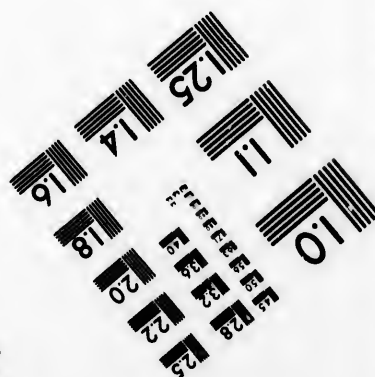
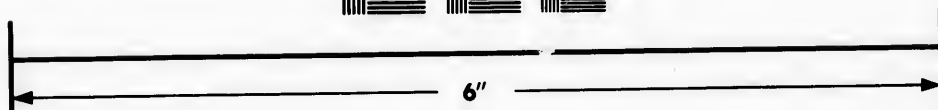
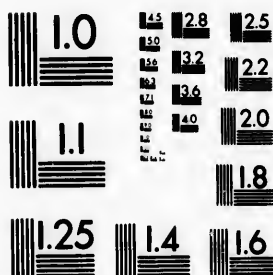


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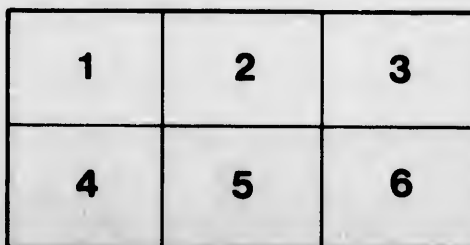
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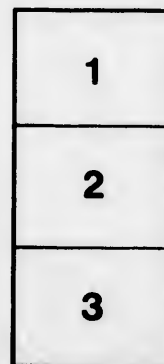
