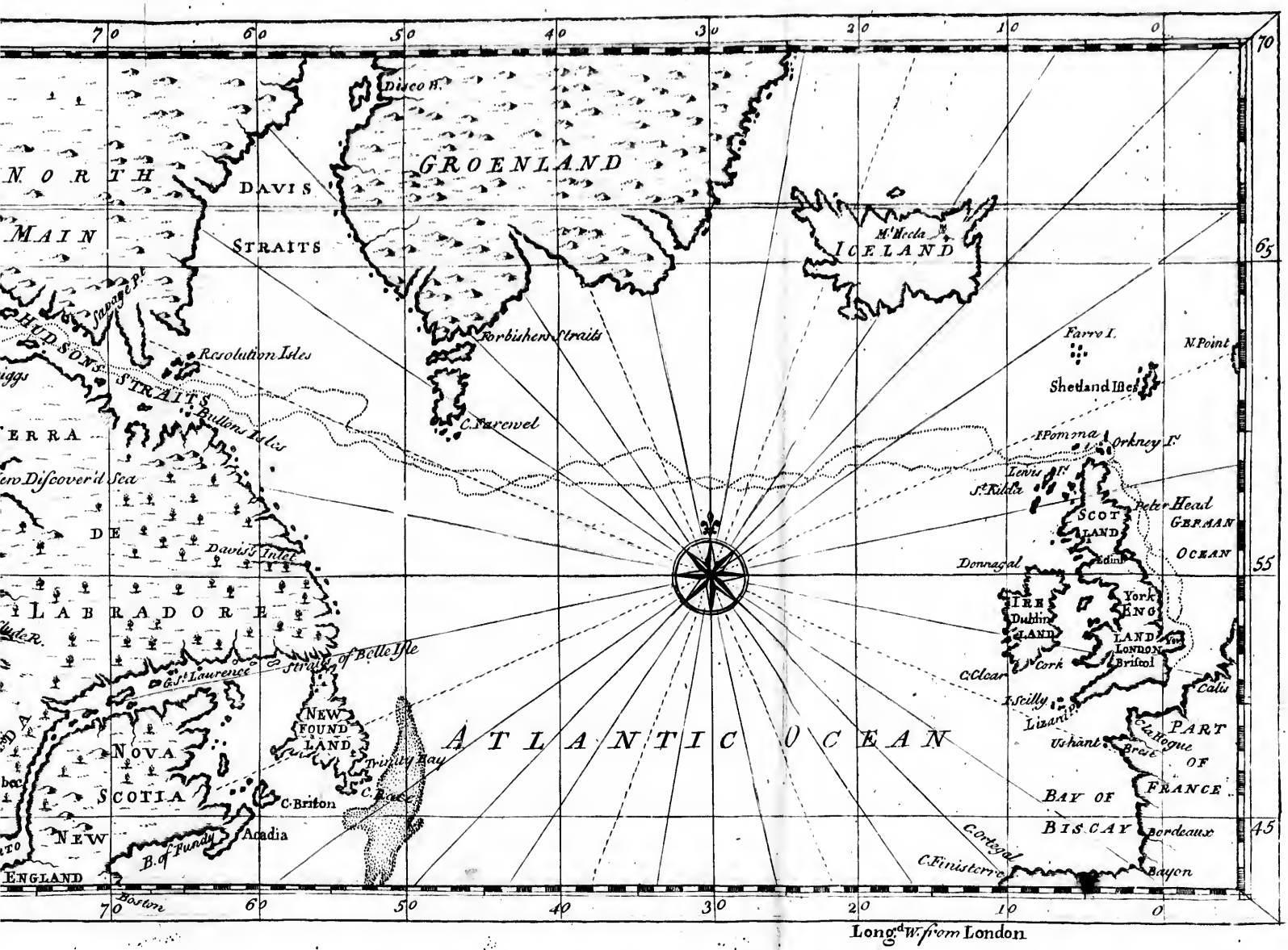


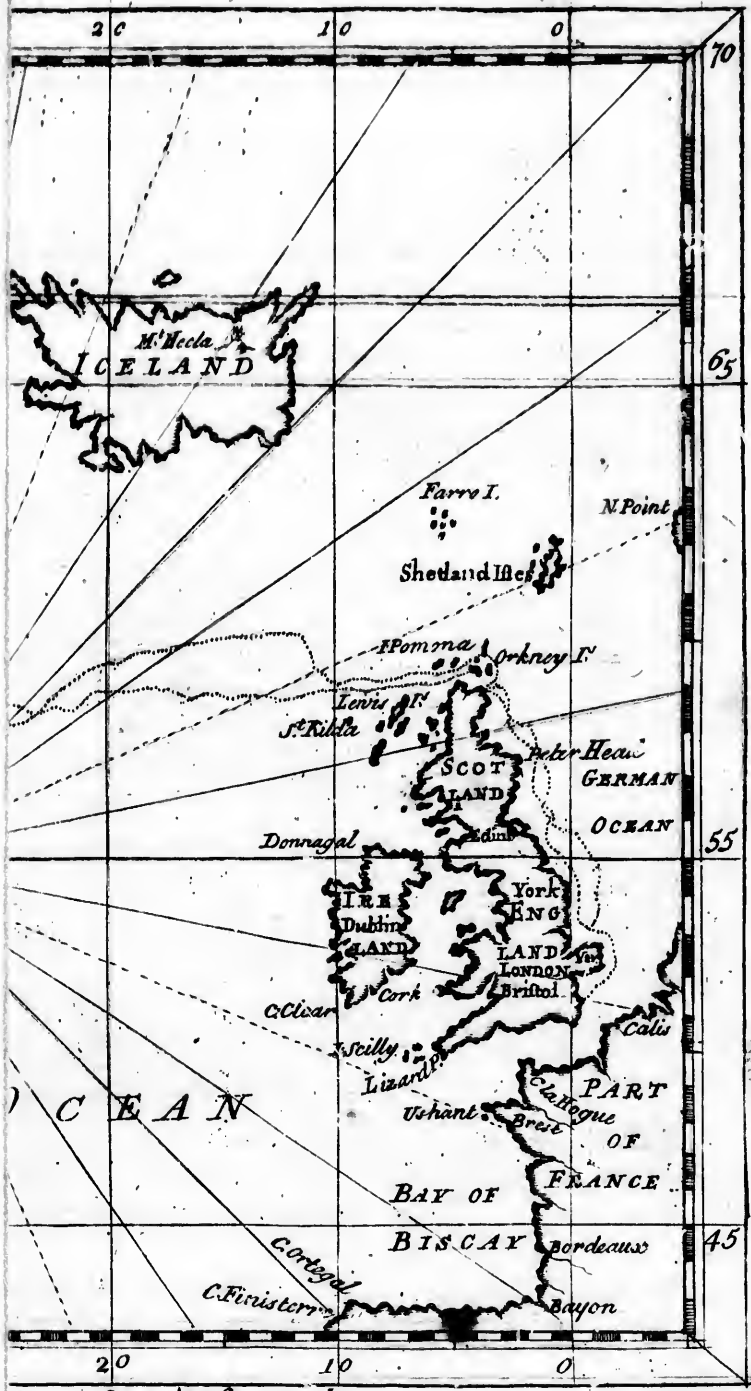
32X

To front the Title



J. Barlow Sculp.e


70
60
50
40
30
20
10
0
65
55
45
Disco I.
GROENLAND
NORTH
MAIN
DAVIS
STRAITS
ICELAND
M.t Hecla
Forbishers Straits
C. Farewel
HUDSONS STRAITS
Resolution Isles
Button Isles
Davis Inlet
LABRADORE
Gulf St. Laurence
Straits of Belle Isle
NEW FOUND LAND
Trinity Bay
C. Race
NOVA SCOTIA
C. Briton
Acadia
B. of Fundy
NEW ENGLAND
Boston
ATLANTIC OCEAN
Farro I.
N. Point
Shetland Isles
I. Pomona
Orkney I.
Lewis I.
St. Kilda
Peter Head
SCOT LAND
GERMAN OCEAN
Edin.
Donnagal
IREL Dublin LAND
York ENG LAND
LONDON
Bristol
C. Clear
Cork
Calis
I. Scilly
Lizard
Ushant
C. la Hogue
Brest
PART OF FRANCE
BAY OF BISCAY
Bordeaux
C. Finisterre
Bayon
Long.d W. from London


20
10
0
70
65
55
45
M.t Hecla
ICELAND
Farro I.
N.Point
Shetland Ilſes
I.Pomona
Orkney I.s
Lewis I.
S.t Kilda
Peter Head
SCOT
LAND
GERMAN
OCEAN
Donnagal
Edinb.
IRE
LAND
York
ENG
LAND
Dublin
London
Bristol
Cork
C.Clear
Scilly
Calis
Lizard
C.la Hogue
PART
OF
FRANCE
Ushant
Brest
BAY OF
BISCAY
Bordeaux
Bayon
Cortegal
C.Finisterre
OCEAN
20
10
0
Long.d W. from London

A

VOYAGE

TO

HUDSON's-BAY,

BY THE

Dobbs Galley and *California*,

In the Years 1746 and 1747,

For Discovering a

NORTH WEST PASSAGE;

WITH

An accurate Survey of the Coaſt, and a ſhort Natural Hiſtory of the Country.

TOGETHER WITH

A fair View of the Facts and Arguments from which the future finding of ſuch a Paſſage is rendered probable.

By *HENRY ELLIS*, Gent.

Agent for the Proprietors in the ſaid Expedition.

To which is prefixed

An Hiſtorical Account of the Attempts hitherto made for the finding a Paſſage that Way to the *Eaſt-Indies*.

With a new and correct Chart of *Hudſon's-Bay*, with the Countries adjacent.

DUBLIN:

Printed for GEORGE and ALEXANDER EWING, at the *Angel* and *Bible* in *Dame-ſtreet*. M,DCC,XLIX.

To His ROYAL HIGHNESS

FREDERICK,

PRINCE of *WALES*, &c.

May it pleaſe your ROYAL HIGHNESS,

THE following Sheets have ſo many different Claims to your Protection; that I have Reaſon to flatter myſelf, you will not look upon it as a Preſumption, that, with the moſt reſpectful Humility, I offer them to your Peruſal; happy if they ſhould be found worthy of your Attention, and thereby recommend to your Notice, a Subject of ſuch Importance, to the Commerce of theſe Nations, as that to which they relate.

I HAVE ſaid, that they have ſeveral Claims to your Royal Highneſs's Protection; and your Goodneſs will allow me to explain the Reaſons, upon which I have ventured to ſay this. In the firſt Place, as they relate to a Diſcovery, which, when perfected, will not only redound to the Glory of the *Britiſh* Nation; but will alſo prove the Means of promoting Navigation, extending Trade, and encreaſing our Shipping; they cannot be more properly addreſſed to any than to your Royal Highneſs; who it is well known, hath all theſe in a particular manner at heart.

IN the next, permit me to put your Royal Highneſs in Mind, that they more eſpecially belong to you, as this very Deſign was formerly patronized by your illuſtrious Predeceſſor Prince HENRY;

whoſe Servant, Sir *Thomas Button*, made a famous Voyage for the Diſcovery of the NORTH-WEST Paſſage; and was fully perſuaded, that he ſhould have ſucceeded in another Voyage; from which he was diverted, by the Loſs of his Royal Patron.

LASTLY, The high Honour your Royal Highneſs did me, in the gracious Audience you were pleaſed to allow me, ſoon after my Return from this Voyage; the many judicious Queſtions you were pleaſed to aſk, and the generous Care you expreſſed, for the happy Progreſs of this Deſign, encourage me to approach your Royal Highneſs upon this Occaſion.

IF the Conſideration of theſe Motives, ſhall acquit me of the Imputation of Preſumption, for inſcribing your illuſtrious Name, to an Attempt of this Kind; it will afford the higheſt Satisfaction, as well as confer the greateſt Honour within the Reach of his Wiſhes, on him, who is, with the moſt dutiful Submiſſion and Reſpect,

Your Royal Highneſs's

Moſt devoted, and moſt

Obedient Servant,

HENRY ELLIS.

PREFACE.

THERE cannot be a ſtronger Inſtance of the Health and Vigour of the Body Politic, than a warm Appearance of that Spirit, which is allowed to have conduced moſt in Times paſt to its Proſperity, as well as Preſervation. The Spirit here meant, is that of encouraging Induſtry, promoting Trade, and extending Navigation. A Spirit, to the Influence of which we owe the glorious Title we have acquired of a maritime Power, and the Reſpect that is paid to us in that Capacity, not by our neareſt Neighbours only, but by Nations as far diſtant from us, as the Limits of the World will allow. It is from the Effects of this Spirit that we muſt hope, not only the Continuance, but the Increaſe of our good Fortune; and therefore as it is perfectly juſt, ſo it is highly reaſonable to expect, that whatever tends to excite and keep this alive will be cheriſhed, and meet not with a bare Acceptance, but with the moſt favourable Reception likewiſe of the whole Nation; and this more eſpecially at the preſent Juncture, when the ſame Spirit viſibly prevails ſo much in other Countries, and our common Miſtreſs Trade is courted by ſo many, and ſome of them very potent Rivals.

IT is very clear, that tho' this may be done by many different Methods; and that tho' all theſe different Methods deſerve Attention and Encouragement from the End at which they aim, yet there is hardly any which can claim ſo high Regard as DISCOVERY, becauſe this takes in the whole Compaſs of what has been before laid down, and contributes equally to every Part of that great Deſign. The Hopes of Diſcovery encourages Induſtry beyond any thing; for as it charms thoſe quick and lively Spirits that are not eaſily fixed by other Views; ſo on the other Hand it animates by the Expectations of extraordinary Profit Men of a Temper directly oppoſite, and who are induſtrious only from a foreſight of Reward, and conſequently are more or leſs ſo, as the Proſpect differs in that Reſpect. It promotes Trade more than any thing, not only

as it opens new Branches, and thereby brings a clear Acceſſion to Commerce, without adding in one Shape what may be loſt in another, but alſo by quickening, improving, and enlarging many old Branches; ſince it is viſible that there is a Circulation in Trade, and whatever creates an Exportation on one Side, muſt encourage Manufactures, and heighten Importations on the other. But above all, it contributes moſt effectually to the extending Navigation. A new Trade immediately calls for an Increaſe of Shipping, and this exactly in Proportion to the Demands which this new Trade creates, either for our own Goods and Manufactures, or for the Produce of the new diſcovered Country by other Nations; ſo that the Benefits received from thence, are clearly doubled to us in this Reſpect.

AFTER this ſhort Explanation of the Benefits that ariſe from Diſcovery, we need not wonder, that the beſt Friends to Commerce, who at the ſame time are the beſt Friends to their Country, have always conſidered it in ſo favourable a Light. It muſt however be allowed, that they have ſometimes met with Oppoſition, as what Truth is there, that has not been denied? what uſeful Deſign, that has not been oppoſed? But the only Argument their Adverſaries could employ is now taken away, for they ſeemed to be always doubtful of the Event, they queſtioned what the Effects of Diſcovery would be, they fancied that Plantations might diſpeople, that too great a Trade might impoveriſh, and that long and dangerous Voyages might impair and weaken our Strength. But all theſe Pretences, which might have been, and which really were fully anſwered from Reaſon, are now for ever refuted by Experience. The Wiſe were ſufficiently ſatisfied by the firſt Method, but the latter muſt have convinced even Fools; of whom it is truly ſaid, that Experience is the Miſtreſs. We now know from Effects, that Plantations have augmented our Peop , that the Increaſe of Trade has occaſioned an immenſe Increaſe of Wealth, and that Attention to naval Affairs has raiſed a naval Strength, of more Conſequence to the Credit and Safety of the Nation, than any other could poſſibly have been. We may from hence conclude, that no Arguments can be now offered againſt Diſcovery, but what are built upon another Foundation, which, when examined, will be found as ſandy as the former, *viz.* the doubting whether any thing of Conſequence is left to diſcover.

THIS has been the chief thing urged againſt proſecuting the Attempts that have been made for compleating that Diſcovery, which is to be the Subject of the following Pages; and therefore it ſhall be the Buſineſs of this Preface to ſhew, what rational

tional Hopes there are, that the finding a North West Passage would be a most valuable Discovery to the *British* Nation. The last Words are added for the setting this Matter in its true Light; for if the finding this Passage could tend only to the Emolument of some particular Body of Men, or was barely calculated to transfer the Wealth that accrues at present to one Set of People unto another, however important it might be to such as were to be Gainers by it, it would not certainly be of such Consequence to the Public as to interest the Legislature in its Favour. But if it can be shewn, that from this Discovery, there is a moral Certainty, that the Exportation of our Commodities and Manufactures may be vastly increased, that several Branches of foreign Trade may be highly improved thereby, that Navigation in general may from thence be greatly extended, and our Shipping increased; then surely it deserves to be considered as a thing of high Consequence to the Public, and an Object worthy of national Attention, Protection, and Encouragement.

This Passage, whenever it is found, must necessarily open a Trade to Countries on each Side of it; and that this may and indeed must prove very considerable, will sufficiently appear, if we consider the Situation and Extent of these Countries. On the Larboard or South West Side of the Channel, and of the Sea into which it opens, lies a Tract of Country making Part of *America* from the *Welcome*, or *Ne Ultra* to *Cape Blanco* in *California*, that is from the Latitude of 65° to 43°. North, taking in twenty-two Degrees of Latitude, and no less than thirty in Longitude, having an extent of Coast upwards of six hundred Leagues, besides the Inlets that there may be, that must of Course be very advantageous. We cannot indeed pretend to any great Knowledge of this Country the Coasts of which wholly, and the interior Parts of it in a great measure, remain unknown; but we are very sensible, that Copper, Skins, and Furrs it must abound with in the Parts nearest the Passage; and in the Countries under a better Climate, better Things may be expected. At least, we are pretty sure, that it is well inhabited; and if the Inhabitants of the Coasts of *Hudson's-Bay* that are so thinly peopled, take off large Quantities of our Commodities, and would take off much greater, notwithstanding some Dealings they have with the *French*, why should we not believe, that Countries better peopled should take off more. We may add to this, that if any heed is to be given to the very best *Spanish* Writers of *American Affairs*, to Baron *Lahontan*, who was a *Frenchman*, or to Dr. *Cox* our own Countryman, who had great Opportunities of

being well acquainted with the Subject on which he wrote; we may conclude, that there are ſeveral numerous, and in a great meaſure civilized Nations, that inhabit within this Tract, who would willingly deal with us, tho' they are averſe to, as having moſt of them had continual Wars with, the *Spaniards*. If our Expectations were to be bounded only by the Certainty of diſcovering theſe Countries, about which there neither has, nor I think can be any Diſpute; it would be a thing of much Importance, ſince the Navigation once opened, and Trade ſettled, we might annually vend vaſt Quantities of woollen Manufactures and other Commodities, and bring over Things very valuable, perhaps Gold or Silver alſo in return. There is no need of expatiating upon this; for the Matter is ſo clear and plain, that the bare Account of it may well anſwer our Purpoſe, and very fully ſhew, that the Commerce of the North Weſt Side of *America*, muſt afford an ample Compenſation for all the Trouble, Pains and Expence, that this Diſcovery might demand.

AGAIN, on the North Weſt or Starboard Side of the Paſſage, and the Seas into which it opens, it is very highly probable that there muſt be many great Countries, in a Tract of above thirteen hundred Leagues between *Ne Ultra* and *Japan*, which is in the Latitude of 38°. It is indeed very true, that theſe Countries are abſolutely unknown, that we have not the leaſt Hint, whether there is any great Continent on this Side, or only Iſlands; but if there be any Truth in the Reports, that large Ships come from theſe Countries to the North Weſt Side of *America*, in order to trade with the Inhabitants; we may reſt ſatisfied, that they are well peopled, and that thoſe People are civilized, and that of conſequence their Commerce muſt be very profitable, tho' it is impoſſible to ſay from what Commodities the Profit will ariſe. This however a few Voyages would diſcover, and the very Spirit that theſe new found Countries would raiſe, muſt be highly advantageous to our own. It would, without doubt, revive all that Ardour and Dilligence which was ſo conſpicuous in that Age, in which we firſt opened a Paſſage to the *Eaſt* and *Weſt-Indies*; when all Ranks were inclined to promote our Navigation, and when almoſt every Port in *England* fitted out Veſſels to ſhare in that Commerce, by which the *Spaniards* and *Portugueſe* had been ſo ſuddenly and ſo ſurpriſingly enriched. What appears to us now only from Conjecture, would then become a Certainty; and thoſe who treat the North Weſt Paſſage at preſent as a Chimera, as well as thoſe who give themſelves no Concern, whether it be

ſo

ſo or not, would entertain other Notions, and act upon other Principles. In a Word, they would be as forward to reap the Advantages of this Diſcovery as the firſt Adventurers, and the Paſſion for this new Trade would be as ſtrong as it is for every other new Thing. We ſhould then hear of nothing but building Ships, and equipping Squadrons to ſail to theſe Northern *Indies*, and the Hopes of having a Share in the Advantages of this Commerce would bring over numbers of Foreigners, as certainly as our former Diſcoveries and Plantations did. That theſe would be real and great Advantages to us, as a Nation, nobody can deny, and that they might be reaſonably hoped for, if this Paſſage was once found, nobody that is a proper Judge of the Matter will diſpute.

But beſides theſe capital Benefits, which, as it has been before obſerved, would be abſolute Acceſſions from the finding of ſuch a Paſſage; there are other incidental Advantages, that are very conſiderable as well as undeniable; ſuch as opening to us a new and eaſy Paſſage into the *South Sea*, free from the Inconveniences that attend that by *Cape-Horn*, and in point of Length nothing in Compariſon of that from the *Eaſt-Indies*, the only two Paſſages that are hitherto known. It would likewiſe open to us the Means of ſearching that vaſt Ocean that lies between *America* and *Aſia*, in which we are very ſure that there are many rich and valuable Iſlands, with which no *European* Nation has as yet any Correſpondence. By this Rout likewiſe we ſhould have a much ſhorter, ſafer and wholeſomer Paſſage to the rich Iſlands that lie Eaſt of *Japan*, to the Iſlands of *Japan* themſelves, to the Countries that lie beyond them, as well as to *Corea* and *China*. This is not a fanciful Deſcription of imaginary Advantages, but a plain Recital of the Conſequences that muſt neceſſarily attend ſuch a Diſcovery, and which even the Enemies as well as Friends to it muſt allow. As to the Dreams of the Former in the laſt Age, about the Danger and Difficulty of the Navigation through *Hudſon's-Straits* and *Bay*, and of the inſupportable Rigour of the Cold in theſe Northern Climates, they are now out of the Caſe; we know that this Navigation is far from being ſo perilous as it is repreſented; and at the Cloſe of the following Sheets, it will be ſhewn that there are very good Grounds to expect, that this Paſſage is not either narrow or encumbered with Ice, but may be both paſſed and repaſſed in the Compaſs of the ſame Summer.

After this ſhort Diſplay of the neceſſary Conſequences of a North Weſt Paſſage being found, one may preſume to affirm, that they are ſuch as well deſerve to employ the Conſideration

ſideration of thoſe that wiſh well to the Trade and Navigation, that is to the Safety, Honour, and Proſperity of *Great Britain*. They are ſuch as ſhould ſurely awaken us from that ſlothful and drowſy State into which, through Indolence and too great Fondneſs for Pleaſure, we are viſibly fallen. They are ſuch as might open the Means of extricating us from all Embarraſſments, by making ſuch an addition to our Trade, as may afford new Funds for diſcharging old Debts, and thereby free the landed Intereſt and our Manufacturers alſo from that load of Taxes, of which they have ſo long complained; and of which, unleſs relieved by ſome ſuch Method, they may complain much longer. They are ſuch, in fine, as ſeem to unite all Intereſt in a happy Concurrence to promote the Endeavours of thoſe who are deſirous of employing their private Fortunes in rendering ſo great a Service to the Public, as the perfecting this Diſcovery would certainly be. Upon what Grounds the Deſign was originally undertaken; how from time to time it has been proſecuted with ſome Danger, much Labour, and no ſmall Expence; how after being quitted for many Years, it has been again revived; again followed; and again laid aſide; how it came to give Birth to the *Hudſon's-Bay* Company; and how ſince the Eſtabliſhment of that Company, which has now ſubſiſted above fourſcore Years, we have heard ſo little of it, till of late, is diſcuſſed in the firſt Part of the Work, and that in a hiſtorical Way, for the Information of the Reader, and with a View to enlighten, and not miſlead his Judgment.

In the ſecond Part, there is a clear and circumſtantial Narrative, as well of the Grounds upon which the laſt Expedition in the *Dobbs* and *California* was reſolved upon, as of the Expedition itſelf; the manner in which the two Ships Companies wintered in *Hudſon's-Bay*; and the Diſcoveries they afterwards made; which, though they did not abſolutely ſhew where the Paſſage lay, yet ſeem to have firmly eſtabliſhed the Certainty, that ſuch a Paſſage there is. For as we plainly ſee from the firſt Part, that *John Cabot*, who was the original Author of this Deſign, as much as *Columbus* was of that by which the *Weſt-Indies* was found, ſuppoſed this Paſſage not to lie very far North; but as he laid it down in his Map, or his Son *Sebaſtian*, from his Father's Inſtructions, between the Latitudes of 61°. and 64°. ſo from thence alſo it appears, that all the future Attempts through *Davis's-Straits* and *Lumley's-Inlet* were of no other uſe than clearly to diſcover that Time and Labour

Labour were thrown away in ſuch Expeditions, and that it could be only proſecuted with any Probability of Succeſs within the Limits that he firſt aſſigned. To this *Hudſon* opened the Way by finding the Straits that bear his Name, and in traverſing that Bay in which he loſt his Life. Sir *Thomas Button*, who followed him next, had a very right Notion of the Manner in which the Paſſage was to be ſought, though he has not ſo clearly explained himſelf as he ought to have done on that Subject. Capt. *Luke Fox* has been pretty much cenſured; but notwithſtanding this, he was certainly a very good Seaman, though a very bad Writer; and his Obſervations are much to the Point, and very clearly direct, and that too upon the moſt rational Grounds, to the only Part of the Coaſts of *Hudſon's-Bay*, where Time and Pains may be ſpent to Purpoſe. And as upon the Lights derived from the Compariſon of theſe Voyages, and thoſe that were alſo let in by Capt. *Middleton*'s Informations before his Expedition, and the Facts reported in his Account of his Expedition, the laſt Voyage was undertaken; ſo it has clearly verified every Point upon which the Reality of the Paſſage depended, and has thereby given Certainty to our Hopes, though the iſſue of it did not altogether correſpond with our Expectations.

All this it will be found is fully explained, and fairly proved in the third Part, in which the Arguments are briefly laid down, that tend to encourage another Undertaking for the Diſcovery of that Paſſage; which there is ſo much Reaſon to ſeek, and ſo good Grounds to ſuppoſe, may, notwithſtanding ſo many Diſappointments, not be long ſought in vain; and as the Reader will find in the Peruſal of this Work, that it has been juſtly regretted we have no diſtinct Account of thoſe honourable and worthy Perſons, who purely from public Spirit, ſo long and ſo aſſiduouſly proſecuted this Deſign in the laſt Age, we have, to prevent any Imputation of the ſame kind from Poſterity, ſubjoined a Liſt of the Subſcribers to the laſt Undertaking, and who are ſtill ſollicitous for the Succeſs of this glorious Work; which, notwithſtanding the kind Encouragement given by the Legiſlature, and any other Advantages that may ariſe therefrom, muſt, in Caſe of Succeſs, be infinitely more beneficial to the Publick than to themſelves. With the ſame View this Treatiſe has been written. It contains as conciſe and as compleat a Proſpect of this whole Matter from firſt to laſt in Point of Evidence, as well as Argument, as it was poſſible

to

to collect; and as the coming at Truth, and ſetting it when come at in the cleareſt Light, was the great Point aimed at, ſo if it has been accompliſhed in ſuch a Degree as that it may turn to the Benefit of the *Britiſh* Nation, it is all that is wiſhed or deſired from it; and with this Aſſurance it is ſubmitted to the Judgment, and recommended to the Protection of the candid Reader, who cannot but have ſome Regard to the Pains that have been taken on his Behalf.

A LIST

A LIST of the SUBSCRIBERS to the Expedition for finding the NORTH WEST PASSEGE in the *Dobbs* and *California*.

HIS Grace the Duke of Montague
The Right Hon. Earl of Chesterfield
The Right Hon. Earl of Granard
The Right Hon. Lord Conway
* *The Right Hon. Lord* Southwell
The Right Hon. Lord Newpor.
His Grace the Archbishop of Tuam
The Lord Bishop of Cloyne
The Right Hon. Edward Southwell, *Esq;*
Charles Stanhope, *Esq;*
Sir John Rawden, *Bart.*
* Arthur Dobbs, *Esq;*
The Rev. Mr. Richard Dobbs 2 Shares
Her. Langford Rowley, *Esq;*
John Potter, *Esq;*
Solomon Dayrolle, *Esq;*
James Belcher, *Esq;*
John Macarell, *Esq;*
Alexander Steward, *Esq;*
Barnard Ward, *Esq;*
William Lennox, *Esq;*
Francis Clements, *Esq;*
Edward Brice, *Esq;*
Honourable Mrs. St. George
Mrs. Ann Echlin
* James Douglas, *Esq;*
* Rowland Frye, *Esq;*
* John Thomlinson, *Esq;*
* *Mr.* Robert Macky
* *Mr.* Henry Douglas
* *Mr.* William Bowden
* *Mr.* Samuel Smith 3 Shares
Henry Hamilton, *Esq;*
William Basil, *Esq;*
Isaac Jalabert, *Esq;* 2 Shares
Parnel Nevil, *Esq;*
Thomas Salter, *Esq;*
John Hanbury, *Esq;*
Clement Tudway, *Esq;*
Theod. Cock, *Esq;*
Mr. John Dupré
Mr. George Aufrere
Mr. Richard Gildart, *jun.*
Mr. Daniel Mussenden
Mr. James Ross
Mr. Gerrard Trotter *of Yarmouth* 3 Shares
Jonathan Perrie, *Esq;*
Thomas Truman, *Esq;*
The Hon. Justin Mc Carty, *Esq;*
George Spaight, *Esq;*
The Rev. Mr. John Taylour
Mr. Joseph Porter
Mr. Nathaniel Basnett

Mess.

Meſſ. Samuel *and* Thomas Fludyer
Mr. Henry Ellis
Mr. Peter Webb
Mr. George Campbell
Meſſ. Maltby *and* Kiel
Mr. Arlander Dobſon
Mr. Robert Jackſon
Mr. John Secker
Mr. Henry Loubier
Mr. Thomas Weſt
Mr. Jonathan Popham
Meſſ. John Kennion *and* Charles Whytell
Mr. Joſeph Curtis *and Co.*

N. B. *Thoſe marked thus* (*) *were choſen for the Committee.*

TABLE

TABLE of CONTENTS.

The first Part, includes the History of the former Attempts.

The second Part.

Containing the History of the Expedition in the *Dobbs-Galley* and *California* in 1747.

The

The third Part.

Comprehending the Arguments in Favour of a Paſſage.

THE

THE

FIRST PART:

BEING AN

INTRODUCTORY ACCOUNT *of the several Expeditions, that have been made for the Discovery of a* NORTH-WEST PASSAGE; *including the most remarkable Circumstances that occur in all the Relations extant of those Voyages; and shewing more particularly how far these Attempts contributed to the establishing a Probability of such a Passage, which was the Foundation of the last Undertaking for the same Purpose.*

THAT glorious Spirit of Discovery, which, by promoting Navigation, and extending Commerce, has, within these last Two Hundred and Fifty Years, brought such immense Riches into *Europe*, raised her naval Power especially to so formidable a Height, and made her indisputably the Mistress of the greater Part of the Globe, took Rise in the Kingdom of *Portugal*, about the Entrance of the 15th Century; and as all Beginnings are weak, made its earliest Essays in short Voyages, along the Coasts of the great Continent of *Africa*. But growing bolder by Degrees, and gathering both Courage and Experience from Success, the *Portugueze* in 1419 discovered *Madeira*; in 1448 the Islands called *Azores*; in 1449 the *Cape de Verde* Islands; and in 1486 the Cape of *Good Hope*; so called from the Expectation it raised of finding a Passage that Way to the *Indies*. It was the Fame of this Discovery, which was made rather by Industry and Perseverance, than from any real Knowledge in Navigation, that put *Columbus*, who was a Man of great Learning as well as true Genius, upon thinking of a nobler and more intelligent Method, of pursuing the same Design, in which, after overcoming many, and those too great Diffi-

 culties

culties, he at length brought his Deſign to bear, and on the 11th of *October*, 1492, entered upon that Expedition, which produced the Diſcovery of *America*.

4 Aug. 1492.

It is a thing ſufficiently known to the World, that he propoſed this very Undertaking to our King *Henry* VII. by his Brother *Bartholomew*, which that wiſe Prince accepted; tho' this was not known to *Columbus*, till after he had made the Diſcovery he propoſed. But notwithſtanding this Diſappointment, the Inclination that Monarch had ſhewn for encouraging Things of this Nature, had ſo good an Effect, that *John Cabot*, a Native of *Venice*, a very able Seaman, and who had reſided ſome Years in *England*, was encouraged thereby to offer his Services to that King, for diſcovering a Paſſage to the *Indies*, by the North Weſt; and obtained Letters Patents, dated in the 11th Year of the Reign of King *Henry* VII. empowering him to diſcover unknown Lands, and to conquer, and ſettle them, with many other Privileges, on Condition only that he ſhould return with his Ships to the Port of *Briſtol*.

In the Spring of the Year following being 1497, he ſailed from *Briſtol*, with one Ship fitted out at the King's Expence, and three or four ſmaller Veſſels freighted by the Merchants there, with coarſe Caps, Cloth, Laces, *&c.* upon his Diſcovery; in which upon the 24th of *June*, about five in the Morning, he ſaw Land, which for that Reaſon he called *Prima Viſta*, or firſt ſeen, which was Part of *Newfoundland*, and afterwards another ſmaller Iſland, which he called *St. John*'s; and he brought Home with him three Savages, and a Cargo that turned to good Account; for which, beſides receiving the Honour of Knighthood, he was amply rewarded. As in this Voyage he ſailed as far as *Cape Florida*, he is very juſtly looked upon as the firſt Diſcoverer of *North America*; and from thence, as Sir *William Monſon* obſerves, our Princes derive their Claim to the Sovereignty of that Country, which they have ſince proſecuted with ſo good Effect, both with Regard to their own Glory, and to the Benefit of their Subjects. Thus we ſee, that the Origin of our Plantations, and conſequently of our extenſive Commerce, and naval Power, was owing to this Scheme of diſcovering a Paſſage, by the North Weſt, to the *Indies*. Whether this ought to recommend it in an extraordinary Degree to the Favour and Protection of the Public, muſt be left to the Deciſion of the Reader; and whether the continuing our Search for this Paſſage, may not hereafter be attended with very beneficial Conſequences, excluſive of the great End ſought, muſt be left to Time to diſcover; but

at

at all Events, it must be allowed, that this was no bad Beginning.

The little Knowledge, that our Writers in those Days had of this Subject, occasions our having very dark, inconsistent, and confused Accounts of the Design of this Expedition, as well as of the Circumstances that attended it. Many of them ascribe it to *Sebastian Cabot*, without mentioning his Father at all; and *Ramusio*, tho' he is otherwise a very accurate Author, has made a great many Mistakes, in what he has delivered upon this Head, tho' he says he took it from a Letter of *Sebastian Cabot's*. "Our Countryman, *says he*, a Man "of great Experience, and perfectly skilled in the Art of "Navigation, and the Science of Cosmography, sailed along, "and beyond the Coast of *New France*, in the Service of "*Henry* VII. of *England*, and he informs me, that having "sailed a long Time, West by North beyond those Islands, "into the Lat. of 67°. 30'. upon the 11th of *June*, finding "an open Sea, without any Impediment, he made no Doubt "at all of passing this Way to *Cataia*, which is in the East, "and would have done it, if he had not been prevented by a "Mutiny amongst the Seamen, who forced him to return "Home." In the first Place, *Sebastian Cabot* was not a *Venetian*, but an *Englishman*, born at *Bristol*; and tho' it be true, that he went with his Father, yet he was then a Boy, and consequently could not have at that Time any great Skill in Navigation, but attained it afterwards. There is an Error in the Latitude of 10°. but however it is plain from this Account, that the Voyage was made for the Discovery of a North West Passage, which was the Reason I produced it.

But in a Letter written by *Sebastian Cabot* himself, to the Pope's Legate in *Spain*, he gives still a clearer Account of this Matter; for therein he says, that it was from the Consideration of the Structure of the Globe, the Design was formed of sailing to the *Indies*, by a North West Course. He observes farther, that falling in with Land unexpectedly, (for he thought to have met with none till he had reached the Coasts of *Tartary*) he sailed along the Coast to the Height of fifty-six Degrees, and finding the Land there run Eastward, he quitted the Attempt, and sailed Southward. It is more than probable, that this Miscarriage so discouraged *Sebastian Cabot*, who, as we observed, was with his Father in this Expedition, that he thence forward renounced all Hopes of succeeding in, and consequently all Thoughts of prosecuting this Design. It is very likely, that he had next some Thoughts of a Passage to the *Indies* by the South, for in the 8th of King *Henry* VIII. he

made a Voyage to *Brazil*, and was ſoon after drawn over into to the *Spaniſh* Service. While he reſided there, he was employed by a Company of Merchants to conduct a Squadron through the new diſcovered Straits of *Magellan* to the *Eaſt-Indies*; but inſtead of doing this, he entered the *River of Plate*, diſcovered the Country on both Sides, ſollicited a Settlement to be made there, or in *Paraguay*, and remained in thoſe Parts about five Years. The ill Uſage he met with from the *Spaniſh* Court, made him think of returning to *England*, which he accordingly did, and was here the principal Promoter of ſeveral Expeditions for diſcovering a North Eaſt Paſſage; in which tho' he met with as little Succeſs as his Father had done, in ſearching the North Weſt, yet to theſe Attempts we owe our *Ruſſia* Trade, which has been of ſuch high Conſequence to the Nation, as alſo the *Greenland* Fiſhery, which for many Years was carried on with very great Profit.

It was neceſſary to mention theſe Particulars, in Relation to the Life and Tranſactions of *Sebaſtian Cabot*, for two Reaſons; firſt to ſhew that theſe Projects of diſcovering North Eaſt, and North Weſt Paſſages, tho' they have been attended with ſome Expence, and have neither of them as yet produced what was expected from them, yet have in their Conſequences brought ſo great Profits to the *Engliſh* Nation, that there is no Reaſon we ſhould be diſcouraged from purſuing them, ſo long as any Hopes of Succeſs remain. Secondly, becauſe from this Account we ſee plainly the true Reaſon why all Thoughts of a North Weſt Paſſage were laid aſide for near fourſcore Years. For the greateſt Part of this Time *Sebaſtian Cabot*, Eſq; in Quality of Governor of the *Ruſſia* Company, was the great Director, and almoſt the ſole Manager of all our Expeditions for Diſcovery, as appears as well from the Inſtructions drawn by him for the Direction of thoſe who were employed to look for a North Eaſt Paſſage, as from ſeveral Charters, Commiſſions, and other public Inſtruments, in which we find him mentioned with great Honour, and treated as the Father and Founder of the *Engliſh* Navigation. It does not indeed appear, that he ever declared in expreſs Terms, againſt making any farther Searches to the North Weſt; but as it is evident from the Letter of his, before mentioned, that he abſolutely deſpaired of finding ſuch a Paſſage, it may be fairly preſumed, that during his Life-time, and conſidering the great Influence he had in Matters of this Nature, no Project for ſuch a Diſcovery would have met with any Encouragement; and therefore we need not wonder, that even in that Age, when hardly a Year paſſed but ſome Deſign or other, for promoting

moting Commerce and Navigation, was ſet on foot, this remained as ſilent and unthought of, as if it never had been propoſed; or a ſingle unſucceſsful Attempt upon a Coaſt never before viſited, had been ſufficient to extinguiſh all Hopes, and produce abſolute Deſpair of doing any Good in a matter of ſuch Importance, the Conſequences of which were ſo well known to the enterprizing Navigators of thoſe Times.

But after his Deceaſe Capt. *Martin Frobiſher*, a very able Seaman, who for fifteen Years had meditated his Deſign, propoſed a Voyage for the Diſcovery of the North Weſt; and being countenanced by *Ambroſe*, Earl of *Warwick*, a Nobleman of great Credit with Queen *Elizabeth*, he had fitted out two Barks, the *Gabriel*, and the *Michael*, each of twenty-five Tons Burthen, and a Pinnace of ten Tons. He ſailed from *Blackwall*, *June* 15, 1657, and when he had been about a Month at Sea, the Men in the *Michael* deſerted him, returned Home, and reported that he was loſt. The Captain however proſecuted his Voyage, paſſed through a Strait between two Iſlands, to which he gave his own Name. He advanced in this Voyage, as high as the Latitude of 63°. 8′. and having had the Misfortune to loſe five of his Men, whom he ſet on Shore, he reſolved to return to *England*, bringing with him a Savage whom he had taken Priſoner. He quitted the Iſland where this Accident happened, on the 26th of *Auguſt*; and on the 1ſt of *October* he arrived ſafely at *Yarmouth*. Amongſt other Curioſities which he brought back, there happened to be a Piece of black Stone, which as a Thing of no Value, was given to one of his Owner's Wives, who threw it in the Fire, where becoming red-hot, it was afterwards quenched in Vinegar, and when cold, ſome Sparks were obſerved to gliſter in it like Gold; upon this, Tryals were made, and the Refiners aſſerted, that it held Gold; upon which Preparations were made for a ſecond Voyage, of the Succeſs of which there were very high Expectations.

In this ſecond Voyage, Capt. *Frobiſher* had one of her Majeſty's Ships, called *the Aid* of two Hundred Tons, and the two Barks *Gabriel* and *Michael*: He ſailed *May* 31, 1577, and on the 16th of *July*, diſcovered that Point of Land, which lay at the Entrance of *Frobiſher's-Straits*, and to which he gave the Name of *Queen Elizabeths-Foreland*. It does not appear that he proſecuted much Diſcovery in this Voyage, but contented himſelf with taking on board about two Hundred Weight of the ſuppoſed Gold Oar, which proved afterwards good for nothing, made what Enquiry he could

after his Men, but to no Purpoſe, carried off two Savages, a Man and a Woman, and on the 24th of *Auguſt* ſailed for *England*, arriving on the 17th of *September* following, at *Padſtow* in *Cornwall*, in the Queen's Ship. The Barks being ſeparated in their Paſſage, the *Gabriel* came to *Briſtol*, and the *Michael*, after ſailing round *Scotland*, came ſafely to *Yarmouth*. Queen *Elizabeth* was ſo well pleaſed with the Account ſhe received of this Expedition, that ſhe encouraged a third, and beſtowed upon the Continent, now diſcovered, the Name of *Meta incognita*.

THE Hopes that were entertained of theſe new *Indies*, already diſcovered, as well as of a Paſſage to the old, which was accounted almoſt certain, had ſuch an Effect, that a Squadron of fifteen Sail was ordered out the next Year, a Colony of one Hundred and Twenty Perſons was to be left behind, and three Ships ſtationed on the Coaſt; the Queen likewiſe to honour the Captain the more, made him a Preſent of a Gold Chain. He ſailed from *Harwich*, *May* 31, 1578, arrived on the Coaſts of his new diſcovered Country, where they met with a Storm, in which the Ship was ſunk, that had the Materials for their Houſe on board; ſo that they made no Settlement, nor were they able to find *Frobiſher's-Straits*, or the Gold Mine; but after much Toil to very little Purpoſe, returned to *England*, in the latter End of *September*. It is ſaid, that Capt. *Frobiſher* perſiſted in his Opinion of a Paſſage, for the Diſcovery of which however he never made any other Voyage. He commanded the *Triumph* in the famous Sea Fight with the *Spaniſh Armada* in 1588, and behaved ſo well, that he obtained the Honour of Knighthood; and ſix Years afterwards, receiving a Wound, at the taking of *Breſt*, died of it, through the Want of Skill in his Surgeon, ſoon after his Return to *Plymouth*.

IT is very juſtly obſerved by Capt. *Fox*, that from the Accounts we have of theſe three Voyages, it looks as if they had a Mind to keep this Gold Country to themſelves; for except the Latitude of the Entrance of *Frobiſher's Straits*, they have ſet down none; and as to *Meta incognita*, it is now very well known to be *Groenland*. Mr. *Egede*, who has given us the beſt Account of that Country extant, ſpeaks thus of theſe Diſcoveries. 'In all Sea Charts, ſays he, you will find laid down '*Frobiſher's Strait* and *Bear-Sound*, which they pretend form 'two large Iſlands, adjacent to the Main Land, which I 'think are not to be found, at leaſt not upon the Coaſt of '*Groenland*; for I could not meet with any thing like it, in 'the Voyage I undertook in the Year 1723, Southward, going

'upon

'upon Discoveries, tho' I went as far as to 60°. that Way. 'But at present, the newer Charts lay them down the Nor-'thern Strait in 63°. and the Southern in 62°.'

It seems not altogether improbable, that *Frobisher's Strait* and Island, which he called Queen *Elizabeth's-Foreland* (for an Island he afterwards found it to be) lay on the East Side of *Groenland*, and perhaps not in so high a Latitude as is set down in his Account; besides some other Reasons for saying this, which would take up too much Time to report here, the following Passage, from Mr. *Egede*'s Book, may possibly incline the Reader to the same Opinion.

'In my Expedition upon Discoveries, I found on a little 'Island, where we touched, some yellow Sand, mixed with 'some Sinople Red, or Vermillion Strokes, of which I sent 'a Quantity over to the Directors of the *Groenland* Company at '*Bergen*, to make a Trial of it: Upon which they wrote me 'an Answer, that I should endeavour to get as much as I 'could of the same Sand; but to theirs as well as my own 'Disappointment, I never was able to find this Island again, 'where I had got this Sand, as it was but a very small and 'insignificant one, situated among a great many others; and 'the Mark I had taken care to put up, was by the Wind blown 'down. Nevertheless, there has been enough of the same 'Stuff found up and down in the Country; which when it 'is burnt, changes it's former Colour for a reddish Hue, 'which it likewise does if you keep it a while shut up close. 'Whether or no this be of the same Sort of Sand, as that 'of which Sir *Martin Frobisher* is said to have brought some 'Hundred Tuns to *England*, and was pretended to contain a 'great deal of Gold, and of which some of the *Danish Groen-'land* Company's Ships returned freighted to *Copenhagen*, 'in the Year 1636, is a Question which I have no mind to 'decide. However, thus much I can say, that by the small 'Experience I have acquired in the Art of Chymistry, I have 'tried both by Extraction and Precipitation, if it would yield 'any Thing, but always lost my Labour. After all, I de-'clare I never could find any other Sort of Sand, that con-'tained either Gold or Silver.' In another Part of his Book, he questions the Truth of *Frobisher*'s Account of the Country, and seems to slight the Gold Sand that he carried from thence; notwithstanding which, he owns, that a certain *Danish* Commander, in the Year 1636, brought home two Ship Loads of this Sand out of *Davis's-Straits*, at the Charge of the High Chancellor of *Denmark*; which, upon tryal by the Goldsmiths at *Copenhagen*, was pronounced to be mere Sand and of no Value, and

as ſuch thrown into the Sea; the Shame of which broke the poor Captain's Heart. But after his Deceaſe, a ſmall Parcel, which the Chancellor had kept, fell into the Hands of an abler Workman, who extracted good Gold from it, and that too in a conſiderable Quantity. Sir *Martin Frobiſher*'s ſhining Sand had not this good Fortune, which was ſome Prejudice to the Progreſs of this Deſign, of finding a North Weſt Paſſage.

In *Frobiſher*'s ſecond Voyage, the *Gabriel* was commanded by one Mr. *Edward Fenton*, a Gentleman of a good Family, and a great Favourite of the Earl of *Warwick*'s. In the third Expedition, Capt. *Fenton* commanded the *Judith*, and was Rear Admiral of the Fleet. He had ſo good an Opinion of the Enterprize, that when he was ſent on an Expedition to the *Eaſt-Indies*, he procured an Article to be inſerted in his Inſtructions, which were dated *April* 9, 1582, directing him to endeavour the Diſcovery of the North Weſt Paſſage from the South Sea; but the real Deſign of that Voyage being to cruize againſt the *Spaniards*, he ſailed to the Coaſt of *Brazil*, where he met with a Squadron of theirs, which he defeated, and ſoon after returned home, without proceeding any farther, tho' Sir *William Monſon* ſays, one of his Ships proceeded and actually paſſed the Straits of *Magellan*.