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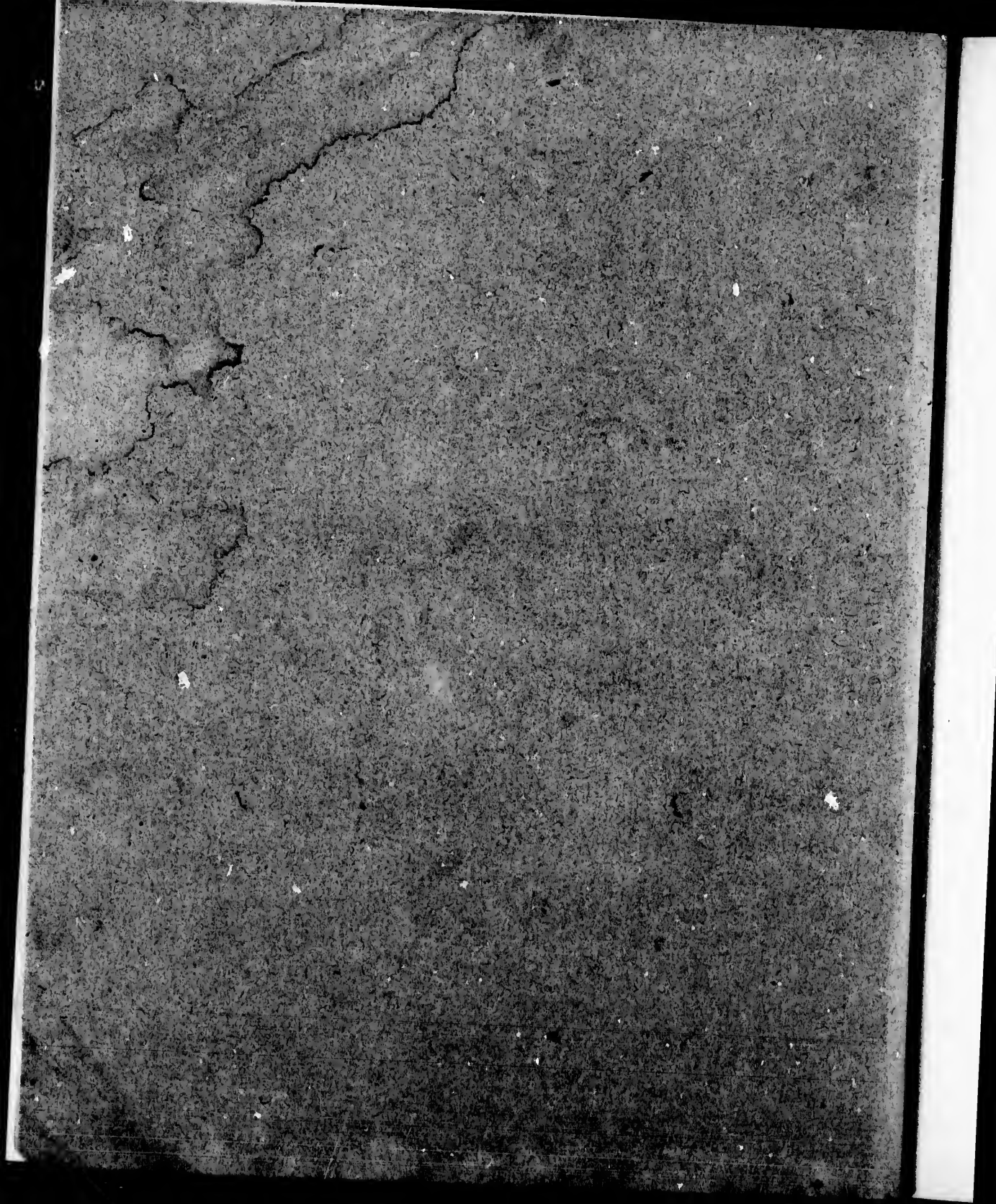
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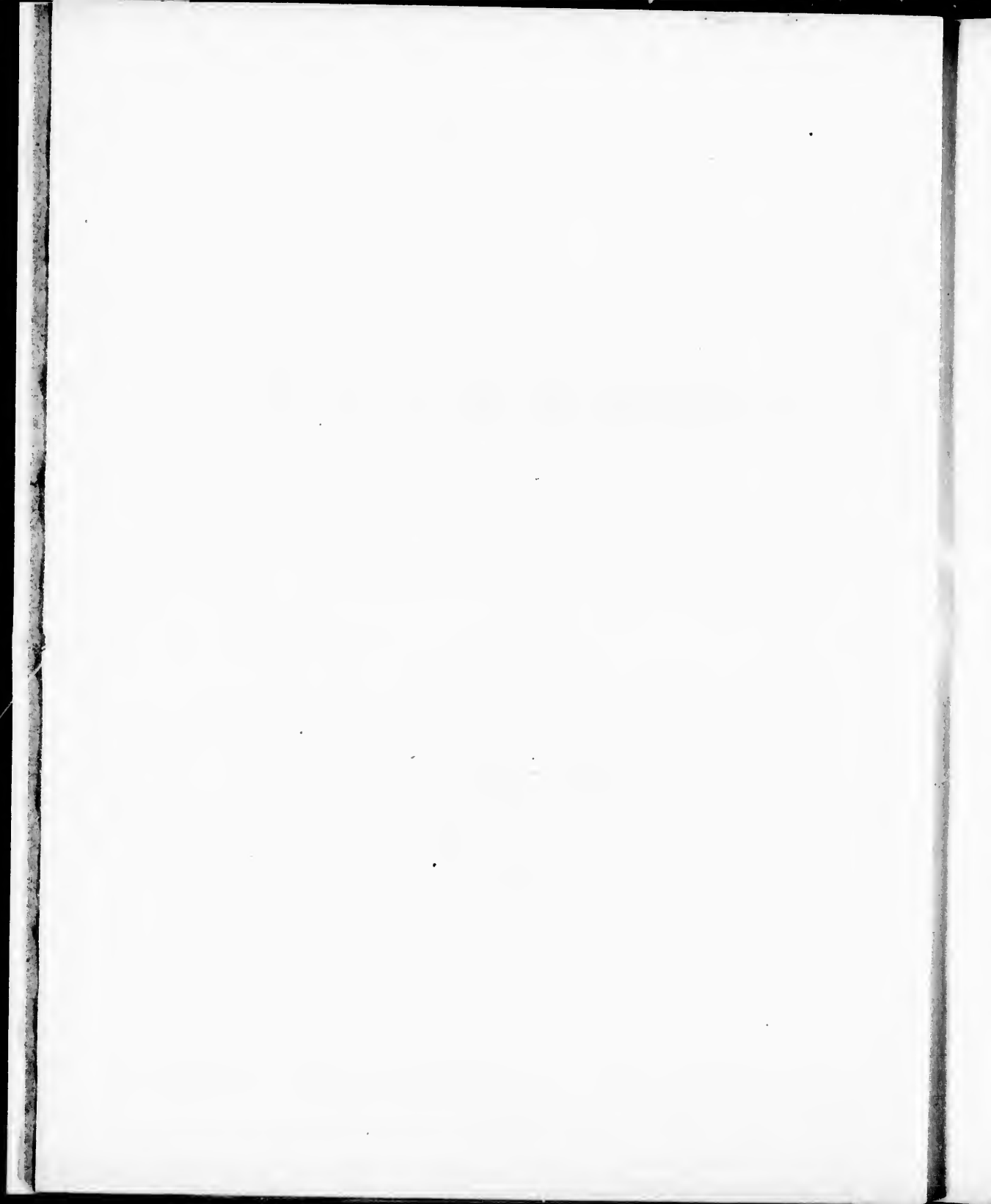
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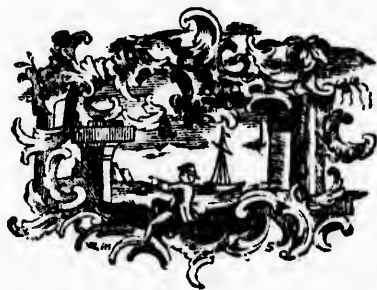
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NAVIGATORS,

WHO HAVE REACHED
HIGH NORTHERN LATITUDES,

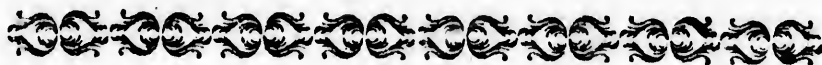
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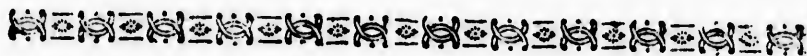


I Have mentioned in the preceding sheets, (*) that I expected some additional Instances of Dutch ships, which had been in high Northern latitudes ; and which, though I delayed the publication for some weeks, did not arrive time enough to appear with the others. I have however since received them from Professor ALLAMAND of Leyden, F. R. S. by means of Mr. VALLTRAVERS, F. R. S. &c. &c. and take the earliest opportunity to lay them before the public as a valuable addition to the former papers.

DAINES BARRINGTON.

(*) Page 52. In the additional papers from Hull.

O 2



S I R,

HAVING made inquiries (agreeable to your desire) from Professor ALLAMAND of Leyden, F. R. S. with regard to Dutch Navigators, who have reached high Northern latitudes; he has been so kind to send me the following account, drawn up by Capt. WILLIAM MAY, a very distinguished and experienced Sea Officer in the Dutch service, which begins with a letter from Mr. JOHN WALIG to his owners. He has been Master of a Greenland ship, ever since the year 1740.

I am, &c.

ROD. VALLTRAVERS.

(To the Honourable,

DAINES BARRINGTON.)



A L E T T E R

F R O M

Mr. J. W A L I G,

To Messrs. Nic. and Jacob Van Staphorst.

Helder, Jan. 3, 1775.

“ I N answer to your letter of the 22d of December, concern-
“ ing the question, whether we have been nearer to the
“ Pole than 80 deg. and a half, I must inform you, that we have
“ been often to 81 deg. near the Seven Islands, to the North-
“ ward of the North-East land, and some have been in 82 deg.
“ but then not clear from ice, in which they drove about. I
“ never heard of any discoveries made there, as they have
“ always been fishers, who driving with the ice, to the North-
“ ward, leave that direction upon getting room; and when now
“ and then the sea has been free from ice, that has happened
“ commonly in the months of June and July. In 1763. I spoke
“ with a Scotch Captain in Greenland, who told me he had
“ been

“ been to 83 deg. that the sea was then free from ice, but that
 “ he had made no discoveries, without mentioning any more par-
 “ ticulars, for we ask after nothing but Whales. When I spoke to
 “ him it was in July, and then we could get no further North,
 “ than 79 d. 30 m. for the ice. In short, we can seldom proceed
 “ much higher than 80 deg. and a half, but almost always to that
 “ latitude, for it seems that the conjunction of the currents, often
 “ fastens the ice there. I fished last year, from 80 deg. 25 min.
 “ to 80 deg. 35 min. according to the land we made after-
 “ wards.