Amongst others who were embarked in Mr. *Fenton*'s Deſign, there was one Mr. *John Davis*, a very ſenſible Man, and an able Navigator, and who being a warm Advocate for the Probability of a North Weſt Paſſage, a Company of Merchants of *London*, and of the Weſt Country, with the Aſſiſtance of ſome Perſons of Diſtinction, employed him on the Diſcovery, and equipped two Barks, the one called *The Sunſhine*, of Fifty Tons; the other *The Moonſhine*, of Thirty-five Tons. He ſailed from *Dartmouth*, *June* 7, 1585; and on the 20th of *July* following, he diſcovered, near the Entrance of thoſe Straits that bear his Name, that Land to which he gave the Name of *Deſolation*. On the 29th of the ſame Month, they ſaw Land again, in the Latitude of 64°. 15′. and there he went aſhore, and converſed with the Natives, whom he found a very civil, tractable, and honeſt People. On the 6th of *Auguſt*, he found himſelf in the Latitude of 66°. 40′. in an open Sea; he anchored in a fine Bay, near a noble Mountain, the Clifts of which were of the Colour of Gold, to which he gave the Name of *Mount Raleigh*; he called the Road, *Totneſs*; the North Foreland, *Dyer's-Cape*; and the South Foreland, *Cape Walſingham*. On the 11th of the ſame Month, he gave the Name of *the Cape of God's Mercy*, to

the

the Southermost Point of Land, and then entered a fair Strait, thro' which he sailed sixty Leagues, N. N. W. with Islands in the middle, but a fair Passage on both Sides; he met with Signs of People upon the Shore, and found the Tide flow six or seven Fathom, but could not find from whence it came. On the 21st, he sailed for *England*, and on the 30th of *September* he arrived at *Yarmouth*. He seems to have been the first that examined the West Side of *Groenland*, on which he sailed to the Height of 64°. 15′. and on the other Side, he discovered from the Height of 66°. 40′, and returned Home safely.

This Expedition gained Capt. *Davis* so much Credit, that he was sent out again with four Ships, the *Mermaid*, of One Hundred Tons, the *Sunshine*, the *Moonshine*, and the *North-Star*, of Ten Tons. He sailed from *Dartmouth*, *May* 7, 1586, and on the 15th of *June* discovered Land in the Latitude of 60°. North, and in the Longitude of 47°. West from *London*; but being hindered from approaching it by Ice, he was constrained to bear away to the Lat. of 57°. in order to double it, and recover an open Sea, which he did. On the 29th of the same Month, he again discovered Land in the Latitude of 64°. and in the Longitude of 58°. 30′. West from *London*, where he went on Shore, and traded with the Natives, of whom he gives a large Account, very little different from what the Reader will meet with in some of the ensuing Pages. He found this to be broken Land with great Sounds and Inlets. About the middle of *July* he sent Home the *Mermaid*, and continued his Expedition in the *Moonshine*. On the 1st of *August* he discovered Land in the Latitude of 66°. 33′. and in the Longitude of 70°. West from *London* he saw many Inlets, but attempted none; and on the 19th of the same Month, he began to return Home, and arrived safely in *England* in the Beginning of *October*; so that in this second Voyage, he did not so much as in the first; which, perhaps, might be owing to his having the Command of a Squadron.

On his Return he wrote a Letter to Mr. *Sanderson*, who was Treasurer of the Company; in which he affirmed, that he had brought the Passage to a Certainty, and that it must be in one of four Places, that he had remarked, or not at all; adding that farther Discoveries might be made without more Expence, supposing that the Fishery would more than defray it. In Expectation of this, he was fitted out a third Time, having with him the *Sunshine*, the *Elizabeth* of *Dartmouth*, and the *Ellen* of *London*. He sailed from *Dartmouth*

on

on the 19th of *May*; on the 14th of *June* they diſcovered Land, and on the 16th they anchored in a Harbour, where they traded with the People. On the 30th of the ſame Month he was in the Latitude of 72°. 12′. on the Weſt Side of *Groenland*; he called the moſt Northern Point of the Land he ſaw *Hope Sanderſon*; he then ran Weſtward 40 Leagues and better, without any Sight of Land. On the 17th of *July* he had Sight of *Mount Raleigh*: On the 23d he anchored in the Bottom of the Gulph, and called the Iſlands there *Cumberland-Iſlands:* On the 26th he met with a great Storm, and on the 30th he diſcovered that which he called *Lumley's-Inlet*, between 62°. and 63°. He returned to *Dartmouth* the 15th of *September;* and in a Letter that he wrote to Mr. *Sanderſon*, he maintains the Probability of a Paſſage through the Strait that bears his Name; and in this Opinion he continued all his Life, as Sir *William Monſon* informs us, who tho' he had no Opinion of the Paſſage himſelf, yet he allows that Capt. *Davis*'s Arguments in its Favour were very plauſible.

After this third Voyage of Capt. *Davis*, Expeditions for the Diſcovery of a North Weſt Paſſage were for ſome Years ſuſpended; but ſtill the Opinion, that ſuch a Paſſage might, and ſome Time or other would, be found, continued and kept up its Credit; and Sir *Humphry Gilbert*, a very gallant, and learned Gentleman, Half-Brother to the ever memorable Sir *Walter Raleigh*, wrote a very curious, and for thoſe Times, a very judicious Diſcourſe upon this Subject, and procured a Patent for ſettling the Weſt Part of *America*, with a View, in all Probability, to this Diſcovery. Some other Papers of the like Purport were wrote about the ſame Time; and from the Authorities mentioned in them, it very clearly appears, that the Notion of a North Weſt Paſſage was at this Time general, among the ableſt Coſmographers, and moſt intelligent Seamen in *Spain*, *Portugal* and *Italy*; not to mention the poſitive Aſſurances given by ſome, that Ships had actually returned from the *Eaſt-Indies* through this Paſſage. To give a diſtinct and particular Account of theſe Matters would require a Volume; and therefore it may be ſufficient for our Purpoſe, to give a ſingle Inſtance, as indeed it is a very ſingular one, of the Credit of this Opinion, amongſt Men of the beſt Judgments, who were employed in the *Eaſt-Indies*.

Capt. *James Lancaſter*, who was ſent in the Spring of the Year 1600, with four large Ships into thoſe Parts, being the firſt Fleet ever ſent thither by an *Engliſh Eaſt-India* Company; in his Return Home on board the *Dragon*, met with a Storm

Storm off the Cape of *Good Hope*, in which his Ship lost her Rudder, and was otherwise damaged, insomuch that he was persuaded to go on board the *Hector*, another of the Company's Ships, for his Security. But that brave and vigilant Officer, believing his Presence might contribute more than any thing else to the Preservation of the Ship he was in, refused to quit her, contenting himself with writing a short Letter to the Company, wherein he told them, they might be sure he would do his utmost to save the Ship and Cargo, by his venturing his own Life, and the Lives of those who were with him; adding this remarkable Postscript, in the midst of his Confusion, *The Passage to the* East-Indies *lies in* 62°. 30'. *by the* North West, *on the* American *Side*. One may from hence infer, that this Gentleman, who for his great Conduct, Courage and Integrity, was afterwards knighted, looked upon this as a Thing of great Certainty, as well as great Consequence; otherwise he would not have given it Place in such a Letter, at such a Time, and under such Circumstances. It is not at all improbable, that it might be in Pursuance of the Company's Instructions; for whoever considers it maturely, will be of Opinion, that such a Discovery imported no Body of Men in this Nation more than the *East-India* Company.

The Consideration of all these Circumstances together, very possibly with this Passage in Captain *Lancaster*'s Letter, which made a great Noise at that Time, induced the *Russia* and *Turkey* Companies, about fifteen Years after the Return of Captain *Davis* from his last Voyage, to resolve upon sending two Vessels in Search once more of the North West Passage. These were commanded by Capt. *George Weymouth*, a very able Officer and skilful Seaman; he sailed on the 2d of *May*, 1602, in the *Discovery* of seventy Tons, in Company with the *Goodspeed* of sixty Tons, commanded by Mr. *John Drew*. On the 4th of *June* he had sight of the *Orkneys*; on the 28th he was in the Latitude of 62°. 30'. when he descryed *Warwick*'s *Foreland*, and standing along the Coast, saw great Reason to believe that it was an Island; and supposing it so to be, he concluded, that *Lumley's-Inlet*, and the next Southern Inlet must of Necessity be one Sea; and as there is a great Current there, setting to the West, he thence inferred there might be reasonable Hopes of a Passage. He farther observed, that the Land of *America* was all broken. On the 19th of *July* his Men mutinied, and took a Resolution to return to *England*, for Reasons which they gave him, offering at the same Time, if with the Benefit of a North West Wind, which they then had, he would endeavour a Discovery in 60°.

or

or 57°. they were willing to run any Hazard with him; from whence Capt. *Fox* infers, that he had ſome on board, who were wiſer than himſelf; but being in the Latitude of 68°. 53′. (as he ſays) the Men abſolutely refuſed to proceed. On the 26th, he reckoned himſelf in the Entrance of an Inlet at 61°. 40′. into which Inlet he affirms, that he ſailed 100 Leagues, Weſt by South, that it was forty Leagues broad, very little incommoded with Ice, and a Paſſage with more Probability to be expected there than in *Davis*'s-*Straits*; but as the Year was far ſpent, and many of his Men in both Ships ſick, he thought fit to return to *England*, and arrived ſafely at *Dartmouth* on the 5th of *Auguſt*. It is Capt. *Fox*'s Opinion, that from the Lights afforded by *Davis*, and *Weymouth*, *Hudſon* was principally guided in his Diſcovery.

We come next to ſpeak of this great but unfortunate Seaman, who in Point of Skill was inferior to few, in regard to Courage ſurpaſſed by none, and in Point of Induſtry and Labour hardly equalled by any. He was taken into the Service of a Company of very eminent Merchants, who were bent on making a Diſcovery of a ſhorter Paſſage to the *Eaſt-Indies*, whether by the North, the North Eaſt, or the North Weſt; and in their Service he ſearched for every one of theſe; neither does it appear from any of the Accounts now extant, that any Company were ever at ſo great an Expence, perſiſted ſo long, or did ſo much, towards clearing up this Point, as the Company by which *Hudſon* was employed; and yet it does not appear, that they had any particular or private Views; but took all this Pains for the Sake of thoſe Advantages that muſt have reſulted to the Public, in Caſe their Endeavours had ſucceeded. It is juſtly to be regretted that the Names of theſe generous Perſons, have not been preſerved to Poſterity; but that all we know of them is, that they were *certain Worſhipful Merchants of* London; at that Time, no doubt, and long after, when *Purchas* made his Collection, it was a Thing ſo well known, that publiſhing it ſeemed to be unneceſſary, from whence it unlukily happens, that what was overlooked then, muſt remain in perpetual Oblivion to ſucceeding Times.

The firſt Voyage Capt. *Hudſon* made, in the Service of this Society, was to diſcover a Paſſage to the *Eaſt-Indies*, by ſailing directly North, in which he did not ſpend quite five Months, departing from *Graveſend*, the 1ſt of *May*, 1607, and returning thither again the 15th of *September* the ſame Year. In this Voyage there are ſeveral Things very remarkable: On the 13th of *June* they ſaw Land; which ſe[illegible] to have

have been Part of the East Coast of *Groenland*: On the 21st of the same Month they saw Land again, in the Latitude of 73°. to which they gave the Name of *Hold with Hope*, and there they found the Weather temperate and pleasant; whereas in 63°. they were pinched with severe Cold: On the 27th they were in the Latitude of 78°. where they found the Weather also temperate, or rather warm; but on the 2d of *July*, tho' they were in the same Latitude, the Weather was very cold; on the 8th of *July*, being in the Latitude of 78°. they had calm Weather, an open Sea, and a great Quantity of Drift-Wood; they observed that an Azure or Blue Sea was generally incommoded with Ice; but the green Sea open: On the 14th of *July*, Capt. *Hudson* sent his Mate and his Boatswain on shore, in the Latitude of 80°. 23'. being then on the Coast of *Spitzbergen* or *Greenland*; they found the Track of Beasts, saw some Water-Fowl, and met with a Stream or two of fresh Water, of which they drank heartily, the Weather being hot; and observing the Sun at Midnight, they found his Body 10°. 40'. above the Horizon. He continued to advance to near the Latitude of 82°. and would have proceeded farther, but was hindered by the Ice; he afterwards made an Attempt to sail round *Groenland* by the North West; and so to have returned home thro' *Davis's-Straits*, but found that likewise impracticable.

Upon his Return, he was employed again to discover a North East Passage; he sailed *April* 22, 1608, and returned again on the 26th of *August* the same Year; he first tried to pass between *Spitzbergen* and *Nova-Zembla*, but was hindered by the Ice; he then coasted along the latter, and found the Country tolerably pleasant; nor was he without some Hopes of finding another Passage, than by that called the Straits of *Weygatz*; but failing in this also, he bore away from thence to make Trial of the North West Passage, by entering *Lumley's-Inlet*; but finding it impossible to arrive there in Time, he laid aside that Design, and made the best of his Way home. In 1609, he went again in search of the North East Passage, and having examined the Coast of *Nova-Zembla* to no Purpose, he bore away for *Newfoundland*, where he traded some time with the Savages, and from thence proceeded to *Virginia*. One may reasonably suppose, that he did this with Design to lessen the Expences of the Voyage, that the Company might not be tired with bearing continual Losses, without meeting any Success; and upon his return from hence, it was, that he undertook his last, and fatal Voyage, expressly for discovering a Passage by the North West.

He

He ſailed from *Blackwall*, *April* 17, 1610, and plying down the River with the Lee he took an Opportunity there of ridding himſelf of one Mr. *Coleburne*, a very able and ſkilful Seaman, whom his Owners had put on board him as his Aſſiſtant, by ſending him back to *London* in a Pink, with a Letter, in which no doubt, he gave the beſt Colour he could to this ſtrange Proceeding; which proved an unlucky Precedent, for the ſending him out of the Ship in a much worſe Place. In the latter end of *May*, he reached the Iſland of *Iceland*, and put into a Harbour in the North Eaſt Part of it, where he was kindly entertained; yet here ſome Diſputes aroſe amongſt his Crew, which with ſome Difficulty he pacified. On the firſt of *June* he ſailed from *Iceland*; on the 9th of the ſame Month he took himſelf to be off *Frobiſher*'s Straits; on the 15th he ſaw Land, which Capt. *Davis* called *Deſolation*; on the 24th he began to enter into thoſe Straits which have ſince borne his Name. On the 8th of *July*, being in the Height of 60°. he gave the Name of *Deſire-Provoked*, to the Land he ſaw on the South Side of the Strait; on the 11th he was amongſt ſome Iſlands, to which he gave the Name of the *Iſles of God*'s *Mercy*; found the Tide flow higher than four Fathoms, the Flood coming from the North, High Water at Eight of the Clock on the Change of the Moon, in the Latitude of 62°. 9′. On the 3d of *Auguſt*, he paſſed through the Straits, obſerving that the Tide came from the North, flowing from the Shore five Fathoms; the Cape at the Paſſage out on the Eaſt Side, he called *Cape Wolſtenholme*; and that on the South Weſt Shore, *Cape Diggs*; he ſailed down to the Bottom of the Bay, and very carefully ſearched the Weſt Side, in which he ſpent the Time, till towards the Beginning of *September*, when he removed *Robert Ivett*, his Mate, for his mutinous Behaviour: During the whole Voyage, he ſtill continued ſearching the Bay, probably with an Intent to find out a fit Place to winter in; and the beginning of *November*, he found a Place in the South Weſt Part, which he judged moſt proper for his Purpoſe; and there he cauſed the Veſſel to be hauled aſhore. As he was victualled at his coming from *England*, for ſix Months only, and had been out now full that Time, it may be preſumed that they underwent great Hardſhips, in which, however, it is ſufficiently evident that he ſhared with them. In the Beginning of the enſuing Spring, after making a ſhort Trip in a ſhallop for nine Days, to try whether he could meet with any Savages, who would furniſh him with Proviſions, and being diſappointed, he returned, and getting the Ship ready, prepared to ſail for *England*, diſtributing the Bread amongſt thoſe People that were

on

on board, and with it a Certificate to entitle them to their Wages, in case of his Demise; at which time he wept out of Pity for their Harpships.

But it seems the Gentleness of *Hudson*'s Temper had no kind of Effect upon those with whom he had to deal; for one *Henry Green*, a profligate young Man, whom he had taken into his House, and preserved from Ruin, bringing him on board without the knowledge of his Owners, conspired with *Robert Ivett*, the Mate whom Capt. *Hudson* had displaced, and when they were ready to sail, turned the Captain, with his Son *John Hudson*, a Youth, Mr. *Woodhouse*, a Gentleman studious in the Mathematicks, who was a Volunteer in this Voyage, with the Carpenter and five more into the Shallop, with little or no Provisions, and hardly any Arms, and most barbarously abandoned them in that wretched Place, where they were afterwards either starved to death, or murdered by the Savages. The Crew suffered all the Hardships they deserved in their Return; for in a Quarrel that they had with the Savages, *Green* and two of his Companions were killed; *Robert Ivett*, who had made several Voyages with *Hudson*, and was the original Author of all this Mischief, died in the Passage home; and the rest with infinite Difficulty came first to *Ireland*, and at length to *England*. *Abbacuc Pricket*, who was one of them, and wrote all the Account we have of the latter Part of the Voyage, was a Servant to Sir *Dudley Diggs*, and probably by his Interest escaped Punishment. Capt *Fox* suspected, and with good Reason, that he was as deep in this black Affair as any of them; but at his Return, he asserted, that the Ship being aground at *Diggs's-Island*, in the Latitude of 62°. 44′. a great Flood from the West set them afloat, which gave such Hopes of a Passage, that the Company immediately resolved to make another Trial, in Hopes, perhaps, of saving Capt. *Hudson*, in case he survived.

The Person that was made choice of to conduct this new Expedition, was Capt. *Thomas Button*, a Gentleman at that Time in the Service of Prince *Henry*, an able Seaman, a very knowing Man in other Things, and who was afterwards knighted, for services rendered to the Crown. He had two Vessels, the one called the *Resolution*, in which himself sailed; and the other the *Discovery*, commanded by Capt. *Ingram*; they were victualled for eighteen Months, sailed in the beginning of *May*, 1612, and entered *Hudson's-Straits* on the South of *Resolution*, where for some Time they were fast among the Ice: He then sailed to *Digg's-Island*, where he stay-

ed

ed about a Week, and in that Time fitted out a Pinnace, which he brought from *England* in Pieces. Sailing then Weſtward, he diſcovered the Land, which he called *Cary-Swan's-Neſt*; from thence proceeding Southward of the Weſt, he fell in with Land, in the Latitude of 60°. 40′. to which he gave the Name of *Hopes Checked*. They met there with a great Storm, which drove him Southward, and conſtrained him to look for a Harbour, in which he might repair the Damage he had ſuſtained; and on the 15th of *Auguſt* he put into a Creek, on the North Side of that River, which he called *Port-Nelſon*, from the Name of the Maſter of his Ship, whom he buried there; and here he reſolved to Winter; in order to which, he put his ſmaller Ship foremoſt, and then the *Reſolution*, fortifying both with a Barricado, compoſed of Piles, made of Firr, and ſtrengthened with Earth, in order to defend them from Snow, Ice, Rain, or Floods. He wintered on Board his Ship, in which he kept three Firs; and tho' there is no doubt that he took all the Care he could of his People; he notwithſtanding loſt many of them, and was himſelf much indiſpoſed for the firſt three or four Months of the Winter, which was very ſharp.

It is much to be regretted that we have no diſtinct, regular, or complete Journal of this Voyage; tho' it is certain, that Sir *Thomas Button* kept a very exact Journal; an Abſtract of Part of which, communicated to him by Sir *Thomas Roe*, is printed by Capt. *Fox*; But having exceeding ſtrong Hopes of a Paſſage, and being very deſirous to keep the Honour of the Diſcovery to himſelf, Sir *Thomas* was very induſtrious to conceal, what certainly ought to have been made publick. All we know of the firſt Part of his Voyage is collected from different Accounts, and thoſe written by ſeveral Hands, and it is from theſe we learn that the River, notwithſtanding the Rigour of the Seaſon, was not entirely frozen till the 16th of *February*, which was owing to the Winds changing frequently, ſo that they had ſometimes warm thawing Days, as well as others that were piercing cold. They were not much diſtreſſed for Proviſions, ſince it is affirmed, that in the Space of the Winter, they killed no leſs than eighteen hundred Dozen of Partridges and other Fowl, which affords us an Opportunity of ſaying ſomewhat concerning the Birds of this Country, that may prove both entertaining and inſtructive to the Reader.

The brown and ſpotted *Heathcock*, which continues all the Year in the Countries about *Hudſon's-Bay*, is ſomewhat bigger

bigger than an *English* Partridge, longer bodied, and has a longer Tail in proportion. The Bill is black, covered with brown Feathers; the Skin above the Eye red; the top of the Head, the upper Part of the Neck, and down the Back covered with Feathers of a dark brown, mixed with a dull orange, and ash Colour; the Tail is of a dark brown, the Throat under the Bill of a yellowish white, the Neck and Breast of a dull orange, with Spots in the Form of Half-Moons of black; the Breast and under the Body of the Bird to the Tail white clouded with cream Colour, spotted with black Half-Moons; the Legs from the Knee-joint down to the Feet covered with a kind of hairy Feathers of a brown Colour, intermixed with black; the Feet of a reddish brown; and three Toes forward having Claws pretty long and black; these Toes are jagged, but the hinder Toes are smooth on the sides. It is remarkable, that these Birds are Inhabitants of the low Country in those Parts, tho' the same Species with us are only found in very high Lands, and on the Tops of Mountains.

The *white Partridge* is of a middle Size, between our common Partridge and the Pheasant, shaped very much like the former, except that its Tail is somewhat longer. In the Summer Season these Birds are mostly brown, but in the Winter they become perfectly white, except the outward Feathers of the Tail, which are black Tipped with white. In that severe Season they repose themselves in the Snow all Night, and in the Morning fly directly up to shake off the Snow. In the middle of the Day they sun themselves, and feed only in the Morning and Evenings. They breed and continue in those Parts all the Year, which is a great Relief to such as inhabit that Country. But after all, as the ingenious and accurate Mr. *Edwards* observes, this Bird is not properly a Partridge, but of that kind which we call the Heath Game, and is common to *America* and *Europe*, being found in the Mountains of *Italy*, *Switzerland*, *Spain*, *&c.* but no where in such Plenty as in the Regions about *Hudson's-Bay*.

The *Pelican* is also common in this Country, which is somewhat bigger than a large tame Goose; the upper Mandible of the Bill is narrower in the middle than at either End, and is received into the lower, except towards the Point, which widens and receives the lower into it; the Point is red, but the upper and under Part towards the Head, are of a yellow Colour; the Pouch when dry, resembles an Ox's Bladder blown, and is prodigiously large while the Creature is living; the Head and Neck are covered with white Feathers,

the Body of a dirty aſh Colour, the Quills of the Wings are black, all the under Part is of a dark aſh Colour, the Legs are ſhort, with four Toes, webbed together, the middle Toe is longer than the Leg, and both the Legs and Feet are of a dirty yellow, mixed with green; the Claws are dark. Theſe Birds live chiefly upon Fiſh, and are thought to inhabit moſt Parts of the Globe; at leaſt, it is certain that they are common here, and in the Northern parts of *Ruſſia*; they likewiſe abound in *Egypt*, and are ſometimes found near the *Cape of Good Hope*, where they are of a much larger Size; one that was publickly ſhewn here, and brought from thence being twice as big as a large Swan, and the Pouch under the Bill ſo large, that his Keeper with great eaſe put his Head into it.

THERE are likewiſe in this Country ſome very curious Birds, with reſpect to their Size and Strength; ſuch as *White Tailed Eagles*, about the Bigneſs of a Turkey-Cock, flat crowned, ſhort necked, full breaſted, with brawny Thighs, and having very long and broad Wings, in proportion to it's Body, but darker on the Back, and lighter on the Sides; the Breaſt ſpotted with white, the Quills of the Wings black, the Tail when cloſed white, both above and below, except the very Tip of the Feathers, which are black or brown, the Thighs covered with dark brown Feathers, thro' which, in ſome Places, a white Down appears, the Legs to the very Feet covered with ſoft Feathers of a reddiſh brown; it has four Toes on each Foot, very thick and ſtrong, ſtanding three forward and one backward, covered with yellow Scales, and armed with very ſtrong Claws, of a ſhining black, with very ſharp Points; there are beſides theſe, ſeveral kinds of *Falcons* or *Hawks*, and other Birds of prey. The great *Horned Owl* is alſo common in this Country, which is a very ſingular Bird, with a Head very little inferior in Size to that of a Cat, and what are called the Horns, compoſed of Feathers, riſing juſt above the Bill, intermixed at the Bottom with white, becoming of a red brown by Degrees, and tipped with black. The great *White Owl*, of a bright ſhining Colour, ſo as ſcarce to be diſtinguiſhed from the Snow, is common here likewiſe, and continues the whole Year through in this Country, where it is frequently ſeen flying by Day, and preys upon the white Partridge.

THERE are alſo ſome Beaſts, that are ſingular enough, and are generally eſteemed peculiar to this Country, ſuch as the *White Bear*, a Creature very different from the common Bear; having a long Head, and a Neck much thinner than other Creatures of that Kind: It is ſaid to make a Noiſe, not unlike the barking

barking of a Dog that is hoarse; There are different Sizes, great and small; their Hair is long and soft as Wool; and their Noses and Mouths are black, and so are their Claws; they swim from one Field of Ice to another, and dive under Water for a long Time. Near the Sea Coast, they feed chiefly upon dead Whales; but on shore, on any thing they can get.

The *Porcupine* of *Hudson's-Bay* resembles in Shape and Size a Beaver; the Head is not unlike that of a Rabbit; it has a flat Nose, entirely covered with short Hair; the Teeth before, two above, and two below, are of a yellow Colour, and remarkably strong; it has very small short Ears, which hardly appear without the Furr; the Legs too are very short, but the Claws, of which it has four on it's fore Feet, and five on the hind, are long, hollow within, like Scoops, and very sharp pointed. It is covered all over the Body with a pretty soft Furr, about four Inches long; beneath the Hair, on the upper Part of the Head, Body and Tail, it is very thick, set with sharp stiff Quills, which are white, with black Points, bearded, and not easily drawn out, when they have entered the Skin. The Porcupine usually makes his Nest under the Roots of great Trees, and sleeps much; he feeds chiefly upon the Bark of Trees, eats Snow in the Winter, and drinks Water in the Summer, but carefully avoids going into it. The Savages eat them, and esteem their flesh both a wholsome and a pleasant Food.

The *Quick-Hatch* or *Wolverene* is another very extraordinary Beast of the size of a large Wolf; the Snout of the upper and under Jaw, as far as the Eyes, is black, the upper Part of the Head whitish, the Eyes dark; the Throat, and under Part of the Neck, white spotted with black; the Ears small and round; the whole Body of a reddish brown, darker at the Shoulders and Rump, and lighter upon the Back and Sides. The Furr of the whole Body is pretty long, but not very close, the Feet as far as the first Joint, are covered with short black Hair, but the Legs are brown and the Claws of a light Colour, the Tail is most of it brown, but towards the Tip bushy and black. This Creature in going carries his Head very low, so that his Back rises archwise; when attacked, he defends himself with great Force and Obstinacy, and it is said, will tear Traps, Ginns, and other such Inventions to pieces, in a very surprizing Manner. But to return to Capt. *Button*.

He carried with him in this Expedition, several Persons of great Skill and Capacity, such as the Master of the *Resolution*,

tion, Mr. *Nelſon*, who was a very experienced Seaman, and ſuggeſted to him moſt of the Precautions, taken for the Preſervation of his People in the Winter. Capt. *Ingram*, who commanded the *Diſcovery*, was alſo a Man of great Abilities; and ſo was Captain *Gibbons*, of whom *Button* in his Journal ſays, that he never carried a better Seaman with him in his Life. He had alſo one Capt. *Hawkridge* with him, who made ſome Notes upon the Voyage, and who having tried the Tide at *Savage-Iſles*, found it came from the South Eaſt, and roſe three Fathoms. From him we learn, that he had an Encounter with the Savages at *Cape Wolſtenholme*, who came to attack him in two Canoes, in which there were about fourſcore Perſons, and who ſurpriſing his Men a-ſhore, when they were filling Water, killed five of them, in Revenge for his taking four of their large Canoes, of which he returned but two. He had alſo one *Joſias Hubart*, who was his Pilot, and we ſhall hereafter take Notice of a ſingular Inſtance he gave of his Capacity, and of the juſt Notions he had of the true Way of ſeeking the Paſſage; and not to detain the Reader longer upon this Head, we ſhall mention but one Man more, which was *Abbacuc Prickett*, who was with Capt. *Hudſon*, in the laſt unfortunate Voyage, when he was baſely ſacrificed by his mutinous Crew.

WHILE they were lying ſtill in the Winter, Captain *Button* very judiciouſly deviſed a Method of employing the Time of the principal Perſons on board him, to the Service of the Expedition, and his own Satisfaction; which at the ſame Time cut off all Occaſions for Murmuring or Diſcontent, by taking up that Space, which had it remained unemployed, their Heads might have run upon Things of a leſs uſeful Nature, and which might have created Differences and Diſputes. Some he kept buſy in ſettling the Courſe and Diſtance from Place to Place; to others he propoſed, as it ſeems, the following Queſtions, *viz.* what it was poſſible for them to do where they were, when the Weather became open? and how the Diſcovery they were ſent to make, might be beſt proſecuted, when they ſhould be able to go to Sea? To which Queſtions, Mr. *Hubart* before mentioned wrote the following Anſwer.

'MY Anſwer to the firſt Demand, is under your Favour, 'I think it not amiſs to ſearch this River, if God give Strength 'to our Men, before our Departure from it, to have the 'Knowledge how far it doth extend, and that we may meet 'with ſome Inhabitants, which may further our Expectations, 'but I cannot think of any Profit to be made by it.

'MY

'My Anſwer to the ſecond Demand is, to ſearch to the 'Northward about this Weſtern Land, until, if it be poſſible, 'that we may find the Flood coming from the Weſtward, and 'to bend our Courſes againſt that Flood, following the Ebb, 'ſearching that Way for the Paſſage. For this Flood, which 'we have had from the Eaſtward, I cannot be perſuaded, but 'that they are the Veins of ſome Headland to the North-'wards of the Cheeks, and by the Inlets of Rivers, which 'let the Flood-Tides into them; which Headlands being 'found, I do aſſure myſelf, that the Tide will be found to 'come from the Weſtward.

'Herein I have ſhewed my Opinion, ſo far as my Judg-'ment will afford, until further Reaſons induce me to the 'contrary.' *Joſias Hubart.*

Whoever is a proper Judge of theſe Matters, muſt allow, that this Man was perfectly right, and laid down the only true and ſenſible Method for diſcovering a Paſſage. The River began to clear about the 21ſt of *April*, but it is certain, that he did not get out to Sea, till more than two Months after, and then the Extract we have of his Journal, ſhews that he examined the Weſt Side of the Bay, and gave Names to ſeveral of the Places remarkable therein, which they ſtill bear: His own Name he left to the Bay, where he wintered, and the adjacent Country he called *New-Wales*. In the Latitude of 60°. finding a ſtrong Race of Tide, running ſometimes Eaſtward, and ſometimes Weſtward, Mr. *Hubart* in his Chart ſet it down, by the Name of *Hubart's Hope*; the higheſt he ſailed to the North, ſeems to be 65°. and from the Obſervations he made there, more eſpecially of the Tides, he came Home perfectly ſatisfied, that a North Weſt Paſſage might be found; and he told Mr. *Briggs*, the famous Mathematician, that he convinced King *James* of the Truth of this Opinion. But it would have been more advantageous to this Nation, if he had ſuffered his Journal to be publiſhed, or at leaſt had given the World the Grounds upon which his Sentiment was built, as he lived many Years after this, became a rich Man, and a great Patron to thoſe who ſet on foot the Trade to *Guinea*. It is for Want of his Journal, that we have no Account when he returned: All we know of it, is from the Report of *Pricket*, who ſaid they met with no Ice, till they were in *Hudſon's Straits*; and that they came Home in ſixteen Days.

We are told, the Reaſon Capt. *Button* did not make another Voyage for Diſcovery, was the Death of Prince *Henry*

his Maſter, which happened in his Abſence; but it may be preſumed, that he imparted his Inſtructions freely to his Kinſman and great Favourite Capt. *Gibbons*, who was ſent in the ſame Ship called the *Diſcovery*, upon the ſame Deſign in 1614; but he was very unfortunate, for miſſing the Entrance of *Hudſon's-Straits*, he was driven by the Ice into a Bay in the Latitude of 57°. upon the North Eaſt Main, which was called *Gibbon's-Hole*, where he lay twenty Weeks in very great Danger, and his Ship received ſo much Damage, that for this Reaſon, and becauſe the Seaſon was loſt, he thought proper to return.

THE ſame Company of Merchants, or at leaſt ſome of them, not at all diſcouraged by theſe repeated Diſappointments, fitted out the very next Year, which was 1615, the *Diſcovery*, a Veſſel of Fifty-five Tons, and gave the Command of it to Capt. *Robert Bylot*, a very experienced Mariner, who had been in all the three Expeditions of *Hudſon*, *Button* and *Gibbons*, who had with him for his Pilot the famous *William Baffine*, a very able Mariner, and one well acquainted with the Northern Navigation, and the *Greenland* Fiſhery; ſo that without doubt, very high Expectations were entertained of the Succeſs of this Voyage. Capt. *Bylot* ſailed on the 18th of *April*; on the 6th of *May* he had ſight of *Groenland*, on the Eaſt Side of Cape *Farewel*. He made the *Reſolution* on the 27th of the ſame Month; and on the North Side he found a good Harbour, where an Eaſt South Eaſt Moon made High Water, and the Tide flowed four Fathom. At *Savage-Iſlands* he met with a great many of the Natives, and traded with them; he lays this down to be in 62°. 30'. and affirms, the Tide roſe there as high as at *Reſolution*; he proceeded thence to *Mill-Iſland*, which he ſo named from the Grinding of the Ice; it lies in the Latitude of 64°. and there the Tide came from the South Eaſt. On the 10th of *July* he ſaw Land lying Weſt from him, and his Men being ſent to try the Tide, affirmed it came from the North, which gave him ſome Hopes of a Paſſage; he therefore called this *Cape Comfort*, in the Latitude of 65°. and in the Longitude of 86°. 10'. Weſt from *London*. But having doubled the Cape, and proceeded twelve or thirteen Leagues, he ſaw the Land tend North Eaſt by Eaſt, which put an End to his Hopes; and therefore he returned home, and anchored in *Plymouth-Sound* on the 9th of *September*, without loſing a Man. It ſeems from this Voyage, that he was diſcouraged from looking farther in *Hudſon's-Bay*, tho' he had been in the moſt improper Part, and therefore propoſed to the worthy Perſons, by whom he

was

was employed, that they should undertake another Expedition thro' *Davis's-Straits*.

Capt. *Robert Bylot*, or as *Purchas* calls him, *Byleth* sailed in the *Discovery*, the same Vessel that had been now employed in five Voyages, having with him *William Baffine* as his Pilot, from *Gravesend*, *March* 26; and on the 14th of *May* following, he entered in *Davis's-Straits*, and being in the Latitude of 70°. 20′. saw a great Number of the Natives who avoided him, and even here he began to doubt of a Passage; and the Reasons in his own Words were these, because the Tides were so small, not rising above eight or nine Feet, and kept no certain Course; but the nearest Time of High Water, on the Change Day, was at a Quarter after Nine, and the Flood came in from the South. On the 30th of the same Month he came to *Hope-Sanderson*, in the Latitude of 72°. 20′. which was the farthest North that *Davis* had sailed; and Mr. *Baffine* acknowledges, that from it's Appearance, his Predecessor might well be excused for entertaining great Hopes; the Sea being open, and the Passage wide, only the Tide held a certain Course, and rose but eight or nine Feet, which discouraged them very much. He continued his Course however, and on the first of *June* came to a little Island, where he found Canoes and Tents and two or three Women; this was in the Latitude of 72°. 45′. and he called it *Womens* Island. As the Ice was very troublesome, he thought fit to put into a Harbour till it should be in some Measure dissipated; and this accordingly he did on the 12th of *June*, in the Latitude of 73°. 45′. and trading there with the Inhabitants, who resorted to him in considerable Numbers, for Sea Skins and Unicorns Horns, called this Place *Horn-Sound*. After staying there a few Days he put to Sea again, but was very much troubled with the Ice; he had sight in his Passage of many Sea Unicorns.

On the 1st of *July* he found himself in an open Sea, in the Latitude of 75°. 40′. which again raised his Hopes. On the 3d doubled a fair Cape, in the Latitude of 76° 35′. which he called *Cape Diggs*, after Sir *Dudley Diggs*, and passing by a fine Sound, at about twelve Leagues distance, he called this *Wolstenholme-Sound*; on the 5th he was in another fine Sound, in the Latitude of 77°. 30′. which from the great Number of Whales he saw there, he called *Whale-Sound*; from thence he proceeded to Sir *Thomas Smith's-Sound*, which extends beyond 78°. and is at the very End of what is called *Baffin's-Bay*, which I suppose begins at *Hope-Sanderson*, and extends hither; all the Places yet named are on the East Side, or on that Con-

tinent which *Frobiſher*, or rather *Queen Elizabeth* his Miſtreſs, named *Meta Incognita*, and which is in reality, no other than the Eaſt Coaſt of *Groenland*. In *Smith's-Sound* there was great abundance of Whales, and which is very remarkable, they were the largeſt Whales he had ſeen; beſides which, there was another Circumſtance with regard to this Bay, worthy of Notice, and that was the Variation of the Compaſs to 56°. or more than five Points to the Weſtward, which *Baffine* affirms to be the greateſt Variation that had been ever obſerved. Standing over to the Weſt Side, he ſaw ſome Iſlands, to which he gave the Name of *Cary's-Iſlands*. The firſt fair Sound he met with on that Side, he called *Alderman Jones's-Sound*; and continuing his Courſe, he came on the 12th to another great Sound, in the Latitude of 74°. which he called Sir *James Lancaſter's-Sound*; and ſo keeping along the Weſt Side of *Davis's-Straits*, till on the 27th of *July* he was near *Cumberland-Iſlands*; here deſpairing of any farther Diſcovery, and Mr. *Hubart*, another of his Company, being very ſick, he bore away for the *Groenland* Coaſt, and putting into *Cockin-Sound*, in the Latitude of 65°. 45'. his ſick People recovered in a Week's Time, by giving them Scurvy-Graſs boiled in their Beer; there he traded with the Natives, and obſerved that they had a wonderful fine Salmon Fiſhery; the High Water here at Seven o'Clock at the Full and Change; and the Water roſe above eighteen Feet; on the 30th of *Auguſt* he arrived in *Dover-Road*.

On his return from this Voyage, he wrote a long, and a very ſenſible Letter to Sir *John Wolſtenholme*; in which he gives him a plain and fair Relation of his Voyage, and of the clear Diſcovery he had made; that nothing was to be expected, with regard to a Paſſage in *Davis's-Straits*; but for Salmon, Morſe and Whale-Fiſhing, there could not be a more commodious Place found, which Experience has juſtified; for the *Dutch* have eſtabliſhed an annual Whale-Fiſhery here, of a very great Value. But it ſeems the Hearts of theſe Gentlemen were ſet upon a Paſſage, and if that was not found they minded nothing elſe; ſo that after theſe five Voyages, in all of which *Bylot* was, they gave over their Deſign, which lay dormant for about twenty Years after. *William Baffine* was ſtill perſuaded that a Paſſage there muſt be, tho' fully convinced that in *Davis's-Straits* it could not be; and of this Sentiment he declared himſelf a little before his Death, which happened in the *Eaſt-Indies*, by a Wound he received at the taking of *Ormus*; and very deſirous he was of making a Tryal to find this Paſſage, from that Part of the World, in which

which he hoped to have ſucceeded better. It was chiefly from this great Seaman, that Mr. *Briggs* the Mathematician derived his beſt Lights, with reſpect to a North Weſt Paſſage; for which he was a great Advocate. It is true he conſulted Sir *Thomas Button*; but as he tells us himſelf, abating ſtrong Aſſurances, fair Words, and fine Promiſes, he received little or no Information from him, except with regard to the Tides, and from them alone he concluded the Certainty of a Paſſage; and that the moſt probable Means of finding it, was cloſely to examine the Coaſts about *Hudſon's-Bay*; and upon this Subject he penned a pretty large Diſcourſe; the Heads of which, and thoſe very imperfectly taken, are to be met with in *Purchas* and in *Fox*; but the whole of his Work with his Chart, was never publiſhed; which may be juſtly eſteemed a Loſs, and a very great one, both to that Age and to this.

We come now to Capt. *Luke Fox*, a Man bred from his Youth to the Sea, and who for Twenty-five Years, before he undertook this Voyage, had meditated ſomething of the kind, having then had an Inclination to have gone Mate with Mr. *John Knight*, who was famous for his Skill in the Navigation of the North Seas; but notwithſtanding he was then diſappointed, he remained a careful and diligent Enquirer into things of this Nature, converſed with *Baffine*, *Pricket*, and others who had been employed on the Diſcovery, and collected with great Induſtry all the Journals and Hiſtories of ſuch Voyages as he could meet with. His Love to this kind of Knowledge, brought him to an Acquaintance with Mr. *Henry Briggs* beforementioned, who offered him his Aſſiſtance for procuring one of the King's Ships, in order to make a Voyage in ſearch of the North Weſt Paſſage. Accordingly in 1629 or 1630, with the Advice and Aſſiſtance of Sir *John Brooke*, a Petition was preſented to King *Charles* I. for that Purpoſe, which was graciouſly accepted and granted; but the Seaſon of the Year being elapſed, before the Deſign could be brought to bear, they were obliged to put it off to the next Year, and in the mean time Mr. *Briggs* died.

In this Space, the Merchants of *Briſtol*, at the Requeſt of Capt *James*, formed a Scheme of the like Nature, and were deſirous to come to an Agreement with the Merchants of *London*, who were to be at the Expence of Capt. *Fox*'s Expedition, that they ſhould have an equal ſhare in Honour and Profit, which every Ship proved ſo fortunate as to find the Paſſage, and this was readily yielded to by the *London* Traders. Sir *Thomas Roe*, a very worthy as well as a very wiſe Man, and a Perſon of great Publick Spirit, returning at this Time from

from his Embaſſy in *Sweden*, Capt. *Fox* was introduced to him, and honoured with his Protection, as well as that of Sir *John Wolſtenholme* the elder, who had been for ſo many Years a conſtant Friend to, and Encourager of this Diſcovery; and his Son Mr. *John Wolſtenholme*, afterwards Sir *John Wolſtenholme*, was appointed Treaſurer; and Capt. *Fox* having been introduced to the King, and having received a Chart, in which all the former Diſcoveries were marked, his Majeſty's Inſtructions, and a Letter to the Emperor of *Japan*, prepared for his Voyage at the Beginning of *May*, 1631.

The Veſſel he ſailed in was a Pinnace of the King's called the *Charles*, of the Burthen of twenty Tons, with twenty Men and two Boys, victualled for eighteen Months, and compleatly equipped in every Reſpect. On the 8th of *May*, he ſailed from *Yarmouth-Road*; and on the 13th of *June*, was in Latitude 58°. 30′. On the 22d of the ſame Month, he entered *Hudſon's-Straits*, and after paſſing by *Cary-Swan's-Neſt*, the firſt Land he ſaw was in the Latitude of 64°. 1′. the ſame that Sir *Thomas Button*, called *Ne Ultra*, but to which he gave the Name of Sir *Thomas Roe's-Welcome*, which, I think, it has ever ſince retained; he ſays, it was an Iſland with high broken Land. He had fine clear Weather, an open Sea, free from Ice, no Snow on the Land, but a bold ragged Coaſt, like Headlands upon the Ocean, with Tangle and Rock-Weed, and great Plenty of Fiſh. The Tide roſe here four Fathom, whereas his Men who tried the Tide at *Cary-Swan's-Neſt*, found it to riſe only ſix Feet. Sailing from thence South Weſt in the Latitude of 63°. 37′. he ſaw another Headland to the Southward of him, with ſmall Iſlands and broken Land upon the Main; and here alſo he ſaw many Fiſh and Seals and one Black Whale; ſailing ſtill Southward, he came to an Iſland in 63°. to which he gave the Name of *Brook-Cobham*, in Honour of his Patron Sir *John Brooke*; and on the 30th of *July*, he ſaw another little Iſland about twelve Leagues from *Brook-Cobham*, to which he gave the Name of *Dun-Fox's-Iſland*: And here, he ſays, the Tide came from the North Eaſt, and flowed about twelve Feet Water. In the Latitude of 62°. 5′. he fell in with ſome ſmall Iſlands, to which he gave the Name of *Briggs's Mathematicks*: And here obſerved, that a North Wind kept up the Tide. He ſets it down in his Journal on the 3d of *Auguſt*, that the further he went from Sir *Thomas Roe's-Welcome*, it flowed leſs Water, and the Tide was leſs perceptible, and the ſame Obſervation he repeats more than once. He tried the Tide at *Port-Nelſon*, and found it flow nine Feet. On the 29th of *Auguſt*, he met with Capt. *James*, went on board him, and was well entertained,

tained, but left him on the last of that Month; the Result of his whole Discovery was, that from the flowing of the Tide and the whales, it was most likely the Passage should be in Sir *Thomas Roe's-Welcome* or the *Ne Ultra*, as Sir *Thomas Button* named it. In the Beginning of *October* he repassed *Hudson's-Straits*; and on the last of that Month arrived safely in the *Downs*.

He published his Voyage on his Return, which he dedicated to the King, and both in the Dedication, and at the Conclusion, he lays it down as a thing certain, that the High Tides he met with in the *Welcome*, could not possibly come through *Hudson's-Straits*, but must be propagated from a Western Ocean, or that which is commonly called the *South Sea*, and he very clearly and very judiciously traces these two Tides. He shews, that the Tide coming through *Hudson's-Straits*, flows at the Entrance of them, that is, at *Resolution*, five Fathoms right up and down: He observes, that Mr. *Hudson* had found the Tides at the Isle of *God's-Mercy* to flow somewhat above four Fathoms, that at *Mill-Island* it flows somewhat less than four Fathoms. Again, from *Sea-Horse Point* to *Cary-Swan's-Nest* it flows but six Feet. But in the Latitude of 64°. 10′. he found the Tide setting from the North and flowing above twenty Feet in the dead Neap; and coasting along this West-side, he found it flowing less and less, till at *Port-Nelson* it came to nine Feet; he therefore observes, that considering the distance, which is upwards of two hundred and fifty Leagues, and the Tide meeting so many Rubs and Checks, by the way, amongst Islands and Shoals, it is inconceivable how such a vast Quantity of Water should be recalled and repaired every twelve Hours, if it were not fed and supplied from some great and vast Ocean. It might be both instructive and entertaining, if we should insist farther upon this Gentleman's Remarks, deduced not only from his Knowledge, as a Seaman, but from his own Experience in this Voyage; and comparing his Observations with those that had been made by his Predecessors; but as all this Matter will be more properly considered in the Conclusion, where we shall have also later Facts to build upon, it is better to refer it thither and to avoid fatiguing the Reader with needless Repetitions. Only this it may be proper to remark, that Capt. *Fox*, not only continued firm in his Opinion, that there was a Passage, but was very clear also, as to the Place in which it was to be looked for, and very positive, that it would be found large and open, and in a temperate Climate, which he grounded upon his own Experience, that the farther he sailed Northward in *Hudson's-Bay*, the

the warmer he found the Weather, and the more free from Ice.

We have already mentioned Capt. *James* of *Briſtol*, who ſailed in the ſame Month, as well as the ſame Year with Capt. *Luke Fox*, and on the ſame Deſign. He was certainly a Man of Abilities, and very expert in Calculations, but he does not ſeem to have been ſo well acquainted with the Voyages that had been made to the North, as he ought to have been, to entitle him to a Command of this Nature; for if he had, he would not have advanced many Things that we find in his Account; and more eſpecially, in the Cloſe of it. He entered *Hudſon's-Straits* about the middle of *June*, and found himſelf exceſſively embarraſſed with Ice; of which he gives very long and diſmal Accounts; that in all Probability are ſtrictly true; but this was owing to his ſpending ſo much Time in the Bottom of the Bay, where, notwithſtanding his Conference with Capt. *Fox*, he reſolved to winter It ſeems he was very ſenſible, that much was expected from him at his Return; and it is viſible enough, that there was a great Emulation between him and *Fox*, which might very probably induce him to ſtay, in order to puſh his Diſcoveries, as far as it was poſſible, in the Spring.

However that might be, thus much is certain, that the Place he made choice of for that Purpoſe was *Chariton-Iſland*, in the Latitude of 52°. and here he was obliged to take Shelter in the Beginning of the Month of *October*, about which Time it began to ſnow and freeze exceſſively, yet the Sea was not frozen cloſe to the Iſland, until the Middle of *December*. The Cold was very intenſe, until the Middle of *April*, unto thoſe who had no Place to reſide in, but a Tent covered with the Sails, and ſuch Branches of ſmall Spruce as that Iſland afforded; and conſequently, in ſuch a Situation, they endured great Hardſhips in ſo long a Winter, ſurrounded by a Sea all covered with Ice, for a long time after it was diſſolved upon the Lands adjoining to the Bay. The 29th of *April* it rained all Day. The 3d of *May*, the Snow was melted in many Places of the Iſland. The 13th, the Weather was very warm in the Day-time, but there was ſtill Froſt in the Night. The 24th, the Ice was conſumed along the Shore, and cracked all over the Bay, and began to float by the Ship. The 30th, the Water was clear of Ice, betwixt the Shore and the Ship, and ſome Vetches appeared. The 15th of *June*, the Sea was ſtill frozen over, and the Bay full of Ice. The 16th was very hot with Thunder. The 19th they ſaw ſome open Sea; and by the 20th all the Ice was drove to the Northward.

This

This Island was a dry Land covered with a white Moss, and small Shrubs and Bushes, no Trees but Spruce and Juniper, the longest a Foot and a half over. The Sea to the Northward was full of floating Ice, until the 22d of *July*. In the long Account which Capt. *James* has given us of his Wintering, there is such a Detail of Miseries and Hardships, as might have been sufficient to have deterred any from venturing again into this Bay; and no doubt, it was a principal Reason, that all Thoughts of prosecuting a Design of this Nature, were, after the publishing his Voyage, laid aside for upwards of thirty Years.