“ But in the year 1707, Captain Cornelis Gillis, having gone
 “ without any ice far to the Northward of 81 deg. sailed to the
 “ North of the Seven Islands, proceeded from thence East, and
 “ afterwards S. E. remaining to the East of the North East
 “ land, when coming again to latitude 80 deg. he discovered
 “ about 25 miles (a) East, from the country to the N. E. very high
 “ lands, on which, as far as we know, no body has ever been.
 “ As to the season when the Spitzbergen seas may be expected
 “ to be free from ice, I believe, according to my observations,
 “ that the most open sea to the Northward, generally hap-
 “ pens in the month of September, but then the nights begin,
 “ and make the navigation dangerous.

“ I am, &c.

“ JOHN WALIG.”

(a) Fifteen to a degree, at the Equator.

A SHORT



A SHORT
ACCOUNT OF NAVIGATORS,
WHO HAVE REACHED
HIGH NORTHERN LATITUDES. (*)

I went to Amsterdam the 26th of March, being the most proper time to make the desired inquiries, and to obtain information from all the commanders that were to depart this year to Greenland; for then you meet, six, eight, and more together, in houses where they enlist their men. I am however sorry to mention, that but few of those commanders, keep journals, when they are near or in the ice; but notwithstanding this, the accounts they give, carry with them such an air of truth, from being confirmed by minute circumstances, and corroborated by so many witnesses, that these relations (I verily believe) may be depended upon as well as some journals. I particularly applied myself, however, to those to whom a great number of voyages had given experience, and (contrary to my expectations) met with men of candour and penetration. I thought it proper, however, to take the following extract of a journal, it shewing the common form in which some of them are kept.

Translation

(*) This account was drawn up by Captain WILLIAM MAY, in the service of the States, at the desire of Professor ALLANAND of Leyden. See p. 94.

Translation of part of a Journal held on Board the
VROW MARIA, Commander MARTIN BREET.

N. B. The sun's altitudes were taken with an octant, and 12 min. allowed for the sun's semi-diameter, refraction, and dip of the horizon; the longitude from Teneriff, the miles 15 to a degree at the equator, the bearings with a compass unrectified.

The 22d of April 1771, sailed from the Texel for Greenland. 8th of May, latitude according to the run, 70 deg. 33 min. longitude 19 deg. 22 min. saw the first ice.

13 ditto, latitude 74 deg. 50 min. longitude 24 deg. 35 min. met with a border of ice.

14 ditto, latitude by observation. 75 deg. 44 min. longitude 26 deg. 13 min. came against some ice.

15 ditto, latitude 76 deg. 13 min. longitude 25 deg. 40 min. saw Spitzbergen, the South Cape bore E. N. E. 14 miles.

N. B. Drove about in the ice, made fast to a field.

25 ditto in the morning, saw the North Foreland, N. E. by E. latitude 79 deg. 12 min. longitude 20 deg. 40 min.

26 ditto, latitude by observ. 79 deg. 10 min.

27 ditto, against the ice.

28 ditto, past through some ice.

29 ditto, got fast in the ice, saw two ships sailing pretty freely in the E. N. E. N. B. in the ice till

7th of June got more room; beat to the Southward and made fast to a field, saw land in the E. N. E. distance 14 or 15 miles, supposed it the Quade-hoek, latitude by observ. 79 deg. 58 min. made fast to the ice till the

11 ditto,

11 June at noon, a violent storm, wind S. W. latitude by observ. 80 deg. 19 min. In the night drove towards the coasts, for it blew too hard to carry sail.

12 ditto, in the morning laid fast in the ice, the storm continued, and the ship so much prest by the ice, that we were obliged to unhang the rudder.

13 ditto, hard prest by the ice, latitude by observ. 80. deg. 29 min. Remained prest by the ice till the

18 ditto, latitude by observ 80 deg. 50 min. the ship not moveable.

19 ditto, latitude by observ. 80 deg. 57 min. the ice in great motion.

20 ditto, fast in the ice again, latitude by observ. 80 deg. 58 min. calm till the

24 ditto, begun to blow a storm; got some room in the ice.

25 ditto, having got more room we advanced.

26 ditto, locked up again.

27 ditto, saw the land, namely, the Dorre Hoek, S. by E. half E. and the Vlakke Hoek, E. S. E. lay beset till the

29 ditto, latitude by observ. 80 deg. 16 min.

30 ditto, wind N. E.

1st of July, saw water in the W. S. W. which we had not seen for many days. In the afternoon got more room.

2 ditto, worked our way through as much ice as we could, wind E. N. E. towards the evening, N. made fast to a field.

3 ditto at noon, saw the land, being the Robbe-Bay, bearing S. W. by W. about one mile.

I have left out many little circumstances respecting the wind, tides, &c. as thinking the above sufficient for ascertaining the

latitudes, and to shew the method in which many of the Greenland masters keep their journals. That year seems to have been favourable, for getting more to the north, for notwithstanding Mr. Breet met with so much ice, from the latitude of 79 deg. 30 min. to that of 80 deg. 58 min. Captain Jan Klaas Castricum, in the ship the Jonge Jan, at that very time of the year, and nearly in the same longitude, reached 81 deg. 40 min. by the medium of several observations with forestaffs, where he fished with success in company with Witje Jelles, who sailed from Hamburg, and found but little ice. There were likewise two English ships, who sailed so far to the north, that Castricum lost sight of them, from the mast head, which two ships returned in something more than two days, and the Captains came on board of Castricum, (c) and assured him that they had been to upwards of 83 degrees, and could have gone much further, as they had no obstructions from ice, but finding no whales, they returned. I spoke at the same time with other commanders, who having been in sight of those ships, confirmed Castricum's account.

Six of the oldest masters assured me, (amongst whom, were John Walig, Klaas Keuken, and J. Klaas Castricum) that they had known from 1730, to 1742, an old English commander, whose name was Krickrack, (d) it was his custom between the fisheries, if not obstructed by ice, to sail to the northward, and some of them affirm, that when they have been at an anchor in Brandewyns-Bay, he once stayed away ten, and at another

(c) Capt. Castricum neither asked their names, nor those of their ships; all that he knew, was, he said if he remembered right, they sailed from England.

(d) From 1730, to 1740, most of the masters of English ships, fitted out for the Greenland trade, were Dutchmen.

another time twenty days, before his return, and they are very sure that he reported, (and they have reasons to believe him) that he had been two degrees, and even more, north of the seven Islands; all I could further learn of this Mr. Krickrack was, that in 1740, he was in the only ship sent from England; that for several voyages he had the same ship's company; that in or about 1742, he had the command of a transport, on board of which he lost his life, by a musket ball; they were certain that he kept journals, out of which they think, much light might be obtained.

The greatest part of the Dutch commanders live at the Helder; Mr. Walig and others assured me, that the most Northern voyage, then ever heard of, and on which they could with certainty depend, was that of Jacob Schol, in 1700, who had been so far North, that on his return he sailed with a fresh gale of wind, due South, 48 hours, and then fell in with the Seven Islands; he consequently had been (reckoning that run at only four Dutch miles an hour, which they thought too little) in upwards of 84 deg. N. latitude. As Mr. Schol was an inhabitant of the Helder, they told me that they would strive to procure me his papers from his heirs; and if I mistake not, they said that they had actually seen those papers, in their younger days.