After he left *Charlton-Island*, he sailed North West, and examined that Side of the Coast, as high as *Marble-Island*, and then stood over to the opposite Main, and sailed as high as *Nottingham-Island*; but the Month of *August* being now pretty far spent, and himself fully persuaded that no Passage was to be found, but to the Northward of 66°. he consented, on the unanimous Desire of his Ship's Company, to bear up the Helm, and to return home. He had a tolerable Passage through *Hudson's-Straits*, notwithstanding which it was the 22d of *October* before he reached the Port of *Bristol*. He published a large Account of his Voyage, in which there are abundance of curious Things, that recommended it highly to that great Philosopher Mr. *Boyle*; as on the other Hand, the Use that he has made of it, and the Character that he has given it, has reflected no small Credit on the Work. It may however be doubted, whether the Difficulties Capt. *James* met with, or the Dangers he run through, did not warp his Judgment, since from being a warm Advocate for a North West Passage, he came to write as positively against it, and to assert in plain Terms, that either there was no Passage, or if there was, it must be so situated, as not to be worth finding.

The Arguments he offers in Support of his Sentiment, as to there being no Passage, are three, or as he states them four; but the last seems to be a Deduction from the rest, rather than any new Reason; we will give a short Account of them all, because, when considered and compared with what has been discovered since, they are perhaps as strong Arguments for a Passage, as any that can be offered. First, then, he says, *there is a constant Tide Flood and Ebb setting into* Hudson's-Straits, *the Flood still coming from the Eastward, which, as it proceeds correspondent to the distance, it alters the Time of full Sea. This also entering into Bays and broken Ground, becomes disturbed and oversets with half Tides*. The Facts

here

here laid down are allowed to be very true, and the inference he draws from them is very juſt, but it happens to make nothing at all for his Purpoſe notwithſtanding. He never examined the Tide at Sir *Thomas Roe's-Welcome*, for if he had, he muſt have been convinced, for the very Reaſons here laid down, that it did not come from the *Atlantic* Ocean, and conſequently that there muſt be a Paſſage. *Fox*, who viſited this Bay the very ſame Year, who tried the Tides where Capt. *James* did, but tried alſo the Tide in the *Welcome*, concluded very juſtly, that the latter could not ſpring from the ſame Ocean with the former, and thus we ſee clearly and plainly why theſe two able Seamen were of directly oppoſite Opinions, and yet both of them in the right, ſo far as their Experience went; for it is very certain, that Capt. *James* ſaw nothing in this reſpect that could induce him to conclude there was a Paſſage; and it is no leſs certain, that Capt. *Fox*, from the Lights he had, might very fairly infer, there muſt be a Paſſage. The only thing in which Capt. *James* was blameable was, his aſſerting, that no Paſſage could be found to the South of 66°. notwithſtanding that there was a great Part of the Coaſt of *Hudſon's-Bay* within that Latitude, which he never examined. But let us now come to his ſecond Reaſon.

HERE *are*, ſays he, *no ſmall Fiſh, ſuch as Cod*, &c. *and very few great ones, which are very rarely ſeen; nor are there any Bones of Whales, Sea-Horſes or other great Fiſh to be found on the Shore, nor any Drift-Wood.* To this the ſame Anſwer may be given as to the former; the Facts are very true; and the Concluſion is very juſt; but then, it is only with regard to that Part of the Bay which he examined; and if the Concluſion be juſt, it is a certain Proof, that if he had met with the contrary of all theſe, he would undoubtedly have made a contrary Concluſion. Capt. *Fox*, in the Neighbourhood of Sir *Thomas Roe's-Welcome*, met both with ſmall Fiſh and large, of which he gives us a particular Account, and eſpecially with regard to Whales; for it ſeems at *Brook-Cobham* his Men ſaw no leſs than forty at one Time. It might indeed have been matter of Diſpute in thoſe Days when theſe two Journals were publiſhed, and very probably it was; which was moſt to be depended upon, in regard to veracity; but there can be none in ours, when from repeated Voyages theſe Parts are well known; and in conſequence thereof, it is a thing out of Queſtion, that all Sorts of Fiſh, but more eſpecially the larger Sorts, ſuch as Sea-Unicorns and Whales, are found in great Numbers in theſe Northern Parts; conſequently Capt. *James's* Reaſon, not only ceaſes with reſpect to thoſe Parts of the Bay where

where a Paſſage has been lately ſought, but the very contrary Reaſon takes place; ſince, if a Paſſage was deſpaired of from the want of theſe Signs, it ought ſurely to be hoped for, wherever thoſe Signs appear.

His third Reaſon is this, *We find the Ice*, ſays he, *in the Latitude* 65°. 30'. *to be lying all over the Sea in Rands, and I am moſt certain, that the Shoals and ſhoal Bays are the Mother of it. Had there been any Ocean beyond, it would have been broke all to Pieces, for we found it coming through the Straits into the Sea to the Eaſtward.* To which he adds, and calls it a fourth Reaſon, *That the Ice ſeeks its way to the Eaſtward, and ſo drives out at* Hudſon's-Straits. It is very evident from thence, that in his Judgment, the more Northern Parts of the Bay muſt be entirely choaked and filled up with Ice; whereas, it very clearly appears from what *Fox* ſays, that there was leſs Ice to the North; and in the following Sheets it will be ſhewn, that there is very little Ice; but on the contrary, the Ice in the Southern Parts of the Bay is broken to Pieces, and driven out by that great body of Water that comes from the North; and therefore upon his own Principle, this is a direct and convincing Proof, that there muſt be a Communication with another Ocean. As to his additional Argument, which he particularly mentions, as depending upon his own Obſervation, we may add to it, that a great deal of Ice is carried into *Hudſon's-Bay* through the Straits by the Flood, and very naturally comes out again with the Ebb, as well as the reſt of the Ice that is bred in the Bay, from the Cauſes that himſelf has aſſigned. On the whole, therefore, Whatever weight Capt. *James*'s Authority might have in former Times, when there might be a Doubt, whether he or *Fox* ſpoke truth, it can have no manner of Weight now, when the Facts, upon which his Reaſonings are grounded, have been, with reſpect to the Northern Bay totally overthrown by inconteſtable Experience.

It has been already oberved, that after *Fox* and *James* all Thoughts of a North Weſt Paſſage were laid aſide here; but as at this Time, or ſoon after, the principal Perſons in our Colony of *New England* began to undertake Expeditions, for Diſcovery and Improvement of their Fiſhery and Commerce; it is not to be wondered, if they in their Turns, conſidering the great Advantages that might reſult from finding a North Weſt Paſſage, and their own favourable Situation, ſhould make an Attempt of that kind. In this one may ſafely ſay, there is nothing abſurd or unreaſonable; and therefore in the Abſtract we have of Admiral *De Fonte*'s Voyage, what

is

is ſaid of Capt. *Shapley*'s being taken in a Ship from *Boſton*, carries in it nothing very incredible. Mr. *Dobbs*, in his Remarks upon that Account, takes notice of the Probability that this *Boſton* Ship might have paſſed through ſome of the Openings near *Whale-Cove*, an Inlet in *Hudſon's-Bay*; and perhaps that ingenious Gentleman would have thought it a kind of Confirmation of the Gueſs he has made, if he had recollected that this Inlet is ſituated preciſely in that Latitude, which Capt. *Lancaſter* ſet down for the Entrance of the North Weſt Paſſage, as has been before related in Page 11, and to the Knowledge of which he came in the *Eaſt-Indies*.

But tho' the ſingular Concurrence of theſe two Circumſtances, may very well juſtify this ſhort Digreſſion, in reference to the Attempts from *New England*, which may poſſibly procure us ſome other Lights upon that Head; yet there is ſomething relating to this Subject, which may poſſibly appear ſtill more extraordinary; in as much as it will ſhew that it is not at all impoſſible, that either to this, or ſome other Expedition, undertaken from *Boſton*, the preſent *Hudſon's-Bay* Company owe that Diſcovery which produced their Charter, and put them into Poſſeſſion of thoſe Places in that Bay, in which they have Settlements at preſent. Mr. *Jeremie*, who was Governor at *Port-Nelſon*, while it was in the Hands of the *French*, and who, without doubt, had better Opportunities of knowing the Matters of which he writes, than moſt other People, gives us this Account of the Matter. He ſays, that one Mr. *de Groiſeleiz*, an Inhabitant of *Canada*, a bold and enterprizing Man, and one who had travelled much in thoſe Parts, puſhed his Diſcoveries at length ſo far, that he reached the Coaſts of *Hudſon's-Bay* from the *French* Settlements by Land. Upon his Return, he prevailed upon ſome of his Countrymen at *Quebeck*, to fit out a Bark for perfecting this Diſcovery by Sea; which being done, and he landing upon the Coaſt, where he apprehended no *European* had been before, was amazed in the very Depth of Winter, to hear that ſome of his Company had diſcovered an *Engliſh* Settlement as they were pleaſed to call it, near *Port Nelſon*. He went thither with a Deſign to attack it; but at his arrival found it a poor miſerable Cottage covered with Turf, in which were half a Dozen half ſtarved Wretches, without Arms, and without Strength to uſe them if they had had any. Theſe People told him, that they were Part of a Ship's Crew from *Boſton*, that they were ſet on ſhore to look for a Place, where the Ship to which they belonged might Winter; and that the next Morning the Ice drove the Ship out of the Port, which they never ſaw more.

As

As we have no Date to this Relation, it is impossible to say, whether it was that ship from *Boston*, mentioned in *de Fonte*'s Account or not; but if it was, and the Crew perished, as very probably they might in this inhospitable Country; it affords a clear and easy Solution of that, otherwise unanswerable difficulty, as to Capt. *Shapley*'s making such a Voyage, and so considerable a Discovery, without its coming to be known, either in *New England*, or in *Old*. But if we should be wrong in this Conjecture, it would still remain an incontestable Proof, that some Attempts were made from *Boston*, when they were laid aside and forgot at *London* and *Bristol*. This Digression has not led us far out of our Way, as will presently appear.

When Mr. *de Groiseleiz* had sufficiently examined the Country, he left his Nephew *Chouart* with five Men at *Port-Nelson* River, and with his Brother-in-law Mr. *Rattisson*, and eight more returned to *Quebeck*, where he had some Difference with those who employed him; which at length rose so high, that thinking himself extremely injured, he sent over Mr. *Rattisson* to *France*, in order to give the Court an Account of the Services he had done, and the ill Usage he had met with. But it seems the Complaints he made were as ill heard in *France* as in *Canada*; and the Advantages which he insisted upon might be deduced from this Discovery, were, from want of being understood, treated as visionary and chimerical. Mr. *de Groiseleiz*, not at all discouraged by the Accounts he received from his Brother-in-law, and at the same Time desirous of making his Fortune, by what he was very sensible deserved one, embarked himself for *France*, and laid before the Ministers, in the clearest Manner possible, the Consequences of his Discovery; and what they were, will be hereafter seen; but tho' he was a very capable Man, and no doubt told his Tale well, it however gained no more Credit than *Rattisson*'s Applications had done. It happened that Mr. *Montague*, afterwards Duke of *Montague*, and Father of the noble Person who bears that Title at present, was then our Minister in *France*, and hearing some dark Account of *Groiseleiz*'s Proposals, he sent for him to explain them, which he did in such a Manner, as entirely satisfied that judicious and inquisitive Person, who immediately sent him and his Brother over to *England*, with a Recommendation to Prince *Rupert*, then the great Patron of all Enterprizes of this Sort, and who was an excellent Judge both of Men and Things.

On the Arrival of Mr. *de Groiseleiz* in *England*, and his laying before his Highness what he thought it was in his power to do, he

received all the Encouragement that he could reaſonably expect; and a Reſolution was immediately taken, to fit up one of the King's Ships, to carry him to *Hudſon's-Bay*, and to make Trial there of his Power, to fulfil the great Things he promiſed. It falls out very luckily, that we have an authentick Memorial, written at the very Time, of what was expected from it; which is contained in a Letter from Mr. *Oldenburgh*, the firſt Secretary to the *Royal Society*, to the celebrated Mr. *Boyle*, which the Reader will be pleaſed to ſee in his own Words. 'Surely I need not tell you from hence what is 'ſaid here with great Joy, of the Diſcovery of a North 'Weſt Paſſage, made by two *Engliſh* and one *Frenchman* 'lately repreſented by them to his Majeſty at *Oxford*, and an-'ſwered by a Royal Grant of a Veſſel to ſail into *Hudſon's-'Bay*, and thence into the *South-Sea*; theſe Men affirming, 'as I heard, that with a Boat they went out of a Lake in '*Canada* into a River, which diſcharged itſelf North Weſt 'into the *South-Sea*, into which they went and returned North 'Eaſt into *Hudſon's-Bay*.' Upon theſe Hopes Capt. *Zachariah Gillam* in the *Nonſuch Ketch* with the *Frenchmen* on board were ſent upon this Diſcovery; he is ſaid to have ſailed to the Height of 75°. in *Baffines-Bay*, and to have returned from hence into *Hudſon's-Bay*, where he wintered in 1668, getting into *Rupert's-River* the 29th of *September*, where he came to an Anchor in two Fathoms and a half Water, the River being a Mile broad. The 9th of *December* they were frozen up in the River, and went upon the Ice to a ſmall Iſland full of Poplars; all the other Trees were Spruce. In *April* 1669, the Cold was almoſt over, and the *Indians* came down to them. They ſaw no Grain there but many Gooſeberries, Strawberries, and Dewotter Berries. The *Indians* about that River are ſimpler than thoſe of *Canada*. The *Nodways* or *Eſkimaux Indians* near *Hudſon's-Straits* are wild and barbarous. Here, and at this Time, the firſt *Engliſh* Settlement was made by building a little Stone Fortreſs, to which Capt. *Gillam* gave the Title of *Fort-Charles*. Upon this the Undertakers were erected into a Company by a Charter, dated *May* 2, 1669.

In the Preamble of this Charter is recited, that whereas our 'dear and intirely beloved Couſin Prince *Rupert*, &c. have at 'their own great Coſt and Charges undertaken an Expedition 'for *Hudſon's-Bay* in the North Weſt Parts of *America* for 'the Diſcovery of a new Paſſage into the *South-Sea*, and 'for the finding of ſome Trade for Furs, Minerals, and 'other conſiderable Commodities; and by ſuch their Under-

'taking

'taking have already made such discoveries, as do encourage 'them to proceed farther in pursuance of their said Design, 'by means whereof there may probably arise great Advantage 'to us and our Kingdoms.' At the Request therefore of these Undertakers, and for the better promoting their Endeavours for the public Good of his People, the King granted them the Trade and Territories in *Hudson's-Bay*, and all other Trade which they should acquire exclusively; and thus, and to these Ends, was the *Hudson's-Bay* Company erected.

One would have imagined, that after this considerable Settlement suitable to the Design of the Charter should have been made, and *Rupert*'s Land, for so his Majesty directs the new Plantation to be called, should by this Time have become none of the least considerable Colonies in *America*; at all Events, one would have imagined, that the great and capital Point of discovering a North West Passage would have been always kept in View, for the Scope of the Charter is plainly to vest this exclusive Trade, and the new discovered Countries in them, for the public Benefit of the People of these Kingdoms; but it so happens, that we have very few Accounts of any Attempts made for Discovery, either by Land or Sea. There was indeed about 1719, that is near thirty Years ago, one Capt, *Barlow* sent to look for a Passage, but what became him, is very uncertain, since neither he nor any of his People have been heard of since, only a Report prevails among the *English* settled in the Company's Factories, that this Ship was lost, and himself and his Crew destroyed by the Inhabitants of the Country in the Latitude of 63°. and to confirm this, it is also said, that some Pieces of the Wreck have been since found in those Parts. This may be true, and very probably, the unhappy Fate of this Gentleman, and those who sailed under his Command, may have been urged to discourage such enterprizing Spirits, as were inclinable to undertake these hazardous Expeditions, instead of attending to safer Employments in the Company's Service.

By this Disposition of Things *Hudson's-Bay* and the Country adjacent belong entirely to a small Body of Men, and whatever trading Spirit there might be in the Nation, it could not as formerly excite any Attempts for Discovery, which is the plain Reason that all Thoughts of a North West Passage lay for fifty Years together buried and undisturbed, notwithstanding a Provision was actually made, or at least intended to be made, for the constant Prosecution of it, till it should be effected. We have mentioned *Barlow* and his unhappy Fate;

and the Perſon next employed was Capt. *Scroggs*, of whom all that we know is what follows. Neither can we ſay where that would have been found, if it had not been publiſhed by Mr. *Dobbs*; for though the old Expeditions were undertaken at the Expence of Companies, yet, except Sir *Thomas Button*'s the Journals of them were generally ſpeaking publiſhed, that Poſterity might know what had been done, and how far the Diſcovery was advanced. But of late Years this Method has been diſcontinued; and as we before obſerved, if Mr. *Dobbs* had not publiſhed an Extract of *Scrogg*'s Expedition in his own Defence, the World would have known very little of it, nay perhaps in fifty Years Time no Trace or Memorial might have been left, that any ſuch Voyage had been made. His Account of it then is this.

Mr. *Scroggs* ſailed from *Churchill-River* on the 22d of *June* 1722. In Latitude 62°. he traded with the Natives for Whale-Fin and Sea-Horſe Teeth. On the 9th of *July* he was drove in hazy thick Weather to Latitude 64°. 56′. where he anchored in twelve Fathoms. When it cleared up, he found himſelf within three Leagues of the North Shore. The Headland, which bore Eaſt North Eaſt from him, he called *Whalebone-Point*. He ſaw at the ſame Time ſeveral Iſlands bearing from South Weſt by Weſt to South Weſt by South, which Variation allowed was from South Weſt by South to South South Weſt. He ſaw Land South up to the Weſt; the *Welcome* was very high Land, as high as any in *Hudſon's-Straits*. The Southermoſt Iſland he called *Cape Fullerton*. Here he ſaw many black Whales, and ſome white. He ſent his Boat on Shore; they ſaw many Deer, Geeſe, Ducks, *&c.* He ſaid it flowed there five Fathoms upon his Lead-Line; he having but ſeven Fathom at Low-Water, and twelve at High-Water. He had two Northern *Indians* with him who had wintered at *Churchill*, and told him of a rich Copper-Mine, ſome where in that Country, upon the Shore near the Surface of the Earth; and they could direct the Sloop ſo near it, as to lay her Side to it, and ſo be ſoon loaden with it: They had brought ſome Pieces of Copper from it to *Churchill*, that made it evident there was a Mine thereabouts. They had ſketched out the Country with Charcoal upon a Skin of Parchment, before they left *Churchill*; and ſo far as they went, it agreed very well. One of the *Indians* deſired him to leave him, ſaying, he was within three or four Days Journey of his own Country, but he would not let him go. He ſaid he was up in the God of the Bay, and that there was a Bar there; but his Men ſaid he was ten Leagues from what he called a Bar. He ſailed out South

South East; and on the 15th crossed the *Welcome* in Latitude 64°. 15′. In Latitude 64°. 8′. he saw again many Whales, but saw no Ice, when he was there. The Land from *Whalebone-Point* fell off to the Southward of the West, and the Men who went a-shore said, they saw nothing to prevent their going farther. They had Soundings there from forty to seventy Fathoms. Capt. *Norton*, late Governor of *Churchill*, was with him, and confirmed this Account, and that the Tide rose five Fathoms; and said, that he was on Shore on the Top of a Mountain, and saw the Land fell away to the Southward of the West, and nothing to prevent their going further.

We are now come very near that Expedition for the Discovery of a North West Passage, which, though it failed of Success, and proved only the Cause of much Dispute, between the Gentlemen by whose Endeavours it was set on foot, and the Person who conducted it, yet was productive in its Consequences of an Act of Parliament, which will never fail to keep alive the Hopes of finding the North West Passage, until it shall be found. It appears from different Passages in his Book, that *Arthur Dobbs*, Esq; first applied himself to the *Hudson's-Bay* Company; and upon his Request it seems, two Vessels were sent upon the Discovery; and these it seems, went no higher than the Latitude of 62°. 15′, and returned without seeing any thing worthy of notice, except a great many Islands, abundance of black Whales, but no very great Tides, the highest about two Fathoms, the Flood coming from the Northward. This was some time in the Year 1737, when Mr. *Dobbs* had a close Correspondence with Capt. *Middleton*, who in several Letters, Extracts of which are printed, furnished him with a Variety of Facts, that seem conclusive, with respect to a Passage, such as, that of a North and North West Wind made the Neap Tides higher than the Spring Tides, with a Southerly or Westerly Wind at *Churchill* or *Albany*; that there is little or no Tide between *Mansfield-Island* and *Cary-Swan's-Nest*; that there is absolutely no Tide to the North and North East of *Mill-Isles*; that consequently the high Tide before-mentioned, must come from the *Welcome*; that for this Reason the *Welcome* cannot be far from the Ocean; that what Mr. *John Scroggs* saw in the Latitude of 64°. 50′. both with regard to Whales and in respect to the Tides confirmed this; that the *Indians* who went with Mr. *Scroggs* owned to him (Capt. *Middleton*) that when they were eight or ten Miles from *Whalebone-Point*, which bore East North East of them, they saw an open Sea, and the Land trenched

to the Southward of the Weſt, which they aſſerted to *Scroggs*'s Face, when on board Capt. *Middleton*'s Ship at *Churchill*, though while under *Scroggs*'s Command, they diſſembled it, and ſaid what he pleaſed to have them. Beſides this, *Lovegrove*, who lived at the Factory at *Churchill*, and had been often at *Whale-Cove* in Latitude of 62°. 30′. affirmed all the Coaſt there was broken Land and Iſlands; and that going upon one of theſe Iſlands, he ſaw an open Sea to the Weſtward. One *Wilſon* ſent by the Company to trade at *Whale-Cove* with the Natives for Fins, declared at *Churchill*, that having had the Curioſity to paſs in through thoſe Iſlands near the *Whale-Cove*, he found the Opening enlarge itſelf South Weſt; and at laſt it became ſo wide, that he could not ſee Land on either Side. Theſe Facts being well known, and all the Informations Mr. *Dobbs* could obtain concurring with the Sentiment this Gentleman was then in, that there was a great Probability of finding a Paſſage in the *Welcome*, he with infinite Diligence and Application procured Capt. *Middleton* an Oportunity of ſearching for that Paſſage in the *Furnace Bomb-Ketch;* which Service he undertook for the Benefit of the Public, reſiſting many Temptations that were thrown in his way to ſlight that Deſign for the Sake of private Advantage. The beſt Account we have of his Endeavours is contained in the following Extract from ſeveral Letters, and from his Journal.

He could not get out ſooner than the 1ſt of *July* from *Churchill* River in Latitude 58°. 56′. to ſearch for the Paſſage; on the 3d at five in the Morning, he ſaw three Iſlands in Latitude 61°. 40′. on the 4th he ſaw *Brook-Cobham* in Latitude 63°. Longitude 93°. 40′. Weſt from *London*, the Variation there was 21°. 10′. This Iſland had much Snow upon it; on the 6th in the Morning, he ſaw a Headland in Latitude 63°. 20′. Longitude 93°. Weſt; Soundings from thirty-five to ſeventy-two Fathoms; at five the Current ſet North North Eaſt, two Knots, two Fathoms; the Tide flowed from North Eaſt by North, Variation 30°. Weſt; all by North Moon made High-Water; the 8th he was in Latitude 63°. 39′. ſaw no Whales or other Fiſh yet, except one white Whale as big as a Grampus, and ſome Seals; much Ice North of them cloſe in Shore for ſeveral Leagues; Depth ſixty to ninety Fathoms; Land ſeven or eight Leagues North Weſt; 10th in Latitude 64°. 51′. Longitude 88°. 34′. the *Welcome* here eleven or twelve Leagues wide; the Eaſt Coaſt a low flat Coaſt; the whole *Welcome* full of Ice; they filled freſh Water off the Ice; cloſed in the Ice until the 12th; the 13th they got through the Ice to Northwards of *Cape Dobbs*, a

new

new discovered Headland on the North West Side of the *Welcome* in Latitude 65°. 12′, Longitude 86°. 6′. West, saw a fair Opening North West of it; sailed into this Opening or River to secure the Ships from the Ice, until it dispersed in the *Welcome*.

The Entrance of this River six or eight Miles wide for four or five Miles. Four Leagues higher, it was four to five Leagues wide; he anchored on the North Side above some Islands in thirty-four Fathoms; the Tide in the Narrow flowed five Miles an Hour, not so strict further up; much Ice came down with the Ebb; the Soundings as they went up were fourteen to forty-four Fathoms in the middle of the Channel; next Morning several of the *Eskimaux Indians* came on board, who had nothing to exchange but their old Clothes and twenty Gallons of Train Oyl; he gave them several Toys; he went higher about four Miles above some Islands, and anchored in a Sound betwixt them and the North Shore in an Eddy Tide to be out of the way of the driving Ice, which went in and out with the Tide, and anchored in sixteen Fathoms; this he called *Savage-Sound;* the River above and below full of Ice; the 15th he sent up the Lieutenant with nine Men well armed with Provisions for forty-eight Hours in the eight-oared Boat to try the River; who returned on the 17th; he had been up as far as the Ice would permit it, being fast above, from Side to Side, he found the Depth above from seventy to eighty Fathoms. The 16th the Captain went ashore on some Islands, and found them bare, except some short Grass and Moss in the Valleys, and a little Sorrel and Scurvy-Grass above High-Water Mark. They set the fishing Nets, but got no Fish; many of his Men relapsed in the Scurvy, above half not serviceable. The Tide at the Mouth of the River on change Days flows four Hours, and rises from ten to fifteen Feet, Variation 35°. West; where the Lieutenant was, it flowed from the Southward, and rose thirteen Feet at Neap Tide. The Northern *Indians* he took from *Churchill*, knew nothing of the Country; 18th got the Ships into a safe Cove, and moored in nine Fathoms and a half: The Captain went up the River in the Morning with eight Men and the two *Indians*, and by eight at Night was got up fifteen Miles: He saw the Tide flowed twelve Feet, and a West Moon made High-Water; the Tide flowed from South South East; the *Indians* killed a Deer; they heard an uncommon crying in the Night, generally made by Savages, when they see Strangers; 19th by two in the Morning went five Miles higher, and got into a small River or Sound six or seven Miles wide, but how far

it went up, they knew not; the main River was there ſix or ſeven Leagues wide, but ſo full of Ice they could not go much farther; the Lands on both Sides very high; he went upon one of the higheſt Mountains twenty-four Miles above *Savage-Cave* where the Ships lay, from whence he could ſee where the Ships lay, and above eight or ten Leagues higher up than the Place he was at; he obſerved the River run North by Weſt by the Compaſs, which Variation allowed was to Weſtward of North Weſt, but it grew narrower in its Courſe upwards, and was full of Ice; the 20th at eight in the Evening he returned on board with ſix Deer, which the *Indians* had ſhot whilſt he was on Shore: He called that Place *Deer-Sound*; the Land is very mountainous and barren, with Rocks of the marble kind; in the Vales are a great many Lakes, with ſome Graſs, and Numbers of large Deer, as big as a ſmall Horſe, twelve or thirteen Hands high; upon Iſlands not half a Mile in Circuit, they generally ſaw a ſmall Herd.

THE 21ſt he fell down the River, which was ſtill full of Ice; within four Miles of the Entrance he got upon a high Hill, and ſaw the *Welcome* ſtill full of Ice from Side to Side. 22d the Ice very thick in the River above and below, and more drives in every Tide if the Wind comes from the *Welcome*: He ſent his Lieutenant with the ſix-oared Boat up the River. 24th more Ice in the River than ever; no ſending a Boat downwards. 25th Lieutenant returned, after having been forty-eight Hours ſounding among the Iſlands near *Deer-Sound* he found the River full of Ice; he brought three Deer with him. 26th ſent the Lieutenant and Maſter down to ſee if the Ice was clearer below and in the *Welcome*; *Savage-Sound* is in Longitude 89°. 28′. Weſt, Variation 35°. Weſt; the Entrance of *Wager* River is in Latitude 65°. 23′. *Deer-Sound* 65°. 50′. the Courſe from *Savage-Bay* is North Weſt by Compaſs, which Variation allowed is Weſt by North. 27th Lieutenant returned, having been carried out by the Ice and Tides ſix or ſeven Leagues, and found the River below quite choaked up with Ice, but thinner when they got into the *Welcome*. 28th at one in the Afternoon, the Lieutenant and Maſter went up the River to try if they could find out any other Way into the *Welcome* beſides that they came in at, on Account they had ſeen many black Whales and other Fiſh the Time they were up laſt, and none were ſeen where the Ships lay nor any where below; he was likewiſe ordered to try *Deer-Sound* and every Opening to find whether the Tide came in any other Way than the Way they came in at; this he had Time to do, until the Ice cleared in the Mouth of the River

and

and *Welcome*. 29th he sent the Boat with eight sick Men and several that were lame with the Scurvy, to an Island about five Miles off, it having plenty of Sorrel and Scurvy-Grass upon it, and left with them Tenting and other Necessaries; the Tide flowed twelve Fathom six Inches, the Captain went up one of the highest Hills, and found the River full of Ice below, but something thinner above. 30th he perceived the Ice was all fast below them, and for eight or ten Miles above them without the Islands; but pretty clear without the Cove. 31st abundance of Ice drove in from the *Welcome* and almost filled the Bay without them.

The 1st of *August* the Lieutenant and Master came on board, having been four Days out, who said, they had been ten or twelve Leagues above *Deer-Sound;* they saw a great many black Whales of the Whalebone kind; they tried every Opening they saw, and constantly found the Tide of Flood came from the Eastward, or in at the Mouth of the River *Wager*. 2d they unmoored and warped out into *Savage-Sound*, and on the 4th by ten at Night got out of the River, the Ebb carrying them out at the rate of five Miles in an Hour, being clear of the Ice until they got out; it being almost calm put the Pinnace a-head, and towed and rowed with the Ship's Oars. They were then in 65°. 38′. and Long. 87°. 7′. West, Variation 38°. Here they entered a new Strait North West of *Wager* River, thirteen Leagues wide; the Entrance of *Wager* River is in Latitude 65°. 24′. Long. 88°. 37′. the 5th they were in Latitude 66°. 14′. Long. 86°. 28′. West; the Strait there was about eight or nine Leagues wide. 17th sailing among Ice, the South East Coast was low and shingly seven Leagues long; at the North East End of the Beach was a mountainous ragged Land like Part of *Hudson's-Strait;* good Sounding here from twenty-five to forty-four Fathoms, Variation 40°. West, the Tide comes from East by North by the Compass; the Tide runs very strong here with Eddies and Whirlings. 6th tried the Tide, and found it came from the East by South, the Point of the Beach at two was distant four or five Miles; at half an Hour past two, sent the Lieutenant ashore with the six-oared Boat to try the Tide, and found it had ebbed two Feet; and the Flood came from the Eastward at three, made a Signal for the Boat to come on board; at four saw a fair Cape or Headland on the West or North Shore, bearing from him South West half South six or seven Leagues, the Land trenched away from East by North to North by West, making right Points of the Compass; this gave them Joy, believing it the North Point of *America*,

and

and therefore he called it *Cape Hope;* they worked it through much ſtraggling Ice all Night; in the Morning when the Sun cleared away the Haze they ſaw Land all round quite from the low Beach to the Weſtward of the North, meeting the Weſt Shore and made a deep Bay, but to make ſure they kept their Courſe to the Cod of it until two; next Afternoon when every one ſaw plainly it was a Bay, and they could not go above ſix or eight Miles farther, ſo trying the Tide ſeveral Times, and finding it always ſlack Water, they found they had overſhot the Opening where the Tide came in at from the Eaſtward, the Variation here was 50°. This Bay at the bottom was ſix or ſeven Leagues from Side to Side; very high Land from thence to the frozen Strait Eaſtward of them; Soundings from fifty to one hundred and five Fathoms; they ſailed Eaſtward out of the Bay; much Ice to the Eaſtward.

The 8th, at ten in the Morning, the Captain went on Shore with the Boat, taking the Gunner, Carpenter, and his Clerk with him, to try if he could find from whence the Flood came in to this Strait or Bay. At Noon *Cape Hope* bore North half Eaſt five or ſix Leagues, the Bay Weſt South Weſt four Leagues; the Entrance of the frozen Strait amongſt the Iſlands on the Eaſt-ſide bore Eaſt two Leagues, at four the middle of the frozen Strait bore Eaſt South Eaſt three Leagues; at half an Hour paſt nine at Night he returned on board; he had travelled about ſifteen Miles to the higheſt Mountain that overlooked the Strait and Eaſt Bay on the other Side, and ſaw the Paſſage the Flood came in at; the narroweſt Part of this Strait is four or five Leagues, and five, ſix, or ſeven in the broadeſt, almoſt full of large and ſmall Iſlands, and in length about ſixteen or eighteen Leagues; it ſtretches South Eaſt round to the South, and to the Weſtward it was full of Ice not broke up, all faſt to both Shoals and Iſlands therein; he ſaw very high Land about fifteen or twenty Leagues Southward of the Place he was at, which he took to run towards *Cape Comfort* and the Bay, betwixt that and *Wilſon's-Portland*, being Part of *Hudſon's* North Bay; the Ice being not yet broke up it was reſolved in Council to try the other Side of the *Welcome*, from *Cape Dobbs* to *Brook-Cobham*, to know if there was any Opening there, and then return to *England*.

The 9th at two in the Morning they bore away; at three ſounded thirty-five Fathoms within a Mile of the Beach, ſix Leagues to *Cape Hope*, and three to the *Beach Point;* they ſailed along the South Eaſt Shore at three Leagues diſtance, there being much Ice to Weſtward almoſt one third over; at four

four in the Afternoon *Cape Dobbs* bore North Weſt, three fourths Weſt by Compaſs, ſix Leagues, at ten ſounded fifty Fathoms; at twelve, ſixty to ſixty-five. The 10th at four in the Morning forty-three to twenty-five Fathoms five Leagues from the Weſt Land; at eight ſixty-ſix to ſeventy Fathoms; then in Latitude 64°. 10′. Longitude 88°. 56′. Weſt; the *Welcome* here ſixteen or eighteen Leagues wide; the extreme Part of the South Eaſt Shore ſtill in Sight bore from South to South Eaſt by Eaſt diſtant ſix or ſeven Leagues. The 11th at four in the Morning forty-five to thirty-five Fathoms, the North Shore from North Eaſt to North North Weſt four or five Leagues diſtant, then about Latitude 64°. and Longitude 90°. 53′. near the Headland; they kept as near as they could to the Shore to ſee if there was any Opening into the Land; twenty-five to thirty-five Fathoms; continued ſailing in Sight of the North Shore from *Cape Hope*; at four in the Afternoon hauled off from the Shore to deepen the Water; at ſix thirty-four to twenty-eight Fathoms; at eight thirty to forty, then lay by until Day-light; Soundings all Night from forty-four to ſixty Fathoms. At four on the 12th made ſail; at ſix ſtood in with the Head-land nine or ten Leagues to the Eaſtward of *Brook-Cobham*; it bore then from them North Weſt by North, five or ſix Leagues; ſounded ſixty to forty-nine Fathoms; at ten forty-nine to nine Fathoms ſtanding into the Head-land; at twelve hauled off to deepen the Water, they were then in Latitude 63°. 14′. and Longitude 92°. 25′. Weſt. He ſays he found in coaſting along the Shore of the *Welcome* from the frozen Strait to this Place, that it was a main Land, tho' there are ſeveral ſmall Iſlands and deep Bays; this Headland, and the other, in Latitude 64°. make a deep Bay; in their Paſſage out, they did not ſee the Bottom of it, as they did upon their Return; and by keeping cloſe along Shore they ſaw many large black Whales, of the right Whalebone kind.

They had from twenty to forty Fathoms off *Brook-Cobham*, which at four in the Afternoon was Weſt North Weſt four Leagues diſtant. The 13th he ſent a-ſhore to ſee if he could water the Ships; the two Northern *Indians* went a-ſhore in the Boat; the Iſland is three Leagues from the Main, ſeven Leagues long and three broad, all of hard white Stone like Marble. The 14th the Lieutenant returned with the Boat, and brought a Deer the *Indians* had ſhot, and a white Bear; they ſaw ſeveral Swans and Ducks. The 15th ſent the Boat for more Water, with the two Northern *Indians*, who were deſirous of being left near their own Country; he gave them a

ſmall

ſmall Boat, of which he taught them the Uſe, and loaded it with Powder, Shot, Proviſions, Hatchets, Tobacco, and Toys of every kind he had on board. In the Afternoon the Boat returned on board, and brought an Account, that by Marks left on the ſhore, the Tide flows ſometimes there twenty-two Feet; they left the two *Indians* aſhore, who deſigned to go to the main Land the firſt Opportunity; the other *Indian* being deſirous of ſeeing *England*, he brought along with him, and the ſame Day bore away for *England*.

As the diſpute which this Expedition occaſioned, is mentioned more than once in the following Pages, and ſome of the principal Points therein ſtated and diſcuſſed, it is not all neceſſary, that we ſhould trouble the Reader with them here. It may be ſufficient to obſerve, that this Voyage did not anſwer its Intentions, as it left the Controverſy juſt where it was; for as on the one hand no Paſſage was diſcovered, ſo the high Tide in the *Welcome* was on the other no way accounted for, ſince unknown Paſſages and frozen Straits were Things not to be admitted; or if they were, would remove the Difficulty but for a Moment; ſince we muſt next enquire whence the Tide came that rolled through theſe Paſſages; and as this Enquiry would bring us to a Cauſe demonſtrably incapable of producing ſuch an Effect, it is only carrying us into a new Walk in the ſame Labyrinth, inſtead of leading us out. In order to this, another Expedition was neceſſary; and another Expedition was undertaken; of this we ſhall preſently give an Account. In the mean time, it may not be amiſs to conclude this Part with a few Obſervations upon what has been delivered in it.

It is very evident from the Face of this Hiſtory, that for upwards of two Centuries and a half, an Opinion has prevailed amongſt the moſt knowing and experienced Perſons, that there is a Paſſage to the North Weſt; and this built partly upon Science, partly upon Tradition. By Science, I mean Reaſon and Experience; and by Tradition, ſuch Accounts of this Paſſage as have been received upon uncertain Grounds; for if they had been certain, it would have been Hiſtory. Now it is very hard to conceive how ſuch an Opinion ſhould maintain its Credit if it was not founded in Reality; for it is an old and a true Maxim, that ſpecious Opinions endure but a ſhort Time, whereas Truth is everlaſting. In the next Place, it is evident, that *Frobiſher*, *Davis*, *Hudſon*, *Button*, and *Baffine* remained fully perſuaded, notwithſtanding their Diſappointments, that ſuch a Paſſage there was; and we cannot without manifeſt Injury to their Memories diſpute that they were

were as competent Judges as any. It muſt however be allowed, that there have been ſome very wiſe Men that have differed from them in Opinion; ſuch for Example, as Sir *William Monſon*, Capt. *James* and Capt. *Middleton*; but as they have all given the World their Reaſons for this, ſo it is a thing indiſputable, that their Reaſons have not proved ſatisfactory to Men of equal Judgments; and the plain Cauſe of this is, that moſt of the Facts from which they reaſoned have been found upon Enquiry to be either uncertain or falſe; ſo that how juſtly ſoever they might argue from them, their Arguments cannot be allowed to be of much Weight. Laſtly, we ſee from this hiſtorical Account, that no Paſſage is to be hoped for in *Davis's-Straits*; and the Reaſons that ſhew this, ſhew at the ſame Time that a Paſſage may be hoped for on the Weſt Side of *Hudſon's Bay*; and therefore there, and there only, it is to be ſought, and that too within a Space ſo confined, that perſiſting for a very few Years to examine the ſeveral Inlets within that Space, the Secret muſt be diſcloſed.

It may very poſſibly be objected, that ſome of theſe Inlets which were moſt promiſing have been accordingly examined, and have proved either Rivers or Bays; and if thoſe that in the Judgment of the Friends to this undertaking promiſed beſt, have upon Search failed their Expectation, why ſhould they perſiſt in their Notions and obſtinately demand ſuch an Examination of the reſt? It is ſaid, this Objection may be made; it might have been ſaid, it has been made, and inſiſted upon as a thing deciſive, which ought to ſatisfy diſintereſted and candid Judges.

But in anſwer to this, there are three Things to be conſidered; *firſt*, that the Friends to this Undertaking are in that reſpect ſo to the Nation. What they demand is for the Benefit of the Public, which it has been before moſt clearly ſhewn will be a much greater Gainer by the Diſcovery than they can hope to be from any Encouragements given, or Rewards which they may juſtly expect. In this light therefore, it is not their Cauſe, but that of the Nation; and whoever doubted that public Utility ſhould take place of private Intereſt?

SECONDLY, if there is any Body of People that diſlike theſe Searches, it muſt be for one of theſe two Reaſons; either that they are convinced there is no ſuch Paſſage, and therefore judge it unreaſonable, becauſe to no Purpoſe; or they know there is ſuch a Paſſage, and are determined to hide it. The latter without doubt is no Reaſon at all; and the former is no better a Reaſon, unleſs we are inclined to take their Word for it, which is what they have no Cauſe to expect;

and

and the leſs, becauſe it is in their own Power to put this Matter abſolutely out of Diſpute in one Summer by making Diſcoveries over Land; and if they will not do this to ſerve the Publick, why ſhould they think it reaſonable to reſtrain thoſe that have at leaſt a good Will to ſerve it another Way? Beſides, their oppoſing this is actually an Injury to themſelves; for while theſe Inlets are unſearched, the Pretence of a Diſcovery will for ever hang over their Heads; whereas, if once ſearched, and no Paſſage found, the Controverſy will be at an End, not for the preſent only, but for ever, at leaſt with reſpect to this Point. For whether a Trade granted, and Countries beſtowed upon an Incorporated Body in truſt for the finding a North Weſt Paſſage for the common Benefit of the Subjects of this Nation, ought in Juſtice to remain to that Body, after it ſhould appear that no ſuch Paſſage could be found, is another Point? which, how much ſoever it may concern them, relates not to our preſent Subject; and therefore, here we ſhall leave it with this ſingle Remark, that whoever conſiders what has been ſaid attentively, will be able to reſolve himſelf a Queſtion, which has not been anſwered yet; and that is, how it can be the Intereſt of any Set of Men, that this Point ſhould remain for ever in ſuſpence, and the World hindered from clearing up the Doubt, whether there is, or is not a North Weſt Paſſage?

LASTLY, though theſe Inlets have been ſearched without finding a Paſſage, yet this increaſes the Probability that there is a Paſſage, becauſe it plainly heightens the Impoſſibility of finding a Body of Water capable of raiſing the Tide ſo high in theſe Rivers and Bays without ſuppoſing a Communication with another Ocean, and therefore theſe Diſappointments ought to be ſo far from diſſuading from all future Attempts, that they ought to encourage us not to deſiſt from this Deſign, till, in Conſequence of ſucceſſive and well conducted Enquiries this North Weſt Paſſage is found.

THE

THE

SECOND PART:

CONTAINING,

A *clear* and *circumſtantial* Account of the *Laſt Expedition*, by the DOBBS-GALLEY, and the CALIFORNIA, in 1746, and 1747.

THE great Expectation raiſed in the World, by the laſt Expedition, for the *Diſcovery* of a NORTH WEST Paſſage; the Conſequence of the Thing in itſelf, to the Welfare and Glory of this Nation; and the Zeal expreſſed, for the Proſecution of the ſame Scheme, notwithſtanding this Expedition failed of Succeſs; afford Reaſons ſufficient to expect, that many will be deſirous of ſeeing a fair and full Relation of all that therein happened. Some perhaps may be moved by their Attention to the Publick Service, and the Conſideration of thoſe Advantages, that are very rationally expected from this Diſcovery; others from Reaſons of a more private Nature; ſuch as the Knowledge they may have of the Undertakers and Proprietors, or thoſe employed by them, in the Conduct of this Expedition; but perhaps, the greater Part, from that natural and laudable Curioſity which engages every ſenſible Man, to ſeek the beſt Information he can, in Reference to thoſe Things, of which he holds it neceſſary, to enquire at all. To gratify their Expectations, to do Juſtice to all concerned, and, as far as in my Power lies, to ſet this Matter in it's true Light, I have commenced *Author*; with a ſincere Deſign, to relate nothing but what I know, and, as far as I can, exactly as I know, without Favour or Affection, Prejudice or Prepoſſeſſion, and without any other View, than that of contributing, by this *Public Information*, to the *Public Good*.

BUT

But, previous to my Narration, it is abſolutely neceſſary, that I ſhould give the Reader ſome Account of the Means, by which it became in my power, to explain the whole of this matter, in ſo full and particular a Matter, as I have promiſed. At the Time the Expedition was undertaken, I was in *Italy*, and upon my Return to *England*, had no Information concerning it, till within four Days of the Time the Ship actually ſailed; and then met with it by Accident at *Hertford*: But at the ſame Time was informed, that every thing was ſettled, all the Officers appointed, and little or no Reaſon to expect, that it would be poſſible for me, to have any Share in a Scheme the moſt agreeable to my Inclination that could be. The Concern I expreſſed upon this Occaſion, and the Paſſion that I ſhowed for an Opportunity of exerting myſelf in ſo glorious a Deſign, having reached the Ears of ſome of the principal Proprietors, they thought proper to ſend for and diſcourſe with me upon the Subject; from whence I came to have a very clear and diſtinct Account of their whole Proceedings to this Time; the Subſtance of which, it is neceſſary that I ſhould relate, as it will afford many Lights, highly requiſite to the perfect Underſtanding of what is ſet down in the following Pages.

THE long and warm Diſpute between *Arthur Dobbs*, Eſq; and Captain *Middleton*, in reference to the *Voyage* made for the *Diſcovery* of a *North Weſt* Paſſage into the *South Sea*, at the Inſtance of the former, and under the Direction of the latter, having brought the Matter to be very cloſely and thoroughly examined; the Conſequence of this was, that the Arguments of Mr. *Dobbs*, in Support of ſuch a Paſſage, appeared of ſuch Weight, that many generous and public ſpirited Perſons were inclined to give their Aſſiſtance, for the Proſecution of this Deſign; and ſo highly probable it was eſteemed, that the *Legiſlature*, after mature Deliberation, condeſcended to encourage the Undertakers, by offering a Reward of *Twenty Thouſand Pounds*, in caſe the Diſcovery was made. Things being thus far advanced, and a great Spirit appearing amongſt thoſe who were the beſt Judges of the Nature of the Undertaking, as well as the fitteſt to promote it, a *Subſcription* was opened for the raiſing of *Ten Thouſand Pounds*; which Sum it was thought would anſwer the neceſſary Expence of the intended Expedition, and it was propoſed to divide the whole into a *Hundred* Shares of *One Hundred Pounds* each. The Scheme thus reduced into Method, met with a ready and chearful Acceptance, and a *Committee* was named for carrying Things into Execution, by purchaſing and equipping *two* Ships

proper

proper for such a Design, and that with as much Dispatch as was practicable, that a Trial might be made; and in case of Success, the *British* Nation put as soon as possible, into the Possession of that valuable and extensive Commerce, which, it was demonstrated, must arise from the *Discovery* of this *new Passage*.

THE Ships bought by the *Committee*, were one of *One Hundred and Eighty Tons* Burthen, called the DOBBS-GALLEY; and the other of *One Hundred and Forty Tons*, which was called, the CALIFORNIA. Each of these Vessels was perfectly well repaired and strengthened, and in all Respects fitted as well as could be desired, for the Voyage on which it was intended they should proceed. They had also 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, put on board them in sufficient Quantity, and as good in their respective Kinds, as it was possible to procure. The Diligence used in equipping these Vessels was such, that the Care of the *Committee* outstript the coming in of the *Subscriptions*, so that they fell somewhat short of the necessary Supply; which was so far from either discouraging or abating their Endeavours, that, on the contrary, the Gentlemen composing that *Committee*, came to a full Resolution of not letting the Season pass, and therefore made up out of their own Pockets the Deficiency of the *Subscription*, towards defraying the Expence for the Outset of this Voyage.

WHEN Things were in this Forwardness, it became absolutely necessary to think of fixing the Command; and accordingly that of the *Dobbs-Galley* was given to Mr. *William Moor*; and that of the *California* to Mr. *Francis Smith*. Application was likewise made to the *Lords* of the *Admiralty*, in Favour of the Officers and Seamen, which should engage in this Expedition; and as that Board had always shewn a particular Attention to, and given the utmost Encouragement for the Prosecution of this Design, when formerly applied to; so upon this Occasion, their Lordships granted Protections to all that should embark on board these Ships for *three* Years. That no possible Encouragement might be wanting to keep up the Spirits of the People, under the many Difficulties to which, from the very Nature of the Undertaking, they must inevitably be exposed, or Means left untried to quicken the Endeavours, for the Discovery of a *Passage*; besides the extraordinary Wages that were given, *Premiums* were settled in Case of Success, proportionable to the Rank of all the Persons on board. Thus the Captain was to have *Five Hundred Pounds*;

each of the Mates *Two Hundred Pounds*; and every other Officer and Seaman, a Reward ſuitable to his Station. Over and above all this, in Caſe they were ſo fortunate as to take any *Prizes*, they were to be entirely their own; ſo that it is not eaſy to conceive, how greater Encouragements could be given, or better Methods contrived than theſe, for ſecuring the Proſperity of the Voyage.