Finding that Mr. Van Keulen had put down the land discovered by Captain Gillis, mentioned in Mr. Walig's letter, I went to him, to see on what foundation he had placed that discovery, but as those papers could not be found, I applied to Mr. Walig, who told me, that Mr. Cornelius Gillis, had been an inhabitant of the Helder, that Walig, together with Mr. Keuken, Mr. Baske, and others, since dead, had often examined Gillis's papers, maps, &c.

and found that he was an enterprising man, and very accurate in his remarks and charts; that his grand son had his journals and other papers in his possession; and his grand daughter, who was married to an officer of Walig's ship, (who had formerly been a commander) had his charts, some of which that officer generally took with him, in order to correct them. I begged hard to have them, if only for twenty four hours, and next morning, Mr. Walig put into my hands, the original draughts of all the discoveries Mr. Gillis ever made, with regard to Spitzbergen, excepting some particular drawings of Bays and views of land, with permission to keep them in my possession, till Mr. Walig's return from Greenland; copies of which are here annexed, (e) and Mr. Walig promised to procure me, if possible, all the papers of that old commander before he left the Texel, which I hope to receive in a few days, and shall not fail in sending over every thing I find material. Asking what particulars Mr. Walig and others remembered out of those papers, they gave the following short account. That Mr. Gillis passed more than a degree to the Northward of the Seven Islands, without any hinderance from ice, that he proceeded East, for some leagues with an open sea, then bent his course S. E. and afterwards South, saw in the latitude of 80 deg. to the East, very high land, run through the East coast of the North East land, and entered the Waygats Streights,

(e) These were copies of the draughts of the different coasts of Spitzbergen, of which Captain Gillis hath taken accurate surveys. Mr. Heydinger, the publisher of these sheets, intends to make use of them for a new and accurate map of Spitzbergen, for which he has collected many valuable materials, and which he proposes to add to a new edition of his translation of Professor Le Roy's Narrative of four Russian sailors, who lived six years and three months on the desert Island of East-Spitzbergen, &c.

Streights, came to an anchor in Lamber-Bay, and took two Whales, and from thence proceeded to the Texel. Mr. Baske gave also an account of his uncle's, having, in company with three ships, entered Waygats from the North, and advanced as far as the same Bay, but found too much ice to get through, which the other three, being young commanders, made a trial of. The North passage however on their return being shut, and it being the beginning of September, they made preparation to leave their ships, in order to get over land to Smeerenberg, but the ice luckily giving way, they got out to the Northward. Mr. Baske, who is a curious man, promised me amongst other things, his thermometrical observations, which, by the conversation I had about them, I have reason to think will be accurate.

After having passed six mornings, with a great number of our commanders quartered in different houses, I find that scarcely a year had past, but some of them have been to 81 deg. North, but rarely found the seas free from ice.

This is all the information, I have been able to procure during my short stay at Amsterdam, which I would have prolonged, if a call to the Hague had not prevented me; I can only add, that waiting upon Mr. Boreel, that gentleman promised, that he would order a search to be made for the journals of those ships which were formerly employed in protecting our Greenland fisheries.

I must however not forget to mention a particular that Mr. Van Keulen acquainted me with. He had at his house, last summer, a conversation with a Russian, who had past the winter last year in Spitzbergen, and gave him the following account. That being in the utmost distress, for want of eatables on the
North

North Coast, he made a trial to get with his boat, towards the middle of the Island, by means of the Bay of Wyde-Bay in Gillis's map, into which he proceeded, till, to his great surprise, he fell into Wybe Jansz's Bay, and so came out to the South of Spitzbergen; but he had taken no notice of the depths of water. Being questioned as to that particular, he said he was very sure that he did not pass through the Waygats.

In all my conversations, with our Greenland commanders, I never failed to ask which course they would take, to reach high Northern latitudes, the result was, that they would never seek it to the Westward of Spitzbergen, but run out to the North, from the West coast of Nova Zembla; Mr. Baske's reasons and those of other commanders were.

- 1st. That all the Western coasts of the Northern countries, were for the most part, free from ice, occasioned from the winds and tides chiefly coming from the East, which experience proves.
- 2d. That the ice comes originally from the Tartarian rivers, for that the sea never freezes, but where it is calm, and at the same time a great quantity of snow falls.
- 3d. That near the seven islands, navigators often meet with a great N. E. swell, which proves that at such time, the sea, to a considerable distance to the N. E. is not locked up by the ice.
- 4th. That the drift wood, could not come to the Northward of Spitzbergen, in case the seas between the North of Asia, and that island, were frozen, whereas a great quantity of that wood, is drove on the North coast of Iceland, which is a demonstration, that the currents come from the N. E.
- 5th.

- 5th. That in some of the trees, the marks of the axe were very plain, and the colour of the wood so fresh, that they certainly had not been six months in the sea.
- 6th. That some whole trees, appeared with buds thereon, which they think could not have remained so fresh, if the trees had been a year in the salt water.
- 7th. That the East of Greenland, was now discovered to the latitude of 79 deg. and a half, that it probably extended further to the N. N. E. which they look upon to be the cause of the stoppage of ice, between that coast and Spitzbergen, and the reason why they never find a N. W. or Northerly swell.
- 8th. That generally all ships, which had once got to the North as far as 82 deg. met with little or no obstructions from the ice, and more arguments to the same purpose. There were some however, would rather make the trial between Spitzbergen and the land, discovered by Mr. Gillis.

N. B. They knew nothing of the papers read before the Royal Society.

S I R,

S I R,

PROFESSOR ALLAMAND being very desirous that the inclosed, might be sent to you as soon as possible, has obliged me to draw up with haste, the above account of the informations I received at Amsterdam. In reading it over, and comparing it with my notes, I find no fault as to the facts related, whatever there may be in the manner in which it is drawn up; in case the whole, or any part of it should be thought worth publishing, I hope you will be so good as to have it corrected (*).

I could have made it more circumstantial, as my notes are very full, in particular with regard to the reasons our Commanders gave, for not making the trial to the West of Spitzbergen, &c.

I am informed that Mr. De Bougainville intends to go by the way of Nova Zembla.

I am with profound respect,

S I R,

Your most obedient humble servant,

Leyden, April 11th, 1775.

WILLIAM MAY.

To

ROD. VALLTRAVERS, Esq;

&c. &c.

(*) This hath been done in some trifling particulars, relative merely to the stile, as Capt. MAY is not a native of England.

Thus



THUS do the Dutch seamen employed in the Greenland fishery agree with our own countrymen, in never having so much as heard of a perpetual barrier of fixed ice, to the Northward of Spitzbergen, in 80 deg. and a half, (*a*) which indeed is one of their most common latitudes for catching whales, whilst all of them suppose the sea to be generally open in those parts, and many of them penetrate several degrees beyond it.

I shall only add, that in my former pamphlet, (*b*) I have mentioned a fact or two, which I had reason to expect from the Rev. Mr. Tooke, Chaplain to the factory at Peterburgh, which he conceived would strongly prove that the sea is open to the Pole, and which I have since received in a letter from him dated the 26th of May last.

Mr. Tooke hath been assured by several persons, who have passed the winter at Kola in Lapland, that in the severest weather whenever a Northerly wind blows, the cold diminishes instantly, and that if it continues, it always brings on a thaw as long as it lasts.

He hath also been informed by the same authority, that the seamen who go out from Kola upon the whale and morse fisheries early in March (for the sea never freezes there) throw off their winter garments as soon as they are from 50 to 100 wersts

(*a*) One of them indeed says, that the ice frequently *picks* in that latitude, which he supposes to arise from the meeting of two currents.

(*b*) Page 33, note [*1*].

werfts (*a*) from land, and continue without them all the time they are upon the fishery, during which they experience no inconvenience from the cold, but that on their return (at the end of May) as they approach land, the cold increases to such a severity, that they suffer greatly from it.

This account agrees with that of Barentz, whilst he wintered in Nova Zembla, (*b*) and that of the Russians in Maloy-Brun, the North wind cannot therefore during the coldest seasons of the year be supposed to blow over ten degrees of ice, even if such a mass would not be probably increased whilst the winter continued.

Governor Ellis indeed, whose zeal in prosecuting the attempt of discovering the N. W. passage through Hudson's Bay, is so well known, hath suggested to me an argument, which seems to prove the absolute impossibility of a perpetual barrier of ice from 80 deg. and a half to the Pole.

If such a tract hath existed for centuries, the increase, in point of height, must be amazing in a course of years, by the snow which falls during the winter being changed into ice, and which must have formed consequently a mountain perhaps equal to the Pic of Teneriff. Now the ice which sometimes *packs* to the Northward of Spitzbergen, is said commonly not to exceed two yards in height.