It has been already obſerved, that the Gentlemen of the *North Weſt Committee* took a very prudent as well as generous Method to avoid loſing the Seaſon; and that this might have it's full Effect, they were ſo aſſiduous about the Undertaking, that by the Beginning of *May*, every thing was in perfect Order, and the Ships ready to depart; and on the *tenth* of the ſame Month, they fell down the River to *Graveſend*, where the Captains were to receive their Inſtructions, and where theſe Veſſels were actually lying when the firſt News of this Expedition, and the Preparations made for executing it, came to my Knowledge. It may be eaſily conceived, that tho' I heard all this with the utmoſt Satisfaction in one Reſpect, yet it gave me the moſt ſenſible Regret in another; from which, however, I was ſoon relieved, by an unexpected Propoſal, not only of going the Voyage, but of having a Command. The former I willingly accepted; for the Novelty, the Profit, and above all the Honour attending this Expedition, filled me with the moſt eager Deſire of having a Share in it; but the latter, tho' accuſtomed to a Sea-faring Life, I abſolutely refuſed; as not having the Vanity to ſuppoſe myſelf, who, as yet, was without Experience of Northern Seas and Northern Climates, equal to ſo great a Truſt.

It was then agreed that I ſhould go the Voyage, in quality of *Agent* for the *Committee*, without being obliged to any Duty, or ſubject to any Command, but what was impoſed upon me by their *Inſtructions*; the principal Articles of which were, that I ſhould make exact Draughts of all the new-diſcovered Countries, the Bearings and Diſtances of Head-Lands; that I ſhould mark the Soundings, Rocks, and Shoals upon the Coaſts; aſſiſt in that material Buſineſs of determining the ſeveral Circumſtances attending Tides, ſuch as their Time, Height, Force, Direction, *&c.* 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 my Power, Metals, Minerals, and all kinds of natural Curioſities. The Reader will from hence diſcern how far it lies in my power to execute what I have undertaken, in publiſhing this Account, as well as how natural it

was

was for me to undertake it; and he will judge of the Pain that our want of ſucceſs gave me, I will not call it Diſappointment, becauſe my Hopes and Expectations are ſtill the ſame they were: I ſay, he will the better judge of my Chagrin from the following Circumſtance in my Behaviour; that in eighteen Hours from the Time this Affair was mentioned, I was actually on board the Ships at *Graveſend*.

It is now Time that I ſhould give you the Captains Inſtructions, which, as I have told you, they waited for, and received there, and which were conceived in the following Terms, *viz.*

INSTRUCTIONS *for Captain* William Moor, *of the* Dobbs Galley, *and Captain* Francis Smith, *of the* California, *fitted out for the Diſcovery of a Paſſage to the Weſtern and Southern Ocean of* America, *through* Hudſon's Straits.

'YOU are to ſail in Company, with the greateſt diſpatch, from the River of *Thames* to the Southward of *Cape Farewell* in *Groenland*, keeping clear of the Ice near that Cape, and then ſteer your Courſe to the Entrance of *Hudſon's Strait*, betwixt *Reſolution* and *Button's Iſles* North-ward by the *Orkneys*.

'IN caſe of Separation, before you quit the *Britiſh* Coaſt, your firſt Place of Rendezvous ſhall be at *Cairſtown* in the *Orkneys* or ſuch other Place as the Convoy ſhall appoint; but that Stop not to be above forty-eight Hours, in caſe Wind and Weather permit your proceeding upon your Voyage.

'THE ſecond Rendezvous to be Eaſtward of *Reſolution Iſles*, in caſe the Ice be not ſeparated enough to enter with Safety into the Straits; but if the Paſſage be ſafe, then not to wait above a Day or two, unleſs it ſhould happen about the Height of the Spring Tides, when it is not ſafe to enter, whilſt the Tides are ſo rapid, but rather wait a few Days, until the Tides and Currents are ſlower. In your Paſſage through the Straits, keep neareſt the North Shore, until you paſs the *Savage Iſlands*, keeping within a reaſonable Diſtance of each other, within hearing of your Guns or Bells, if poſſible, to aſſiſt each other, if any Accident happen in the Ice.

'IN caſe of any Separation in the Straits, let your next Rendezvous be at *Diggs Iſle*, or at *Cary-ſwans-neſt*, the firſt only waiting for the other two Days; and if you ſhould

'not meet there, the firſt to leave a Pole, or Heap of Stones, 'erected near the moſt remarkable Head-Land, with a Let- 'ter, letting the other know you had paſſed, and when you 'ſailed from thence towards your next Rendezvous.

'UPON making *Cary's-ſwans-neſt*, if the Wind ſhould be 'contrary, anchor for a Tide or two, and carefully obſerve 'the Direction, Velocity, Height, and Time of the Tide, 'in caſe you are together, but if the Wind be fair to make 'any Part of the *North Weſt* Coaſt, from *Piſtol-Bay* in 62°. '30' to *Wager-Strait*, then fix your next Rendezvous as you 'ſhall agree upon it in Council, either at *Deer-Sound* in *Wa- 'ger-ſtrait*, if you puſh for that Paſſage, or at *Marble Iſland*, 'in caſe the Winds are more favourable, and the Sea clear of 'Ice: but whenever you fall in with Land, on that Coaſt, 'try the Direction and Time of the Tide; and in caſe of 'meeting the Flood from the Weſtward, and you ſhould find 'a fair Opening free from Ice, then ſail into it with Caution, 'keeping your Boat a-head, without delaying to make either '*Wager-Strait* or *Piſtol-Bay*.

'BUT if you ſhould firſt make *Wager-Strait*, and meet at 'your laſt Rendezvous at *Deer-Sound*, ſince none can be af- 'terwards appointed; then ſail directly to the Weſtern Bluff '*Rankin* was at, keeping in the main Channel, *North* of the 'Iſlands he paſſed, and there again carefully try the Direction, 'Height, and Time of the Tide; and if you find it earlier, 'or the Flood come from the Weſtward, or South Weſt- 'ward, then boldly puſh into the Opening, and follow it to 'whatſoever Weſterly Point it leads, keeping carefully, if nar- 'row, your Boats ahead ſounding, obſerving the Tides, 'Depth, Saltneſs of the Water, Variation, noting in your 'Chart the Latitude of all Head-Lands, and taking the Bear- 'ings of the Land, and Appearance from your Ships, look- 'ing out for Coves or Harbours to ſhelter in, in caſe you 'ſhould have foul Weather or contrary Winds.

'IN caſe you meet the Flood Tide, and paſs the narrow 'Part of *Wager-Strait*; upon getting into an open Sea, you 'may depend upon an open Paſſage, and boldly proceed *South* 'Weſterly, or more Southerly or Weſterly, as the Lands 'may lie, keeping the *American* Land in View to the Lar- 'board; and in caſe afterwards of coming into any Opening, 'with Land in View on both Sides, then you muſt carefully 'obſerve the Tide, whether you meet it, or the Flood fol- 'lows you in, that you may know whether you are embayed, 'or whether it be a Paſſage thro' broken Lands or Iſlands, 'and proceed accordingly, or return and keep more Weſter-

'ly

'ly. If you find a *South West* Tide of Flood, after passing 'as far as 62° North Latitude beyond *Wager-Strait*, then you 'may be sure you have passed the most Northerly Cape of the 'North-West Continent of *America*, and may boldly sail to 'any warm Latitude Southward of 50° to winter in, making 'careful Observation of Rocks, Shoals, &c. in your Passage, 'fixing the Latitudes of all Head-Lands in your Charts, and 'the computed Longitudes, according to the Parallel you are 'in.

'In case you should chuse to make Trial first at *Pistol-Bay*, or *Rankin's-Inlet*, near *Marble-Island*, and should 'there find a *West* or *North West* Tide, and the Opening con-'tinue Westerly, the same Instruction here given for your 'Observation in passing *Wager-Strait*, will be equally good to 'follow in that Opening, since both must coincide in 62°. 'for wherever, upon trying the Tide, you are convinced it 'flows from the *Westward*, and you find it earlier, you may 'depend on having an open and large Passage, as the Ocean 'cannot be far distant, to raise such great Tides on the *North West* of the Bay.

'If, after passing any of the Openings, you find a clear 'Sea, and no Obstruction, until you get to 50° North La-'titude, then lay the *Winter* there, if it should overtake you 'before you get farther to the *Southward*; but if the Winds 'and Weather permit, sail as far to the *Southward* as 40° at 'least, which will be in a finer and warmer Climate for win-'tering, and at the same Time will compleat the Discovery; 'in this case, chuse a navigable River, or safe Cove or Har-'bour, if you apprehend no Danger from the Natives, and 'they appear to be humane and civilized; but in case of any 'Apprehension of Variance with them, which must be careful-'ly avoided, then endeavour to winter in a safe Harbour in 'any fertile woody Island at a proper Distance from the Con-'tinent, where you may lie in safety from any Surprize from 'the Natives, yet still keeping as regular Watch, as in an E-'nemy's Country.

'In case you meet any Savages in passing *Hudson's Straits*, 'make no Stay to trade with them, but give them some trifling 'Presents, such as they esteem. After passing the Bay, in 'case you meet any *Eskimaux Indians* in the Openings, en-'deavour to gain their Friendship by presents; and in case they 'have any thing to trade, don't refuse it, but rather encrease 'their good Opinion of you, by giving them more for their 'Furrs, &c. than is usually given by the Company, in such 'Goods as they chuse, so as to fix a Friendship with them for

'the future; but make no longer Stay there than is neceſſary 'to aſcertain the Tides.

'If, upon paſſing thoſe broken Lands on the North Weſt 'of the Bay, you get more Southerly than 60°, and find 'other Nations of Savages more civilized than the *Eſkimaux*, 'ſuch as the Northern *Indians*, endeavour to gain their Friend-'ſhip more effectually with Preſents, and refuſe not any ca-'ſual Trade, in caſe you are forced into Harbour by bad 'Weather; in ſuch caſe give them to know, that in your re-'turn next Spring, you ſhould be glad to meet and trade with 'them there, upon beneficial Terms to them, and enter 'into an Alliance, or Treaty of Friendſhip with them; but 'by no means ſtop to trade whilſt Wind and Weather permit 'you to proceed. In all ſuch Parts as you ſhall ſtop at, if 'uninhabited, take Poſſeſſion of the Lands in the Name of 'his Majeſty of *Great-Britain*, as firſt Poſſeſſor, erecting a 'Monument of Wood or Stone, with an Inſcription upon 'it, giving a Name to each Harbour, River, Head-land, or 'Iſland, you come to.

'But if you ſhould meet with any civilized fixed Inha-'bitants, avoid giving them Umbrage by taking Poſſeſſion, 'unleſs, upon your Return, they ſhould give you a Poſſeſſion 'of Lands by Conſent, to induce you to fix a future Trade 'there. Take none of the Natives on board by Force, to 'bring home; but if they ſhould offer themſelves voluntarily, 'in Exchange for any who may be ſent from hence to be left 'in the Country, to become Interpreters hereafter, and to 'preſerve their Friendſhip, don't refuſe to bring them to *En-'gland*. In caſe of your leaving any in the Country, they 'muſt be allowed ſuch Trifles as may ingratiate them to the 'Natives; and ſuch Seeds or Roots of Grain, Pulſe, Gar-'den-ſtuff, or Trees, as are not to be found in thoſe Parts; 'allowing them alſo Paper, Pens, and Ink, to make Obſer-'vations on the Climate, Trade, *&c.* of the Country.

'After paſſing thro' the broken Lands, if black Whales 'are ſtill ſeen, and in *Auguſt*, or *September*, are directing 'their Courſe South-weſterly, that would be a farther De-'monſtration of a navigable Paſſage to the Weſtern Ocean, 'to which they are then directing their Courſe.

'In caſe you proceed ſucceſsfully Southward, from 60°. 'towards 50° and touch at any Port or River, where there are 'civilized Inhabitants, who reſide in Towns and Villages, and 'do not lead an erratic Life, you muſt act with great Caution 'and Prudence, giving no Cauſe of Offence; and if they ap-'pear friendly, and deſire Friendſhip, cultivate it by Pre-

'ſents,

'ſents, without putting yourſelves in their Power; but if 'they appear in an hoſtile Manner, don't attempt to land, 'but avoid the Coaſt, yet without ſhewing any ſign of Fear; 'and in caſe they ſhould offer to attack you, endeavour firſt 'to terrify them with your great Guns, before you attempt 'to kill any, which you muſt only do in caſe you are forced 'to it in your own Defence, and then avoid the Coaſt, until 'you get farther to the Southward, among more friendly '*Indians*.

'In caſe you ſhould come to numerous Nations, uſed 'to trade in Ships of Burthen, or Force, and that they in-'cline to be Enemies, avoid the Coaſt, in caſe you have an 'open Sea; but if you ſhould be engaged among Iſlands in 'which you might find Difficulty to avoid them, or to pro-'ceed ſo far as to perfect the Diſcovery, then, if it be not 'too late in the Seaſon, return with ſuch account, which 'will be ſufficient to prove that you traded in another Ocean 'different from ours; leſt by wintering among them, any Ac-'cident ſhould happen to prevent your Return.

'But in caſe you ſhould have proceeded Southward ſo 'far as to Winter in a warm Country, then find out ſome 'Iſland, not frequented by the Natives of the Continent, 'to winter in, and ſecure your Ships; which if it be a woody 'fertile Iſland in Spring, by way of keeping the Men in Ex-'erciſe, clean a Piece of Ground for a Garden, and ſow 'ſuch Seeds of Grain, Pulſe, or Trees, as you may carry 'from hence, for the Uſe of the Natives, if any be there, 'or ſuch who hereafter may go there from *England*; leaving 'tame Fowl, Pigs, *&c.* if any be on board; and carefully 'obſerve ſuch different kinds of Trees and Plants, as are un-'known here, or different from ours in *Europe*. In caſe you 'ſhould winter on the Weſt Coaſt of *America*, ſhort of *Cape 'Blanco*, in Lat. 42°. North, early in Spring, in *March*, 'after the Equinox, when Wind and Weather is ſeaſonable, 'proceed in the Diſcovery, until you get to the Southward of '40°, which will compleat it; and upon your Return to the 'North-Eaſtward, as Summer advances, make eaſy Sail, 'and obſerve the whole Coaſt on the North Weſt of *Ameri-'ca*; making careful Obſervations of all the Rivers, Bays, 'Head-Lands, *&c.* making Charts, drawing the Bearings of 'the Lands, and Views from the Ships; with the Tides, 'Soundings, and Variation of the Compaſs; making Al-'liances with the Natives, and fixing a Commerce with them 'upon profitable Terms to *Britain*, and equitable to them, 'according to their Value and Eſteem for our Goods or Ma-

' nufactures; this will fully employ the Months of *April*, ' *May*, and *June*, ſo as to get to 62° by the latter End of *Ju-* ' *ly*, and thence repaſs the Bay and Strait the Beginning of ' *Auguſt*. In caſe the Ships ſhould ſeparate after your laſt ' Rendezvous near *Deer Sound*, or *Marble Iſland*, after paſſ- ' ing thro' the Openings to Weſtward, let each, indepen- ' dently, endeavour to make out the Paſſage, without wait- ' ing for the other, and appoint their next Rendezvous at any ' Iſland or Harbour neareſt to 40° on the Back of *Califo:rnia*; ' and in caſe either ſhould Winter ſhort of that, and more ' Northerly than 54°, then endeavour to hire ſome *Indians* to ' croſs the Country to *Churchill* River, or *York* Fort, or *Nel-* ' *ſon*'s River, with Letters directed to the Lords of the Ad- ' miralty, and to the Secretary of the North Weſt Com- ' mittee, giving an Abſtract of your Diſcoveries 'till that ' Time, with a Promiſe of a ſufficient Reward to any of the ' Sailors who will accompany them, and carry them in the ' Company's Ship to *England*, to prevent their being ſtifled at ' the Factory, in caſe any Misfortune ſhould happen to prevent ' the Ship's Return next Seaſon. In caſe, by any Accident, ' or unforeſeen Difficulty, the Ships ſhould not be able to ſail ' beyond or Weſtward of *Piſtol-Bay*, or *Wager-Strait*, ſo ' as to get no farther South than Lat. 58° or 60° North; or, ' upon Trial, find no opening or Paſſage thro' thoſe broken ' Lands or Iſlands, to Weſtward, or to South Weſtward, ' and ſhould not meet, after paſſing theſe broken Lands, any ' Tide of Flood coming from the Weſtward; then, after ' Trial made, and full Proof of it to the Satisfaction of the ' Council, or the major Part of them, then you are forthwith ' to return to *London*, without Wintering in any part of the ' Bay, in order to prevent unneceſſary Expences to the Ad- ' venturers. If you meet any of the *Eſkimaux*, or Nor- ' thern *Indians*, after paſſing *Wager-Straits*, or *Piſtol-Bay*, ' make particular Enquiry, by Signs, if they know where- ' abouts the Copper Mine is; and in caſe you ſhould perfect ' the Diſcovery of the Paſſage, and winter there, upon your ' Return in *July*, when you are near 60°, make a more ſtrict ' Enquiry and Search, and if you find it, bring home ſome ' of the Ore, to be melted and aſſayed here.

' The Council, in all Difficulties where Doubts may ariſe ' upon the moſt prudent method of proceeding to make out ' the Diſcovery, is to conſiſt of the Captains, Mr. *Henry* ' *Ellis*, the Surgeons and Mates of each in one Council, ' when they can meet; and if ſeparated, then the ſaid Offi- ' cers of each Ship, in which the Majority, are to determine

' it,

'it. And if any material Difference ſhould happen, relating 'to the Proſecution of the Diſcovery, the Minority may 'ſign the Reaſons for their Difference of Opinion, to juſtify 'them in their Diſſent.

'YOU are deſired to keep regular Minutes of all your Con'ſultations, which ſhall be ſigned by three or more of the Coun'cil before they break up: And that you keep fair Copies 'of all your Proceedings, which, at the return of your 'Voyage (or ſooner, if you have an Opportunity by the '*Hudſon's-Bay* Ships) ſhall be ſealed up by three of the 'Council, and tranſmitted by Poſt to Mr. *Samuel Smith*, Se'cretary to the Committee, in *Cateaton-Street*, upon your 'Arrival in any Part of *Great-Britain* or *Ireland*.

THESE Inſtructions I have given at large, that the Reader might have an Opportunity of ſeeing, not only how well they were calculated, to anſwer the Deſign of regulating the Conduct of theſe Commanders, in this particular Voyage; but how clear alſo they point out the Nature of the Expedition, and the Means of accompliſhing it; as well as the ſincere Intentions, of thoſe who contrived them, to execute in the moſt effectual Manner, what had been ſo well and ſo wiſely concerted, for the Public Benefit.

BUT it is now Time to reſume the Thread of our Narration.

THE Ships fitted out for this Expedition, fell down from *Graveſend* to the *Hope*, on the 20th of *May*, 1746; and lay there till the 24th of the ſame Month, 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 our Convoy, were ſailed from the *Nore*; upon Advice of which, the Ships bound for the Diſcovery followed them, with all poſſible Diligence, in Hopes of joining them at *Yarmouth*; and accordingly came up with them in *Houſeley-Bay*, where we received our Inſtructions from the Convoy. Upon the 27th we anchored in *Yarmouth* Road, the *California* having received ſome little Damage in her Paſſage, ſtaid to refit till the 31ſt, when the Commodore made a ſignal to weigh, which was done accordingly, in Company with the four Ships for *Hudſon's-Bay*, and ſome others bound for the Norhward and Weſtward.

THE 1ſt of *June* we paſſed by *Scarborough*, and the 2d anchored a-breaſt of *Tinmouth* Caſtle; here our chief Mate left us, or rather we left him, for he went aſhore, and in the mean

mean Time the Convoy weighed, we made Signals, and fired Guns, for his coming off, but to no Purpoſe, ſo we ſailed without him. The 5th we fell in with two *Dutch* Men of War, which ſaluted the *Loo* and ſhe as uſual returned the Compliment. It being very tempeſtuous, and having contrary Winds, on the 6th, the Man of War and Fleet bore away for *Ham-Sound*, in the Iſles of *Orkney*, and anchored in *Kirkwall-Bay* that Evening, and the next Morning at *Carſton* in the Iſland of *Pomona*, where we found the *Shark* Sloop, Captain *Middleton*, and the *California* at Anchor; from the latter of which we had ſeparated the Night before we entered *Ham-Sound*. Here we recruited ourſelves with Water, freſh Proviſions, and what other Neceſſaries we had Occaſion for.

THE 12th, Captain *Middleton* (now appointed our Convoy, by Commodore *Smith*, upon his Arrival at *Carſton*) made a Signal to weigh. All things being prepared, and the Wind fair, the Fleet got under Sail, and were clear of the Iſle that Evening. The 15th we paſſed the Iſles to the Weſtward of *Hoyhead*, called *Roan* and *Burra*, from whence we took our Departure. The 17th, being about 60 Leagues to the Weſtward of thoſe Iſles, the Convoy after receiving and anſwering the Salutes of the *Hudſon's-Bay* Ships, and ours, left us to proſecute our Voyage, and returned to the *Orkneys*.

ON the 18th, we loſt Company with the *Hudſon's-Bay* Ships, which were the laſt we ſaw for that Year. The *California* and we being now left by ourſelves, Signals were compoſed and agreed on, for the better keeping Company; and proved, in the Courſe of the Voyage, very uſeful in that Reſpect. There was nothing occurred but the common Circumſtances of the Winds and Weather, till the 21ſt at Night, when a terrible Fire broke out in the great Cabin of the *Dobbs*, and quickly made it's Progreſs to the Powder-Room, which was directly underneath it, and where there were no leſs than thirty or forty Barrels of Powder, beſides Candles, Spirits, 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, that Moment, or the next at moſt, was their laſt. You might hear on this Occaſion, all the Varieties of Sea-Eloquence; Cries, Prayers, Curſes, and ſcolding, mingled together; yet this did not prevent proper Meaſures being taken to ſave the Ship, and our Lives. 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. But as for the Crew in general,

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 or Deſpair. Some were for hoiſting out the Boats; accordingly the Laſhings were cut for that Purpoſe, but none had Patience ſufficient to join and hoiſt them out; others were for ſetting more Sail, to come up with the *California*, at this Time, at a great Diſtance a-head, that if any ſhould be alive after the Ship's being blown up, they might have a Chance of ſaving themſelves aboard of her. Though this was very chimerical, conſidering our Condition, the Reefs were turned out of the Topſails, which with great Difficulty were properly ſet. In the midſt of all this Hurry, the Man at the Helm, reflecting on his Situation, and thinking it more dreadful than any other Perſons, having the Fire and Powder immediately under him, was quite diſtracted and thoughtleſs of his Charge: ſo that Imagination cannot paint a wilder Scene, than was now exhibited a-board of us.

THE Ship was now Head to Wind, and the Sails ſhaking and making a Noiſe like Thunder; then running right before it, and rolling, every Body upon Deck waiting, and that too with a kind of Impatience, for the Blaſt, that muſt have put an End to our Fears and Uncertainties. At length the Fire was happily extinguiſhed, and with it our Perplexities. There is certainly no one Thing a-board a Ship that requires ſo much Attention, as the Care required to prevent Fire, as we had like fatally to have experienced, and as many feel daily. This Accident happened through the Negligence of the Cabin-Boy, who was left to take Care of the Candle; the Captain and Officers being on Deck, he forgot it, andthe Conſequence was what I have related. Hence, till the 27th, nothing happened remarkable. We then fell in with great Quantities of low Ice, in Lat. 58° 30′. to the Eaſtward of Cape *Farewell* in *Groenland*, where having alſo very foggy Weather, we had like to have loſt Company with the *California*; but we luckily rejoined her, when the Weather grew fair, and both Ships ſtanding to the Southward, ſoon got clear of the Ice.

WE ſailed for ſometime after this, thro' Abundance of Drift-Wood, that is, Pieces of pretty large Timber floating at Sea; a Thing which, as we cannot avoid obſerving, ſo with a reaſonable Proportion of Seriouſneſs in a Man's Temper, it is impoſſible to obſerve, without falling into a long Train of Reflection; becauſe no ſatisfactory Account has been hitherto given, from whence this Drift-Wood ſhould come. All the Accounts we have of *Groenland*, of the Coaſts of *Davis*'s

Davis's, and of *Hudson*'s Straits, however they differ in other Things, agree in this; that no Timber grows to the Size of this Drift-Wood, in any of those Parts, and therefore it has been judged, that wherever it came from, it could not be from any of them. Some have persuaded themselves, that it must be driven hither from *Norway;* and others from the East Coast of *Terra de Labrador*, in *North America;* but I must own neither of these Accounts appears probable to me; for as the North Westerly Winds prevail much in these Parts, they would prevent its coming from *Norway;* as on the other Hand, the strong Currents setting out of *Davis* and *Hudson*'s Straits, Southward, must hinder it's Passage from the Coast of *America* into these Seas.

THE Relation of the Reverend Mr. *Egede*, who resided several Years at the *Danish* Colony, on the West Side of *Groenland*, seems to afford us an Account, of all others, the least liable to Exception; which is this: He says, that on the East Coast of that Country, he has seen Birch, Elm, and other Kinds of Trees, eighteen Feet high, and as thick as his Leg, in the Latitude of 61°, from whence I infer it must come from thence. He farther observes, that in *Norway*, as well as *Groenland*, the East Coast, is warmer than the West, and, consequently, Things grow there in a more kindly manner, and to a larger Size; so that 'till something more probable is offered upon this Subject, we must be content to allow, this Drift-Wood comes from *Groenland*.

ON the 5th of *July* we 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 if I should say, that we sometimes find it five or six Hundred Yards thick, I am thoroughly satisfied that I should not exceed the Truth. But tho' the Fact might be easily put out of Question, by citing a Multitude of Authorities, yet this will not in the least contribute to solve the Difficulty of conceiving how these stupendous Mountains are generated, but rather the contrary. Various Attempts, however, have been made to get over this Question, and amongst the rest, Captain *Middleton* has endeavoured to explain the Thing thus.

'ALL along the Coast (says he) of *Baffin's-Bay, Hudson's-*
'*Straits, &c.* the Land is very high and bold, and a Hundred
'Fathoms or more close to the Shore. These Shores have
'many Inlets or Firths, the Cavities of which are full of Ice
'and Snow, by the almost perpetual Winter there, and frozen
'to the Ground; encreasing for four, five, or seven Years,
'till

'till a kind of Deluge or Land-flood, which commonly happens in that Space of Time throughout thoſe Parts, breaks them looſe, and launches them into the Straits or Ocean, where they are driven about by the variable Winds and Currents, in the Months of *June*, *July*, and *Auguſt*, rather encreaſing than diminiſhing in Bulk, being ſurrounded, except in four or five Points of the Compaſs, with ſmall Ice for many Hundred Leagues, and Land covered all the Year with Snow, the Weather being extream cold, for the moſt Part, in thoſe Summer Months: the ſmaller Ice, that almoſt fills the Straits and Bays, and covers many Leagues out into the Ocean along the Coaſt, is from four to ten Fathoms thick, and chills the Air to that Degree, that there is a conſtant Increaſe to the large Iſles, by the Sea's waſhing againſt them, and the perpetual wet Fogs, like ſmall Rain, freezing as they ſettle upon the Ice, and their being ſo deeply immerſed under Water, and ſuch a ſmall Part above, prevents the Winds having much Power to move them; for tho' it blows from the North-Weſt Quarter near nine Months in twelve, and conſequently thoſe Iſles are driven towards a warmer Climate, yet the progreſſive Motion is ſo ſlow, that it muſt take up many Years before they can get five or ſix hundred Leagues to the Southward. I am of Opinion, ſome hundred Years are required; for they cannot, I think, diſſolve before they come between the 50th and 40th Degree of Latitude, where the Heat of the Sun conſuming the upper Parts, they lighten and waſte in Time.'

On the other Hand, Mr. *Egede*, whom I have mentioned before, very poſitively aſſerts, that the Ice, with which the Sea is almoſt choaked, and which, as he affirms, raiſes Mountains of an aſtoniſhing Bigneſs, lying as deep under as they riſe in Height above the Water, are, nevertheleſs, Pieces of the Ice-Mountains on the Land, which ſtanding near the Sea, and burſting, tumble down into it, and ſo are carried off. It is apparent that he gives this not from Conjecture, or Hearſay, but from his own Knowledge; and therefore I am inclined to believe, that the beſt Solution of this Queſtion, How theſe Ice-Mountains are produced? may be obtained by joining both the foregoing Accounts together. In ſhort, I take their Origin to be as Mr. *Egede* deſcribes it; but then I am perſuaded, that the Accumulation of Matter, neceſſary to ſwell them to ſo vaſt a Bulk, happens as Captain *Middleton* deſcribes it: For I cannot but believe, that at their firſt falling into the Sea, they muſt be of a very large Size, perhaps, half the Bigneſs they arrive at afterwards; and I am for admitting

M

Mr. *Egede*'s Account of their burſting from the Land, becauſe of the prodigious Force that ſuch a Deluge, or Land Flood, as is mentioned by Capt. *Middleton*, muſt have to drive theſe Mountains out to Sea. This Deluge, to ſay the Truth, I take to be a Fact advanced without Proof, for the Thaws in theſe Parts are not ſudden and violent, but, on the contrary, very gentle and gradual; for when the Sun is in the Day-time at the higheſt, the Ice and Snow melt; but in the Night-time when the Sun is loweſt, they freeze again; ſo that the Diſſolution or Conſumption of them is but very ſlow. Agreeable to this way of reaſoning, we find the Southern Factories in *Hudſon's Bay*, are troubled with theſe Deluges or Land Floods, from which they are free in the North, for the Cauſes that have been already aſſigned. I am the more confirmed in my Belief, that thus the thing really happens, by the Obſervations I have made of the Difference between the low Ice and the Ice-Mountains, the latter being leſs ſolid, and of a lighter Colour than the former. But enough has been ſaid on this Head; and therefore we will now reſume the Hiſtory of the Voyage.

Upon the 8th of *July*, we made the Iſlands of *Reſolution*, at the Diſtance of about half a Mile. It was owing to the Fogginеſs of the Weather, that we did not ſee them ſooner, and it was happy for us that it cleared as it did; for had thoſe Fogs continued but a little longer, it is highly probable we had gone a-ſhore, and our Veſſels broke to pieces upon the Rocks. As it was we did not get clear but with very great Difficulty, for the Wind falling, and the Sea tumbling in on the Shore, we were forced to have recourſe to the Ship's Oars, and by the help of theſe, and the Boats towing a-head, we made ſhift to deliver ourſelves from this Danger; and in our Paſſage from thence to the upper *Savage* Iſlands, met with very little Ice to obſtruct us.

At theſe Iſlands, there came on board us three large and twenty-ſix ſmall Canoes, full of *Eſkimaux Indians*, whoſe Buſineſs was to trade. The Commodities they brought, were Whale-bone and Seal Skins, in exchange for which we gave them Hatchets, Saws, Gimblets, *&c.* Their Stock was not great, but we made a conſiderable Profit by our Dealings with them. On the other hand, they thought themſelves ſo well uſed, that they were deſirous of continuing their Traffick as long as poſſible; in order to which, when they had diſpoſed of all their Goods, both Men and Women were very eager in ſtripping themſelves almoſt naked, that they might ſell their Clothes, which they did for Knives, Pieces of Iron, and ſuch like.

like. We obſerved an odd Cuſtom they had, which was that of licking every thing they bought before they put it into their Canoes. A more particular Deſcription of theſe People may poſſibly prove entertaining to the Reader, and as it cannot come in any where with greater Propriety, I ſhall give it here, as ſuccinctly and exactly as I can. Theſe People are of a middle Size, robuſt, and inclinable to be fat, their Heads are large, Faces round and flat, their Complexions ſwarthy, Eyes black, ſmall and ſparkling, Noſes flat, Lips big, Hair black and lank, Shoulders broad, Limbs proportionable, but Feet extraordinary ſmall. Their Behaviour is chearful and ſprightly; but they ſeem to be very ſubtle, deſigning, cunning and deceitful, great Flatterers, much addicted to pilfer from Strangers, eaſily encouraged to a degree of Boldneſs, but as eaſily frighted.

They are extremely, I might ſay, obſtinately attached to their own Cuſtoms and Manner of living. Some of them, who have been taken Priſoners by the Southern *Indians*, when they were Boys and brought to the Factories, and there kept for ſeveral Years, have ſtill regretted their Abſence from their native Country. One of theſe, after having been fed on *Engliſh* Diet, being preſent when one of the *Engliſhmen* was cutting up a Seal, from whence the Train Oil ran very plentifully, licked up what he could ſave with his Hands, and ſaid, *Ah! commend me to my own dear Country, where I could get my Belly full of this.* It would be no difficult matter to civilize them, if their Trade was worth the Labour, which at preſent is but inconſiderable; though it might be greatly increaſed, if they were encouraged, and ſupplied with proper Inſtruments for taking Whales, Seals, *&c.* They are very dextrous in the Management of their Canoes, which are of a Conſtruction very ſuitable to their Occaſions, eaſy of Carriage, and of very quick Motion; their Frames are made of Wood or Whalebone, very ſlender, and covered with Seal-Skin-Parchment all over, a Hole in the middle excepted, which has a Rim of Whalebone or Wood round about it to prevent the Water coming down off the Deck, and affords only room for one Man to ſit in, his Feet ſtretched forward, and ſometimes a Skin laced about his Waiſt from the Rim before-mentioned, which effectually ſhuts out all Water. The Seams they rub with a kind of Pitch or Glue, which is ſaid to be made of Seals Blubber; in theſe Boats they carry their little Conveniences and Inſtruments for killing Whales, Sea-Horſes, Sea-Unicorns, Seals, *&c.* at all which they are very expert; they likewiſe carry Slings and Stones in their Canoes, which

which they uſe very dextrouſly, and can do Execution at a great Diſtance. Their Harpoons are headed and pointed with Sea-Horſe Teeth, the upper End ſerves to ſpear the Whale, or other large Animals, when they are ſtruck, the more readily to diſpatch them; the lower End is made uſe of to ſtrike the Fiſh, and introduce into his Body a Barb tipped with Iron, which remains there whilſt the other part of the Harpoon diſengages itſelf readily and comes out. To this Barb is faſtened a Thong of Sea-Horſe-Hide, at the end of which is a Seal Skin blown up, which ſerves as a Buoy to ſhew where the Whale is when he goes down, and prodigiouſly fatigues him as he ſwims. At laſt having entirely exhauſted his Force, he grows faint, and with ſome ſmall ſtruggle he expires. They then with their Canoes tow him aſhore, ſtrip him of his Fat or Blubber, which ſerves them for Food, and to burn in their Lamps in the Winter.

BESIDES theſe ſmall Canoes for the Men, which are ſharp at each End, about twenty Feet long, and eighteen Inches or two Foot broad, paddled by one Paddle, broad at each End, which ſerves both Sides without changing it; they have Boats much larger, that are open, and rowed by the Women; theſe are made of the ſame Materials as the former, and will carry above twenty Perſons.

AS to the Dreſs of theſe People, there may much be ſaid, and that too not unentertaining, however, I ſhall be very conciſe. The Mens Clothes are of Seal Skins, Deer Skins, and ſometimes alſo are made of the Skins of Land and Sea Fowl ſewed together; each of their Coats has a Hood like that of a Capuchin, is cloſe from the Breaſt before like a Shirt, and reaches not lower than the middle of the Thigh; their Breeches are cloſe before and behind, gathered like a Purſe with a String, and tied about their Waiſts; they have ſeveral Pair of Boots and Socks, that they wear one over another to keep them warm, and which keep out the Water. The Difference between the Dreſs of the Men and the Women is, that the Women have a Train to their Jackets, that reaches down to their Heels. Their Hoods are alſo larger and wider at the Shoulders, for the ſake of carrying their Children in them more conveniently on their Backs, and their Boots are a great deal wider, and are commonly ſtuck out with Sticks of Whalebone, becauſe when they want to lay their Child out of their Arms, they ſlip it into one of their Boots, till they can take it up again. Some few of them wear Shifts of Seals Bladders ſewed together in pretty near the ſame Form with thoſe in *Europe*. In general their Clothes are ſewed very neat,

which

which is performed with an Ivory Needle, and the Sinews of Deer ſplit fine, and ſo uſed for Thread. There is likewiſe a good deal of Taſte and Judgment diſcovered in the manner in which they adorn them with Stripes of different coloured Skins, ſewed in the manner of Borders, Cuffs and Robings for their Clothes, which altogether look very tight, neat, and even elegant, or at leaſt handſome as well as convenient.

If their Clothes and other Neceſſaries are well contrived, their Snow-Eyes, as they very properly call them, are no leſs ſo. Theſe are Bits of Wood or Ivory, neatly formed to cover the Organs of Sight, and tied at the Back of the Head: In each Piece of Wood are two Slits, of the ſame Length with the Eyes, but narrow; thro' which they ſee very diſtinctly, and without feeling any Inconvenience. This Invention prevents Snow-Blindneſs, a very grievous and painful Diſtemper, occaſioned by the Action of the Light, ſtrongly reflected from the Snow upon the Eyes, more eſpecially in the Spring, when the Sun is pretty high. The Uſe of theſe ſtrengthens the Sight prodigiouſly, and becomes ſo habitual, that when they would obſerve any Object at a great Diſtance, they commonly look through them, as we do through Teleſcopes.

The ſame Spirit of Invention ſhews itſelf full as much, or rather more, in their Inſtruments for Fiſhing and Fowling: Their Darts and Harpoons are very well made, and anſwer their Intentions perfectly well; but their greateſt Ingenuity is ſhewn in the Structure of their Bows, made commonly of three Pieces of Wood, each making a Part of the ſame Arch, very nicely and exactly joined together. They are commonly of Fir, or Larch, which the *Engliſh* there call Juniper; and as this wants Strength and Elaſticity, they ſupply both by bracing the Back of the Bow, with a kind of Thread or Line made of the Sinews of their Deer, and the Bow-String of the ſame Material. To make them draw more ſtifly, they dip them into Water, which cauſes both the Back of the Bow and the String to contract, and conſequently gives it the greater Force; and as they practiſe from their Youth, they ſhoot with very great Dexterity. Thus much I can report of theſe People from my own Knowledge; and I ſhall next add a few Particulars from the beſt Information I could obtain.

The very Orthography of the Word *Eſkimaux* plainly proves it an *Indian* Appellative, with a *French* Termination; and we are told by a celebrated Writer of that Country, that it is derived from the Words *Abenaqui Eſquimanſic*, which is as much as to ſay, *An eater of raw Fleſh*; and indeed this ſeems to

be a very rational Etymology; for ſo far as it is hitherto known, the *Eſkimaux* are the only Nation that eat Animal Food abſolutely raw. It is from hence, from the Whiteneſs of their Skin, and from their having Beards, which no *Indians* have, that they are believed to be the ſame People with the *Groenlanders*; nor is this at all improbable, when we conſider the Narrowneſs of *Davis*'s Streights, and that kind of vagabond Life to which this whole Nation are addicted. The Character generally given of them is none of the beſt; for we find them repreſented by Travellers of all Nations, as cunning, thieviſh, treacherous, cruel, fawning, and ſuſpicious. But if they really deſcended from the *Groenlanders*, we may poſſibly, when we come to know them better, conſider them in another Light. For the *Danes*, ſettled in that Country, have obſerved of its Inhabitants, that tho' they have a ſtrong Tincture of all theſe Vices, yet the bad Effects of them are felt only by Foreigners, and amongſt themſelves they are ſtrictly honeſt, chaſte, temperate, and full of Compaſſion; but believing the reſt of Mankind to be of another Race, and for that Reaſon naturally Enemies to them, they confine all their ſocial Virtues to their own Nation, and look upon the reſt of the World not as Strangers only, but Enemies. It may be when we come to have a conſtant Commerce with the *Eſkimaux*, they may abate of their Barbarity, ſince the *Groenlanders* are now ſo well reconciled to the *Danes*, that are ſettled in their Country, as to leave off pilfering and ſtealing from them; and many other bad Cuſtoms, for which, in former Times, they were infamous. Theſe Obſervations may ſuffice with reſpect to the *Eſkimaux*; and therefore we will now reſume the Journal of our Voyage.

The 13th of *July* we fell in with Abundance of low Ice, from five to ten Fathoms thick, through which we ſailed with much Caution, and without much Danger or Difficulty, except where the Pieces were very thick and cloſe. Whenever this happens to be the Caſe, it is very dangerous to drive againſt a large Piece, eſpecially with great Force; for it is the ſame as a Rock, if it is not broke by the Shock; and this is the Reaſon all the Ships frequenting icy Seas are made very ſtrong and thick in Timber, more eſpecially about the Bows; and all this is found little enough too, there being frequent Inſtances on the Coaſt of *Groenland*, and in *Davis*'s Straits of Ships being ſtove by it.

Mr. *Cotes*, who was a Commander in the *Hudſon*'s-*Bay* Company's Service, has loſt two Ships, one by running againſt a Piece of Ice in the Night, off *Cape Farewell*, by which Stroke

Stroke the Ship foundered; and another in *Hudſon's-Straits*, where two large Pieces of Ice, by ſtrong Tides ſetting different Ways, were driven together with great Force; the Ship being between them, was ſo ſqueezed together, that ſhe ſunk as ſoon as the Ice ſeparated; but very fortunately in both Accidents, the Men were ſaved by another of the *Hudſon's-Bay* Ships, for they always keep Company on the outward-bound Paſſage. It is alſo related, on credible Evidence, that one of the Company's Sloops going between *York-Fort* and *Churchill*, was in like manner caught betwixt two Pieces of Ice, and upon their meeting ſhe was raiſed quite out of the Water, and left dry upon one of them; but ſhe receiving no Damage by that ſtrange Accident, when the Ice opened, the People launched her, and proceeded on their Voyage.

It is very eaſy to diſcover our Approach towards ſuch Ice, for the Air immediately changes its Temperature, from warm to cold; beſides thick Fogs generally accompany it; but theſe lie low upon the Surface, often not ſo high as the Ship's Maſts Head; ſo that it has ſometimes happened that the *Eſkimaux* have walked from the Land to the Ships upon the Ice, before thoſe aboard ha : diſcovered it. It is common to ſee the Ice thrown above the Horizon, at leaſt 6°; ſo that you will deſcry it at a much greater Diſtance than if the refractive Power of the Air was not ſo great.

The 17th the Ice being very thick about us, we made faſt to a very large Piece of it, with ſeveral Ice Anchors and Ropes. It is requiſite in ſuch Caſes to make Choice of the largeſt Piece that can be found for this Purpoſe, becauſe having more hold of the Water, it is leſs affected by Winds and Currents (which generally run on the Surface) ſo that all the ſmall Ice is drove from about us in Time, and we are left at liberty to proceed. Here we unhung our Rudder, which traverſed very ſtiffly, and made it go eaſier; and the Crew of the *California*, as well as we in the *Dobbs* Galley, filled our empty Caſks with freſh Water out of the Ponds that are commonly found upon the Ice. The 18th we had a good deal of Lightning and Thunder, which, however does not frequently happen here; and may not the Reaſon of this be, that the *Aurora Borealis*, that is common both in Winter and Summer, kindles and diſperſes thoſe ſulphurous Vapours that would otherwiſe produce Lightning and Thunder? We now found the little Pools of Water on the Ice froze over almoſt every Night, eſpecially if the Wind was Northerly.

The 19th the great Piece of Ice we were faſt to, ſeparated in ſeveral Places, and diſperſed; upon which we made

faſt to another; but the Ice quickly opening, we got under an eaſy Sail, and ſtood through vaſt Quantities of it till towards Evening, when we grappelled again, the Iſland of *Cape Charles* in View, diſtant about ſeven Leagues to the Southward: In this Manner we continued much incommoded with Ice, which would be tedious to recite in a particular Manner, now making faſt, then caſting looſe, traverſing and ſailing through it until the 30th, when we got into clear Water, abreaſt of the Iſland of *Saliſbury*, almoſt at the Weſt Entrance of *Hudſon's-Straits*. If I was to give any Directions for avoiding the thickeſt of the Ice in theſe *Straits*, it would be to keep pretty near the North Shore, for we always obſerved that Side much the cleareſt, as not only the Winds blow moſtly from thence, but Currents too come out of moſt of thoſe large Openings which are on that Side.

THE 2d of *Auguſt* we doubled *Cape Diggs*, and on the 4th paſſed the Iſland of *Manſel*. Between this and *Cape Southampton* we found a dead Whale floating, in which was an *Eſkimaux* Barb, with a Thong of Sea-Horſe Hide faſt to it; it had been killed ſome Time by thoſe People, and was a good deal decayed, Part of the Bone was fallen off, but the Remainder we ſaved, as alſo two Caſks of Blubber, and then left it.

THE 11th we made the Land on the Weſt Side the *Welcome*, in Latitude 64° North; as it was then late in the Afternoon, and we at a conſiderable Diſtance, the Captain thought it not prudent to ſend the Boat from the Ships to make any Trial there, but deferred it in hopes of doing it next Day; in the mean Time it began to blow very hard Southerly, ſo that it became neceſſary to ſtand off Shore, for Fear we ſhould be embayed; the Gale continued the 12th, but ſhifted to the Northward, ſo that we could not get in with that Part of the Coaſt we left. *Marble Iſland* was the next Place we ſaw on the 19th: There the Long-Boats of each Ship were ſent commanded by the chief Mates, with whom I went; our Buſineſs was to procure a Knowledge of the Time, Direction, Velocity, and Height of the Tides, and to obſerve every other Circumſtance that might furniſh any Lights towards the Diſcovery of a Paſſage, which was executed, and a Report made to the Council, on our Return, upon the 16th, importing, that we ſaw ſeveral conſiderable Openings to the Weſtward of this Iſland; that the Flood Tide came from the North Eaſt, the Courſe of the Coaſt; that it was High Water there at Four o'Clock, full and Change of the Moon, and roſe about ten Feet. Nothing farther was done this Sea-

ſon

ſon towards a Diſcovery; but a Reſolution was agreed to, by the Majority of the Council, to bear away for a Place, proper for our Winter Quarters; the Purport of which Reſolution, was to the following Effect, *viz.*

'THAT whereas the Seaſon was far advanced, Winds contrary, and unfavourable for a further Search of the broken Lands to the Weſtward of *Marble Iſland*, and the Certainty of a Paſſage being yet undetermined, it was thought proper to Winter in ſome Part of *Hudſon's-Bay*, in hopes of a more favourable Opportunity the ſucceeding Seaſon to proſecute the Diſcovery. Port *Nelſon* was fixed on for this Purpoſe, as being preferable to any other Place, it being clear of Ice the ſooneſt, abounding with Wood, Veniſon, and other Game, neceſſary for the Preſervation of the People, *&c.*' which Act of Council was ſigned, and the Ships bore away accordingly, upon the 17th, for their Winter Quarters.

BEFORE we abſolutely leave this Iſland, I ſhall venture to give a ſuccinct Deſcription of it, as it appeared to me. The Center of it lies in Latitude 62° 55′ North, Longitude 92° 00 Weſt from *London*; its greateſt Length from Eaſt to Weſt ſix Leagues, its Breath two or three Miles. High at the Weſt End, and low at the Eaſt, the Land is one continued Rock, of an hard and white kind of Marble, tho' interſperſed in ſome Places with Spots of different coloured Stone, as green, blue, and black. The Tops of the Hills are prodigiouſly rent and ſhattered, Numbers of huge Rocks are confuſedly huddled together, as if by an Irruption: for under them are deep Caverns, where one may hear a great Noiſe, as of conſiderable Streams rolling over Rocks. By the Water that oozed out of the Clefts of the Rocks in many Places, I imagined there might be Copper, or other Mines; for in one Place it was of a green Colour, taſting like Verdigreaſe; in another perfectly red, and dying the Stones, over and through which it paſſed, of the ſame Hue. In the Vallies was a ſhallow Soil of Turf, but very little Herbage, and ſeveral Pools of freſh Water, in which were Swans, Ducks, *&c.* and hard by ſome Deer grazing, which come from the Main, lying about four Leagues to the Northward, either upon the Ice in the Winter, or ſwim over in the Summer: this they can do very ſwiftly, and can hold it to a great Diſtance. We found many Tracts of the *Eſkimaux*, as Stones ſet, one upon another, either as Land-Marks, or in Conſequence of ſome ſuperſtitious Cuſtom; beſides many Graves, or large Heaps of Stones, under which their Dead lie buried; and the Founda-

tion of ſome of their Huts, which are built circular, and in the Form of a Bee-Hive, with Stone and Moſs. Between this Iſland and the North Main, is tolerable good riding in eight, ten, or twelve Fathoms Water, clear and good holding Ground, but the only Harbour is at the South-Weſt Part of it. The Entrance is but narrow and ſhoal, having no more than thirteen Feet Water at the Height of common Tides, but within it is capacious enough to hold one Hundred Sail. It is very difficult to diſcover the Mouth of it, being covered by a low rocky Iſle, upon which the Sea breaks pretty high, and this muſt be kept on the Larboard hand going in. I thought it the more neceſſary to mention this Harbour, as it had been repreſented to Mr. *Dobbs* as a very fine one; which indeed it would be, if its Entrance was deeper, but as it is, can only ſerve for Veſſels of ſmall Burthen. So much for *Marble Iſland*; now let us return to our Voyage.

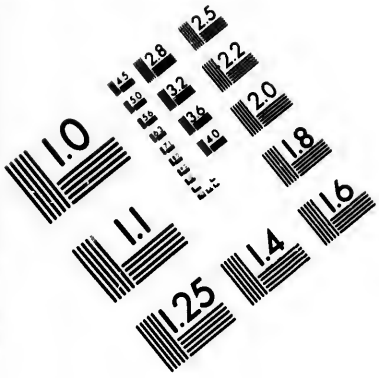
In our Paſſage from this Place to *Port Nelſon*, we had very bluſtering Weather, attended with Snow, Sleet, and thick Fogs. We arrived in ſight of the Shoals of that River on the 25th of *Auguſt*, and anchored during the Ebb-Tide, about two Leagues from them. Theſe Shoals are very dangerous, as they lie four or five Leagues off Shore, and ſtretch from North to South about ten Miles; as they are dry at Half-Tide, the Sea breaks high upon them: Their Center lies in Latitude 57° 50′ North. The beſt way to know when you approach them, is to obſerve where the Water ſhoals, and the Bottom grows hard, but the contrary as you leave them.

The 26th, the Weather being fine and moderate, the Boats of each Ship were ſent a-head to ſound, and to erect a Flag, as a Mark to ſail over the Flats at the Mouth of the Southern Branch, or *Hayes*'s River: This was to be raiſed at a good Anchoring-Place, called *Five-Fathom-Hole*, within ſeven Miles of *York-Fort*, and accordingly was done. The *California* got ſafe to an Anchor there, but the *Dobbs* came aground on the Flats, and had it blown hard, muſt inevitably have been loſt. The Governor, ſeeing us in this deep Diſtreſs, in order to complete it, ſent his Boat and People to cut down the Beacon, which was the only proper Mark we had to guide us into a Place of Safety, when we might get the Ship afloat. All that Mr. *Holding*, Captain *Smith*'s Lieutenant, could ſay to diſſuade them from it, was ineffectual; they cut it down; at the ſame Time they acknowledged, that when they received thoſe Orders, the Governor very well knew who we were. This Beginning gave us but too well to underſtand what Treatment we were to expect there.

In

In the mean Time, the *Dobbs* floated, and the 27th got to an Anchor near the *California*. There we received a Letter from the Governor, desiring us not to come any nearer the Factory, without sending a proper Authority from the Government, or *Hudson's-Bay* Company, for so doing, or he would use his utmost Strength and Endeavour to prevent us. The Answer given by us to this extraordinary Message, was to the following Effect: That we found ourselves under a Necessity of Wintering in some Part of the Bay; for which Purpose we chose this as the most convenient; and that we expected Shelter and Assistance, as Subjects of *Great-Britain*, and People who had no Intentions to molest the *Hudson's-Bay* Company's Trade, or who were directed by any Motive in coming thither other than the Security of the Ships, and the Preservation of the People; and in short, that we were resolved to winter thereabouts. Mr. *Holding* and I went with this Answer, and were received by the Governor in a very haughty and disrespectful manner; after which several Letters passed between the Governor and us, endeavouring to dissuade us from having any Thoughts of wintering near him; but as they served for no other Purpose, than to amuse and perplex us, the Correspendence was soon over, and is indeed hardly worth a Relation.

As it had been our Intentions, and the Resolution of Council, to winter at *Port Nelson*, and not at this Place, it occasioned both Captains, and several of the Officers, with the Boats of each Ship, to make a short Trip, in order to examine that River. We set out the 30th Instant, for this Purpose, and arrived there the same Day. We found it answer in every Respect our Expectations; inasmuch as this is the finest River in *Hudson's-Bay*, navigable for many Leagues, having a Communication with the great Lakes behind *Canada*, and upon which, of all others, the most advantageous Trade might be carried on, provided Settlements were made about thirty Leagues up. There the Climate is, what may justly be stiled temperate; the Distance from the *Indians* less, as well as the Danger and Difficulty of transporting their Goods, in small Canoes; and whereas now they come but once a Year to the Factories, they might, if the Settlements were higher up, come twice or three Times, and in much greater Numbers. The Inconvenience and Difficulty they find to support themselves, on such long Journeys, the Cold they feel on approaching the Shores of that icy Bay, the Labour of so long, so precarious, and so dangerous a Carriage,



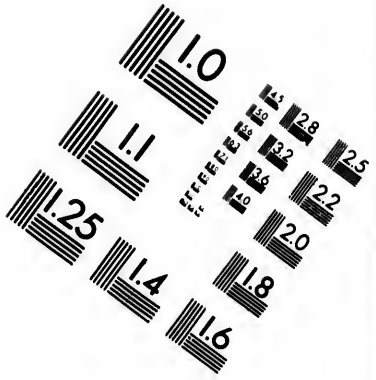
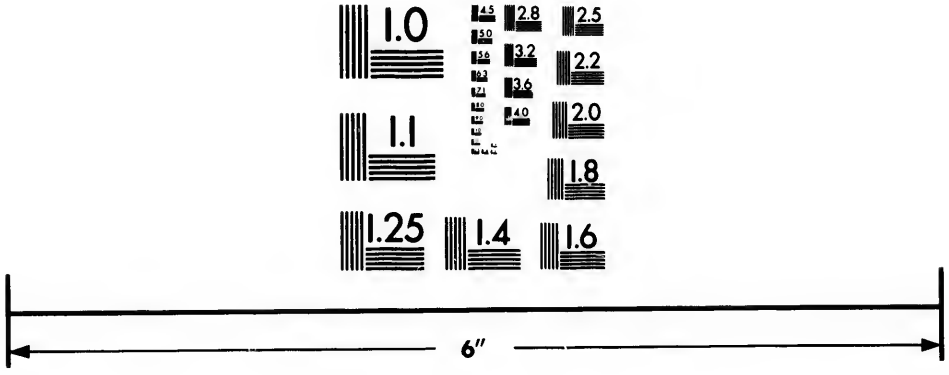
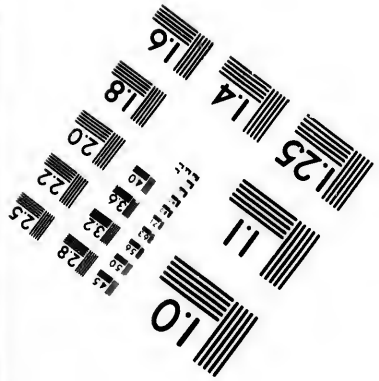
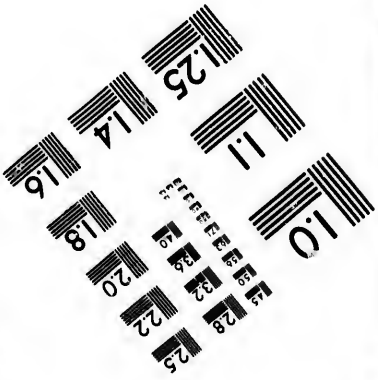


IMAGE EVALUATION TEST TARGET (MT-3)







Photographic Sciences Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

which are great Diſcouragements, and of which they heavily as well as juſtly complain; would all be removed.

But to return: This River is about two Leagues wide at the Entrance, with a very good Channel, about a Mile broad, and from five to fifteen and twenty Fathom deep, lies in Lat. 57° 30′. It's Banks are low, and covered with large Woods, chiefly Spruce, Fir, Poplar, Birch, Larch, Willow, *&c.* and abounds with Deer, Hares, Rabbits, Geeſe, Ducks, Partridges, Pheaſants, Plover, Swans and many other Fowl in their proper Seaſon, as alſo Fiſh in great Plenty, and in as great Variety. Theſe Advantages were not ſufficient to tempt the Captains to repaſs the Shoals, or expoſe the Ships to any Danger, in going round by Sea to enter it at it's proper Channel; ſo that they were determined to lay the Ships in ſome part of *Hayes*'s River, during the Winter. With this View we ran three Miles farther up it, the 3d of *September*, and landed ſeveral of our Stores to lighten the Ships, ſent the Boats with Officers to look out for a ſafe Creek to moor in, which was found five Miles above *York-Fort*, on the South Side of the River.

The Governor being now convinced of our Intentions to winter there, uſed his utmoſt Endeavours, that we might lay our Ships below the Fort, in a Place open to the Sea, where they would have been in all Probability beat to Pieces, either from the Waves of the Sea ſetting in, or the breaking up of the Ice; but as his Arguments were of no Efficacy in perſuading us, and finding himſelf diſappointed in this, as in his former Schemes, being ſtill reſolved to diſtreſs us as much as poſſible, he ſent moſt of the *Indians*, whoſe chief Employment is to kill Deer, Geeſe, *&c.* into the Country, on purpoſe, that we might not make uſe of them in that Way, or be in any wiſe benefited by their means.

We ſpent our Time to the 11th, in lightening and preparing the Ships for their Quarters: On the 12th, ran up a-breaſt of the Fort, and anchored there, and landed the Remainder of our Proviſions and Stores. Here we dug a Hole twelve Feet deep to bury our ſtrong and ſmall Beer in, to preſerve it from the Froſt.

It was the 26th, notwithſtanding all the Diligence we could uſe, before the Ships were ſecured in the Creek: This being effected, we turned our Thoughts on the Methods neceſſary for our own Preſervation; being certain there was no Poſſibility of living aboard the Ship for Cold, wherefore ſome of the People were employed in cutting Fire-Wood: others in building Log-Tents. This is a Contrivance borrowed, as I ſuppoſe,

ſuppoſe, from the Natives; and ours 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. Between theſe Logs the Vacancies were ſtuffed with Moſs, and that being plaiſtered over with Clay, made a warm Hutt; the Door was low and ſmall, a Fire-Place in the middle, and a Hole over it, to let out the Smoke.

But the grand Buſineſs, and what engroſſed moſt of our Attention, was the building a Houſe for the Captain and Officers to dwell in. The Situation we choſe for it, was equally pleaſant and convenient; it was on an Eminence ſurrounded with Trees; the main River was half a Mile diſtant, to the North Weſt; the Creek where our Ship lay, near the ſame Diſtance; on the South Weſt we had a handſome Baſon of Water, called the Beaver Creek, about 150 Yards diſtant in Front, which looked like a grand Canal, in Proſpect; and thick and tall Woods protected us from the North and North-Eaſt Winds. The Situation choſen, I drew a Plan of our intended Manſion, which the Captains approved of. The Houſe, according to this Plan, was to be twenty-eight Feet long, and eighteen Feet broad; to have two Stories, the lower one to be ſix, and the upper ſeven Feet high; the Captain and ſome of the principal Officers were to lie above, and the Remainder below, as alſo the Subalterns and Servants. The Door was to be in the middle of the Front, five Feet high, and three broad, with four Windows above Stairs, one in each Captain's Room, and one at each End, to enlighten the Paſſage and the Officers Cabins. The Ridge of the Roof was to be but a Foot higher than the Side-Walls, in order to let the Wet drain off, and to keep the Houſe the warmer by being cloſe and low. The Stove was to be placed in the Center, that every Body might partake equally of it's Heat.

These Matters being thus adjuſted, all Hands were ſet to Work: Trees cut down and hewed, Planks ſawed, the Walls begun, by placing one large Log upon another, with Moſs between, and nailing them down: In a Word the Houſe was raiſed, covered and almoſt finiſhed by the 1ſt of *November*. In the mean Time, the Weather was become exceſſively cold, tho' the Seaſon had been very open and favourable to what it uſually is. The Winter began in the latter End of *September* with Sleet, and large Flakes of Snow, and froſty Nights; troubleſome enough, but not ſeeming to merit the terrible Reports given of theſe Winters, by ſome Authors.

On the 5th of *October*, we had much Ice in the Creek, and

by

by the 8th it was faſt froze. Until the 30th we had Snow, Froſts, and moderate Weather, alternately, and that Day being his preſent Majeſty's Birth-Day, we hoiſted our Colours, and fired twenty-one Guns. The 31ſt, *Hayes*'s River was froze quite hard, ſo that now we had ſome Experience of what was to be expected from an *Hudſon*'s-*Bay* Winter.

The 2d of *November*, we could not keep the Ink from freezing at the Fire. On the 3d we diſcovered all the bottled Beer froze ſolid, tho' packed up in Tow, and near a good Fire. The 6th the Cold became inſupportable aboard, ſo that the Sailors were diſtributed among the ſeveral Tents, which were aſſigned for their Conveniency and Preſervation in the Woods, and the Captains, Officers, *&c.* went to live in their new Houſe, which by this Time was finiſhed: It was chriſtened (in the Sea-way) Montague-House, in Honour of that worthy Nobleman, and generous Patron of all uſeful Undertakings, his Grace the DUKE of *MONTAGUE*; who, from his conſidering this Expedition in that Light, was one of our Subſcribers.

We likewiſe began about this Time to put on our Winter Dreſs, which conſiſted of a Robe of Beaver Skin, with the Furr on, which reached to our Heels, and two Waiſtcoats under it, a Cap and Mittens of the ſame, lined with Flannel, a Pair of *Indian* Stockings, over our Yarn ones, made of Broad Cloth or Leather, which reached up to the mid Thigh, with Shoes of ſoft-tanned Mooſe or Elk-Skin, under which we wore two or three Pair of Blanket, or thick Duffil Socks to prevent our Feet freezing, which is a thing that nevertheleſs frequently happens; a Pair of Snow-Shoes, about five Feet long, and eighteen Inches wide, to hinder us from ſinking in the Snow, compleated the Dreſs. This is, properly ſpeaking, the Garb of the *Indians* of this Country, who have taught it the *Engliſh*; and than which nothing can be better contrived, both for Convenience and Uſe. For when we were thus equipped, we were able to ſtand the keeneſt Cold, (except only for 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, our utmoſt Skill was ſhewn, and Induſtry exerted, in killing Rabbits and Partridges, which is the chief Game to be met with at this Seaſon. The former we caught after the following Manner. We cut down ſeveral ſmall Buſhy Trees, with theſe we made a Hedge two Feet high, and of what length we pleaſed, leaving at every twenty Yards Diſtance, ſmall Holes for the Rabbits to run through, for we obſerved, that they never attempted to jump over. In theſe were ſet Snares

of

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 Contrivance had a double Conveniency, as it secured us the Game we wanted, and by their being thus suspended, protected them when taken from being devoured by other Animals. They use at the Factories no other Method of killing the Partridges than shooting them, and in this they are very successful, for they are there in very great Plenty; insomuch that some Men may be able to shoot sixty or eighty in a Day's Time, which makes a good Article in the Magazine-List of Winter Provision.

All Animals of the Fur kind, are caught in Traps of different Sorts or Nets, and thus the Beaver is most commonly taken. The Construction of these Creatures Dens, Burroughs, or, as they are commonly called, Houses, are very curious and strong, being built of Wood, Stone and Clay, with several Apartments in them for different Uses. The Situation of these Beaver-Houses is always by the Side of a Lake or Pool, for their greater Convenience, and more effectual Security. It would be needless for me to say more on this Subject, as it has been so well handled by eminent Writers, and what I have said, is intended only to confirm, or at least corroborate, what they deliver more at large.

But as the Methods used by the Natives in taking them, may not be the same in different Countries, or so generally known as other Circumstances relating to them, I shall be more particular. The manner of the *Hudson's-Bay Indians* taking them, is first to drain as much of the Water from about their Houses as possible; this done, and their Door covered with a strong Net, they break in at the Top of the House, which as soon as the Beavers discover, they run to the Door to make their Escape, and are there entangled in the Nets, seized by the *Indians*, and immediately skinned. These Skins they spread to dry in the Sun, and eat the Flesh, which is very fat and delicious.

As *November* set in with keen Frosts, so they continued through the whole of that Month, without any other Alteration than freezing with more or less Severity, as the Winds changed. When the Wind was Westerly or Southerly, the Cold was very 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 larger than so many Grains of Sand, which drifted with the Wind in Clouds, from every Plain, or flat Place, that lay exposed to it. This made

it

it very dangerous to be out in any ſuch Plains, or upon the River, at thoſe Times, as this drift Snow is commonly ſo thick, that one can ſcarcely ſee twenty Yards; nor is there any Tracks or Paths left to direct one; all being very ſpeedily levelled by the Snow. Sometimes when they have been thus caught, People have wandered in the utmoſt Danger of being froze to Death, for many Hours, upon the Ice of the River, not half a Mile from the Factory, and yet, from the Cauſes beforementioned, could not find their way thither.

But theſe ſevere Colds are not felt above four or five Days in a Month, and generally about the Full and Change of the Moon, which is obſerved to have a mighty Influence on the Weather in theſe Parts. Then it is very tempeſtuous; the Wind at North Weſt, one may ſay conſtantly in the Winter; and generally at thoſe Periods in the Summer. But at other Times, tho' there is a continued hard Froſt, yet it is pleaſant enough; the Winds are variable and moderate; and one can very well go abroad either ſhooting or trapping.

The People now began to come from their Tents, weekly, for their Proviſions out of the Ship, of which they uſed but little, in the Beginning of the Seaſon, while the Rabbits were Plenty, nay, they in a good Meaſure ſupplyed us at *Montague* Houſe with them. What Things they had to carry backward or forward, they drew after them upon ſmall Sledges, made of about a dozen thin Staves joined together, four in Breadth, and turned up at one End, that they might the better and more eaſily ſlide over the Snow. One Man may conveniently draw on ſuch a Sledge, above a Hundred Weight, fifteen or ſixteen Miles in a Winter's Day. The Dogs in this Country are of the Size of common Maſtiffs, and by Nature never bark, but growl when they are provoked; and theſe Dogs being the only Beaſts of Burthen, uſed there by *Engliſh* or *Indians*, will draw much more, and that to a greater Diſtance, if neceſſary. In long Journies, through deep Snows, the Men generally go before them to beat a Path with their Snow Shoes; the Dogs ſoon grow accuſtomed to whatever they are taught, and being docil and tractable are very uſeful. They are regularly fed by the *Engliſh* upon the ſame Allowance as the Men; but the Natives are quite remiſs in this Reſpect, ſo that theirs live chiefly on what they can get.

Besides theſe ſmall Sledges, we had others more large and ſtrong, for carrying great Weights; theſe were of the ſame Form as thoſe before deſcribed, but ten or twelve Feet long, and three wide, they require twenty or thirty Men yoked to

to draw them. The firſt Time of their going to the Factory, was the 8th of *December*, from whence they brought two Caſks of Brandy for Chriſtmas Cheer, which Seaſon is generally celebrated in this Country by the *Engliſh* (ſo eaſily are the beſt Inſtitutions corrupted) by immoderate Drinking, and all the Folly and Madneſs that attend it.

At this Time a general Council was held at *Montague* Houſe, where Captain *Moor* propoſed to lengthen, raiſe, and deck our Long-Boat, for the Uſe of the Diſcovery; which, after ſome Deliberation, was reſolved upon by a Majority. It is very certain that no Meaſure could be more ſuitable to our Buſineſs than this; for it would have been very dangerous to make ſo cloſe a Search with the Ship, as was neceſſary, upon an unknown Coaſt, with variable Weather, frequent thick Fogs, and Ice in Bays, and Inlets amongſt broken Lands and Iſlands, Rocks and Shoals, without any Knowledge of Harbours, Tides, Currents, or the Direction of the Coaſt; whereas the Danger with a ſmall Veſſel is nothing in Compariſon. For it is certain that with ſuch, one may keep within a Mile of the Shore, go amongſt Rocks, and paſs over Shoals where a Veſſel of any Draught would ſtrike. Beſides, if ſhe came a-ground, we could get her off; or if ſhe was loſt, the Ship was a ſafe Retreat; a Chance of ſaving one's ſelf, in caſe of ſuch Accidents, ſupplied us with more Courage and Boldneſs than perhaps, otherwiſe, we ſhould have had.

This material Affair being agreed on, the Boat was drawn to a fit Place, by the Side of the Creek, on a high Bank ſheltered by Trees; there a Log-Tent was built over her, covered with Sails, with a Fire-place in the middle. This was judged requiſite to be done, that the Carpenters might be able to work on her during the Winter, and ſo have her compleat, and in a Condition fit for Service, when we ſhould come to want her in the Spring. The Reader will perceive, that by theſe Diſpoſitions every Method was taken that Reaſon could ſuggeſt, for making the Winter tolerable; and I ſhall hereafter ſhew, that our Precautions were attended with as good Effects, as we could expect from them; ſo that there need not for the future be any ſuch dreadful Apprehenſions of expoſing People to inſupportable Hardſhips, in caſe of their being obliged to winter in theſe Parts, while employed upon this Diſcovery. But in order to do this more effectually, and that the Reader may form a better and clearer Notion both of what has been ſaid, and of what I ſhall be obliged farther to ſay upon this Subject; it will be proper that I ſhould inſert here

here as distinct an Account, as it is in my power to give, of this Country, and every Thing relating to it, which I shall do with the utmost Plainness, and the strictest Regard to Facts possible.

It is true, that in order to give such a full and particular Description, I shall be obliged to repeat many Things that have been already said by others; but this, I hope, will be thought no inexcusable Fault in me, because it is absolutely necessary to my Design; and because I do not repeat them either in the Words of those Authors, or upon their Authority, but from my own Knowledge. It will be also requisite for me to say somewhat of the Conduct and Behaviour of our Countrymen that reside in those Parts; and if in doing this, I should give any Offence, it may be depended upon that it does not proceed from any kind of Prejudice, or personal Resentment, but from that Regard to Truth, which it becomes a Man to have, who writes from no other Motive than the Information of the Publick. I must farther beg leave to add, that as I am not instigated by any kind of Rancour, so I am as far from writing under the Direction of any Sort of Influence; there being no kind of Intention in me to recommend myself by what I deliver in this Narration to any Set of Men whatever, farther than may arise from the Sincerity of my Relation, and my setting down freely and fairly those Observations that I had an Opportunity of making, by the Share I had, and my Station, in this last Expedition. To these the Publick seem to have a Right, as well from the important Consequences with which the North West Passage, whenever it is discovered, will be attended to the Nation in general; as to those who are immediately concerned in making that Discovery, as from the great Attention that has been shewn to this Undertaking, and the considerable Reward that the Legislature has been pleased to offer to encourage it. When such Steps as these are taken by the great Council of the Nation, and when, out of Respect to their Proceedings, all the publick Boards in this Kingdom have given, whenever applied to, whatever Assistance, Protection, or Indulgencies could be reasonably expected or desired from them, it certainly lays every private Man under the strongest Obligation, where, by good Fortune, it lies any way in his Power, to contribute all he can to the facilitating so great a Design; and the Honour he has in promoting it, ought certainly to overballance any Concern or Apprehensions he may be under, of disobliging such, as may possibly have an Interest in preventing the Discovery

covery of a North West Passage, and who have nothing but their private Interest in that Respect, to plead in Excuse of the Methods taken to discourage it.

The Coasts of this Country, which are now tolerably well known, extend from the Latitude of about 51° to 68° *North*, having *Hudson's-Bay* to the *East*, *Canada* to the *South*; but as for it's Boundaries to the *West* and *North*, they are as yet undiscovered. In the Southern Parts, and where we wintered, the Soil is very fertile; the Surface being a loose dark Mould, under which are Layers of different coloured Clays, pale, yellow, *&c.* Nigh the Shores the Land is low and marshy, covered with Trees of various Sorts, as Spruce, Larch, Poplar, Birch, Alder and Willow; within Land there are large Plains, with little Herbage on them except Moss, and interspersed with Tufts of Trees and some Lakes, as also some Hills or Islands, as they are called, covered with shrubby Trees, and deep Moss, the Soil of a turfy Nature.

There are great variety of Shrubs and Plants, many of those that are known in *Europe*; as the Gooseberry, Currant, Craneberry, Shrubs bearing red and black Berries, which the Partridges feed on, therefore called Partridge Berries. The Plant, by the *Indians* called Wizzekapukka, used by them, and the *English* as a Medicine, in nervous and scorbutick Disorders; it's most apparent and immediate Effect, is promoting Digestion, and causing a keen Appetite. To this Plant, the Surgeons residing at the Factories, ascribe all the Qualities of Rhubarb; it is a strong Aromatick, and tastes pleasantly enough when drank as a Tea, which is the common Way of using it. Here also are to be met with Strawberries, Angelica, Chickweek, Nettles, Butterflowers, wild Auriculas, Savine, many of the *Lapland* Plants, and others that are unknown to us. By the Sides of Lakes and Rivers there is abundance of wild Rice, which, if cultivated, would make good Food. Long Grass and good Meadow-Ground; and at the Factories, are tolerable Gardens, especially at *York-Fort*, *Albany*, and *Moose-River*, where most kinds of *English* Garden Stuff grow very well, such as Pease, Beans, Cabbage, Turnips, and many kinds of Sallads; but then the Country is much more fruitful farther within Land, than at those Places; for there it is much warmer in Summer, and the Frosts are far less severe, as well as the Winter shorter; so that the Ground neither freezes so deep, nor remains so long unthawed.

As to Minerals, there are unquestionably abundance of different Sorts here; I have met with Iron Ore myself, and have been credibly informed, that Lead Ore is to be found on

on the Surface of the Earth in Plenty at *Churchill*; not to mention a very rich Copper-Mine, from whence the *Northern Indians* frequently bring Pieces to *Churchill*, of which I have one by me; there are likewiſe great variety of Talks, Spars, and Rock Chryſtals of different Colours, as red and white; the former reſembling Rubies, the latter of a larger Size, and very tranſparent, ſhooting out in pentangular Priſms. A Subſtance reſembling Coal is alſo found in the Northern Parts, which burns; the Asbeſtus likewiſe or Stone Flax is common here; and a Stone of a black ſmooth and ſhining Surface, that ſeparates eaſily in thin tranſparent Leaves, reſembling the *Muſcovy* Talk, which the Natives uſe, as Looking-Glaſſes. It alſo abounds with diverſe Sorts of Marble, ſome perfectly white, and ſome variouſly ſpeckled with red, green and blue Spots. Shells are ſeldom met with; the only ones I ſaw were Limpids, Muſcles, and Periwincles; tho' there are ſeveral others, but rarely to be ſeen; for all kind of Shell-Fiſh here chuſe deep Water, otherwiſe they would be froze in the Winter.

THE Air of this Country is never, or at leaſt, is very ſeldom clear; in the Spring and Fall of the Year there are heavy wet Fogs; and in the Winter, the Air is full of an infinite Number of icy Spicula, that are viſible to the naked Eye, eſpecially if the Wind be Northerly or Eaſterly, and the Froſt ſevere; the Reaſon of it is this, wherever the Water is clear of Ice, in the Winter, there ariſes a very thick Vapour, commonly called *Froſt Smoak*; this Vapour Freezing is driven by the Wind in the Form we ſee it. All the Beginning of the Winter, Port *Nelſon* River was unfroze in the Stream; this lying to the Northward of us, the Wind blowing from that Point, conſtantly brought with it Showers of theſe icy Particles, which diſappeared when it was froze.

HENCE alſo frequent Mock Suns and Halos about the Moon and Sun, very luminous and beautifully tinged, with all the various Colours of the Rainbow, are very common. Six of theſe Parhelia or Mock Suns, I have ſeen at one Time, which to us was very ſurprizing. The true Sun alſo riſes and ſets there, with a large Cone of yellow Light, perpendicular to it; and no ſooner does it diſappear, than the Aurora Borealis ſpreads a thouſand different Lights and Colours over the whole Concave of the Sky, with ſo reſpiendent a Beauty, that even the Full-Moon does not efface their Luſtre. But if the Moon does not ſhine, theſe Lights are much more apparent; for one may then read diſtinctly by them, and the Shadows of Objects are ſeen upon the Snow, tending to the

South

South East; as the Light ſhines brighteſt in the oppoſite Quarter, where it riſes, and whence the Rays thereof are propagated over the whole Face of the Sky, with a waving kind of Motion. The Stars ſeem in this Country to burn with a fiery Redneſs, eſpecially thoſe near the Horizon, which ſtrongly reſemble a Fire, or a Ship's Light at a Diſtance.

THUNDER and Lightning, as has been obſerved, are not very common in Summer, tho' that Seaſon for about ſix Weeks or two Months is very warm, but when it does happen it is terrible enough; I have ſeen for a good Space together, the Branches and Bark burnt off the Trees, and was informed it was by Lightning. The Trees in this Country are very eaſily ſet on fire, therefore I was the more ready to believe it; the under Side of the Branches of the Spruce and Larch are covered with a black and white hairy Moſs, which kindles like dry Flax, running from Tree to Tree, with infinite Celerity, according to the Direction of the Wind, till all the Wood that lies round is in a Blaze; this dries the Timber, ſo that it makes excellent Fire-wood, and indeed much Occaſion there is for it, for the Winters are cold enough, to require all that can be had.

WE uſed to put a Horſe Load of Wood, at leaſt, at a Time into our 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 ſtopped, which occaſioned a ſulphurous, ſuffocating Smell, and ſo great a Heat, that notwithſtanding the Rigour of the Climate, we frequently ſweat. The Difference is ſo extreme between the Heat within and Cold without, that People who have been expoſed to the Severity of the Seaſon without Doors, very often faint on entering the Houſe, and remain for ſome Time in a kind of lifeleſs Condition. If a Door or Window was but opened, the cold Air ruſhed in with great Fury, and turned the incloſed Vapours into ſmall Snow; nor was all the Heat we could raiſe ſufficient to keep our Windows, the Cieling, or Sides of the Houſe clear from Snow and Ice; thoſe, whoſe Bedcloaths touched the Walls, were generally froze faſt to them by Morning, and our Breaths ſettled in a white hoar Froſt upon the Blankets.

ALL theſe Accidents followed ſoon after the Fire went out, as the Houſe cooled, then 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 can withſtand the Cold if expoſed to it, ſtrong Brine, Brandy, and even Spirits of Wine freeze; but the latter not into a ſolid

Maſs, but to the Conſiſtence of Oil; when the Weather is between temperate and freezing. All the Liquors under the Proof of common Spirits, freeze to a State perfectly ſolid, and burſt the Veſſels that contain them, whether of Wood, Tin, or even Copper. The Ice in the Rivers about us, was above eight Feet thick, and the Snow three deep, but where it drifted much more. Whatever freſh Proviſions we could procure, as Deers-Fleſh, Rabbits, Partridges, Pheaſants, Fiſh, *&c.* we kept ſweet as long as we pleaſed, without deriving any Aſſiſtance from Salt, for they are inſtantly froze as they are killed, and remain ſo from *October* till *April*, when they begin to thaw, and conſequently grow moiſt and ſpoil.

The Rabbits, Hares and Partridges change their Colour from the common Brown and Grey, in Summer, to White, in Winter; ſome are of Opinion they loſe their Feathers and Hairs with the Colour, but the contrary is evident to all, who have taken any Pains to ſatisfy themſelves in this Reſpect, at leaſt I can ſay ſo much for myſelf; for in the Beginning of Winter, I have obſerved the Tops only of the Hair of the Rabbits to be white, while the Roots that were leſs expoſed to the Cold, have been grey; whereas if they had changed their Hair, the very reverſe would have appeared at that Seaſon.

Being now entered on this Subject, of the ſtrange Effects of Cold, let us ſpeak of it in regard to Human Bodies. Several of our People had their Faces, Ears, and Toes froze, but not dangerouſly. Whilſt the Fleſh is in that State, it is white and hard like Ice, but by rubbing with a warm Hand, or ſooner with a Beaver Mitten, it is thawed, and this Accident is attended with no worſe Conſequence than leaving a Bliſter behind; but if the Part is froze deep, and continues ſo long, it mortifies. We find extreme Cold has the ſame Effect in this Caſe, as extreme Heat; and the ſame Applications cure a Part froze, that would do ſo had it been burnt. It is very troubleſome, when a Perſon happens to have any Part of his Body froze in the Beginning of the Winter, for the Place grows very tender thereupon, and is much more apt to be froze again, than any other Part.

In our outward bound Paſſage, a Thermometer we carried with us from *England*, was broke, which proved a great Loſs, as a Series of Obſervations, made by the Help of that Inſtrument, would have aſcertained the Degrees of Cold, and have been much more ſatisfactory, than any Relation of it's Effects poſſibly can be. But where this Certainty is wanting, any Approaches to it are to be conſidered as the moſt requiſite Supplements; and will be great Helps to the Enquiries and Conjectures

jectures of the Ingenious. It is not at all to be wondered, that Captain *Middleton*'s Men ſuffered very great Extremities and Inconveniencies from the Cold, when he wintered at *Churchill*, in the Year 1741, conſidering his Situation, which was upon a ſmall bleak Iſthmus, ſurrounded with a vaſt Extent of Ice; beſides his People wore no other Clothes than what they commonly wore in other Voyages; whereas had they been furniſhed with large Beaver Coats, and had built Lodges in the Woods, they would have ſuffered very little in Compariſon to what they did: Since, as to any Diſtreſſes our People underwent, they were occaſioned for Want of proper Food, and an inexcuſable Indiſcretion in the Uſe of ſpirituous Liquors, rather than from the Intenſeneſs of the Cold; and yet, as has been ſhewn, we were far enough from being exempted from the uſual Severities of the *Hudſon's-Bay* Climate.

NATURE furniſhes every Animal here with extraordinary Furs to reſiſt the Cold, that gradually fall off as the warm Weather returns; and which is ſomewhat extraordinary; ſo it happens with Dogs and Cats brought thither from *Europe*. As in all the Parts of the Bodies of Animals, which are furtheſt from the Heart, ſuch as Feet, Claws, and Tails, the Blood is colder, and Circulation ſlower, it happens from thence, that thoſe Extremities are very apt to freeze. But it is very well worthy Notice, that few of the Animals of this Country have long Tails or Legs; for Inſtance, the Bears, Rabbits, Hares, *American* Cats, Porcupines, *&c.* have all ſhort ones; and thoſe that have long Tails, as the Fox, *&c.* have thoſe Parts ſurprizingly protected by long buſhy Hair, which keeps them from the Senſe of Cold. If we touch Iron, or any other ſmooth ſolid Surface in the Winter, our Fingers are froze faſt to it; if in drinking a Dram of Brandy out of a Glaſs, one's Tongue or Lips touch it, in pulling them away the Skin is left upon it. An odd Inſtance of this Sort happened to one of our People, who was carrying a Bottle of Spirits, from the Houſe to his Tent; for not having a Cork to ſtop the Bottle, he made uſe of his Finger, which was ſoon froze faſt, by which Accident he loſt a Part of it to make a Cure practicable. All ſolid Bodies, as Glaſs, Iron, Ice, and ſuch like, acquire a Degree of Cold ſo very intenſe, that they reſiſt the Effects even of a ſtrong Heat, and that too for a good while. I have brought an Axe in from without Doors, where it has been expoſed to the Froſt, and held it within half a Foot of a good Fire, then poured Water upon it, which has been inſtantly formed into Cakes of Ice, and ſo remained

for ſome Time. Thus poſſibly may the mountainous Iſles of Ice encreaſe, while the Air is temperate round them; thus too is the Ground froze to that Depth we found it, when the Pit was dug to bury our Beer in; for a Hole being ſunk four Feet, below the common Depth of the Pit, which was twelve Feet, the Ground appeared there to be very hard froze.

BEFORE the Beer was ſtowed, a Bed of Willow and Graſs of a Foot thick, was put under and over it, as alſo twelve Feet deep of a ſoapy Earth; yet ſome of the Caſks of Small Beer, next the Sides, were froze, and the ſtrong Iron-bound Caſk that encloſed it burſt. In the Heart of the Ice, the ſpirituous Parts remained fluid, this Liquor was ſtrong, but the Ice melted, taſted quite vapid; other Caſks were not burſt, or their Contents above half congealed; the watry Parts having Time to thaw and mix with the ſpirituous, the whole when we came to drink it proved very good, nay, we fancied better than if it had never been froze. From this long Account of the Severity of their Winters, it is natural for my Readers to conclude this Country, the moſt uncomfortable in the World, and it's Inhabitants the moſt unhappy. But in fact however, they are very far from it. If the Weather is cold they have Abundance of Beaver-Skins to clothe them, and many other Conveniencies, that put them in ſome Meaſure, at leaſt, on a Level, with thoſe who live in a milder Clime.

BUT what in this Reſpect will appear much more extraordinary, I dare aſſert, that People from *Europe*, who have lived here for ſome 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 theſe frozen Regions. The Natives of this Land are of a middle Size Copper Colour, with black Eyes, and long lank Hair of the ſame Colour, but their Features vary as in *Europe*. They are of a chearful Diſpoſition, good-natured, affable, friendly and honeſt in their Dealings. They live in Tents covered with Mooſe, and Deer-Skins ſewed together; as their Time is ſpent chiefly in Hunting, Fiſhing and Fowling, they change their Habitations, according, as they find the Game plenty or ſcarce.

THEY do not live in any great Numbers together, for the ſame Reaſon; becauſe it would be more difficult to provide Neceſſaries to feed and clothe them, therefore they have no Body of Laws to regulate their Conduct; but are influenced in their Behaviour, by a natural Rectitude of Diſpoſition, that reſtrains them from all Acts of Violence and Injuſtice one

to

to another, as effectually as the most rigid Laws could. The Chiefs in every Family or Tribe, who generally speaking are chosen from amongst the most antient of the People, but chiefly for their Skill in Hunting and Experience in Trade, Domestick Affairs, or Valour in War, which they often wage with the *Eskimaux*; direct those who reside with them in their different Employments of Hunting, Fowling, Fishing, &c. yet their Advice is followed rather through Deference than Obligation, for in Point of Exemption from Power, they may be truly called a free People.

They have no Dependance upon the Fruits of the Earth for their Subsistance, living entirely on the Animals they take in Hunting or Trapping, at which they are very dextrous. They make prodigious Slaughter every Season among the Deer from an unaccountable Notion that the more they destroy, the greater Plenty will succeed; therefore sometimes they leave three or four hundred dead on the Plain, taking out of them only their Tongues, and leaving their Carcasses either to rot, or be devoured by the wild Beasts. At other Times they attack them in the Water, and kill prodigious Numbers, which they bring down on Floats to the Factories. These Creatures cross a vast Extent of Country, from South to North, in the Spring of the Year, in order to bring forth their Young in Places of Safety; that is, in the more Northerly Parts, which are either entirely uninhabited, or at least but very thinly planted.

In their route thither, they are extremely tormented with large Gnats and Muskettoes, with which this Country, during the little Summer it enjoys, is greatly infested. This causes the Deer to take to the Rivers and Lakes for Shelter, and gives the *Indians* a greater Opportunity of killing them. It would be very hard to account whence such infinite Numbers of these Insects should come so suddenly as they do, or how they are propagated, did not Experience shew, that they survive the Winter, or rather remain in a kind of lifeless State, from which the return of the warm Season recovers them. I will mention a very plain Instance, in order to shew the Truth of this. A certain Person in the Winter-Time, crossing a small Creek, upon a Tree that lay over it, happened to slip his Foot on one Side, by which he broke from the Tree a black Lump, that on Examination he found to be nothing else but a vast Mass of Muskettoes, froze together, this he brought to a Fire, which thawing the vital Juices in these Insects, they presently began to move. After that, carrying them out into the freezing Air, they as quickly resumed their former senseless State,

and no Methods could afterwards reſtore them to Life. Without all doubt many other Animals that diſappear in the Winter are reduced to the ſame numbed and inactive Condition. I ſhall ſtrengthen this by juſt mentioning a Fact, that is very well known to the *Engliſh*, who reſide in the Northern Settlements of *America*, which is, that by the Sides of Lakes, in Banks or Holes, at the Roots of Trees, are often found in the Winter, Frogs that are froze in ſuch a Manner, that their Fleſh has been as hard as common Ice, yet theſe Frogs being thawed by a gentle Heat, recover Life ſo as to be able to crawl about, but ſuddenly freezing them again, they became irrecoverable, in the ſame manner, as is before reported of the Muſkettoes.

The *Indians* live not only on the Fleſh of Animals they kill in hunting, but on that alſo of Birds of Paſſage; ſuch as Swans, Wild Geeſe, Ducks, Plover, and many other of that Kind that go to the Northward in the Spring to breed, and return to the Southward in Autumn, and others alſo, ſuch as Eagles, Crows, Owls, Hawks and Gulls, likewiſe upon Partridges and Pheaſants, which ſtay in the Winter. Their Fleſh in general they boil and eat by itſelf, and then drink the Water it was boiled in, which they eſteem very wholſome. In like manner they dreſs their Fiſh, of which they have ſome Variety, and very good; up the Rivers and Lakes, they have large Sturgeon, Carp, Trout, Pike, and two very delicious Kinds of Fiſh; the one called by the *French*, White Fiſh, but by the *Indians* and *Engliſh*, Titymagg; the other reſembling an Eel, but ſpotted with yellow and white, called by the Natives Muthoy. Theſe are reckoned fatteſt in the Winter-Time, when they are caught by making Holes in the Ice; where, on letting down a baited Hook, the Fiſh greedily take it.

At the Mouths of the Rivers, eſpecially thoſe more to the North, are Plenty of fine Salmon, Trout, and another which is a tolerable good Fiſh reſembling a Carp, called a Sucker, and there alſo comes in with the Flood Tide, great Numbers of white Whales, which might eaſily be taken, and large Profits made of their Oil. Seals too frequent theſe Coaſts, but in no great Numbers, except as far North, as Lat. 66°.

The Clothing of the Men here in Summer, is a looſe Coat, made of Blanket, which they buy either from the *French* or *Engliſh* ſettled in their Neighbourhood; a pair of Leather Stockings, which come ſo high, as to ſerve for Breeches; they make Shoes alſo of the ſame Materials. The Womens Clothes differ from the Mens only in this, they generally wear a Petticoat, that comes a little lower than their Knees,

Knees, in the Winter. Their ordinary Apparel is of the Skin of the Deer, Otter or Beaver, with the Hair or Fur on; the Sleeves of their upper Habit, are frequently ſeparate from the Body, and taken on and off at Pleaſure, being only tied with Strings at the Shoulders; ſo that their Armpits, even in the depth of Winter, are expoſed to the Cold, which they reckon contributes to their Health. It muſt be owned their diſeaſes are but few, and thoſe chiefly ariſing from Colds, taken after drinking Spirituous Liquors, which they buy from the *Engliſh*, contrary to the wiſer Maxims of the *French*, who ſell them none. The *French* eſteem the drinking theſe Liquors, not only prejudicial to the Conſtitutions of the Natives, but alſo to their Trade: for as that depends upon the Hardineſs, Dexterity and Succeſs in Hunting, it muſt neceſſarily decline, as theſe Qualities are impaired. This is obvious alſo, in Point of Fact, amongſt thoſe *Indians*, who have any Intercourſe with the *Engliſh*. The inland *Indians* will not drink Brandy, from an Opinion of it's bad Effects; theſe are a healthy, tall, active and robuſt People, who bring down as many Furs as the Conveniency of the Carriage will allow, and leave many more behind. Whereas thoſe *Indians*, who are addicted to Drunkenneſs, ſuch as the Home *Indians*, or thoſe who live in Places contiguous to the *Hudſon's-Bay* Company's Settlements, are a meagre, ſmall, and indolent Kind of People, hardly equal to the Hardſhips of the Country, and ſubject to many Diſorders. Beſides, there is no Compariſon in the Number of Furs that the one and the other bring into Trade; ſo that theſe latter are rendered much more unprofitable and uſeleſs, than they would have been, if they had never known the Uſe of this pernicious Liquor.

They are pretty much ſubject to ſome Diſorders in the Breaſt, but to no contagious Diſeaſes: Whenever they find themſelves begin to be indiſpoſed, they drink an Infuſion of the Herb called *Wizzekapukka*, the Broth of Fiſh, which they call *Shaggamitie*, or elſe ſweat themſelves. Their Manner of doing this, is as follows; they get a large round Stone, on which they make a Fire, and keep it burning till the Stone becomes red-hot; over this they make a ſmall Tent covered cloſe on all Sides, then go into it naked, with a Veſſel full of Water; this they ſprinkle on the Stone, which fills the little Tent with a copious Supply of moiſt warm Vapours, that very ſoon produce a ſtrong Perſpiration in the Patient. When the Stone grows cool, the Pores of the Skin

being ſtill open, they come out of the Tent, and inſtantly plunge themſelves into the Water, or in Winter, when Water is not to be had, they roll themſelves in the Snow, and this they look upon as a Cure for moſt of the Maladies common in that Country. A ſtrange and ſingular Remedy they alſo have for the Cholick, and all Diſorders of the Bowels, that is to ſwallow a great Quantity of Tobacco Smoke, by which they poſitively affirm they obtain great and ſpeedy Relief. If their Heads are at any Time ſtuffed or incommoded, they force the ſame Smoke out of their Noſtrils. They frequently become Snow-blind, in the Spring of the Year, at which Time I have been informed, a Film grows over the Pupil of the Eye, which I was likewiſe told theſe People are ſo ingenious as to cut away with the ſharp Point of a Gun-Flint.

They very often in their drunken Fits commit exceſſive Diſorders, ſuch as quarrelling, burning their Tents and abuſing their Wives, and then perhaps go to Sleep by the Fire, where frequently they are terribly burnt, or if they are at any Diſtance from it, as miſerably froze, if it be in Winter-Time. When they are ſober, they are very courteous, and compaſſionate, and that as well to thoſe who are abſolute Strangers, as their own Family; and their Affection for their Children is ſingularly great. An extraordinary Inſtance of this happened lately at *York-Fort:* Two ſmall Canoes, paſſing *Hayes*'s River, when they had got to the middle of it, one of them, which was made of the Bark of a Birch Tree, ſunk, in which was an *Indian*, his Wife and Child: The other Canoe being ſmall, and incapable of receiving more than one of the Parents, and the Child, produced a very extraordinary Conteſt between the Man and his Wife, not but that both of them were willing to devote themſelves to ſave the other, but the Difficulty lay in determining which would be the greateſt Loſs to the Child. The Man uſed many Arguments to prove it more reaſonable, that he ſhould be drowned than the Woman. But ſhe alledged on the contrary, it was more for the Advantage of the Child, that ſhe ſhould periſh, becauſe he, as a Man, was better able to hunt; and, conſequently, to provide for it. The little Time there was ſtill remaining, was ſpent in mutual Expreſſions of Tenderneſs, the Woman ſtrongly recommending, as for the laſt Time, to her Huſband, the Care of her Child. This being done, they took leave in the Water; the Women quitting the Canoe was drowned, and the Man with the Child got ſafe a-ſhore, and is now taken much Notice of by the People thereabouts.

Upon

Upon the whole it appears, that the ſingle Object in View, was the Preſervation of their Child; for tho' the Man offered to ſacrifice himſelf, it may be very well ſuppoſed it was more for the Sake of the Child than of the Woman; becauſe on other Occaſions they behave with no great Reſpect to the Sex.

It is looked upon as a great Offence, for the Women to ſtride over the Legs of the Men when they ſit on the Ground, and they even think it beneath them to drink out of the ſame Veſſel with their Wives. One Cuſtom they have, which is very extraordinary; that when their Parents grow ſo old, as to be incapable to ſupport themſelves by their own Labour, they require their Children to ſtrangle them, and this is eſteemed an Act of Obedience in their Children to perform. The Manner of diſcharging this laſt Duty, is thus, the Grave of the old Perſon being dug, he goes into it, and after having converſed and ſmoaked a Pipe, or perhaps drank a Dram or two with his Children, the old Perſon ſignifies he is ready; upon which two of the Children put a Thong about his Neck, one ſtanding on one Side, and the other oppoſite to him, pull violently till he is ſtrangled, then cover him with Earth, and over that they erect a kind of rough Monument of Stones. As for ſuch old Perſons as have no Children, they requeſt this Office from their Friends, tho' in this laſt Caſe, it is not always complied with.

An *Indian* in travelling conſiders the Meeting a Grave as an Omen of ſome approaching Misfortune; in order to avert which, he lays a Stone upon the Grave and ſo proceeds on his Journey. There are many amongſt them, eſpecially thoſe inhabiting upon the Banks of the great inland Lakes, who profeſs Quacking, with Stuff they buy from the *Engliſh*; ſuch as Sugar, Ginger, Barley, Allſpice, Garden-Seeds, Spaniſh-Liquoriſh, Snuff, *&c.* all which are taken in ſmall Quantities, either as Remedies for Diſeaſes, or to make them excel in Hunting, Fowling, Fiſhing, Fighting, *&c.* which are Qualities aſcribed to theſe Trifles by the *Engliſh* in *Hudſon's-Bay*, and with ſuch Commodities, one third of our Trade is carried on amongſt thoſe Quacks, who practiſe for Furrs, which they receive from, or rather out of which they deceive, the common People. This is a great, but very beneficial Impoſition, tho' certainly it would be much more for the Advantage of *Great-Britain*, to promote the Sale of their Woollen and Iron Manufacture, than to permit ſuch a kind of Traffick, which beſides being ſcandalous in it's Nature, is equally prejudicial in its Conſequences to us and to the Natives.

If

It may be expected that I ſhould ſay ſomething of the religious Sentiments of theſe People; and to ſatisfy this Expectation, I ſhall acquaint the Publick with all I know, without adding any Thing from Conjectures. It is very certain, that their Notions upon this Subject are very limited and imperfect. They acknowledge a Being of infinite Goodneſs, whom they ſtile *Ukkewma*, which in their Language ſignifies the great Chief; they look upon him as the Author of all the Benefits they enjoy, and ſpeak of him with Reverence. They likewiſe ſing a kind of Hymns in his Praiſe, and this in a grave ſolemn Tone, not altogether diſagreeable. Yet their Sentiments on this Head are very looſe and confuſed, ſo that it is not eaſy to ſay what they mean by this kind of publick Worſhip. They likewiſe acknowledge another Being, whom they call *Wittikka*, whom they repreſent as the Inſtrument of all kinds of Miſchief and Evil; and of him they are very much afraid; but however we know of no Methods made uſe of by them to appeaſe him.

The Condition of theſe poor People is melancholy enough, tho' it does not make ſuch an Impreſſion on them as one would expect; for tho' the beſt Part of their Life is ſpent in procuring Neceſſities for the Subſiſtance of themſelves and of their Families; yet they have no great Notion of Frugality, or providing againſt thoſe Diſtreſſes, to which they are ſure to be expoſed every Winter, are free of their Proviſions, when they have Plenty, and except drying a little Veniſon and Fiſh, take no Care for Supplies, in a Time of Dearth. It has ſometimes happened that the *Indians*, who come in the Summer to trade at the Factories, miſſing of the Succours they expected, have been obliged to ſinge off the Hair from thouſands of Beaver Skins, in order to feed upon the Leather. Yet in ſuch Caſes, they keep up their Spirits in a tolerable Degree, omit nothing that is in their power to procure wherewithal to ſupport their Families, and when reduced to the greateſt Extremities, undergo them with a kind of habitual and ſteady Patience, which it is much eaſier to admire than imitate.

But the greateſt of theſe Hardſhips and Fatigues, to which they are expoſed, as well from Hunger as from Cold, happens to them in their Journeys, for it is a Thing common with them, to travel two or three hundred Miles, even in the depth of Winter, thro' a wide open Country, without meeting with any Houſe to receive, or carrying any Tent to protect them. In ſuch Journeys, it is their Cuſtom, when Night approaches, to raiſe a little kind of Fence with Bruſh-Wood,

Wood, to the Leeward of which they make a Fire, and after clearing away the Snow, they lie down upon the Ground, and ſleep between the Fire and the Fence. But if, as it ſometimes falls out, they happen to be benighted upon ſome wild Plain, where no ſuch Fence can be made for want of Wood, they are then forced to lie down under the Snow, which proves ſome Defence from the Cold; and this, as from the Writings of modern Authors appears, is a Thing likewiſe practiſed in the Extremities of *Siberia*, where the Climate is not at all more temperate.

Great as theſe Hardſhips are, which reſult from the Rigour of the Cold; yet it may be juſtly affirmed, that they are much inferior to thoſe, which they feel from the Scarcity of Proviſions, and the Difficulty they are under in procuring them. A Story which is related at the Factories, and known to be true, will ſufficiently prove this, and give the compaſſionate Reader a juſt Idea of the Miſeries, to which theſe unhappy People are expoſed. An *Indian*, with his Family, coming down to Trade, from a Place at a very great Diſtance, had the Misfortune to meet but with very little Game by the Way; ſo that, in a ſhort Time, himſelf, his Wife, and his Children, were reduced to the laſt Diſtreſs. In theſe Circumſtances, they plucked the Fur from their Clothes, and preſerved Life as long as they were able, by feeding on the Skins they wore; but even this wretched Reſource ſoon failed them; and then, what is terrible to conceive, and horrible to relate, theſe poor Creatures ſuſtained themſelves, by feeding on the Fleſh of two of their Children. On their Arrival at the Factory, the diſtracted *Indian*, whoſe Heart overflowed with Grief, told this melancholy Affair to the *Engliſh* Governor, with all it's affecting Circumſtances, which was received with a loud Laugh. The poor Savage, with a Look of Amazement, ſaid in his broken *Engliſh*, *This is no Laughing Talk!* and ſo went his Way, highly edified, no Doubt, with theſe *Chriſtian* Morals.

The Language which theſe People ſpeak is ſomewhat guttural in the Pronunciation; but for all that, neither very harſh, nor altogether unpleaſant; they have but few Words, but thoſe are very ſignificant; and the Method they have of expreſſing new Ideas, by Words compoſed, from compounding the Qualities of thoſe Things, to which they would give Names, is very eaſy and intelligible; ſo that the *Engliſh* find no Sort of Difficulty, either in learning or ſpeaking it. There is no doubt, therefore, that if they were ſo inclined, they might eaſily teach theſe poor People the Uſe of

of Letters, the Principles of Morality, and the Doctrines of Religion; which would be equally charitable and generous; for if they were ſo inſtructed, they might not only live much better themſelves, but their Trade alſo would turn to much greater Account; and it would infallibly imprint on their Minds, a very high Reverence, and a very tender Affection for the *Britiſh* Nation.

As I have ſo fair an Occaſion, I cannot avoid mentioning a very ſtrange Maxim of Policy, which prevails much amongſt them; and which is, that of ſuffering, or rather obliging their Women to procure frequent Abortions, by the Uſe of a certain Herb common in that Country, and not unknown here; that they may in ſome Meaſure be eaſed of that heavy Burthen they feel, in providing for a helpleſs Family. Something of this ſort the *Dutch* inform us was practiſed by the Natives of the Iſland of *Formoſa*, when they were Maſters of it; nor is this at all more barbarous, than a Cuſtom ſtill uſed in *China*, of ſuffering Children when born, to die for Want of Food, from the ſame Principle of brutal Oeconomy. They differ alſo from almoſt all other Nations in another Particular, which is their manner of making Urine; for here the Men always ſquat down, and the Women ſtand upright. It is now high Time to return to our own Affairs, and to inform the Reader, how they were conducted, in ſuch a Country as I have deſcribed this to be, and in which, notwithſtanding all our Precautions we felt many Inconveniencies.

The bringing two Caſks of Brandy from *York-Fort*, for *Chriſtmas-Cheer*, has been already mentioned; as well as the Deſign of it, which was to make merry with; but the Conſequences were extremely fatal. The People had been healthy enough, before this Seaſon of Mirth came; but indulging themſelves too freely, they were ſoon invaded by the ſcurvy, the conſtant Attendant on the Uſe of Spirituous Liquors. It is a melancholy, but withal a neceſſary Taſk, to deſcribe the Progreſs of this foul and fatal Diſtemper. Our Men when firſt ſeized with it, began to droop, to grow heavy, liſtleſs, and at length indolent to the laſt Degree: A Tightneſs in the Cheſt, Pains in the Breaſt, and a great Difficulty in breathing, followed; then enſued livid Spots upon the Thighs, ſwelled Legs, Contraction of the Limbs, putrid Gums, Teeth looſe, a Coagulation of the Blood upon and near the Back Bone, with Countenances bloated and ſallow. Theſe Symptoms continually increaſing, 'till at length, Death carried them off, either by a Flux or a Dropſy. Thoſe Medicines, which in other Countries are generally uſed with good Effects,

Effects, proved entirely ineffectual here; for Unctions and Fomentations, when applied to contracted Limbs, afforded no Relief; freſh Proviſions indeed, when we could get them, did ſomewhat; but the only powerful and prevailing Medicine, was TAR-WATER; and the ſteady Uſe of this, ſaved many, even after the Diſeaſe was far advanced; when, as I before obſerved, all other Medicines loſt their Efficacy, and were tried to no Purpoſe; and yet, as far as we could obſerve, this ſalutary Drink operated no other Way than by Urine.

THOSE *Engliſh* that reſide here conſtantly, are little, if at all, expoſed to this cruel Diſtemper; which they attribute to the conſtant Uſe of SPRUCE BEER; a Liquor that has the ſame, or perhaps, higher *Qualities*, than *Tar-Water*; and by plentiful drinking of which, the People at the four Factories of *Churchill*, *York-Fort*, *Albany*, and *Mooſe-River*, enjoy ſo good a State of Health; that tho' in Number about an Hundred, ſeven Years have ſometimes paſt without their burying ſo much as a Man; which is a Circumſtance, ſo very remarkable, that I perſuade myſelf, none of my Readers will blame me, for recording it.

WHEN the Crews of both Veſſels were in this deplorable Condition, no Sollicitations were ſpared to the Governor of *York-Fort* for Relief; and there was the more Reaſon to have hoped, theſe Applications would not have proved ſo fruitleſs as they did; conſidering that all we aſked, was only to allow the *Indians*, to ſupply us with freſh Proviſions. I ſay allow; for they would willingly have done it, had there not been an Interpoſition of ill Offices to prevent it. It is a ſtrange Inſinuation, that Cruelty of Chriſtians toward Chriſtians, prevented that Relief which *Indian* Humanity would otherwiſe have certainly afforded. But what ſhall I ſay? The *Indians* were charged not to come near us, or to furniſh us with any thing; and this out of a tender Regard for them; becauſe, we had a contagious Diſtemper amongſt us, which might communicate itſelf to them, and to their Families; and beſides, we were equally Enemies to them, and to the *Engliſh*. Intimidated by theſe Inſinuations, the *Indians* would not approach our Dwellings; but why ſuch Inſinuations were thrown out, unleſs, in Obedience to Orders the Governor durſt not diſobey, is not eaſy to diſcover. It could not be from any Fear of Want; for with Veniſon, Partridge, Fiſh, &c. the *Indians* both could and would have ſupplied us in Plenty, without Prejudice to the Factories. Neither could it be from any ſelf-intereſted Motives, with Regard to Trade; for theſe were not trading but home *Indians*; the former were at this Time retired

far

far within Land; the latter dwell constantly about the Factories, and their proper Employment is to procure Provision. But these Insinuations, proved afterwards detrimental to Trade, as well as to us; for spreading to a great Distance, they had such an Effect on Minds of these poor ill-judging People, that but very few c down to *York-Fort*, the next Season. The sole View, therefore, in this matter, was the distressing us, and that View was thoroughly answered; which is the Encouragement that all are to expect, who go in Search of a *North-West* Passage, from such Neighbours. This appeared still more plainly, when at last, partly by Fear, partly by other Means, the Governor was prevailed upon, to give the *Indians* leave to furnish us with Eight or Ten Carcases of Venison; for which we paid above ten Times the Value of what they cost him in Salt Provisions.

The whole Month of *January* wore the settled Face of Winter; for except that sometimes the Weather was dark and tempestuous with vast Drifts of Snow, and at other Times pretty clear, the Frost was constant and intense; Partridges and Rabbits, of which hitherto we had a tolerable Plenty, began to grow very scarce. Our People too sickened apace, and there was hardly any of our Ship's Crew, that was not either more or less afflicted with the Scurvy; insomuch, that by the End of the Month, the People of the *California*, buried two, and we one of that Distemper. In the Month of *February*, the Weather continued much the same, 'till towards the middle; then it grew somewhat milder, and the Wind setting to the South West, the Snow thawed very fast: From thence we had changeable Weather; sometimes very tolerable, and at others, cold to an intense Degree. In this Time, one of the Men belonging to the *California* died, and one of our People, met with an unlucky Accident, by the unexpected going off of a Musket, which tore away three of his Fingers. On the 23d of this Month, Orders were given to cut the Ice from about our Ships; which was performed with Ice Chissels, and Pickaxes: It was believed, that this would have been a most grievous Labour; but when it came to be undertaken, it was soon found, that they were not froze to the Bottom, so that it turned to a kind of wholesome and pleasant Exercise; at which the People wrought a little while every Day, and yet with equal Ease and Expedition it was effected. Our Guns, and most other Things of considerable Weight, were sent down to *York-Fort*, upon a large Sledge, that the Ship might prove the lighter, when the Ice was broke up; which,

which, from Appearances at that Time we very ſpeedily expected.

In the Month of *March*, we had a Specimen of every Kind of Weather, that is ever met with in this Country: Sometimes it was not only temperate, but in ſome Degree, warm; at others, cold again as ever; but for the moſt Part moderate and pleaſant; ſo that the Snow melted wherever it was expoſed to the Sun; and towards the End of the Month, ſome Herbage began to peep out on the Banks, fronting Southwards. By this Time alſo, the Rivers and Plains were covered with Water; ſo that we were very apprehenſive that the Ice would break up ſuddenly and violently, a Thing not at all uncommon in thoſe Parts; and therefore to prevent the ill Conſequences, with which we foreſaw it might be attended, Orders were given, for getting every thing in the Ship ready; and after ſhe had been well warmed with Fires, a ſufficient Number of Men, with proper Officers, were put on board, to take care of her. We had another Man died this Month, and ſeveral of our People were in a very bad Way; but the Crew of the *California* were, by this Time, all in a fair Way of Recovery.

April opened in ſuch a manner, as in a good Meaſure freed us from the Terrors we were under about the Ice breaking; for the Winds came about to the North Eaſt, which, together with Snow and Hail, brought a ſharp Froſt, and nipping cold Weather; Things however not at all unuſual in that Country at this Seaſon. But notwithſtanding this Change, we did not in the leaſt repent the Precautions that we had taken, as knowing them to be very rational, and conſequently, very expedient. In order to make the Reader ſenſible of this, it is requiſite to obſerve, that when warm Weather comes in ſooner than uſual, in the Country about *Hudſon's-Bay*, the Snow in the Southern Parts melts, and comes down in great Floods, tearing up the Ice, before it is thoroughly rotten, till it meets with ſuch a Reſiſtance, as checks it for a Time, and then the upper Ice, and the Water in which it floats, ſtops, 'till it acquires ſuch a Weight, as breaks up all by main Force, and laying the adjacent Lands under Water, carries away Banks, Trees, and whatever elſe oppoſes it's Fury. This is what the People, who reſide there call a *Deluge*; and for this Reaſon it is very unſafe to let a Ship winter, where there runs any Stream; the Effects of which, tho' we happily eſcaped, yet that ought to be no Precedent; for the Caution before mentioned is certainly very well founded.

On the 15th of *April*, we buried one of our Men: He had been

been a great Dram-Drinker, and therefore the Scurvy would not ſpare him. The Ground was ſo hard froze, that it was, generally ſpeaking, three or four Days Work to ſink a Grave; but when the Corpſes were once fairly laid in it, they remained ſafe and uncorrupt; and are ſo like to remain, unleſs ſome great Alteration happens in that Climate, to the World's-End.

On the 18th, the Weather began to mend, and the Wind coming about to the South, we had a fine gentle Shower of Rain, a Thing we had not ſeen for ſix Months paſt, and therefore the more welcome. The Fowls too, after an Abſence of ſeven Months, began to viſit us: I mean ſuch as are proper to this Country; and with them came Abundance of Wild-Fowl, of all thoſe Sorts that are common in any of the Northern Parts of *Europe*; ſuch as Geeſe, Ducks, *&c.* We had likewiſe a great Flight of ſmall Birds, moſtly of a dark unpleaſing Colour; but the Sweetneſs of their Notes ſufficiently compenſated whatever was amiſs in their Plumage, and made their Company equally harmonious and agreeable.

We had after this a ſhort Return of Winter, attended by bleak Winds, hard Froſts, much Snow, with very ſtormy and tempeſtous Weather, which laſted to about the 6th of *May*; then the warm Weather returned again, and the Creek, where the Ships lay, was quite clear of Ice, that wore away imperceptibly, tho' the River continued to be ſtill hard froze, which drove the Fiſh into the Creek, where we caught Plenty of them with our Nets. The Resolution (for that was the Name we beſtowed upon our Long-Boat, when lengthened) was now compleatly finiſhed, ſo that we launched her on the 10th, to the great Joy of all who wiſhed well to the Diſcovery, and who formed to themſelves vaſt Hopes of what, by the Help of this Veſſel, might be performed. From the 8th to the 16th, we had changeable Weather, attended with keen Froſt, Snow, Sleet, Hail, and Rain, which froze as it fell, in ſuch a manner, that all the Trees were covered with Ice. On the 16th, the Ice in the Channel of *Hayes*'s River, gave Way, and floated down gently with the Stream. Our People 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, we warped to the very Mouth of the Creek, where we grounded, and lay there until the 2d of *June*, and it was with no ſmall Labour, joined to the extraordinary good Fortune of higher Tides than uſual, that we got off ſo ſoon.

On the 2d and 3d of that Month, we had ſome Snow, and the

the Weather was ſharp and cold, which might be called the Winter taking it's Leave; for thence forward, the Weather continued pretty warm. On the 5th, nineteen Canoes of *Indians*, laden with Furs, paſſed by us, in their Way to *York-Fort*, and the next Day ſeventy more, paſſed us in the like manner: Theſe People came from the Countries, within Land; and were bound to our Factories, in order to diſpoſe of their Staple Commodities. On the 9th, our Ships got down the River, as far as the Factory, where we took in our naval Stores, Proviſions, *&c.* in Order to put to Sea, and proſecute the Diſcovery, upon which we were ſent.

BEFORE I enter upon what happened in this Expedition, I think it will be proper for me to give ſome Account of this Settlement, of the adjacent Country, and of the Nature of that Commerce, for the promoting which it was eſtabliſhed: And this I am the more willing to do, becauſe I preſume that what I have to offer, will be very acceptable to all Sorts of Readers, as carrying at once the Charms of Novelty, and the more ſolid Advantage of being capable of the moſt important Uſe; that of contributing to the Export of our national Manufactures, in a Degree much ſuperior to what has been hitherto done; and this even previous to the Diſcovery of a North Weſt Paſſage; ſo that it may be immediately turned to the Benefit of the Nation, and to the Support of the Poor, who are chiefly employed in fabricating the coarſeſt Sorts of our Woollen Goods.

YORK-FORT is ſeated on the *Southern* Branch of *Port Nelſon* River, which is called *Hayes*'s River within five Miles of it's Fall into the Sea, in the Latitude of 57°. 20′ North, and in the Longitude of 93°. 58′. Weſt from the Meridian of *London*, which I determined by an Eclipſe of the Moon, very carefully obſerved there, *February* 14, 1747. It is, to ſpeak the Truth, nothing more than a ſquare Houſe, flanked with four ſmall Baſtions, all of them covered and converted at preſent either into lodging or Store Rooms. There are three ſmall Pattereroes placed on each of the Curtains, the whole is palliſadoed, a Battery of pretty large Guns commands the River, a ſmall Breaſt Work of Turf is thrown up by Way of Defence of that Battery, and in Time of War, the Number of People who reſide there, amounts to thirty-three or thereabouts. It will be eaſily conceived from this Deſcription, that how formidable ſoever *York-Fort* may appear to Savages, it is utterly incapable of being defended in caſe it ſhould ever be attacked in a regular Way by an *European* Enemy.

ABOUT ſeven Miles from this Fort, there is a large Ridge

of Stones, and amongſt them a vaſt Quantity of Pyrites exactly round, and very near the Size of a Six Pound Shot, which the *Engliſh*, who reſide here, are ſo wiſe as to believe, the *French* actually caſt into that Form, for their Cannon, when they attacked this Place. I mention this as a remarkable Piece of natural Hiſtory, and as a plain Indication that this Country abounds with Metals, and thoſe too of the moſt valuable Kinds; for the Pyrites always contain ſome ſmall matter of Gold, are often pretty rich in Silver, but are ſeldom known to hold either Lead or Tin.

THIS is looked upon to be in all Reſpects the moſt valuable of the *Hudſon's-Bay* Company's Settlements; becauſe the moſt conſiderable Part of their Trade is carried on here, where it is computed they deal for between forty and fifty thouſand rich Furs annually; and according to the Information I received from different Perſons, which from their Conſiſtency with each other, appeared to me the more credible, this Commerce might be raiſed with very little Induſtry, to five Times it's preſent Value. But by an unaccountable Policy, at leaſt conſidered in a national Light, the Company diſcourage their Factories from extending the Trade, and give themſelves no Sort of Trouble, to prevent the *French*, who are making daily Encroachments upon them, from ſettling upon their Rivers, and intercepting the choiceſt Kind of Furs, ſuch as Otters, Martins, or Sables; which they purchaſe, becauſe they are lighteſt, and, conſequently, fitteſt for Carriage, as the Places where they buy them are at a great Diſtance from the *French* Settlements, ſo that heavy and coarſe Goods would ſcarce turn to any Account; and they have the faireſt Opportunity that can be of doing this, becauſe the Natives are always inclined to deal with them preferable to the *Engliſh*.

THE Reaſon of this Preference given to the *French*, is a very plain one, *viz.* becauſe they give a much better Price for what they purchaſe than is given by the *Engliſh*, as will evidently appear by conſidering that STANDARD, which the Company has eſtabliſhed for the Regulation of their Trade. This Standard conſiſts in reducing all Skins to Beaver; as for Inſtance: They reckon two Otters equal to a Bearer; in like manner, three Martins, and ſo of other Skins; whereas in Fact, each of thoſe Skins is of greater Value than a Beaver; and, conſequently, the Natives buy our Goods at thrice the Price that they can purchaſe them for from the *Erench*. It is true, that the *Indians* have Beaver Skins enough to ſupply their Wants, but as theſe are heavy and unfit for Carriage; they are conſtrained to bring down the lighteſt and moſt ſaleable, which

which is a great Hardſhip upon them, and if the *French* were as near the *Northern*, as they are to the *Southern* Settlements, there is no doubt, that the Company's Trade, would be far from being ſo conſiderable as it is; for at *Mooſe-River* and *Albany* they can hardly purchaſe any thing, but the Refuſe of the *French*; and yet an eaſy Remedy might be applied to this Evil, by dealing a little more upon the Square; for as on the one Hand, it is certain that the Natives have no particular liking to the *French*, ſo it is no leſs certain on the other, that we have it not only in our Power to ſell as cheap as they, but even to underſell them, as we ſhould undoubtedly do, if this Trade were not a Monopoly.

ANOTHER ſingular Maxim in the Company's Policy is this, that they commonly chuſe their Factors from amongſt the meaneſt and moſt illiterate of their Servants, and it is eaſy to apprehend, that ſuch People are the leaſt likely to make Improvements in Trade; eſpecially when they have to do with Rivals, ſo cunning and ſo expert as the *French*. Yet it muſt be confeſſed, that they have Subtilty enough to over-reach the poor *Indians*, and that they make no Scruple of exerting this Faculty of theirs to the utmoſt, by clapping their Thumb into the Meaſure, when they ſell them Gunpowder, and by adding almoſt as much Water as Brandy, when they ſupply them with that Commodity: They likewiſe ſell below the Standard, which the Company has fixed, by the Help of which Artifices, and ſupplying the Quacks beforementioned with the means of cheating their Countrymen, together with the Preſents of the *Indians*, they raiſe what is called the Overplus Trade, which amounts to very near a Third of the whole. When theſe Circumſtances are conſidered, it will not appear at all wonderful, that the Company's Exports do not exceed, at leaſt commonly, three or four thouſand Pounds a Year; or that in the Space of almoſt forty Years, *viz.* from 1699 to 1738, the whole Amount of the Goods of this Kingdom exported by them, did not exceed ſixty thouſand Pounds; which, with Reſpect to the Public, may be truly ſtiled very inſignificant; tho' if we conſider it, only in Regard to the ſmall Number of Perſons concerned in the Management of this Commerce, and the vaſt Profits raiſed thereby upon a ſmall Stock, it will be found no ſuch abſurd Conduct, as at firſt Sight it ſeems. Neither is it a new Diſcovery in Commerce, that a Branch of Trade may be ſo managed, as to be highly profitable to a few, at the ſame Time that it is very diſadvantageous to a Nation.

THAT this is really true, in the preſent Caſe, will appear plainly to any impartial Judge, who will be pleaſed to advert to the convenient Situation of their Settlements, the numerous Nations in their Neighbourhood, the vaſt Quantities of Furs in their Poſſeſſion, and their Willingneſs to part with them for our Commodities; and who at the ſame Time likewiſe, will reflect on the vaſt Trade, which the *French* carry on with thoſe very Nations, without having any ſuch commodious Settlements, and notwithſtanding their being expoſed to many other Inconveniencies. To ſuch a Perſon alſo it will readily occur, that if Settlements were made farther up the Rivers, proper Encouragements given to the Natives, and the Trade fixed upon a fair and equitable Foot, which even then would be highly beneficial to the *Engliſh*, all theſe Miſchiefs would be ſpeedily redreſſed; ten Times the Quantity of our Manufactures would be conſumed; the Trade would be recovered from the *French*, who have no Right to it; and by employing Artificers at Home, Seamen abroad, and a conſiderable Number of Ships, would transfer to the Public that Wealth, which this Traffick is certainly capable of producing; and of which only a very ſmall Part comes at preſent into the Pockets of a Handful of Men; who, provided they enjoy all they ſuffer it to produce, are content it ſhall produce but little. Such might be, and yet ſuch is the Commerce of the *Engliſh* in *Hudſon's-Bay*.

As I have now performed my Promiſe, in ſome Meaſure, I hope to the Reader's Satisfaction; we will return again to the Expedition. On the 22d of *June*, we fell about three Miles below the Factory, where we came to an Anchor, and took in the Remainder of our Stores, and here the *California* buried another of her Men, who had been in a declining Way ever ſince we ſailed from *England*. On the 23d, we fell down lower to a Place called *Five Fathom Hole*, where we anchored for that Night. On the 24th, having a fair Wind, we weighed Anchor, and paſſing the Shoals ſtood to the Northward on the Diſcovery. On the 25th, we ſailed through much broken Ice; but by ſtanding in cloſe to the Shore, we avoided the thickeſt Part of it, tho' a great deal continued in Sight, 'till we got to the Northward of *Cape Churchill*, where we had a clear Sea, and proceeded without Difficulty, 'till the laſt of this Month, when we made *Centry* Iſland, in the Latitude of 61°. 40'. North.

ON the 1ſt of *July*, the *Reſolution* came along Side of the *Dobbs*, and took in Proviſion and Sea-Stores, ſufficient for the Uſe of ten Men, for two Months. This being done, Captain

tain *Moore* with eight Hands and myſelf, went on board, in order to examine the Coaſts. Before we quitted the Ship, the Captain gave his Orders to the Chief Mate, which were to proceed to *Marble* Iſland, and wait there 'till we joined them. The Ships thereupon ſailed to the Northward, and we ſtood in for the Shore, where we grappled for that Night. On the 2d of *July*, we continued to ſail along Shore to the Northward, through a great deal of broken Ice; which, with the rocky Shoals, that run two or three Miles into the Sea, made it very dangerous. 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 Eminencies of the Iſlands on that Shore, ſhouting, and making Signals for us to approach, but we proceeded on our Courſe without minding them, until we arrived at *Knight*'s Iſland in the Latitude of 62°. 2'. North, where we anchored that Night. Here we tried the Tide, and found it riſe ten Feet at High Water, which at full and change of the Moon, was at half an Hour paſt Four.

We weighed from thence and endeavoured to ſtand in with the Weſt Shore, where a *large Opening* appeared, but we were prevented by the Ice from approaching it. But the Weather growing tempeſtuous, and the Ice driving about in large Pieces, we found it neceſſary to bear away again for *Knight*'s Iſland, where we took ſhelter till the 5th, when the Sea was much clearer. In the mean Time, two Canoes full of *Eſkimaux* came off to us from the Weſt Coaſt, and upon our ſignifying that we wanted Whalebone, they immediately left us, but quickly returned with a conſiderable Quantity of that, and a large Parcel of Bladders filled with Train Oil. We purchaſed the former with ſmall Hatchets, Knives, Bits of Iron Hoops, and other Things; but as for the Oil, as we did not care to encumber ourſelves with it, we let them carry it away, tho' they would very willingly have ſold it, and no doubt would have offered us a good Bargain; for they intimated to us beſides, that they had conſiderable Quantities, both of that and of Whalebone, upon the Iſlands that lay in ſight of us to the Weſtward, and were very preſſing to have us go thither; but this, as our Buſineſs was not Trade, we thought fit to decline. Here we ſaw great Numbers of Seals and white Whales, and had ſeveral Iſlands in View, ſuch as Sir *Biby*'s, *Merry*'s, *Jones*'s, *&c.* all rocky and barren, quite deſtitute of Trees, and indeed of Herbage, excepting Scurvy-Graſs, and a few other Plants which are common in *Groenland* and *Lapland*. Upon theſe, and indeed upon all the Iſlands on this

Coaſt there are Graves of the *Eſkimaux*, and Stones which they ſet up for ſome Reaſon no doubt; but what that Reaſon is we are as yet ignorant, tho' the Thing has been taken notice of, ever ſince theſe Coaſts were viſited by the *Engliſh* for Trade, or for Diſcoveries.

I CANNOT help taking Notice in this Place, of an Accident which happened to us, and which as it was the Object of our Aſtoniſhment then, has been alſo very often the Subject of my ſerious Thoughts ſince, In ſhort, amongſt theſe Iſlands and in ſailing thro' the Ice, the Needles of our Compaſſes loſt their Magnetical Qualities; one ſeeming to act from this Direction, and another under that, and yet they were not for any conſiderable ſpace of Time conſtant to any; We laboured to remedy this Evil by retouching them with an artificial Magnet, but to very little purpoſe; for if they recovered their Powers by this Means, they preſently loſt them again; ſo that we were thoroughly convinced this was no radical Cure of their Diſorder, which, as it was viſible to all on Board the *Reſolution*, ſo it is not an Accident taken notice of only by me; and therefore the Matter of Fact may be conſidered as a Thing inconteſtable; but the Buſineſs is how to account for it, by aſſigning a rational and probable Cauſe of an Effect, in it's firſt Appearance, ſo very extraordinary. The Diſcuſſing, and even the attempting to diſcuſs Queſtions of this Nature, is highly ſerviceable, as it tends to the Improvement of uſeful Knowledge, by adding to that Stock, of which the Learned are at preſent in Poſſeſſion.

THE Notions which the Antients had of the Power of the Magnet or Loadſtone, were very imperfect, and therefore we need not wonder that there is ſomewhat of Confuſion, and much of Obſcurity in the Accounts they have laboured to give us, of the Cauſes of thoſe Powers. The Opinion that principally prevails among the Moderns, is that of *Des Cartes*, maintained by *Malebranche*, *Rohault*, and other Authors; and even admitted and confirmed by Mr. *Boyle* and later Philoſophers. In this it is ſuppoſed there is continually flowing, from the Poles of the World, a ſubtile, impalpable, and inviſible Matter, channelled, or ſtriated: Which Matter, circulating round the Earth, in the Plains of the Meridians, reenters at the Pole, oppoſite to that from which it iſſued; and paſſes again thro' the Poles parallel to it's Axis: That the Magnet has two Poles anſwerable to thoſe of the Earth, and that out of theſe there iſſues a Matter like that juſt mentioned: That this Matter, entering in at one of the Poles, gives the Impulſe

Impulſe whereby Iron tends to the Magnet, and produces what we call *Attraction*. Now beſides the magnetical Matter re-entering the Poles of the Magnet, there is always a certain Quantity thereof circulating round the Magnet; compoſing a kind of Vortex about it. The Space wherein this Matter moves, is the Sphere of Activity of the Magnet, within which it's attractive Faculty is confined. As to it's directive Faculty, or the Inclination of a Needle, touched with it, to the Poles of the World, and it's Dip to a Point beneath the Horizon, they follow from the ſame Principle; ſince were the Magnet or Needle to have any other Situation, the *magnetic* Matter would ſtrike on it's other Surface in vain; and not being able to get admiſſion, would, by Degrees change it's Situation, 'till it's Pores correſponded to the Courſe of the magnetical Matter; which Situation having once acquired, it would ceaſe to move; the magnetical Matter then ceaſing to diſturb it. The Form or Eſſence of a Magnet, therefore is ſuppoſed to conſiſt in it's being perforated by an infinite Number of parallel Pores; ſome whereof are diſpoſed to admit the ſtriated Matter from the *North* Pole of the World, others that of the *South*; hence the *North* and *South* Poles of the Magnet; and hence the firſt Hint perhaps of making artificial Magnets.

It may indeed be objected, that all this is Suppoſition, and that it is not poſſible to ſupport it by any direct Proof; yet whoever conſiders this attentively, will diſcern, that where no ſuch Proof can be had, probable Suppoſitions ought to take Place, till future Diſcoveries make it evident that they are falſe; and alſo that where direct Proofs are not to be had, it is altogether improper to demand them. If we apply this Reaſoning to the Matter in queſtion, we are to enquire what Cauſes may be aſſigned for this ſingular Appearance; and then we are to conſider next, which of them is moſt reconcileable to this Hypotheſis? As for inſtance, it may in the firſt Place be ſaid, that this ſudden Alteration of the Needles, proceeded from our near Approach to the North magnetic Pole, according to the Syſtem of Dr. *Halley*; and to this I ſhould have been glad to have aſcribed it, becauſe then we ſhould have had ſome kind of Evidence, in favour of that Syſtem, which in it's Contrivance, is certainly moſt ingenious. There are however ſeveral Reaſons ariſing from the Circumſtances before related, that will not allow us to admit of this Cauſe; and of theſe I ſhall mention three, that appear to me the moſt material. The firſt is, that in Fact, we were not near that Pole; at leaſt as Dr. *Halley* firſt placed it, ſince he ſuppoſed it 13°.

30′. (for as to the Poles, he afterwards ſuppoſed they were ſtill farther removed) from the Pole of the Earth; whereas we were almoſt 28°. from it, and he places it in the Longitude of 30°. Eaſt from the Meridian of *London*, whereas we were above 90°. Weſt from the ſame Meridian. *Secondly*, If this had been the Cauſe, it would have operated equally, and the Compaſſes would have had the ſame Direction, which they had not. *Thirdly*, The very ſame Accident has happened in other Parts of *Hudſon's-Straits*, and indeed in ſeveral other Parts of the World; and therefore the Nearneſs of the Magnetic Pole could not be the Cauſe both here and there; tho' there is nothing abſurd in ſuppoſing it might not be the Cauſe any where.

ANOTHER Method ſuggeſted for the Solution of this Difficulty, was the Vicinity of ſome large mineral Body, that might diſturb and divert the regular Direction of the Needles. Now if we ſhould allow this to be not only poſſible, but probable, which, perhaps, is more than can be ſaid for it, either from the Principles of the received Philoſophy, or from the Evidence of Experiments; yet it could not be admitted as the Cauſe in this Caſe, ſince that too, muſt have acted equally; and tho' it had altered, the true would have given ſome certain Direction to the Needles, which, as we obſerved before, was not the Caſe; and beſides, had it been ſo, no Remedy whatever could have been found, except the plain and natural one of removing out of the Sphere of Activity, which ſuch a mineral Body muſt be preſumed to have; and yet, as we ſhall ſee hereafter, another Remedy was found, which could have no Relation whatever, either to this, or to the former Cauſe.

THE laſt Cauſe, to which this Event has been aſcribed, is Cold; ariſing from the Nearneſs and Quantity of Ice; which, as it has a known and ſenſible Operation upon the Air, may be conceived to act alſo on the magnetic Particles, floating therein, or perhaps upon the Needle itſelf, by Conſtriction of it's Pores; for which ever Way it is ſuppoſed to act, the Conſequence will be much the ſame, and contribute equally to the Solution of the preſent Queſtion. If notwithſtanding what has been ſaid of the Reaſonableneſs of admitting, in ſuch Caſes, probable Suppoſitions, ſome farther Proof ſhould ſtill be required; I think, that may be likewiſe met with, in the ſingle and ſimple Remedy, by which we were delivered from this Embarraſſment; and this was no other than carrying the Compaſſes into a warm Place; when the Needles very ſpeedily reſumed their Activity, and pointed as uſual, by their being again permeated by the ſubtile magnetic Matter. It may be alledged,

alledged, in Favour of this Cauſe, that if we think proper to admit it, we ſhall find, that it reaches all the Circumſtances that fell under our Notice; for in the firſt Place we ſee, that the ſame Thing happening in other Parts of *Hudſon*'s Straits, was ſo far from being an Objection, that it is really a Confirmation of the Truth of this Suppoſition; ſince the ſame Cauſe might act as powerfully there as here. *Secondly*, It accounts very well for that Uncertainty, Unſteadineſs, and, if I may be allowed the Expreſſion, Diſtraction, the Needles ſuffered; becauſe at the ſame Time, that we aſcribe this to Cold, we cannot but conceive that it muſt act variouſly, in Proportion to the Force of the frigorific Power, the Configuration of the magnetic Particles, and the Structure of the Pores in the Needles; and, *thirdly*, this accords perfectly with the Needles recovering their Activity, in the warm Air, by that reciprocal Contrariety which appears in all the Operations of Heat and Cold. It may not be amiſs however to obſerve, that tho' this Cauſe may be admitted upon this Occaſion; yet it does not preclude the Operation of other Cauſes in other Places; for conſidering the Subtilty of the magnetic Effluvia, and the manner in which we apprehend they act, there is nothing abſurd in ſuppoſing, that their Operations may be diſturbed by different Cauſes; and the more of theſe we can find, ſo many more Evidences we ſhall from thence derive in Favour of that Hypotheſis, in Relation to Magnetiſm, which is received at preſent. But all I have delivered, whether rational or not, whether probable or otherwiſe, whether well or ill conceived, clearly or obſcurely expreſſed, or in fine, whatever it be, is ſubmitted to the Cenſure of the candid and judicious Reader; for if it leads him in any Degree to the Diſcovery of the Truth, whether it be by admitting or diſapproving my Notions, it will effectually anſwer the End aimed at by this Digreſſion, for which, preſuming this may paſs for a tolerable Excuſe, I take up the Thread of my Story, where I let it fall.

On the 5th we weighed and ſtood over to the South Side of *Sir Biby*'s Iſland, in Hopes that we ſhould have been able to enter the Opening, that we attempted before; but we had once more the ſame Misfortune; for the Ice driving out and in, in very large Pieces, we found ourſelves again obliged to deſiſt. It was here that ſix Canoes full of *Eſkimaux* came on board with a large Parcel of Whalebone, which we purchaſed upon Terms as much to their Satisfaction, as to our Profit; but notwithſtanding they were very deſirous to have us ſtand in nearer the Land, and for that Purpoſe, repeated all their former Signals; yet as our Buſineſs was Diſcovery, and not

Commerce,

Commerce, we ſlighted theſe Sollicitations, and ſtood to the Northward as far as the Latitude of 62°. 12′. Then we ſteered to the North Weſt, and after paſſing over ſeveral Shoals, and running between many low Iſlands, we entered *Nevill*'s Bay, being the ſame we attempted at the South End of *Sir Biby*'s Iſland, which in a manner covers it, lying at the Diſtance of about five Leagues to the South Eaſt. When one is in it, this appears to be a very capacious Bay, well ſheltered from the Sea; and in the Bottom of it is a pretty large River running Weſtward. The main Land about it is of an eaſy Aſcent, and conſiſts chiefly of a ſmooth Rock, covered with Moſs, with here and there a few ſmall Plants. The eaſieſt Entrance into *Nevill*'s Bay, is between the South Weſt End of *Sir Biby*'s Iſland, and the main Land.

On the 8th, we ſailed with an Intention to coaſt to the Northward, but in repaſſing the Shoals, the Tide ſwept us upon a Ridge of Stones, where our Veſſel was very near being ſtove to Pieces. While we were in this hazardous Situation, there came off to us ſix Canoes of *Eſkimaux* with Whalebone, which we bought of them. They were very ſenſible of the Diſtreſs we were in, but ſo far from taking any Advantage of us, that they were not only extremely civil, but highly ſerviceable; for when the Tide of Flood floated us off, an old Man, who ſeemed better acquainted with the Place than the reſt, paddled before us, pointed out the Shoals, and kept in the deep Water; ſo that it was in ſome Meaſure by his Aſſiſtance, that the *Reſolution* not only eſcaped being loſt, but eſcaped alſo, without ſuffering any Damage. Whatever therefore the *French* Writers, or even ſome of our own may ſay, in Prejudice to the Character of theſe poor People, it is but bare Juſtice in us to own, that they treated us not only with Humanity, but with great Kindneſs and Friendſhip.

I must confeſs, that I could not help admiring very much, not only the Induſtry, but the Ingenuity of theſe People; who for Want of Iron are frequently obliged to make not only the Barbs of their Arrows, Darts and Harpoons, but alſo Hatchets and Knives, of Stones, Sea-Horſe Teeth, or Sea-Unicorn Horns, which Creatures abound here; and it is not eaſy to ſay how dextrouſly they uſe Materials, which to us ſeem ſo very improper for Purpoſes to which they employ them. Their Needles are alſo made of the ſame Stuff, notwithſtanding which their Cloaths are perfectly well ſewed, and are not only ſtrong and cloſe, but very neatly made, in the ſame manner as thoſe of the People we met with in *Hudſon's-Straits*, which have been more particularly deſcribed; and therefore we will

ſpare

ſpare the Reader the Trouble of any Repetitions here. It is from hence, as well as from the great Conformity between them in their Language, Perſons, and Cuſtoms, that we conclude them to have been originally one People; but then it muſt be acknowledged, that theſe are a more affable, friendly and better diſpoſed Sort of Folks, as well as more accompliſhed Artiſts in thoſe ſeveral Branches of Mechanicks, which they have been taught by one common Miſtreſs, Neceſſity, which is the ſole Mother of Invention amongſt them.

It will in ſome Meaſure, juſtify this Obſervation to remark, that the Borders of their Habits are commonly fringed with cut Leather, and are ſometimes hung with Fawns Teeth; and the Women do not ſtick out the Sides of their Boots with Whalebone, as the other *Eſkimaux* do, whoſe Cuſtoms have been before deſcribed. There is alſo another Circumſtance in which theſe People likewiſe differ from thoſe formerly mentioned, and that is in wearing a Cap made of the Skin of a Buffalo's Tail; which, tho' it has a horrid Appearance, yet it is very uſeful in keeping off the Muſketoes, which in this Country are exceſſively troubleſome. It is true, that the Hair hanging over their Faces ſomewhat obſtructs their Sight; yet then it is eaſily removed with their Hands; but if it was not for this Defence, thoſe Inſects would be inſupportable here, as they are in ſome Parts of *Lapland*, according to the Account given us by Mr. *Maupertuis*, in his excellent Book of the Figure of the Earth. For this Purpoſe their Children wear them while they hang at their Mothers Backs, when it muſt be allowed, that they make a moſt diſmal Figure, and are apt to raiſe a ſhocking Idea of the Barbarity of theſe Savages, tho' they are nevertheleſs a very harmleſs and inoffenſive People.

When they go to Sea, in order to catch Fiſh, they commonly carry with them in their Boats, a Bladder full of Train Oil, as our People do a Dram Bottle, and ſeem to drink the Contents with the ſame Reliſh; nay, we have ſometimes ſeen them, when their Stock was out, draw the very Bladder through their Teeth with much ſeeming Satisfaction. In all Probability they are convinced by Experience, of the ſalutary Effects even of this coarſe Kind of Oil, in this rigorous Climate, which makes them ſo fond of it; and I am the rather induced to be of this Opinion, becauſe I have heard, that the Inhabitants of *St. Kilda*, a rocky Iſland on the Coaſt of *Scotland*, are no leſs pleaſed with the Oil they make from the Fat of *Soland* Geeſe, which muſt be very near as rancid. They alſo make uſe of this Oil for their Lamps, which are made

made of Stone, hollowed out with ſome Difficulty, and as artificially as can be well expected, conſidering the Tools they work with; and for the Wick, inſtead of Cotton, which we uſe, they have recourſe to dryed Gooſe Dung, a very poor Shift indeed, but ſtill better than none.

THEY have a very dextrous Method of kindling Fire; in order to which, they prepare two ſmall Pieces of dry Wood, which having made flat, they next make a ſmall Hole in each, and having fitted into theſe Holes a little cylindrical Piece of Wood, to which a Thong is faſtened, they whirl it about thereby with ſuch a Velocity, that by rubbing the Pieces of Wood one againſt the other, this Motion ſoon ſets them on fire; and then by applying the lighted Piece of Wood to dry Moſs, in the ſame Manner that we uſe Tinder, they make as great a Fire as they pleaſe. It will be proper to add, that what little Timber they have, is entirely Drift Wood; and this failing them in the Winter, they are obliged to make uſe of their Lamps before deſcribed, for the Supply of their Family Occaſions. A Notion has pretty generally prevailed, as if theſe People lived under Ground in the Winter; but that this is abſolutely a Miſtake will appear from hence, that the Country in which they live, is for the moſt Part one continued Rock; and tho' poſſibly there may be a conſiderable Depth of Soil in ſome of their Vallies; yet this being froze almoſt as hard as that Rock, ſuch a Manner of living muſt be to them impracticable. After having mentioned ſome Inſtances of their Ingenuity, it may perhaps amuſe the Reader, if I give him one of their Simplicity. Theſe poor Creatures were ſo far from being jealous of their Wives, that they would willingly have proſtituted them to us, from a Notion, that our Children by them would have been in every reſpect as much ſuperior to their Nation, as they took us to be; for they conceive that in the moſt literal Senſe, every Man begets his like; and that the Son of a Captain muſt be a Captain, and ſo of the reſt.

WE ſailed from hence, directing our Courſe to the Eaſtward, and on the 9th of *July*, arrived and anchored at *Sea Horſe* Iſland, which is very properly named, there being a prodigious Reſort of thoſe Creatures thither; and this being their Seaſon of Propagation, they were exceſſively furious, roaring in a terrible Manner; many of them flouncing about upon the Beach, and much greater Numbers in the Sea that waſhes it's Coaſts. As this is the moſt Eaſtward of all the Iſlands before mentioned, it is the leaſt viſited by the Savages of any, as lying moſt out of their Way; and as this is probably the Reaſon,

Reaſon, that the Sea Horſes reſort thither in ſuch Numbers to breed; ſo it is alſo the Cauſe of its being frequented by vaſt Flocks of Sea Fowl, ſuch as Pidgeons, Gulls, Mews, Loons, Brown Ducks, *&c.* and this is all that I can ſay, of a Place where we did but juſt touch.

On the 10th we weighed, and ſtood along Shoar among many ſmall Iſlands, and Pieces of floating Ice, till we arrived at *Whale-Cove*, in the Latitude of 62° 30′ North. We diſcovered to the Weſtward of this Place a Bay, in which there were many Iſlands, from whence there came off a few Savages to viſit us; for it is to be obſerved, that they always make it their Choice, to fix themſelves, in the Summer Seaſon, upon the moſt deſolate Iſlands, for the Conveniency of Fiſhing. It was upon one of theſe Iſlands the Captain thought proper to go a Shore in a little Boat, that we made uſe of upon ſuch Occaſions, in which I accompanied him, together with two of the Men. We were no ſooner on Shore, than we were met by about twenty *Eſkimaux*, but moſt of them Women and Children, for the Men were gone a fiſhing; we quickly left them, in order to take a View of the Place; and having for that Purpoſe gained the higheſt Part of the Iſland, we began to look out for ſome conſiderable Opening, but in vain: and for this Reaſon therefore, as well as becauſe we obſerved the Tide of Flood coming in from the Eaſtward, we returned on Board the *Reſolution*, without making any long Stay.

We ſailed again on the 11th, and arrived the ſame Day at a Point, in the Latitude of 62°. 47′ North, from whence we diſcovered a large Opening, running to the Weſtward, to which I gave the Name of *Corbet's Inlet*. We did not enter this Opening for two Reaſons, firſt, becauſe the Tide of Flood came in from the Eaſtward; and ſecondly, becauſe Captain *Moor* thought he ſaw the End of it; ſo that after ſome ſhort Intercourſe with the *Eſkimaux*, who are pretty numerous in theſe Parts, and ſupplying ourſelves with freſh Water, of which we found great Plenty in the Cavities of the Rocks, occaſioned by the melting of the Snows; we reſolved to return again to the Ships, which we accordingly did on the 13th, and found them both lying at anchor in a tolerable good Road, between *Marble Iſland*, and the Main.

The firſt News we heard, was, that in our Abſence, the *Dobbs* Galley had been expoſed to a good deal of Danger, from the Ice driving down upon her, out of *Rankin*'s Inlet, which lies about four Leagues to the Weſtward, and where about that Time the Ice had broke up. Into this Place Capt. *Smith* had ſent his Chief and Second Mates to examine it,

and,

and, according to the Report of the former, after ſailing about thirty Leagues upon different Courſes, from Weſt, round to the Eaſt of the North, it was found to terminate in a Bay; the Land thereabouts much the ſame with what has been before deſcribed. According to the Accounts given of that Place by Mr. *Weſtol*, the ſecond Mate, before this Search was made, there ſeemed to be ſome Probability of a Paſſage, which induced Capt. *Smith* to attempt entering it with his Ship; but being very ſoon embarraſed by dangerous Rocks and Shoals, he deſiſted, and bore away back to *Marble-Iſland*. The very ſame Morning that we got on Board the *Dobbs-Galley*, Captain *Smith* of the *California*, had ſent his Long-Boat with the Second Mate, to ſearch all the Coaſt between Cape *Jalabert*, in Latitude 63°. 15′. North, to Cape *Fullerton*, in Lattitude 64°. 15′. North. There arrived while we remained here ſix *Eſkimaux* on board us, from whom we bought the Fleſh of four Seals to make Train-Oil, and then diſmiſſed them, firing at their departure one of our Great Guns; the Sound of which, being echoed from all the neighbouring Rocks, made ſuch a terrible Noiſe, as frighted them extremely, ſo that they never afterwards came near us.

We weighed on the 14th in Company with the *California*, and ſteered to the Northward, diſpatching at the ſame Time the *Reſolution*, under the Command of our chief Mate, to make the ſame Tour that had been propoſed for the *California*'s Long-Boat, with Inſtructions to join us again about Cape *Fullerton*. We ſailed all the next Day through very thick Shoals of Ice, which at length grew impaſſable; ſo that we and the *California* were both obliged to grapple to a very large *Field*, as the Seamen in this Part of the World term it, till by it's Separation we might obtain a ſafe Paſſage; and while we lay thus we ſaw vaſt numbers of Seals and Sea-Horſes lying baſking upon the Ice-Field, nor did we give them much Diſturbance.

On the 16th the Ice parting, we caſt looſe and ſtood in for the Shore, where we ſoon got pretty clear of it; but in eſcaping one Difficulty, we found ourſelves involved in another; for this is a Shore, along which there is no ſailing, but with the utmoſt Caution, as there are many rocky Shoals that run a Mile or two out, and are dry at half Tide. We met with more Ice on the 18th, and to avoid it we plyed to and fro, the rather, becauſe this being the proper Station to cruize for the Boats, there was no Time loſt. But as they did not join us as ſoon as we expected, we began to grow impatient and uneaſy, and at length it was agreed that the Ships

ſhould

ſhould ſeparate, in order to go in queſt of them; and accordingly the *California* ſtood to the South, and we to the Northward. In the mean Time I went aſhore with the Pinnace to a Head-Land, in the Latitude of 64°. 32'. North, to which we gave the Name of *Cape Fry*, in Honour of *Rowland Fry*, Eſq; one of the North Weſt Committee. In our Paſſage we ſaw ſeveral Whales ſporting nigh the Shore, and upon trying the Tide, we found it came from the North, that it roſe upon the Shore about ten Feet, and that at the Full and Change of the Moon, it was High Water about three o'Clock. The Coaſt here was of an eaſy Aſcent, but roſe pretty high; at a Diſtance from the Shore, the Hills were of a red coloured Rock, very ſmooth, and abſolutely bare. The Soil in the Vallies between them was a kind of Turf, with pretty long Graſs, and here and there ſome Plants bearing yellow Flowers; as alſo a Kind of Vetch, then in Bloom, which bore blue and red Flowers. Of theſe there were great Plenty near the Ponds, of which we found many. We likewiſe obſerved ſeveral Banks of white Sand, upon which grew an Herb like Chickweed, that taſted very well in Sallad, and great Quantities of Scurvy-Graſs, of which there is abundance in theſe Northern Countries, and even ſo near the Pole, as in *Spitzbergen*; but it is ſomewhat different in it's Form, as well as much milder in it's Taſte than the Scurvy-Graſs that grows here. We ſaw ſeveral Herds of Deer browzing on the Sides of the Hills, but we had not Time ſo much as to aim at chaſing or killing them, becauſe it was requiſite we ſhould go aboard the *Dobbs Galley*, which waited for us in the Offing. We obſerved in our Paſſage back, that the Water was very thick, with what the Sailors call Whale Food, as well that of the Jelly-kind as of a ſmaller Sort, about the Size of a large Fly, and of a black Colour. The Sea Weed grows here to an extraordinary Size, ſome to the Length of thirty Feet, which I mention, becauſe to me at leaſt it ſeems very extraordinary, in as much as there are but very few Vegetables on Shore, from the Severity of the Climate.

It was on the 21ſt that we ſailed in Purſuance of the Reſolution before mentioned, in ſearch of our Boats, which was the more neceſſary, becauſe the propereſt Seaſon for Diſcovery was now gliding away, without our having it in our Power to make uſe of it, for want of thoſe Boats. The next Day we fell in Company with the *California*, and upon mature Conſideration of the preſent State of our Affairs, it was reſolved that we ſhould wait no longer than the 28th; and that

in

in the mean Time, the *California* ſhould go as far South as the Latitude of 64°. and the *Dobbs* to the Latitude of 65°. N. We took alſo the neceſſary Precautions to prevent any Accidents that might happen by the Boats paſſing by, while we were thus employed, and not knowing where to follow or to join us. It was with this View that the Pinnaces of each Ship with proper Officers aboard them, were ſent to erect a Pole with a Flag flying on Cape *Fry*; at the Foot of which a Letter was buried, containing Inſtructions for the People to act by, who were in the Boats, and an Information where we were gone. We likewiſe took care for fear they ſhould not obſerve this, to moor a large Caſk about a Mile and half from the Shore, where we judged it moſt certain that the Boats muſt paſs, and upon this alſo was fixed a ſmall Flag, with an Intimation, that they ſhould repair to Cape *Fry* for farther Intelligence.

All Things thus ſettled, we ſailed on the 23d to the Northward, as the *California* did to the South. When we had reached the Latitude of 65°. 5′. I went in the Pinnace with the ſecond Mate, and ſix Hands a-ſhore, on the Weſt Coaſt of the *Welcome* in order to try the Tide; and here we found the Flood ſtill coming from the Northward, and the Time of High Water to be pretty near the ſame as at Cape *Fry*; but it roſe above three Feet higher upon a Pole, which we ſet up at Low Water Mark, in order to make the Experiment with greater Certainty. The Country differed little from that about Cape *Fry*, except that it appeared ſomewhat higher; and here as well as there we ſaw great Herds of Deer feeding. In our Paſſage alſo we took Notice of ſeveral Black Whales; and I cannot but obſerve, that conſidering the Numbers we ſaw upon this Coaſt, it is a Thing very probable, that a moſt advantageous Fiſhery might be carried on here from the Factories; which would be a Thing of great Conſequence to the Nation, as for many Years paſt, we have made little or no Progreſs in the Whale-Fiſhery, notwithſtanding the extraordinary Encouragement afforded by the Legiſlature, in order to remove that Neceſſity which we are under of purchaſing both Whalebone and Train Oil from abroad. It ſeems alſo more reaſonable to make a Tryal of this here, than either in *Davis*'s-*Straits*, or on the Coaſt of *Spitzbergen*, as the *Welcome* is leſs embarraſſed with Ice, and the Water is ſhoaler, which thoſe, who are at all acquainted with the Nature of that Fiſhery, very well know, are both of them Points of Conſequence. After finiſhing our Buſineſs a-ſhore, with as much expedition as poſſible, and making as many Obſervations as we could in our

our Paſſage, we returned aboard the *Dobbs-Galley* the ſame Day.

We ſailed back on the 26th to *Cape Fry*, and had there the Pleaſure of meeting with the *California*, in Company with the two Boats, which had joined her in the Latitude of 64°. 10′. North. The Officers on board them reported, that they found an Inlet, in the Latitude of 64°. North, and in the Longitude of 32′. Eaſt from *Marble-Iſland*, which was three or four Leagues wide at the Entrance; but upon their ſailing eight Leagues up it, increaſed to ſix or ſeven Leagues wide: That their Courſe ſo far, was N. N. W. by Compaſs, but then it began to turn more to the Weſtward; that ſailing ten Leagues higher it grew narrower by Degrees, 'till it became but four Leagues wide; that notwithſtanding they could perceive the Shores open again, they were diſcouraged from proceeding farther, becauſe that the Water from being Salt, tranſparent, and deep; with ſteep Shores, and ſtrong Currents, grew freſher, thicker, and ſhallower, at that Height; that they met in their Paſſage, with many of the *Eſkimaux*, who at a light Expence had ſupplied them with conſiderable quantity of freſh Veniſon, and would have procured them more, as well as Train-Oil, of which they had Abundance, if they could have ſpared Time. This was all the Account they gave us, or could give us; and, conſequently, the Iſſue of this Inlet, is abſolutely unknown; which however does not at all hinder our Reaſoning about it, from the Circumſtances that are before laid down, which are certainly very curious and remarkable, when conſidered in Regard to the Diſcovery we were ſent to make.

It is highly probable, that this Inlet may have ſome Communication with a great Lake within Land, which may perhaps have another Outlet of the like Nature, into the great Weſtern Ocean; and one Circumſtance which they took Notice of in running up it, gives great Weight to this Conjecture. This Circumſtance was, that the Stream of Ebb run faſter by one Half than in the *Thames*, for ten Hours in twelve, tho' it was upwards of twelve Miles broad, and for the two laſt Hours the Flood cauſed the Water to ſtand ſtill. In the next Place, tho' I cannot take upon me to ſay, that here is an immediate Paſſage; yet, I think, I may ſafely aſſert, there is nothing in their Report, that proves the contrary; but this will be farther conſidered in the Sequel. It is very true, that at firſt Sight the Freſhneſs of the Water may ſeem concluſive againſt a Paſſage; but if it had been quite freſh, I mean upon the Surface, it would have been far from being ſo; becauſe as this was the Seaſon, when the Snows were melting and

draining off the Land, even that might have been expected, and would have been no more than what is found in the *Baltick*, and on the Weſt Coaſts of *Africa*, after the rainy Months. In the laſt Place it may be proper to remark, that tho' the Tide of Flood coming from the Weſt, would have been a direct and abſolute Proof of it's being a Paſſage to another Sea, yet a Flood from the Eaſt, is by no means ſuch an abſolute and direct Proof to the contrary, becauſe it is well known, that in the Straits of *Magellan*, the Tides from the two Oceans meet one another; and there is good Reaſon to believe, that whenever a Diſcovery is made of a North Weſt Paſſage, the like will alſo be found there.

As we were now ſo near the *Wager*, and being abſolutely certain the main Tide in the *Welcome* came from the North, the Captains were both of Opinion that it was incumbent upon them to determine what might be found there, conſidering the warm Diſpute there had been about it, between *Arthur Dobbs*, Eſq; and Capt. *Middleton*; and the great Expectations which this Diſpute had raiſed in the World, as well as the near Relation that it had to the preſent Expedition; ſo that the neglecting it might have been looked upon as an inexcuſable Omiſſion, and the World have been ſtill left in ſuſpence, whether it was a Strait as the former of thoſe Gentlemen, from various, very probable Reaſons, had concluded it to be; or a freſh Water River, as it was aſſerted to be by the Captain.

But notwithſtanding theſe preſſing Reaſons, and the ſtrong Inclination every body ſhewed for ſettling this Point, it was the 29th of the Month, before we entered this Place.

Wager-Strait, as it was then called, lies in the Latitude of 65°. 33′. North, and in the Longitude of 88°. 00′. Weſt from *London*, having on the North Side of it's Entrance Cape *Montague*, and on the South Cape *Dobbs*. The narroweſt Part of it is about five Leagues to the Weſtward of the laſt mentioned Cape, where it is about five miles over, or ſcarce ſo much, there the Tide runs like a Sluice: So that it may be affirmed with certainty, that at Spring-Tides it runs at the Rate of eight or nine Miles an Hour. While our Ships were in this Place, we had very little Command of them, the Current being ſo rapid, that the *California* was carried four or five Times round, notwithſtanding the utmoſt Endeavours were uſed by thoſe aboard her to prevent it. To ſay the Truth, there could not be a more ſurprizing Spectacle, than to ſee how the Water raged, foamed, boiled and whirled about as if it had been a great Torrent, broken by many Rocks, all which Appearances however ſeem to have no other Cauſe

Cauſe than the Narrowneſs of the Channel, in Proportion to the vaſt Body of Water that paſſes through it. There were a great many Pieces of ſtragling Ice, that came in with us, from the *Welcome*; and tho' we went at a great Rate through the Water, yet theſe Pieces of Ice, by the Force of irregular Currents, ran ſometimes a-head, and then fell a-ſtern of us again. We were about three Hours in this Situation, but at length having paſſed *Savage-Sound*, where the Tide is leſs rapid, as the Channel becomes broader, we found ourſelves more at our Eaſe, and in greater Safety. This Sound is formed by a Chain of ſmall Iſlands, that ſtretch along at ſome Diſtance from the North Shore, behind which Captain *Middleton* lay, when formerly in this Place. On the 30th, we found ourſelves off *Deer-Sound*, which is an indifferent good Road, about eight or ten Leagues higher up on the ſame Side of the Strait. We diſcovered ſoon after, a very good Place for ſecuring the Ships, ſurrounded in a manner with high rocky Iſlands, which ſhelter it almoſt from every Wind; to this we gave the Name of *Douglas-Harbour*, in Honour of *James* and *Henry Douglas*, Eſqrs; Members of the North Weſt Committee. After mooring our Ships in between twelve and eighteen Fathom Water, we deliberated again upon the proper Method to be purſued, in order to determine clearly whether the *Wager* was a River, a Strait, or a Bay, and this produced the following Reſolution, which was the Grounds of our ſubſequent Proceedings.

At a Council held on Board the Dobbs Galley, *in* Douglaſs *Harbour*, Wager *Straits*, July *the* 30*th*, 1747.

PRESENT,

Captain *WILLIAM MOORE*,
Captain *FRANCIS SMITH*, *&c.*

'BEING now at Anchor in a ſafe Harbour, about thirty 'Leagues up the ſaid Strait, and finding good Encouragement to go farther, we have met to debate on the moſt effectual and expeditious Method to be purſued therein; and after mature Conſideration, we have unanimouſly agreed, that the Ships ſhall remain where they now lie, and that the Boats of each Ship ſhall depart at the firſt of the Flood tomorrow Morning, up the ſaid Strait, as far, if poſſible, as to determine whether it is a Paſſage to the Weſtern Ocean of *America*, or not, which is to be done with all the Ex-

'pedition and Accuracy the Nature of the Buſineſs will per-
'mit; but in order that that the Ships may not be detained in
'this Northern Latitude, longer than they may with ſafety,
'by waiting for the Boats: it is reſolved, if they ſhould not
'return by the 25th of *Auguſt* next enſuing, then the Com-
'manding Officers of both Ships, are to proceed with the
'*Dobbs Galley* and *California* for *England*, &c.

In Purſuance of this Reſolution, the Captains of the *Dobbs Galley* and of the *California*, ſailed with proper Officers, and a ſufficient Number of Hands in the Boats, belonging to their reſpective Ships, upon the laſt Day of this Month, with a fair and fine Gale, keeping a North Weſt by Weſt Courſe, til the Strait diminiſhed in Breadth, from ten Leagues to ſcarce one. At this time, which was pretty near the Approach of Night, we were alarmed with a very loud unaccountable Noiſe, reſembling the Sound of a vaſt Cataract, or prodigious Fall of Water, but could not diſcover from whence it came; it was therefore thought neceſſary to come immediately to an Anchor, that ſome of us might go a-ſhore, and ſee what Diſcoveries might be that Way made. This was accordingly done; but before we could gain the Top of the Eminence, for the Shore proved exceſſively rocky and ſteep, it was become ſo dark, that we found all the Pains we had taken entirely thrown away, and were obliged to return to our Boat very weary; and yet no whit wiſer than when we went. I cannot help, however taking Notice that in aſcending theſe Mountains, we had at once as great, as gloomy and as awful a Proſpect, as perhaps ever aſtoniſhed mortal Eyes. While we walked along the Beach, the ragged Rocks above ſeemed pendent over our Heads: In ſome Places there were falls of Water, daſhing from Cliff to Cliff; from others hung prodigious Iſicles in Rows; one behind another, like the Pipes of a vaſt Organ. But the moſt tremendous Part of the Scene were the ſhattered Crags that lay at our Feet, and appeared plainly to have burſt from the Mountain Tops, thro' the expanſive Power of the rigorous Froſts, and ſo rolled with inexpreſſible Fury down the Sides, 'till they reached thoſe Places where the Ruins now lay: I call them Ruins; for ſuch they properly were: And if there is ſomething that deeply affects us, when we behold either the Waſte of War, or the Devaſtations of Time, it may be eaſy conceived, that ſomething much more terrible muſt be felt from the Sight of theſe amazing Relicks of the Wreck of Nature.

We

We ſpent the Night, as the Reader may believe, with no great Satisfaction; and early in the Morning we went a-ſhore; nor was it long before we diſcovered, that the mighty Noiſe we heard, was occaſioned by the Tides being confined in a Paſſage of about ſixty Yards wide, but the Body of Water, and it's Rapidity, was exceeding great: And notwithſtanding we were now One Hundred and fifty Miles from the Entrance, it's Colour was perfectly bright, and it's Taſte very ſalt. The Tide roſe here commonly fourteen Feet and a Half, high Water at ſix o'Clock at Full and Change. As we ſaw clearly that the Strait opened beyond this Fall, to five or ſix Miles wide, and ran ſeveral Leagues to the Weſtward, we were ſtill in Hopes of a Paſſage. The great Difficulty now was how to paſs the Fall, which, when attempted, proved not either ſo hard, or ſo hazardous, as from the firſt View we apprehended; for I paſſed it with a little Boat, when it was in it's full Fury. We ſoon after found, that it might be croſſed without any Riſque at all; for at half Flood, the Water below the Fall, was upon a Level with that above; and at half Ebb again, the Water above, was even with that below; and at thoſe Times, it was quite ſmooth and ſtill, ſo as to be paſſed without the leaſt Difficulty or Danger. While we lay here, three *Indians* came aboard us in their Canoes, and appeared from their Manners, to be the ſame kind of People we had met with in other Parts of this Coaſt, but much lower in Stature; for it was very obſervable, that in ſailing North from *York-Fort*, every thing dwindled and diminiſhed, ſo that Trees ſhrunk into Bruſhwood, in the Latitude of 61°. and none of the human Species appeared beyond the Latitude of 67°. Theſe *Indians* ſeemed a little timorous at firſt, as in all Probability we were the firſt *Europeans* they ever ſaw; but upon our making Signals of Friendſhip, they grew bolder, came up to and converſed with us, and upon giving them to underſtand, that we wanted *Tucktoa*, which in their Language ſignifies Veniſon, they preſently went a-ſhore and brought us ſome which had been cured after their manner, by drying; together with ſome Pieces of Buffaloes Fleſh, which appeared to have been lately killed; and having p rchaſed this ſmall Cargo of theirs at an eaſy Rate, we ſent them away very well ſatisfied. On the 2d of *Auguſt*, we paſſed the Fall, above which the Tide roſe only four Feet, but the Shores were very ſteep on both Sides, and no Ground was to be felt with a Line of One Hundred and Forty Fathom. There ſtill appeared Seals and white Whales, but not withſtanding this, moſt of

our Company were not a little diſcouraged by their finding the Water almoſt freſh upon the Surface. But it being my Opinion, that this Freſhneſs was only on the Surface, I reſolved to make an Experiment whether the thing was ſo or not; and for that Purpoſe let down a Bottle ſtrongly corked, to the Depth of thirty Fathoms, where the Cork was forced in, and the Bottle came up full of Water, of the ſame Degree of Saltneſs with that in the *Atlantick* Ocean; which revived our Hopes, as ſuddenly as they were ſunk before. But this Gleam of Succeſs proved however of very ſhort Continuance.

On the 3d of *Auguſt*, towards the Fall of Night, the Water became unexpectedly ſhoal, upon which we anchored, 'till the Morning ſhould diſcover the Cauſe. The Day no ſooner broke, than we went aſhore, and from the Hills that were but a very ſmall Diſtance from the Coaſt, we had the Mortification to ſee clearly, that our hitherto imagined Strait ended in two ſmall unnavigable Rivers; one of which plainly fell from a large Lake, which lay at ſome Miles Diſtance to the South Weſt. Thus all our Hopes vaniſhed, and we had nothing to conſole us for the Pains we had taken, the Time we had ſpent, and the Dangers we had run, but the Satisfaction of having done in this Reſpect, all that could be looked for from us, and having thereby cleared this Point, and left no farther room to doubt about the Iſſue of this Inlet, which might otherwiſe have produced as warm Conteſts in ſucceeding Times, as it had already done in ours. Beſides, as Capt. *Fox* long ago obſerved very juſtly upon this Head, every promiſing Opening, fairly and fully ſearched, and that Search clearly and candidly recorded, leſſens the Difficulty of this Enterprize, and reduces the great Queſtion of a Paſſage, or no Paſſage, ſo much nearer to a Certainty.

There came off to us during the ſhort Stay we made here ſix Canoes; and the People in them brought us a ſmall Quantity of Deer and Buffaloes Fleſh, and ſome dried Salmon, which we purchaſed, and ſignified to them our Deſire to have more, which they readily apprehended, and as ſoon complied with, returning to the Place from whence they came, and bringing us very ſpeedily a much larger Quantity of the ſame kind of Proviſion, which we not only purchaſed, but alſo bought ſome of their Clothes, their Bows, and whatever elſe they were inclined to part with, out of mere Curioſity. Of theſe People I endeavoured to learn all I could; firſt with Reſpect to the Copper Mine, and then with regard to another Sea, which I endeavoured to ſuggeſt to them might lie to the Weſtward; to make them comprehend which, I chalked out a kind

a kind of a rude Draught of the Coaſt, in Hopes they might have continued it, but this was all Labour in vain; for they ſeemed not in the leaſt to underſtand me, and as the Reader will eaſily conceive was a very conſiderable Addition to that cruel Diſappointment we had lately met with.

Amongst theſe *Indians*, there came a Perſon, who though his Dreſs and Language was the ſame with theirs, yet appeared manifeſtly from his Complexion, which was much fairer, and from his being utterly unacquainted with the management of a Canoe, to be of another Nation, and that he was only brought by them to ſee us. Our Captain imagined that he might poſſibly be a Slave; and obſerving how ready theſe People were to part with any thing they had, entertained from thence a Notion, that it might not be impoſſible to purchaſe him; and to be ſure, if this could have been done, it would have been a right meaſure, becauſe from him, very poſſibly, we might have learned ſomewhat. It was with this View, that Mr. *Thompſon* the Surgeon was ſent a-ſhore with a Parcel of Goods to try what might be done, but the *Indians* not only rejected the Offer, but did it in ſuch a manner, as very plainly ſhewed their diſlike to it.

On the 4th both Boats weighed, and we began to make the beſt of our way back to the Ships, but the Wind being contrary, and at the ſame time very high, we found ourſelves obliged to take ſhelter in the Evening in a Cove under the South Shore, at about four Leagues diſtance. But the Wind coming about in our favour towards Midnight, we took Advantage of it and got under Sail, but had not proceeded far before we were hailed by the People of the *California*'s Boat to inform us, that they had loſt a Man, who had the Misfortune to be knocked over-board by the Main-Sail's ſuddenly ſhifting from one ſide to the other. The Boat making great way, and the Night being very dark, they heard no more of him.

As we were now convinced that there was no other way back, but that by which we came in, we prepared to repaſs the Fall, which we did accordingly upon the 6th, and grappled that Night under an Iſland eight or ten Leagues below it. Having a ſtrong Gale of Wind from thence with much Sleet and Snow, we very ſoon arrived at the Ships, without meeting with any thing farther in our Paſſage that was worth obſerving; except that every body expreſſed a Senſe of the Diſappointment we had met, with more or leſs warmth, in proportion to his Concern for the Succeſs of the Voyage; ſo that though we were very well pleaſed to find ourſelves ſafely returned, yet our firſt Concern was to contrive ſome Method

of ballancing this Diſaſter by making another Trial, in hopes it might be attended with better Succeſs.

Accordingly, in the very Council that was held for receiving our Report of the late Expedition, Mr. *Thompſon* the Surgeon intimated ſome Doubts he had, that as the Weather was far from being clear, the Sea running high, and our Boats being at a good Diſtance from the North Shore in our return, it was not at all impoſſible that we might have paſſed ſome Opening unobſerved on that Side, which he the rather inclined to fear, becauſe he thought the Land looked, as well as he could diſcern it, both high and double, with very large Breaks between the Mountains. I readily ſeconded his Motion, though influenced thereto by other Motives, more eſpecially from the extraordinary Tides that we had diſcerned, for at *Douglas* Harbour it roſe ſixteen Feet and a half perpendicular, whereas according to Capt. *Middleton*'s Relation, it flowed but ten Feet at *Deer Sound*, though eight or ten Leagues nearer the *Welcome*; beſides, the time of High Water being rather earlier at the Fall, though ninety Miles farther Weſt, than at that Sound, I could not eaſily reconcile theſe Circumſtances to the want of a Paſſage, and therefore, though I could ſay nothing as to the Particulars taken Notice of by Mr. *Thompſon*, I yet thought theſe Obſervations might very well juſtify that Review which he propoſed; for in Caſes of this Nature, it is impoſſible for Men to be too careful or exact, ſince upon that, the Succeſs of their Voyage depends; and, which is much more, the Report of it is to become, if not a Law, at leaſt a Guide, and a Rule to Poſterity. Theſe Arguments were inſiſted upon in their full Extent in the Council after the Report was made; and in Conſequence of a long and warm Debate that happened upon this Occaſion, the following Reſolution was agreed to, in order to rectify any Miſtake that might have happened in the beforementioned Trial.

At a Council held on Board the California *in* Douglas *Harbour the 7th of* Auguſt 1747.

PRESENT,

Captain *WILLIAM MOORE*,
Captain *FRANCIS SMITH*, *&c.*

'WHereas on *Friday* the 7th, the Boats returned from examining the moſt likely opening for a Paſſage, or Strait, and on the moſt exact Search none appeared where they had been, and Capt. *William Moore* and Capt. *Francis*

'*Francis Smith*, being fully ſatisfied that there isno Prſpectd
'of any other Opening than from the Eaſtward by which the
'Ships came in, but being willing to ſatisfy Mr. *Edmard*
'*Thompſon* the Surgeon, and Mr. *Henry Ellis* of the *Dobbs*
'*Galley*, who think that the Boats on their return (it blowing
'hard) did not keep near enough to the North Shore, which
'to them appeared double Land, and having an Opinion that
'the Entrance of this River or Strait is not ſufficient to admit
'of the extraordinary Tides found here, but that there may
'be a Paſſage for them through the North Shore, ſeven or
'eight Leagues from hence, which they, Mr. *Thompſon* and
'Mr. *Ellis*, conceive might eſcape Obſervation; it is there-
'fore reſolved, that the *Dobbs*'s Schooner *the Reſolution* ſhall
'immediately proceed, to acquire a Satisfaction as to thoſe
'Parts.'

Signed by the COUNCIL.

AT this Council I took notice, that as there were a great variety of Circumſtances, many of them very ſtrong, and ſuch as amounted almoſt to a Demonſtration, of there being ſtill ſome Paſſage to another Ocean lying to the Northward, in that which Captain *Middleton* called *Repulſe Bay*; ſuch as that the Tides were always higher, and the time of High Water ſooner the farther we ſailed Northward; as alſo the Saltneſs and Tranſparency of the Water in the *Welcome*, which was ſuch, that one might ſee the Bottom at the Depth of twelve or fourteen Fathom; joined to the Numbers of Whales that were continually ſeen upon the Coaſts, and the repeated Inſtances we had, that North Weſt Winds, made abundantly the higheſt Tides; ſupported by the Aſſurances, that Captain *William Moore* had from time to time given me, that there was a Paſſage in *Repulſe Bay*; I therefore propoſed that the *Dobbs Galley* ſhould depart immediately in ſearch of it, while the *California* finiſhed the Examination of this, and whatever Places remained not thoroughly ſearched to the Southward. This was ſtrenuouſly oppoſed by ſome, who alledged, that we had no Inſtructions to go thither, nor were warranted to ſeparate our Ships, that ſeveral of the People in the *California*, and ſome of our own, were much indiſpoſed, and in a Manner incapable of ſtaying longer in theſe Seas; and laſtly, that the Seaſon was rather too far advanced to proceed again to the Northward. To all theſe Objections I replied in the beſt Manner I could, but with no Effect, for upon the Queſtion's being put, the Propoſition I had made was rejected by a Majority,

jority, from whence I concluded, that there were ſome who began to be tired of ſo much Labour and Hardſhip, and who were therefore inclined to put an End to the Voyage as ſoon as they could, or at leaſt, to prevent any more ſuch toilſome Expeditions as our laſt; the Diſcovery we then made, ſerving alſo to countenance this Deſign, which tho' I could not approve, it was no way in my power to prevent.

It is certainly a Thing of the utmoſt Conſequence, in every Undertaking of this Nature, to intereſt, as far as it is poſſible, all who are any ways concerned in it's Succeſs, and that too in Point of Profit, as well as of Character; for otherwiſe, a little Labour will tire, and the firſt appearance of Danger be apt to affright them. It is alſo very expedient, that thoſe who have the Concerting and Direction of ſuch an Affair, ſhould confer with every Officer before he goes out; give him his Inſtructions, by word of Mouth, as well as Writing, and aſſure him of their Favour, Countenance, and Protection, in caſe he performs his Duty, upon his Return. This would render the leſſer Officers, not only vigilant and aſſiduous, but enterprizing and alert, when they knew for whom, and upon what Terms they expoſed themſelves; they would then not punctually only, but chearfully alſo, obey their Commander's Orders, in caſe he was active for the Diſcovery, and prove a great Check upon him if he was not; neither ought ſomething of the ſame Kind to be omitted, with Reſpect even to the private Men, who ſhould be excited to their Duty, by Diſcourſes ſuited to their Capacities, and animated in the Performance of it, by Encouragements proportioned to their Way of living. This was conſtantly practiſed on board us, and I am induced to recommend ſuch a Conduct, from the good Effects which I ſaw it produce. For our Men went about what they were ordered with great Alacrity and Chearfulneſs; underwent Hardſhips and Fatigues patiently, and were not afraid of looking Danger in the Face. It was very pleaſant to hear them, when they had any Leiſure, diſcourſing over all the Points that were of greateſt Conſequence to the Succeſs of our Voyage; ſuch as the Nature of Tides, the Indications that might be drawn from them, and the Circumſtances requiſite to be obſerved about them; the Figure of the Globe, the Diſpoſition of Land and Water, the Advantages that would ariſe to *Great-Britain*, from a Diſcovery of the North Weſt Paſſage, and ſuch like. Nay, the very *Orkney* Men, who were far enough from being either good Seamen or Stateſmen, could not help foreſeeing, that the diſcovering ſuch a Paſſage would be highly ſerviceable to their Iſlands, by bringing thither great Reſort of Shipping. But the ſtrangeſt Thing, that in this Reſpect

ſpect fell within the Compaſs of my Obſervation, was aboard our own Ship, where there was a very honeſt Seaman, whoſe ſole Delight was a delicious Dram, that one Day heated himſelf to ſuch a Degree, in talking over the Buſineſs of the Expedition, that in the warm Sincerity of his Heart, he could not help ſaying with a good round Oath, *Now had I rather find the* NORTH WEST PASSAGE *than* HALF *an* ANCHOR *of* BRANDY.

THE Weather all this Time continued very indifferent, for we had ſeveral Squalls of Sleet and Snow, and a ſtrong North North Weſt Wind, which broke two of the *California*'s Anchors, and it was not without much Difficulty ſhe eſcaped being forced a-ſhore upon one of the Iſlands: but at length with the Aſſiſtance of the Crews of both Ships ſhe was moored in ſafety, to our very great Satisfaction; as we were very ſenſible, that if ſhe had gone a-ſhore upon any of the Iſlands, ſhe could not poſſibly have been got off without ſuffering conſiderable Damage. On the 13th the Weather becoming fine, Mr. *Thompſon*, the Chief Mate, and myſelf went into the Boat, to put in Execution that Act of Council, which has been before given to the Reader, with Reſpect to the Opening, that it was ſuppoſed we might have paſſed on the North Shore, when we returned from our laſt Expedition.

IN our Paſſage we ſaw a great many black Whales, and a prodigious Number of Seals; but about Midnight, finding ourſelves encloſed by the Coaſt and the Iſlands that lay before it, we ſounded, and felt Ground at thirty Fathom, and the Depth continuing to diminiſh, it was judged expedient to come to an Anchor, which accordingly we did. In the Morning we landed, and from an Eminence plainly diſcovered, that this Opening ran up ſeveral Leagues to the South Weſtward, but that it was impoſſible for us to proceed much farther, upon Account of ſeveral Ridges of Stones that ran quite acroſs it, and were very apparent at Low Water. We diſcovered alſo to the Northward of this another Opening, which terminated likewiſe about three Leagues from it's Entrance, pretty much in the ſame Manner. All hopes of finding a Paſſage being now loſt, with Regard to the Place we were in, we judged it beſt to return to the Ships as ſoon as it was poſſible, which we did on the 14th, ſo that we were abſent upon this Service only one Day.

As ſoon as we came back, a General Council was called, in order to receive our Report, and conſider of what was to be undertaken next. In this Council I laid hold of the Opportunity of repeating my former Propoſition, and of adding ſuch new Arguments, as by turning it often in my Thoughts, had

had ariſen in this ſhort Space of Time; but it met, notwithſtanding, with the ſame Fate as before, the Majority of the Council adhering as ſteadily to their own Sentiments as I could do to mine. Yet as the Seaſon was not entirely ſpent, and as conſequently ſomething more might be undertaken, the following Reſolution was formed, and unanimouſly agreed to, which, as it contains the moſt deciſive Evidence, with Regard to Facts which indicate a Paſſage, and which were warmly diſputed between Mr. *Dobbs* and Mr. *Middleton*, I cannot but believe the Peruſal of it will be equally agreeable and ſatisfactory to my Readers, for which Reaſon I ſhall inſert it exactly.

At a Council held on Board the Dobbs Galley *in* Douglaſs Harbour *the* 14*th of* Auguſt, 1747.

PRESENT,

Captain *WILLIAM MOORE*,
Captain *FRANCIS SMITH*, *&c.*

'AFTER a very accurate Search of the Opening, commonly called *Wager River* or *Strait*, we find it intirely ſhut up from having any Communication with any Place but the *Welcome*, of which from the extraordinary Tides, Greatneſs of it's Extent, Depth, and Saltneſs of it's Water even fifty Leagues from it's Entrance, we determining it to be an Arm thereof; yet finding the Tides to riſe a great Height on the Weſt Coaſt of the *Welcome*, but more eſpecially here, and not being quite certain whence they come, further than that all the Places we have tried them in our way here, we have found the Flood to ſet the Courſe of the Coaſt from the Northward and North-Weſt Winds to make the higheſt Tides, now being deſirous to know whence the main Tide comes, we conceive a Knowledge of its Direction on the Eaſt Side of the *Welcome*, would be conducive thereto; it is reſolved (Wind and Weather permitting) that Trial be made at the Low Breach nearly oppoſite to this Place, as alſo at *Cary-Swans-Neſt*, and all other Places that may furniſh any Light towards the Diſcovery of a North Weſt Paſſage. In Witneſs whereof we hereunto ſet our Names.'

Signed by the Council.

IT may not be amiſs to add here a ſhort Account of the principal Articles about which Mr. *Dobbs* and Mr. *Middleton* differed.

differed. Mr. *Dobbs* gave it as his Opinion, that the Flood came from the Weſtward through ſeveral Openings between the Latitudes of 62 and 65° N. and was propagated from thence to the *Welcome* and *Repulſe Bay*. It was his Sentiment alſo, that in *Wager Strait*, for ſo he ſuppoſed it to be, the Flood came from the Weſtward, and at the South Weſt Bluff met the Eaſtern Tide. Mr. *Middleton* had quite a contrary Notion with regard to both theſe Points, and he was right. Yet it muſt be allowed, that Mr. *Dobbs* was miſled in reſpect to the latter by Lieutenant *Rankin*, who finding a ſtrong Stream running from the Weſtward nigh the South Side, where he lay while the Water roſe upon the Shore, he concluded from thence, that the Flood came from the Weſtward, whereas that Stream was only an Eddy, and the main Current in the Mid-Channel came from the Eaſtward; a thing no ways ſingular; for many Inſtances might be aſſigned of the like happening in other Places. Mr. *Dobbs* therefore reaſoned right, but from wrong Principles.

Mr. *Middleton* on the other hand affirmed, that the Water was there quite freſh, that it did not flow to any conſiderable Height, that the Stream was not very rapid, and that South Eaſt Winds made the higheſt Tide, all which Facts are clearly and diſtinctly refuted from the Light of Experience, afforded by repeated Trials, ſet down in the Reſolution of Council, which I have tranſcribed; beſides, he aſſerted, that the main Land was continued from the Latitude of 63°. 20′. to *Cape Dobbs*, which was not ſo, for we diſcovered a large Opening in the Latitude of 64°. N. Some other leſs material Differences there were, which, to avoid fatiguing the Reader, I ſhall not mention.

But it ought to be obſerved, that it was from his Zeal for the Publick, and a laudable Concern for the Glory of the *Britiſh* Nation, that Mr. *Dobbs* took ſo much Pains in this Affair. It muſt be likewiſe conſidered, that he could not be expected to be farther in the right than he was properly informed, and that it muſt be allowed, that he argued very juſtly and judiciouſly, though from Facts that were wrong ſtated; ſo that his Errors, if they may be properly called ſo, were not only involuntary but inevitable; ſince Reaſoning as he did from what was laid down to him by others, he could be anſwerable only for the Rectitude of his Concluſions, and not for the Certainty of the Premiſes which lay entirely out of his reach to diſcover: Whereas Mr. *Middleton* was bound to greater Strictneſs in his Aſſertions, as they were not eſtabliſhed

on

on the Reports of others, but were grounded chiefly upon his own Experience; yet it may be fairly alledged in his Excuſe, that as he found his Character publickly attacked, it was very natural for him to defend himſelf by any Arguments, and any Means that lay in his way. I do not take upon myſelf to decide in this Controverſy, I only deliver Things as they appear to me; and at the ſame time that I give my Opinion, I give alſo the Evidence upon which it is founded, and leave the whole to the Determination of the Reader. Neither ſhould I have meddled with this Matter at all, but that it relates immediately to my Subject, and is of great Importance, not only to the thorough underſtanding the Deſign and Iſſue of this Expedition, but all future Expeditions in view to this Diſcovery. Since if all Errors, however they may ariſe, be not detected and removed, ſo that thoſe who in ſucceeding Times ſhall be employed in ſuch Undertaking, may have the full Benefit of former Experience, this Diſcovery of ſo great Conſequence to the *Britiſh* Nation, may be much longer delayed than otherwiſe it need be, and therefore the Publick has a Right to expect the greateſt Accuracy and Preciſeneſs in all Narrations of this Nature.

On the 15th of *Auguſt*, we weighed from *Douglas* Harbour in Company with the *California*, with a ſtrong but fair Wind, attended with ſome Squalls. We were met in the *Narrows* entering the *Wager* by a Flood Tide, which detained us ſeveral Hours, though we went at the rate of more than eight Knots through the Water. When we were got into the *Welcome*, the Wind continuing ſtill freſh, we lay too. On the 17th the Weather being very fair and moderate, and the Sky clear, it was propoſed that as we lay within three or four Leagues of the *Low Breach*, we ſhould go hither to try the Tide, agreeable to the laſt Reſolution of Council, to the general Scheme and Intention of the Voyage, and to the particular Articles upon this Head, which the Gentlemen of the North Weſt Committee thought fit to inſert in our Inſtructions.

Accordingly in the Evening, I went with our ſecond Mate Mr. *Metcalfe* for that Purpoſe, but before we could reach the Shore it was dark, and alſo a little after High Water, ſo that we were under the Neceſſity of ſtaying till it was High Water again, in order to execute our Commiſſion with Certainty. In the mean time, the Ship lay too in the *Offing*, and fired Guns every half Hour, but either the Wind or the Ebb Tide driving her ſeveral Leagues to the Northward, ſhe

was

was ſoon out of the reach of our hearing her Guns, and by that time it was Morning ſhe was out of Sight. As ſoon, however, as the Day appeared, we finiſhed the Buſineſs for which we came, and found that the Tide flowed here from the Northward, and roſe to the Height of fifteen Feet. We likewiſe found that it was High Water at Full and Change of the Moon a little before three o'Clock, which was ſomewhat earlier than the time of full Sea upon the oppoſite Coaſt. Our Buſineſs being now over, the next thing to be conſidered was, how we ſhould be able to get on Board, as to which, many and great Difficulties preſented themſelves to our View, clothed with ſuch Circumſtances of Terror, as could not but make the ſtrongeſt Impreſſion on our Minds, and therefore the Reader will pardon me for entering into a particular Account of them.

The Ship, as I obſerved before, was now out of Sight; it was not poſſible for us to know with any degree of Certainty which way to follow her, the Wind grew very high, the Weather very thick, attended alſo with Snow, the Boat we had was ſmall and deep, moſt of the Hands in her were Landmen, and thoſe too much indiſpoſed; ſo that all things conſidered, we might be truly ſaid to be in a moſt deplorable Situation. I endeavoured to encourage the People in the beſt manner I could, by repreſenting, that let the Event be what it would, it was better for us to go to Sea and endeavour to find the Ship, than to remain and periſh upon that inhoſpitable Coaſt, where there was not the leaſt Track of Man or Beaſt, no Shelter to be had, or ſo much as a Drop of freſh Water; and where, in the midſt of theſe Inconveniences, it was impoſſible to prolong our Lives for any time, as we had hardly one Day's Proviſion aboard. The People being prevailed upon by theſe Reaſons, agreed to put to Sea, which we accordingly did in Circumſtances diſmal enough, and under ſtill more diſmal Apprehenſions. The Wind increaſing and the Sea running very high, we took it in very plentifully, and a great part of our Time and Labour was employed in throwing out, ſo that it was impoſſible we ſhould have held it long. However, when we had got about twelve Leagues from Shore, we, to our great Satisfaction, deſcryed the Ships, and this giving us freſh Spirits, we redoubled our Labour, and very ſoon got ſafe aboard; and very happy it was for us that we did ſo, at that Time, for otherwiſe we ſhould never have ſeen them more, the Wind riſing much higher, and, conſequently the Sea; the Weather too became ſo thick and dark, that it was impoſſible to diſcern either Ship or Shore; but it pleaſed God

to

to deliver us before Things were come to these Extremities, from which nothing but a Miracle could have saved us.

The Wind blowing from the South, we were detained in the *Welcome* till the 19th, when it shifted, and we took the Advantage of sailing Southward; but as it grew tempestuous from the North West, and the *Resolution* which we had towed ever since we left the *Wager*, being both a Hindrance to the Ship, and hazardous to the People who were in her, it was judged more expedient to take all Things out of her, and turn her a-drift, than to remain in this Condition any longer, which was accordingly done. We had fine Weather on the 20th and 21st, but as we were at some Distance from *Cary-Swan's-Nest*, we made no Use of the Season, with Respect to the Trial of the Tide there; tho' as the Reader must remember, this was amongst the Number of the Things proposed as necessary to be done in the last Resolution.

As the Weather grew afterwards very indifferent, a Council was called on board the *California*; in which a definitive Resolution was taken to bear away, without farther Delay for *England*, and was put in Execution immediately. On the 27th we saw Cape *Pembroke*, on the Eastern Coast of *Hudson*'s Bay. On the 28th, we passed the Island of *Mansel*, and sailed by some Ice, of which we had many large Pieces in View, 'till we arrived over against Cape *Charles*. We entered *Hudson*'s Strait on the 29th, and had very pleasant and warm Weather, which lasted 'till the 3d of *September*, and then it grew foul again, having at the same Time a strong Wind from the Eastward. We fell in on the 5th with two of the *Hudson*'s Bay Company's Ships, with whom we resolved to keep Company, yet were separated from them in the Night of the 6th, but were lucky enough to rejoin them the next Day. The uncomfortable Weather we had, made so chiefly by the thick and noisome Fogs, proved the Cause, that many of our People began now to relapse into their old Distemper the Scurvy, which was the more unfortunate at this Juncture, as we were then in the most dangerous Navigation of all those Seas, occasioned by the Narrowness of the Straits, the Want of Soundings, huge Mountains of Ice, which may be very well compared to floating Rocks, and the dismal dark Weather, which renders it so very difficult to avoid them. Yet frightful and shocking as these Circumstances are, it is not long before they become so familiar as not to affect us much, and the Danger is so far lessened by keeping a constant Watch, and proper Discipline amongst the Seamen, that one seldom hears of any melancholy Accident. This is the more manifest from a Fact,

Fact, the Truth of which is indisputable; and that is, the *Hudson*'s Bay Company's Ships, returning Year after Year without any Disaster; from whence perhaps we may infer, that where constant and continual Danger excites perpetual Attention, it thereby alters it's Nature, and becomes, if I may be allowed the Expression, the Cause of Safety.

As we have been obliged to take Notice of the prodigious Fogs that are almost constantly to be met with here, as no small Part of the Dangers to which Vessels are exposed arise from these thick Fogs, and as many who have sailed in these have thought it worth their Pains to endeavour to account for them, which has been the Aim likewise of the most intelligent Travellers through those Northern Climates, that are in like manner affected by them, it may perhaps afford some Entertainment to the Reader, if we follow such Examples, and employ also a little Pains and Time to discuss a Point, which tho' so often considered, is still far enough from being clear; and the clearing of which however must be attended with Consequences more than sufficient to compensate the Trouble of the Enquiry. For tho' *Hudson*'s Straits, the Coasts of *Newfoundland*, and other Northern Regions, are most famous for Mists and Fogs, yet many other Climates are also subject to them more or less, and therefore the Discovery of their Causes, with any tolerable Degree of Certainty, will answer many useful Purposes, as well as add considerably to that Stock of real Knowledge, which the Industry of the Learned in all Ages hath furnished to the World.

It is a Hint given by Mr. *Maupertuis*, that perhaps the Sun's long Stay above the Horizon, in Northern Countries, may raise more Vapours than the Night can condense. But Mr. *Boyle* acquaints us, that he had certain Information of very thick and almost constant Fogs, at certain Seasons of the Year, observed upon the Coasts of *Corromandel*, in the *East-Indies*, which cannot possibly be ascribed to the Sun's remaining long above the Horizon, because in that Climate the Difference of Days throughout the Year is not very great. Besides, if this was the Cause, it would follow, that in *Spitzbergen* they should be most troubled with Fogs, when the Sun is highest, and indeed through their whole Summer, when the Sun is there constantly above the Horizon, but Experience proves just the contrary; and that then those who are employed in the Whale Fishery upon these Coasts have bright and clear Weather, which, as *Marten* observes in his Voyage, is the fittest for the catching Whales.

It appears to me more probable, that the Coldneſs of the Air condenſes the moiſt Vapour, as it riſes and keeps it hovering on the Surface, which ſeems to be confirmed by our having the thickeſt and moſt frequent Fogs, when we are near the Ice Fields, where the Air is coldeſt. It has been alſo obſerved, that South and South Weſt Winds bring much moiſt Vapour with them, which in the Northern Parts turns to wet Fogs, not only from the Coldneſs of the Air, but from it's Spring being weakened, whereby it is rendered leſs capable of ſuſtaining and ſupporting thoſe Vapours. On the other Hand, all Winds from any Point of the North, are obſerved to bring with them fair Weather, and this alſo from a double Cauſe; firſt, becauſe they blow over a dry Tract, and conſequently bring with them few or no Vapours; and next, becauſe they add to the Elaſticity of the Air, ſo that the Vapours are kept up without any Falling or Fluctuation.

It is to be obſerved, that in treating this Subject, the common Uſage of Speech occaſions a great Confuſion in our Notions, by repreſenting ſeveral Things, ſometimes by the ſame, and ſometimes by different Names. As for inſtance, we very ſeldom diſtinguiſh between Vapours and Exhalations, or between Exhalations and Steams; and yet by diſtinguiſhing between them, we ſhould not only come to ſpeak more correctly, but to think alſo more juſtly, that is in a Manner more correſpondent with the Operations of Nature. Steams I preſume are, properly ſpeaking, ſuch Collections of Effluvia as are thrown out of this Globe, by the internal Heat of the Earth itſelf. Exhalations again are ſmall Particles detached both from moiſt and dry Bodies by the Action of Heat, as for inſtance the Sun-Beams. And laſtly, both Steams and Exhalations become Vapours; when being rarified to a certain Degree, they aſcend up into the Air, where as they riſe higher they become Clouds: But if the Air is ſo diſpoſed, as inſtead of ſuffering them to riſe, they are precipitated towards the Earth, they then become Miſts and Fogs.

We may from this Account of the Matter eaſily conceive, that very thick Fogs may be produced, in different Climates, by very different Cauſes. For in warm Countries, where the Earth is in a manner always open, the Steams that it throws out plentifully may at certain Seaſons create great Fogs; whereas in cold Countries, where the Earth is in a great Meaſure bound up by continual Froſts, this Cauſe cannot take Place, at leaſt in any great Degree. Yet from the Water while it remains unfroze, ſuch Steams ariſe very copiouſly, as

is

is very apparent from what is called Froſt Smoak, which aſcends very conſpicuouſly even in the hardeſt Winters, where the Ice is broke. But then in Northern Countries, the Exhalations and the Steams in the Summer Months are very conſiderable, and the Coldneſs of the Air, occaſioned chiefly by the vaſt Quantities of floating Ice, and the Ice Mountains on the Land, hinders theſe Exhalations from diſſipating, and conſequently is the Cauſe of thoſe Miſts and Fogs that are ſo much ſpoken of in all Accounts of *Hudſon's Bay*, *Hudſon's Straits*, *Newfoundland*, *&c.*

It is alſo unto this Denſeneſs in the Air, that we ought to attribute thoſe Appearances, which the Learned call Parhelia and Paraſelenæ; or, as our Sailors ſtile them, Mock Suns, and Mock Moons; and having this Opportunity, I cannot but take notice, that to this Cauſe alſo we ought to aſcribe certain bright Spots, like the Tail of a Rainbow, which are generally ſeen near the Horizon, when Fogs are almoſt totally diſſipated, and the Rays of the Sun are tranſmitted without interruption. Our Sailors fancy, that theſe drive away the Fogs, and have therefore beſtowed on them the Name of *Fog Scoffers*; whereas in reality they are the laſt Remnants of the Fog, that by a Reverberation of the Sun Beams, produce theſe Appearances. I ſhall not pretend to ſay any Thing of the Figure of the Air, or of the continual Circulation of that Fluid, which is very rationally maintained by ſome great Men, but content myſelf with theſe Obſervations, which are grounded chiefly on my own Experience, and make therefore naturally a Part of this Relation, ſince they belong to a Subject, which has been more or leſs treated of by every Writer, that has pretended to give an Account of what appeared moſt worthy of Notice, in viſiting theſe Seas.

What I have been ſaying in relation to Fogs puts me in mind of another Circumſtance relating to the Air of this Country, or at leaſt of thoſe Parts, which I viſited, that appears to me very ſingular, which is, that Metals are leſs apt to ruſt here, than in any other Climate, where I have been; and this alſo, though to many it may appear trivial, is a Matter that deſerves to be enquired into; for if there be a great Difference obſerved in the ruſting of Metals in ſeveral Climates, it may ſerve as an Indication of the ſimilar or diſſimilar Qualities of the Air in thoſe Places, which may be applied to ſeveral uſeful Purpoſes. Mr. *Richard Ligon*, who compiled an Account of *Barbadoes*, about a hundred Years ago, for he began to collect the Materials for his Hiſtory in the Year 1648, tells us, that

the Moiſture of the Air, was at that Time ſo great, as to cauſe their Knives, Keys, Needles, Swords, *&c.* to ruſt, and that in an Inſtant; for, ſays he, take your Knife to the Grind-ſtone, and grind away all the Ruſt, which done, wipe it dry and put it up into your Sheath, and ſo into your Pocket, and in a very little Time draw it out, you ſhall find it beginning to ruſt all over, which in more Time, will eat deep into the Steel, and ſpoil the Blade. He adds that Locks too, that are not often made Uſe of, will ruſt in the Wards, and ſo become uſeleſs; and Clocks and Watches will ſeldom or never go true; all which is occaſioned by the Moiſtneſs of the Air. He farther obſerves, that before their Arrival at this Iſland, they took Notice of the like Effects at Sea, when they had for four or five Days together, what the Seamen call hazy Weather, which he very particularly deſcribes, and urges it as a Proof that this ruſting of Metals, was owing entirely to the Air's Moiſture.

It muſt be acknowledged that Moiſture being the Cauſe of Ruſt, may be ſtiled not only a prevailing, but in ſome Meaſure, a general Opinion, and there is no doubt that this large, particular, and poſitive Relation of Mr. *Ligon*'s, has been thought a deciſive Proof of it. I remember that upon mentioning my Obſervation, that Metals were leſs apt to ruſt in the Countries about *Hudſon*'s-*Bay*, than elſewhere, to one who is a very ingenious and very intelligent Perſon, he immediately mentioned his having made the ſame Remark in *Ruſſia*, adding that he looked upon this to proceed from the Dryneſs of the Air. I make no doubt that both theſe Gentlemen may be in the right, or in other Words, that Metals ruſt in *Barbadoes*, from the Moiſture, and are free from Ruſt in *Ruſſia*, from the Dryneſs of the Air. But it is a great doubt with me, whether this general Notion of Humidity being the Cauſe of Ruſt, will account for what I obſerved, or even ſo much as agree with it. It is very certain, that the Air, in the Countries about *Hudſon*'s-*Bay*, is rather moiſt than dry, and what I have before ſaid of the frequent Miſts and Fogs, is ſufficient to ſhew that it muſt be ſo: Nevertheleſs Metals do not ruſt here as in other Places. May we not infer from hence, that mere Moiſture is not the Cauſe of Ruſt, tho' ſeldom or never occaſioned without Moiſture?

Whoever carefully examines Ruſt, will find that it is a Solution of the ſuperficial Parts of the Metal, from which it ariſes, by ſome fluid Menſtruum. It does not however follow from hence, that all Fluids will cauſe Ruſt, or which is the ſame thing corrode and diſſolve the ſuperficial Parts of Metal;

Metal; for we know that Oil is so far from having this Property, that it is applied to Metals to prevent Rust. If we pursue this a little farther, and enquire how it comes to pass, that Oil, or indeed any kind of greasy Unguent, comes to have this Effect, we shall be let somewhat more into the Secret; for it will then appear, that Oil preserves Metals by defending them from the Contact of such Particles in aqueous Fluids, as are the real Causes of Rust. Now is it not extremely probable from all this, that these Particles are no other than acid Salts? May we not be led to this Opinion, or at least confirmed in it, by considering, that the Solutions of all Metals are made by acid Menstruums, and more especially by reflecting on the known and common Method of making white Lead, which is no other than a Rust or Solution of that Metal produced by Vinegar? Do we not see from hence, that Oil preserves Metals by it's known Quality of sheathing, blunting, and entangling acid Salts? Surely we may from hence very safely collect, that it is not barely Humidity, but a fluid Menstruum of a certain kind that causes Rust.

But to make this Subject still clearer, or rather to give all the Light into it that can be derived from my Observation; let us observe, that tho' Air is a Fluid, and that tho' it sometimes acts upon Metals, indeed it commonly acts upon them, in such a manner, as to dissolve their superficial Particles, which is precisely the same Thing that is meant, when we say, that it makes them rust; yet it does not do this barely as a Fluid; for then Air would every where have the same Effect, and Metals would rust as much in *Russia*, as in any of the Countries near the Line. Neither is Air capable of doing this, (tho' the contrary is commonly imagined) by it's being loaded with aqueous Particles; for humid Air would then have the same Effect in *Hudson*'s-*Bay*, as it has upon the Coasts of *Barbadoes*. But if those aqueous Particles that float in the Air, are charged with acid Salts, then it will produce this Effect, otherwise not. Thus we see that Metals may be made a Kind of Standard of the Quality of the Air, in this Respect; since it has been plainly made appear, that they are very capable of shewing, whether they abound with a certain Kind of Salts or not. I would not willingly go out of my Depth in a Matter of this Nature; but I hope I shall not be thought too presuming, if I put the Reader in Mind of a former Remark, that Fogs may be caused in very hot Countries, in a great Measure, by Steams from the Earth, and add to it upon this Occasion another Hint, that it is not in the least improbable, that these Steams may load the Air with an extraor-

dinary Quantity of theſe acid Salts, which on the contrary may not riſe ſo plentifully in theſe Northern Regions, where the Water often, and the Earth always, is locked up by Cold, and where the Heat of the Sun may be preſumed to raiſe only the more aqueous Parts.

This Method of Reaſoning ſeems to be ſupported from an Experiment made by that diligent and accurate Enquirer after Truth, the Learned and Reverend Dr. *Hales*, who, in diſtilling Salt Water with a View to make it freſh, found that a moderate Heat anſwered much better than one more quick and violent; the Water that came over the Still with the former being perfectly freſh, whereas the latter was brackiſh. It is alſo very poſſible, that the Heat of the Air may in ſome meaſure operate upon Metals, more eſpecially their Superficies, by opening the Pores, and ſo diſpoſing them to receive a larger Quantity of that acid Spirit of Salt, raiſed by the ſtrong Action of the Sun into the Atmoſphere, as hath been before mentioned.

Having thus contributed my Mite towards the Improvement of the Hiſtory of the Air, which is a thing of ſuch high Conſequence in Natural Philoſophy, I ſhall return to the Narration of the few Things worth Notice in the remaining Part of our Voyage.

On the 9th of *September*, about Break of Day, we fell into a prodigious ſtrong Ripling, and the Sea broke terribly aboard of us on all Sides. This was occaſioned by the Tides ſetting ſtrongly againſt a pretty briſk Wind, and the like Ripling is frequently met with from the very ſame Cauſe in other Places; as for inſtance, near *Holy-head* in our own Seas; in the Gulph of *Florida*, in *North America*; and in many other Places, but in a leſs degree than we experienced it. I mention this, becauſe it was from hence that we judged ourſelves to be near the Iſlands of *Reſolution*, and accordingly we took our Departure from hence, though we did not actually ſee the Land. At this time there were ſeveral large Ice-Mountains floating in ſight, but we very ſoon left them behind us, as we began now to enter into a warmer Climate. I cannot call it a milder, becauſe we ſoon afterwards experienced as tempeſtuous Weather as any we had met with in thoſe Northern Seas, of which ſuch horrid Deſcriptions have been given by ſome Writers.

On the 10th we parted again from the *Hudſon's-Bay* Ships. On the 11th one of our Men died, who had long lingered under all the afflicting Pains of an inveterate Scurvy. In the Night of the 12th we had a moſt terrible Storm, by which we ſuffered conſiderably in our Rigging, and by the effects of which

which we were very near loſing all our Maſts, very few of the Hands on board the *Dobbs Galley* being able to keep the Deck, which was the Reaſon that proper Meaſures could not be taken, as otherwiſe might have been, for preventing ſo great a Misfortune. But fortunately for us, the Maſts eſcaped beyond our Expectation; and we ſuffered nothing farther than what was the Reſult of our own Apprehenſions, which were melancholy enough for ſome Hours. This Gloomineſs was not a little heightened by our Separation from the *California* in the midſt of this Storm, and we did not ſee her again till we arrived in the *Orkney* Iſlands. We were in ſome meaſure conſoled for theſe unlucky Accidents by the return of fair Weather, which laſted for about ten Days, and, as the Reader will eaſily conceive, afforded the higheſt Satisfaction to People almoſt worn out with continual Fatigues, and diſtreſſed beſides by the Ravages made by the Scurvy, which it is well known weakens People more than almoſt any other Diſtemper, to which the human Body is liable.

On the 21ſt we joined again the two *Hudſon*'s-*Bay* Company's Ships, from which as I obſerved, we parted on the 11th, and reſolved to keep Company with them during the Remainder of the Voyage, as indeed we did. On the 26th we met with a ſmall Fleet from the *Orkneys* bound to the Weſtward. On the 28th we arrived and anchored at *Carſtown* in the Iſland of *Pomona*, where, to our great Joy, the *California* alſo arrived the next Day, from whom we had been ſeparated about a Fortnight. We continued in this Harbour about a Week, and on the 6th of *October*, ſailed from thence in Company with the *California* and four *Hudſon*'s-*Bay* Ships, under the Convoy of his Majeſty's Ships the *Mercury* of twenty Guns, and arrived ſafely in *Yarmouth* Road on the 14th of the ſame Month, after an Abſence of one Year, four Months, and ſeventeen Days, having ſailed from theſe Roads on the 27th of *May*, 1746.

Thus ended a Voyage of very great Expectation, not only here, but throughout the greateſt Part of *Europe*, more eſpecially the Maritime Countries, where the Deſign, its Nature, Conſequences, and their great Importance were beſt underſtood. Thus, I ſay, ended this Voyage without Succeſs indeed, but not without Effect; for though we did not diſcover a North Weſt Paſſage, yet were we ſo far from diſcovering the Impoſſibility or even Improbability of it, that on the contrary, we returned with clearer and fuller Proofs, founded on the only Evidence that ought to take Place in an Enquiry of this Nature, plain Facts, and accurate Experiments, that evidently ſhew ſuch a Paſſage there may be. What theſe are,

and after what manner they are to be applied to the Purpoſes before-mentioned, ſhall be the Buſineſs of the remaining Pages, which it is hoped will give full Satisfaction to every candid Reader.

THE

THIRD PART;

COMPREHENDING,

Such ARGUMENTS, *drawn from Matters of Fact, as ſerve to ſhew the great Probability of a Paſſage by the* North Weſt *into the* South Seas, *notwithſtanding the ſame was not actually diſcovered in the Laſt Expedition.*

AS in the firſt Part, the Motives which originally excited the Hopes of diſcovering a *North Weſt* Paſſage, have been ſufficiently explained, and inſiſted upon; and in the ſecond Part a diſtinct Account has been given, how far the Expectations entertained of finding a Paſſage in certain Parts, have been examined, and found to be without Grounds; I come next to inſiſt particularly on thoſe Reaſons that ſeem to perſwade us ſtill, that ſuch a Paſſage may yet be found; and that there is nothing abſurd, or even improbable, in ſuppoſing that, with no great Expence, the finding it may be ſucceſsfully attempted; and that too without expoſing ſuch as are ſent upon this Expedition, to any extraordinary Dangers, or exceſſive Fatigues. Theſe Reaſons ſhall be chiefly drawn from Matters of Fact, which fell immediately under my own Notice and Obſervation in the laſt Expedition; and which, as I ſhall ſincerely relate, I flatter myſelf it will appear, that I am no Way miſled by any ſanguine Expectations of my own, as with the utmoſt Truth I can affirm, that there is nothing farther from my Intentions, than in any Degree to miſlead others.

It is a Fact ſo well eſtabliſhed, as not to be drawn in Queſtion, that in Countries of narrow Extent, which are either Peninſulas or Iſlands, there are no Trees, but only a kind of Buſhes and Underwood; notwithſtanding that, on the Continent

nent in the ſame Latitude, there grows as fine Timber as any in the World. One might mention the Obſervations of Sir *John Narborough*, in his accurate Account of his Voyage to the Streights of *Magellan*, and many other Authorities; but ſuch as are at all acquainted with the *Shetland* and *Orkney* Iſlands, will think it prepoſterous to multiply Proofs upon this Subject. It may from hence be laid down as a rational Argument, that where, upon full Examination, it appears, a Country is deſtitute of Wood, in a Climate in which Timber is known to flouriſh, it has a Sea on both Sides. Now we have before informed the Reader, that from the Longitude of ſixty-one Degrees North, all kind of vegetable Productions viſibly ſhrunk and dwindled, and that inſtead of Trees and Wood, we met only with Shrubs and Buſhes, and thoſe very ſmall; yet it is very well known, that in higher Latitudes, there are great Woods of large and excellent Timber, in *Norway*, *Sweden*, *Lapland*, and all the Territories of the *Ruſſian* Empire, through that vaſt Tract of Country that reaches to the Sea of *Japan*. If therefore there were no Sea on the other Side, but a very Tract of Land to the Weſtward, ought there not to be the like Plenty of Timber within Land, in theſe Countries that border upon *Hudſon's-Bay*? If there be not, as moſt certainly there is not, can we aſſign any better or more probable Reaſon for ſo manifeſt a Difference, between Countries under the ſame Climate, than the Vicinity of a Weſtern Ocean? Neither will it ſerve as an Anſwer to what I have advanced, to mention the great Cold of this Climate; ſince it clearly appears, from a Work lately publiſhed at *Peterſburgh*, by a Member of the Imperial Academy of Sciences, and under their Direction; that not only Vegetables, but Corn grows in ſome Part of *Kamſchatſka*, tho' the Cold is greater there, than upon the Coaſts of *Hudſon's-Bay*.

To this, I crave leave to add another Remark, that while we lived in *Montague-Houſe*, it was conſtantly obſerved that North Weſt Winds brought with them much of that duſty kind of Snow, into which by Experience we knew the Coldneſs of the Winter-Air converted the Froſt-Smoke or Steams ariſing from open Waters. May not this therefore paſs for another probable Reaſon to conclude, that to the North Weſt of this Country, there muſt be a large Body of open Water, or in other Words, a Weſtern Ocean at no great Diſtance? Are not theſe Arguments very conſiſtent with each other, as well as with the uſual Operations of Nature in other Places, where the Cauſes that are here ſuppoſed, are known to produce ſuch Effects as theſe? Was it not natural for us, while in

theſe

theſe Parts, and employed upon ſuch an Expedition, to make every Remark in our Power of this Nature, and can any Man be blamed for framing his Sentiments as his Reaſon directs him, after examining, comparing and weighing with the utmoſt Circumſpection, ſuch Remarks? Is not this the moſt natural and probable Method of coming at Truth in ſuch Caſes, and does not Experience ſhew, that the greateſt and moſt valuable Diſcoveries have been made by theſe Means? Or if Facts of a contrary Nature had occurred to our Obſervation, would they not have been urged by ſuch as oppoſed this Deſign, to prove the Suppoſition of a Weſtern Ocean abſurd or improbable?

THE next thing to be conſidered, is the Face and Appearance of the Country; from whence alſo ſome probable Conjectures may be made; ſince we know from Experience, that moſt Countries in the World, which lie between two Seas, have a Ridge of Hills, or high Mountains in the middle, and a Deſcent on each Side towards the Coaſts, and this ſo far as we had any Opportunity of obſerving it, is actually the Caſe here; and the plaineſt View we ever had, which was in our Paſſage up *Wager-Bay*, gave us the moſt convincing Proof in this Reſpect; for at our firſt Entrance of the Bay, the Land was but low, yet ſwelled by Degrees, one Mountain riſing behind another: When we advanced conſiderably up the Bay, we could plainly diſcern, that there was a regular Declenſion on the other Side, and the whole appeared to our View not unlike the Drafts of the *Iſthmus* of *Darien*, which connects North and South *America*.

THIS alſo correſponds exactly with the Accounts that have been given at the Factories, by the Southern *Indians*, who conſtantly affirm that a great Ocean lies but at a ſmall Diſtance from their Country, towards the Sun's ſetting, in which they have ſeen Ships, and on board them Men having large Beards and wearing Caps. Nay, ſome of theſe *Indians*, who never had ſeen an *Engliſh* Ship have drawn the Figure of one upon the Rocks at *Churchill*, which will appear leſs wonderful to the intelligent Reader, if he conſiders, that this painting or repreſenting the Likeneſs of Objects, that ſurprize them, is a Thing natural to moſt Nations, which have not attained the Uſe of Letters; as appears by what the *Spaniſh* Hiſtorian tells us of the *Indians* in *Mexico*, ſending to their Emperor *Montezuma* the Repreſentation of *Ferdinand Cortez* his Ships and Men, when they firſt arrived upon their Coaſts. To this give me leave to add, what Sir *John Narborough* tells us of the Savages near the Streights of *Magellan*, who made the Figure of his Ship,

Ship, with Earth and Buſhes, and ſtuck up Pieces of Sticks for Maſts, which he imagined they did, to preſerve the Remembrance of their having ſeen it; for, ſays he very judiciouſly, they cannot have any Records but by Imitation. If therefore thoſe Savages did it, why might not theſe? And if theſe *Indians* could paint a Ship, they muſt certainly have ſeen it. Others again have brought down to the Factories white Salt, which they affirmed was made by the Heat of the Sun on the Rocks, upon the Coaſts of the other Ocean. I have joined theſe Teſtimonies together, becauſe they ſtrengthen and confirm each other, and in a Caſe of this Nature, I cannot ſee what better Evidence we can have, than the Face or Appearance of the Country, explained by the Voice of its Inhabitants.

But after all that has been ſaid, it muſt be allowed, that if our Conjectures were ever ſo true, they would amount to no more than affording a probable Proof of this Country's having a Sea on both Sides, and make nothing for a Paſſage, from one Sea to the other, which is what we are principally concerned about; for if there be no Paſſage, or if that Paſſage be a very long one, in a very high Northern Latitude, or very difficult, and encumbered, our Diſcovery might be thought of very little Conſequence; and tho' perhaps it would not be difficult to ſhew, that this Concluſion would be haſty and ill grounded, becauſe many Advantages might ariſe to the Trade of this Nation, from the finding a ſhort Paſſage from one Sea to the other, over Land, yet not to inſiſt upon this for the preſent, I ſhall proceed to offer, what to me appears to be the cleareſt and moſt convincing Proofs, not only that there is ſuch a Paſſage from one Sea to the other, but that it is ſhort, open and commodious. This may appear ſomething ſtrange, conſidering that we confeſs that we have no diſtinct Knowledge of the Place, where this Paſſage lies; but when the Reader has examined what we have to offer, he will determine for himſelf how far this Promiſe is made good; and all I deſire of him at preſent is, to conſider that the Diſcovery of a new World, was much more improbable, when *Columbus* attempted and accompliſhed that Diſcovery, and that Coſmography and Navigation have ſince that Time been very much improved.

As the Proofs that we have promiſed, depend entirely on the Doctrine of Tides, it is abſolutely neceſſary that before we come to the Proofs themſelves, ſomething ſhould be ſaid upon this Subject in general; for otherwiſe, how certain ſoever theſe Proofs might be, the Force of them would not be felt by

by the Reader. It is however far from my Intention, as indeed it is far beyond my Abilities, to enter into a general Explanation of the Cauſes of Tides, and of the ſeveral Variations to which they are ſubject; but what I propoſe is, to take Notice only of a few Points, which are generally known to, and acknowledged by Seamen, without the Knowledge of which, it would be impoſſible for them to manage their Veſſels, and from their conſtant Obſervation and Practice of which, they have all the Certainty about them, that is requiſite to render them fit Topicks of reaſoning, in a Caſe of this Nature. In the firſt Place then, it is certain, that Tides are propagated from the great Ocean, or general Collection of Waters, into particular Seas, in Proportion to the Nearneſs and Openneſs of thoſe Seas to the Ocean, from whence the Tides come. It is for this Reaſon, that ſuch as are called Inland Seas, which have either no viſible Communication with the Ocean, or only a ſingle and ſmall Paſſage into it, have ſcarce any Tides; or in other Words, the Tide in ſuch Seas is hardly perceptible: As for Inſtance, in the *Mediterranean*, which flows from Weſt to Eaſt; and through the Straits of *Gibraltar*, there is no ſenſible Tide at all; it may, perhaps, increaſe a little, but in the main it is not diſcernible, except in the Gulph of *Venice*, where there is a ſmall Agitation perceived, that may be aſcribed to the Length and Narrowneſs of the Way, which in the broader Parts of the *Mediterranean* is no where perceptible; and even that is governed by particular Winds.

The Flux and Reflux of the Sea was therefore unknown to the *Grecians*, except the irregular Current at the *Euripus*; and for this Reaſon the Army of *Alexander* the Great was ſo much aſtoniſhed at the Ebbing of the Sea, in the Mouth of the River *Indus*, that they took it for a Prodigy. The *Romans* alſo were unacquainted with Tides in the Time of *Scipio Africanus*; but after the Wars with *Carthage*, their Knowledge, as well as their Conqueſts grew more extenſive. I mention theſe Inſtances to ſatisfy the Reader of the Truth of this particular Fact, that Tides are inſenſible in Inland Seas; for if they had not been ſo, we may be very ſure, that ſo inquiſitive and learned a Nation as the *Greeks*, and ſo thinking, and ſo judicious a People as the *Romans*, could not have been ignorant of them, or of their Cauſes; and that they were ignorant, appears from their Surprize, at their firſt Acquaintance with them. The ſame Thing that is ſaid of the *Mediterranean*, may be alſo ſaid of the *Baltick*, and for the ſame

Cauſe;

Cauſe; and in ſhort of every Inland Sea, with which we are at all acquainted.

In the next Place, there is nothing better known, with Regard to Tides, than that this undeniable Maxim in Philoſophy takes Place in them, that the nearer the Cauſe, the ſtronger the Effect; that is to ſay, the Tides are higher and earlier in Places, at a ſmall Diſtance from the Ocean, and lower and later in thoſe at a greater Diſtance, as is very evident from the regular Progreſs of the Tides along the Coaſts of *Great-Britain:* Thus at the Full and Change it is High Water at *Tinmouth-Bar*, at Three in the Morning; from thence rolling Southward, it makes High Water at *Spurn* a little after Five; but not till Six at *Hull*, becauſe of the Time required for its Paſſage up the *Humber*. In *Yarmouth-Road*, it is High Water a little after Eight; at *Harwich*, at half an Hour after Ten; at the *Nore*, at Twelve; at *Graveſend*, at half an Hour paſt One; and at *London* at Three the ſame Day. In like manner, Tides riſe higher or lower, at the ſame Time, upon different Parts of the Coaſt, in Proportion to their Diſtances from the Ocean. It is alſo obſerved, that ſtrong Winds, blowing with the Tide, raiſe it higher than, according to the ordinary, Rules it ought to riſe; and high Winds contrary to the Tide, retard or depreſs it. Theſe plain and general Principles being laid down, we will now endeavour, by the Help of them, to diſcover what we ought to think of *Hudſon's-Bay*, from the Obſervations that have been made of the Tides upon the ſeveral Parts of its Coaſts.

In the firſt Place, I muſt take leave to obſerve, that for any thing yet known, if we exclude a Communication through a North Weſt Paſſage with the South Sea, *Hudſon's-Bay* may be as juſtly ſtiled an Inland Sea, as the *Mediterranean*; and with more Propriety than the *Baltick*; ſince it has no other Communication with the Ocean, than by *Hudſon's-Straits*. I know very well, that it is commonly ſuppoſed, that *Hudſon's-Bay* communicates with *Baffin's-Bay* and *Davis's-Straits*; and I am very ſenſible that in many if not in moſt Maps, it is laid down ſo; but upon what Authority this is aſſerted on one Side, or repreſented on the other, I muſt freely confeſs my Ignorance; tho' if it were ſo, my Arguments muſt ſtill have their Weight; but 'till it is proved ſo, I think there is no Reaſon to admit it, and therefore I repeat it, that if there be no North-Weſt Paſſage, *Hudſon's-Bay* is, and ought to be conſidered as an Inland Sea.

Yet I muſt obſerve, that I do not pretend to ſay, that becauſe it is as much an Inland Sea as the *Mediterranean*, it ought

ought to have no Tide; becauſe as *Hudſon*'s-*Straits* are wide, and as this Bay is extended from Eaſt to Weſt, it is very reaſonable to ſuppoſe that the Tides ſhould be very perceptible; but then they ought to be ſuch as may in other Reſpects conſiſt with that Cauſe, from which they are ſuppoſed to be derived; or in other Words the Tide in *Hudſon*'s-*Bay* muſt be ſuch a Tide as might be propagated from the Ocean, through *Hudſon*'s-*Straits*; and if it be not ſuch a Tide, the Reader will eaſily ſee, that there cannot be any thing more irrational or abſurd, than to inſiſt upon this Cauſe; and that it is very little leſs abſurd to have Recourſe to the Suppoſition of frozen Straits, and other occult Cauſes, in order to defeat or diſcourage our Search after the true Cauſe. This is all I deſire to be granted me, and this, I think, no reaſonable or ingenuous Enquirer after Truth will think fit to deny me.

To come then to the Point, it was held requiſite in the laſt Expedition, and a Reſolution to that Purpoſe was inſerted in an Act of Council, to try the Tide at *Cary-Swan's-Neſt*, which is near *Hudſon*'s-*Straits*, where if the Tide came from the Ocean through them, it ought to be higheſt; but this was not done, and therefore we muſt rely on the Account given us by Capt. *Fox*, who informs us, that upon Tryal, it was found to riſe ſix Feet. We will now compare this with the Obſervations made in the laſt Expedition. I tryed the Tide upon an Iſland in the Latitude of 62°. 2′. North, and found it riſe ten Feet. I likewiſe tryed it in the Latitude of 65°. on the Weſt Coaſt of the *Welcome*, where it roſe thirteen Feet, and to the Northward of this, it roſe ſeventeen Feet, which is a very clear Proof, that this Tide could not be cauſed by that, which is propagated through *Hudſon*'s-*Straits* out of the Ocean; for if the Tides in thoſe Latitudes had been from that Cauſe, they muſt have been proportionably lower than the Tide at *Cary-Swan's-Neſt*; and as on the contrary, they are much higher all along the *Welcome*, it is utterly irreconcileable to Senſe and Experience, that a Tide flowing ſo far, filling ſo many Bays, and meeting with ſo many Obſtructions, ſhould riſe higher and higher; but what carries this to a Degree of Demonſtration, is the Obſervations that have been made of the Height of the Tide in the *Atlantic Ocean*, before it enters *Hudſon*'s-*Straits*; for there it has been found to riſe five Fathoms, whereas a little within the Bay, it hardly riſes two Fathoms. It would be needleſs to inſiſt farther upon this, ſince nothing that can be ſaid would contribute to make it clearer, unleſs it be, that thoſe who deny the Communication between *Hudſon*'s-*Bay* and the *South-Sea*, are forced to have Recourſe to an undiſcovered Strait, ſuppoſed to lead from

from *Baffin*'s-*Bay* into *Hudſon*'s-*Bay*; which is a plain Admiſſion, that the Tides in the *Welcome*, are not to be accounted for, from the Communication with the *Atlantic* Ocean, through the Straits of *Hudſon:* In Anſwer to which, for the preſent, there is no need to ſay any thing more, than that we are not bound to conſider this Cauſe, 'till that Strait ſhall be diſcovered, and when that be will nobody can tell; but as I hinted before, tho' we are not bound to give any other Anſwer, yet hereafter a more ſatisfactory Anſwer ſhall be given.

We will next conſider the Time of High Water, and the Direction of the Tides; for having now ſhewn that the Height of them alone, is a Proof ſufficient that they cannot be propagated through *Hudſon*'s-*Straits*, from the *Atalantic* Ocean, it becomes reaſonable ſo to order our Enquiries, as that we may know from whence they come. I muſt therefore obſerve, that upon trying the Tide, in the Latitude of 62°. 2′. the ſame Tryal was made, and the Flood found to come from the Northward, making High Water at five of the Clock. At Cape *Fry*, 64°. 30′. North upon trying the Tide, I found it came from the Northward, according to the Direction of the Coaſt, and the Time of High Water, at Full and Change, was at three of the Clock. In the Latitude of 65°. North, the ſame Tryal was made, and the Tide was ſtill found to Come from the Northward. If therefore any Judgment can be formed, either from the Direction, or from the Time of the Tide in theſe Parts of *Hudſon*'s-*Bay*, it is moſt evident, that it comes from the North and North Weſt, but can never come from the *Atlantic* Ocean; for then in advancing into higher Latitudes, High Water would be later and later, whereas the Reader will obſerve, that we found it to be juſt the contrary.

It is very probable, that this Direction of the Tide might firſt occaſion that Opinion, which has prevailed of *Hudſon*'s-*Bay*, communicating with a Northern Ocean, through *Baffin*'s-*Bay*, and *Davis*'s-*Straits*; which long ago, and before this Bay was ſo well known, might be well enough excuſed; but at preſent, when theſe Things are ſo much better underſtood, to talk of theſe, is irrational; and to inſiſt either on frozen or unknown Straits, is not quite ſo pardonable; for if occult Qualities are juſtly baniſhed out of Philoſophy, all ſuppoſitious Cauſes ſhould be exploded, in Caſes of this Nature, where they can never ſerve any other Purpoſe, than hiding Ignorance, or obſcuring Truth. Now to avoid any Imputation of this Sort, and to fulfil the Promiſe formerly made the Reader,

Reader, it shall be clearly shewn, that the Tides cannot come from *Baffin*'s-*Bay*, or *Davis*'s-*Strait*. We are assured, that in the former, the Tide rose hardly six Feet; and *Baffin* himself, in his Letter to Sir *John Wolstonholme*, says expressly, that in *Davis*'s-*Straits*, the Tides keep a certain Course, yet rise but a small Height, as eight or nine Feet, and the Flood comes from the Southward; now as all Tides in going from the Ocean, which is their Source, gradually decrease, by filling Bays and Inlets in their Passage; it is very clear that if the Tide rose to three Fathoms in *Baffin*'s-*Bay*, it could not, even supposing a Communication, raise the Water in the *Welcome* one Fathom. This therefore cannot be the Cause, since the Effect is not only greater than this Cause could produce, but even greater than the Cause itself; which is a manifest Absurdity. We may add to this, that according to all the Accounts we have of the Tides in the Northern Seas, as on the Coasts of *Nova Zembla*, *Spitzbergen* and *Groenland*, they are lower than we actually found them in the *Welcome*; so that either we must relinquish all the Principles of Knowledge, that the Sagacity of the wisest Men, joined to the constant Experience of the ablest Seamen, have in a long Course of Time established, or we must reject this Notion of the Tides coming from *Davis*'s-*Straits*, through *Baffin*'s-*Bay*, into *Hudson*'s-*North*-*Bay*.

It may be said, that this is a negative Argument only, and that it does not directly prove any Communication with the *South*-*Sea*, as was promised. To answer this, we need only desire the Reader to cast his Eye upon the Chart, and satisfy himself whether if this Tide comes not from the *Atlantic* or the Northern Ocean, it can come from any other Source than the *South*-*Sea*, or from thence by any other Means than through a North West Passage; yet to shew that this Truth wants not any kind of Proof, that can be asked for, we will not rest this Part of our Cause upon an Answer, which tho' conclusive in itself may not seem to be such a one, as might have been expected; but proceed farther, and produce incontestable Evidence, in support of what we assert. This is furnished by a Fact certified under the Hands of all who were Members of the Council, in the last Expedition, which is, that North West Winds make the highest Tides every where upon these Coasts. Now this, which I venture to say, is a Fact out of all doubt, renders it clear that these high Tides cannot come from the *Atlantic* Ocean, through the Straits of *Hudson*; for if they did, a South East Wind would make them highest; from the Principle before laid down,

that

that a Wind, blowing with the ſame Direction, as the Tide raiſes it, and a North Weſt Wind would be ſo far from doing this, that it would actually retard and depreſs it, as being oppoſite to it's Direction; and as we know by Experience the contrary of this to be true, we ought to conclude, that the Tide comes from a Weſtern Ocean, ſince there is no other Way of accounting for this Wind's making the higheſt Tides.

NEITHER ought it to be eſteemed any Objection to this, that the Weſtern Ocean, or *South-Sea*, lies behind, or at the Back of theſe Countries, and that therefore it might be expected a South East Wind ſhould make the higheſt Tide, by driving the Waves upon the oppoſite Shore, I ſay, neither ought this Opinion to have Weight, becauſe it is no more than a Fallacy eaſily diſcoverable by Reaſon, and capable of being ſhewn ſuch from Experience. Firſt then as to Reaſon; that wind raiſes the Tide higheſt, which blows with the ſame Direction as the Flood, and this in whatever Direction the Coaſt may lie upon which the Tide riſes; becauſe ſuch a Wind brings with it a great Quantity of Water, which alone can make the Flood higher. The ſame Thing we learn from Experience, upon the Eaſt Coaſt of *England*, tho' the *German* Sea lies to the Eaſtward; yet North Weſt Winds make the higheſt Tides, becauſe the vaſt Ocean from whence they are propagated, lies on that Side. The Difficulty therefore thrown in the Way by this Objection, is ſo plainly ſolved, that I may now ſafely propoſe it, as it has been explained by a matter of Fact, with which every Seaman is acquainted, as a new Proof; for without doubt, if a candid and able Judge of theſe Matters was to have the Thing ſtated to him, from the Chart of *Hudſon's-Bay*, with a North Weſt Paſſage open through it, and was to be aſked what Wind muſt occaſion the higheſt Tides? he would certainly anſwer a North Weſt; and therefore as the Fact is, that a North Weſt Wind raiſes the higheſt Tides, on both Sides the Bay, it is, as I have ſaid, another, and indeed a moſt convincing Argument, that this Tide comes from the Weſtern Ocean, which is that we commonly call the *South-Sea*.

BUT there want not other Arguments beſides this; and becauſe the Apprehenſions of Men, are as different as their Taſtes, it may not be amiſs to mention ſome of them; notwithſtanding what we have already ſaid, is abſolutely concluſive; yet, for the Sake of Brevity, I will take Notice only of three. The firſt is the Clearneſs and Saltneſs of the Water in the *Welcome*, which when I tryed the Tide at Cape

Fry was ſuch, that I could plainly ſee to the Bottom, at the Depth of eleven Fathom, or ſixty ſix Feet. Every Body knows, that Deepneſs, Tranſparency and Saltneſs, are inconſiſtent with the Notion of a Sea, filled with the Diſcharge of Rivers, melted Snow, and Rain; and as ſtrongly argue a Communication with the Ocean, as any Thing can do. The ſecond Reaſon ariſe from the ſtrong Currents that ſet through it, and keep it clear from Ice, ſo that it is a ſettled and indiſputed Fact, that the Northern Part of the Bay, is perfectly free and open, when the Southern is much embarraſſed with Ice; or, in other Words, there is very little Ice to be met with in the Latitude of 64°. or 65°. tho' in the Latitude of 52°. and 53°. the Sea is much incumbered with it. Now whence theſe ſtrong Currents ſhould come, that ſet with ſuch Rapidity through the Bay, unleſs from a Weſtern Ocean, is inſcrutable. The third Reaſon, and the laſt that I ſhall mention, is the Number of Whales, that are ſeen here more eſpecially in the latter End of Summer; when it is very well known, that all that Kind of Fiſh retire into warmer Climates, and conſequently it may be fairly preſumed, that theſe reſort hither for that Purpoſe; and if ſo, there muſt a Paſſage, and that not into a Northern, but a Weſtern Ocean; for Inſtinct in thoſe Animals, is an unerring Guide.

We have now gone through the greateſt Part of our Work, with as much Plainneſs and Perſpicuity, as the Subject would permit: We have ſhewn, that there is the higheſt Probability, from the Climate, the Produce, and the Appearance of the Country, on the Weſt Side of *Hudſon*'s-*Bay*; that, as it has Part of the *Atlantic* on one Side, it has alſo the *South*-Sea on the other: We have ſhewn from the Height of the Tides, that this is almoſt certain; and from the Time in which they happen, the Direction of them, and the Influence of the Winds upon them, that it is abſolutely ſo, and that there is no accounting for theſe, but by allowing a Communication between the Waters in the *Welcome*, and thoſe in the *South-Seas*, by a North Weſt Paſſage. It remains only to ſhew where this Paſſage may be reaſonably expected, and what Reaſons can be aſſigned to incline our Belief, that this Paſſage, wherever it lies, is ſhort, open, and commodious; but in explaining this, we muſt begin with the latter Part, becauſe by that only, we can be directed to the former.

In the firſt Place then, it ſeems highly probable, that this Paſſage is not very far to the Northward; becauſe there is no mountainous Ice found in the *Welcome*, or in *Repulſe-Bay*,

as

as there is in *White-Bear-Bay*, *Lumlet*'s-*Inlet*, *Baffin*'s-*Bay*, or *Davis*'s-*Straits*; which therefore ſeem to belong to another Continent, that lies under or near the Pole. Another Reaſon that proves the ſame Thing, is the Height of the Tides, which as we before obſerved, no Way reſemble thoſe in the Northern Seas, which at *Nova Zembla* riſe only one Fathom, and not above half that Height at *Spitzbergen*; that this Paſſage, wherever it may lie, is ſhort, may be proved by many Arguments; for firſt, we find no large Rivers on the Weſt Coaſt of *Hudſon*'s-*Bay*; but, on the contrary, very weak and ſmall, which is a direct Proof that they do not run far, and conſequently that the Land is not of any great Extent, which ſeparates the two Seas. In the next Place, the Strength and Regularity of the Tides, is another very ſtrong Argument; for where we find Tides ebbing and flowing, nearly equal Time, ſaving the Difference occaſioned by the Moon's coming later to the Meridian, every twenty-four Hours, it is eſteemed a Mark of being near that Ocean, from whence ſuch Tides ſpring; and indeed it is one of the ſureſt and moſt certain Marks we have. There is a third Reaſon, and I will mention no more; and that is, the Reſort of the Whales hither; for conſidering the Seaſon in which they are found here in greateſt Number, it is impoſſible to conceive they ſhould have Time to paſs into warmer Climates, if the Paſſage, through which they paſs, be not very ſhort. All theſe Arguments taken together, fortify and ſupport each other, and may be looked upon as ſo many concurring Teſtimonies, in Favour of the ſame Truth. If this Paſſage be not far to the Northward, which the Reaſons already aſſigned, ſeem clearly to prove that it is not; and if for the Cauſes before mentioned, we have good Reaſon to conclude, that it is but ſhort; we may from thence preſume, that it is both open and commodious, which is farther manifeſted by the ſtrong Currents ſetting through it, which is the Reaſon that there can be no Ice in it. Laying therefore all theſe Circumſtances together, I think it muſt be allowed, that there is nothing wild or chimerical, in the endeavouring to diſcover it; and that conſidering the Pains taken in, and the Lights obtained from the laſt Expedition, it cannot with any Shadow of Juſtice be ſtiled fruitleſs, tho' as to the ultimate Intention of it without Succeſs. We might add to this, that various other great Deſigns have been fully carried into Execution, after repeated Diſappointments, and contrary to the Sentiments of very knowing and intelligent Perſons, whoſe Opinions happen-

ed to be warped by the Share they had in thoſe Diſappointments.

I WILL give but one Inſtance, and that only, becauſe it ſeems to be in a great Meaſure parallel to this. There were Hopes long entertained of finding a Paſſage into the *South-Seas*, by advancing along the Coaſts of *Brazil*, and ſo to the Countries beyond the River of *Plate*; and various Trials were made with this View, 'till at length *Americus Veſpucius*, (from whom the new World has received its Name) and who without doubt was both an able Seaman, and an excellent Coſmographer, was ſent into theſe Parts, and he advanced very far to the South, even to the Height, as ſome ſay of fifty two Degrees, but diſcovering no Paſſage, he concluded there could be none; which however was diſproved by *Ferdinand Magellan*, who diſcovered and paſſed thoſe Straits which very deſervedly bear his Name, and will preſerve his Memory as long as the World laſts. When theſe Straits were diſcovered, it was taken for granted, that they were the only Paſſage into the *South-Seas*, and therefore the King of *Spain* intended to have built a City, and a Fortreſs in them, to prevent other Nations from paſſing by that new Courſe to the *Eaſt-Indies*. The *Dutch* however diſcovered the Vanity of this, by finding a Paſſage round Cape *Horn*; which ſhews, that after many fruitleſs Attempts, not one Paſſage only, but many may be diſcovered, which very poſſibly may prove the Caſe in *Hudſon's-Bay*, ſince ſome very probable Conjectures might be offered, that there may be ſeveral Paſſages, communicating with each other. And Capt. *Fox* long ago ſuggeſted, that there might be even an open Sea as at Cape *Finmarke*; nor has this hitherto been diſproved.

AFTER what has been ſaid, it cannot be expected that I ſhould enter, with any Degree of Poſitiveneſs, into aſſigning the Place where any Paſſage is to be found; and I dare ſay the Reader would not form a better Notion of my Judgment, from my inſiſting peremptorily upon ſuch a Thing, becauſe in Matters of this Nature, the wiſeſt and moſt knowing Men may be deceived, and ſome very ſenſible and ſagacious Perſons have been ſomewhat miſtaken about it already; it may therefore be thought ſufficient for me to point out, from my own Experience, what induces me to believe, that ſuch a Paſſage there is; and to offer my Conjectures, as to the Places where, with ſome Probability, it may be ſought, tho' very poſſible another Voyage may diſcover the Paſſage elſewhere, or at leaſt Places not hitherto examined; which may afford

afford us ſtill fairer, and more rational Hopes. Theſe Things I premiſe, that it may not be thought any Effect of Prepoſſeſſion, or of Confidence, that I preſume to take Notice of two Places, in each of which, I think, a Paſſage may be ſought upon very rational Grounds, and with very good Effects.

In the firſt Place, I muſt obſerve, that from the Report made of a conſiderable Inlet in the Latitude of 64°. which I called *Cheſterfield*'s Inlet, I have been induced to have very great Expectations. Thoſe who ſearched it affirmed, that the Ebb run very ſtrong from the Weſtward for eight Hours; whereas it ran up but two; and with a Motion incomparably ſlower. They likewiſe affirmed, that at the Diſtance of ninety Miles from the Entrance, the Water, tho' freſher than the Ocean, had yet a very ſtrong Degree of Saltneſs; now if there was no Paſſage, and the Water ran down eight Hours, at the Rate of ſix Miles an Hour; and ran up only two Hours, at the Rate of two Miles an Hour, the Water ought to have been perfectly freſh; ſince as no Salt Water went up for more than two Hours, none ought to have come down after two Hours Ebb, even if the Ebb had been as ſlow as the Flood; but as it was much more rapid, it ought to have been freſh ſooner. It is certain, that if a Tide of Flood had been met coming from the Weſtward, it would have afforded an inconteſtable Proof of a Paſſage; yet the Tide from the Eaſtward, does not prove the contrary; ſince in the *Magellan* Straits, as the accurate Sir *John Narborough* tell us, the Tide flows half way up from the Eaſtward, and is there met by a Flood from the Weſt or pacific Ocean. I might add many other Reaſons, to ſhew the Probability of a Paſſage here; but I wave them to avoid laying a Foundation for new Diſputtes, which, after all that can be ſaid about it, muſt be left to the Determination of another Tryal, under the Direction of Men, ſkilful in Navigation, careful in their Obſervations, and attentive to the Lights, that may be derived to them from Remarks made upon the Spot, which muſt enable them either to find what they ſeek, or to account for theſe Appearances without a Paſſage; which in itſelf would be a very ſingular Diſcovery, and one from whence many Advantages might be derived by correcting thoſe Notions that have been long, and are ſtill generally, entertained of theſe Matters.

The other Place I would mention, is *Repulſe-Bay*; and the Reaſons that may excite the Hopes of a Paſſage here, are thoſe that have been ſo often mentioned; that is, the Depth, Saltneſs and Tranſparency of the Water, together with the Height of the Tide, propagated from thence; all which are

Circumſtances

Circumſtances that ſeem ſtrongly to countenance ſuch an Expectation.

I WOULD not be underſtood to mean an abſolute Expectation of finding the Paſſage here, but a very great Probability of approaching ſtill cloſer to the Diſcovery; by tracing it as it were to its Source or Fountain Head. I am very ſenſible, that this is an obſcure and, in ſome Meaſure, an improper Expreſſion; to obtain Pardon for which from the Reader, I will endeavour to ſet this Thought in a clearer Light. We may conſider *Hudſon's-Bay*, as a kind of Labyrinth, into which we enter on one Side through *Hudſon's-Straits*, and what we aim at, is to get out on the other Side. We might indeed hope to do this, by repeated Experiments; that is, by making Tryal after Tryal, till the Outlet is found; but this will be both a painful, tedious, and unſatisfactory Method, in which Patience alone, without any Mixture of Parts, would ſometime or other do the Buſineſs, but nobody could pretend to ſay when. But then, let us conſider how many Marks of a Paſſage have been already deſcribed and explained, and let us farther remember, that the Tide is a Kind of Clue, which ſeems to lead us by the Hand through all the Windings and Turnings of this Labyrinth, and if ſtudiouſly and ſteadily followed muſt certainly lead us out. Now the Tide riſing very high and coming from the Northward in *Repulſe-Bay*, as it is called, but without any Reaſon, is a juſt Motive for our making another Tryal there, which would undoubtedly ſhew us more, if it did not ſhew us all. This I hope will make my meaning perfectly clear, and juſtify all that I contend for; which is the Proſecution of this Search, till a Paſſage is found, or the Arguments in favour of it anſwered, by ſome other Diſcovery.

I MIGHT add ſeveral other Arguments here, relative both to the Place, and to the Subject; but I ſhall forbear them, in order to make Room for an Argument, which I think of all others the moſt concluſive. We have now, in a long Courſe of Years, been flattered with the Hopes of finding a North Weſt Paſſage; which Men of great Abilities, and extenſive Knowledge, with Regard both to Speculation and Practice, have eſteemed probable, and produced many plauſible Arguments, at leaſt, to make it appear ſo. Many Expeditions have been made in Search of this ſo much deſired Paſſage; and if on the one Hand they have miſcarried in the great Point of finding it, they have not on the other made any ſuch Diſcoveries, as with ſenſible and unprejudiced People have overturned the Force of the Reaſons urged to prove a Paſſage; but on the contrary have fortified and confirmed them, as appears

pears by the laſt Reſolution, produced in the ſecond Part of this Work. By theſe repeated Trials, we have certainly advanced nearer and nearer to the main Point; and another Expedition, properly conducted, cannot fail of producing an abſolute Certainty whether there is ſuch a Paſſage or not; and ſince this is a Thing out of Diſpute, it ſeems to be incompatible with our Reputation, as a Maritime Power, as well as inconſiſtent with our Intereſts, as a trading Nation, to abandon a Deſign, that has been proſecuted ſo far, and wants ſo little, ſo very little, of being compleated.

I BEG leave to add to this, that we ought alſo to conſider, how injurious it might prove to the Trade, as well as to the Character of the *Britiſh* Nation, if, after puſhing this Point ſo far, Foreigners ſhould reap the Profit of all our Pains and Labour; and by the Help of the Lights that we have afforded them, find out this new Way to the *South Seas*, and to the *Eaſt-Indies*; which if it can be found, lies at preſent ſo much in our Power, not to diſcover only, but to become Maſters of it; and tho' excluſive Commerce is often deſtructive and dangerous, in the Hands of private Perſons; yet an excluſive Trade has been always, and very juſtly eſteemed of the higheſt Advantage to a Nation, of which many Inſtances might be given, if that which we enjoy to our own Plantations, did not ſo clearly and inconteſtably eſtabliſh this, as to render all other Proofs altogether unneceſſary. But before we part with this Remark, it will not be amiſs to add, that there ſeems to be the greater Foundation for theſe Apprehenſions, from that viſible Spirit of extending Commerce, and promoting Diſcoveries, which ſhews itſelf at preſent in ſo many different Parts of the World; and in ſome, where but a very few Years ago, nothing of this Sort was ſo much as thought of. And while the *Ruſſians* are with ſuch Vigour and Induſtry purſuing their Attempts to find a Paſſage to *America*, from their Dominions; it would ſurely be unpardonable in us to neglect any thing of the ſame Nature, which is ſo much more in our Power.

WE owe to this Spirit in other Nations, ſome very encouraging Hints, as to this Deſign; of which, as I believe it has not hitherto reached the public Notice, I will mention one. A Gentleman of great good Senſe, and of undoubted Veracity, not many Months ſince arrived from *Portugal*, aſſerts, that ſome ſhort Time before his Departure, a Perſon arrived there, who in a Voyage from a certain *Dutch* Settlement in the *Eaſt-Indies*, whether undertaken for the ſake of Diſcovery, or a clandeſtine Trade is not either certain or material,

terial, was ſhipwrecked on the North Coaſt of *California*, which gave him an Opportunity of obſerving, that it is both an Iſland and a Peninſula; the narrow and ſhort *Iſthmus* that joins it to the Continent, being overflowed by high Tides. He farther obſerved, which is a Thing very material to our Purpoſe, that the Coaſts of the Continent tended directly North East, which is a Thing we never knew with Certainty before, and which to ſuch as conſider it attentively, will appear no ſlight Argument in Favour of a North Weſt Paſſage; for if the Continent of *America*, joined here to that of *Aſia*, or to any other between them, the Shore would rather have twined North Weſt. We may add to this, that by the overflowing of the *Iſthmus* at High Water, it is evident, that a very high and ſtrong Tide runs here, which is alſo very conformable to what might be expected in caſe of a Paſſage. But excluſive of all this, it is a Thing of ſome Conſequence, conſidered barely as a Fact that regards the Geography of a Country, which has been ſo often the Subject of Diſpute, and about which Mr. *De L'Iſle*, one of the moſt able Men in *France*, wrote a very curious as well as particular Diſſertation, without, however, pretending to clear up the Difficulty; but, on the contrary, labouring to ſhew, that, at that Time, there was no Certainty whether *California* was an Iſland or a Peninſula.

THUS the Reader ſees in the narroweſt Compaſs into which I could poſſibly bring them, what thoſe Motives are which have induced me to ſpeak with ſo much Aſſurance of the Probability and Poſſibility of determining, by another Expedition, a Point, eſteemed of ſuch Conſequence to the Nation, as to deſerve the Notice and Encouragement of the Legiſlature; and to his candid Cenſure I ſubmit them, deſiring to meet with no better Treatment from the World, than the Fidelity of my Relation, the Sincerity of my Obſervations, and the Uprightneſs of my Intentions may deſerve.

FINIS.