D. B.

(*a*) Three werfts make two miles.

(*b*) See, Thoughts on the Probability, &c. of reaching the North Pole, page 83.

F · I · N · I · S.



A D D E N D A.

December 14, 1775.

THE Astronomer Royal having been so good as to furnish me with the following memorandum, which he made at the time it bears date, I here subjoin it, as a well authenticated Instance of a Navigator's having reached 84 degrees and a half of Northern Latitude.

MR. Stephens, who went many voyages to the East-Indies, and made much use of the Lunar method of finding the Longitude, in which he is very expert, tells me this 16th of March, 1773, that he was formerly two voyages on the Greenland fishery; that in the 2d, in the year 1754, he was driven off Spitzbergen, together with a Dutch ship, by a S. S. E. wind, N. N. W. Easterly by compass into latitude 84 deg. and a half, or within 5 deg. and a half of the Pole, in which latitude he was near the end of the month of May. They saw no land after leaving Hackluits Headland, or the Northern-most part of Spitzbergen, and were back in the month of June. Did not find the cold excessive, and used little more than common clothing; met with but little ice, and the less the further they went to the Northward. Met with no drift-wood. It is always clear weather with a North wind, and thick weather with a Southerly wind; nevertheless they could take the Sun's altitude for the latitude

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most days. The sea is quite smooth among the ice, as in the River Thames, and so they also found it to the North of Spitzbergen. Met with no ice higher than the ship's gunnel. Imagines it would hardly have been colder under the Pole, than they experienced it; although he thinks the cold rather increased on going Northward. Thinks the currents are very variable and have no certain or constant direction. Says he has often tasted the ice, when the sea water has been let to run or dry off it, and always found it fresh. That the sea-water will freeze against the ship's bows and rigging, but he never saw it freeze in the ship. That it never freezes in the pumps. A little piece of ice detained under a large piece of ice, when it gets loose from it and comes up to the surface of the water, is very dangerous, it emerging with a force which will sometimes knock a hole in the bottom of the Ship. The Dutch ship which was driven with theirs from Spitzbergen ran against a large piece of ice, and was lost, the ships being then separated to a considerable distance. The winds in these seas are generally Northerly; the Southerly winds are commonly damp and cold.

Having thus stated the memorandum as I received it from Mr. Maskelyne, I shall now make some observations on the contents.

It appears by the preceding pages, that in this same year, viz. 1754, both Mr. Ware and Mr. Adams (*a*) penetrated to 82 and an half, and 83 degrees during the month of June, and both of them conceived that they might have reached the North Pole.

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(*a*) See the Probability of reaching the North Pole, p. 42, &c.

It appears also by the above account that Mr. Stephens had proceeded as far as 84 and an half, the sea being open to the Northward a month earlier in this same year.

From this and other facts of the same kind, I cannot but infer that the attempt should be made early in the season; if I am right also in what I have before supposed, that the ice which often packs near the coasts of Spitzbergen comes chiefly from the rivers, which empty themselves into the Tartarian sea, it seems highly probable that this is the proper time for pushing to the Northward, as the ice in such rivers cannot be then completely broken up. What other ice therefore may be seen at this time, is probably the remains of what was disembogued during the preceding summer.

Another proof of this arises from what happened in 1773, for the Carcase and Race Horse were obstructed at 80 deg. and a half, by an immense bank of ice, during part of the months of July and August; but four Greenland masters were a degree further to the Northward, during the (b) months of May and June, in the same year.

No one winters in Spitzbergen, but some few Russians, from whom however we have not been informed what happens during that season, though it should seem from the observations of Barentz, those of the Russians in Maloy Brun, and a ship having pushed into the Atlantic, from Hudson's Bay, during the midst of December, (c) that the Northern Seas, are then navigable.

For the same reason probably Clipperton (d) who passed the Straits of Magellan in the midst of winter, saw no ice, which

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(b) See the Probability of reaching the North Pole, pag. 4, 45, 46, and 57.
(c) See *ibid.* P. 83. (d) See Callander's Collection of Voyages, Vol. 3. P. 461.

is so frequently met with at Midsummer by those who sail to the Southward of Cape Horn.

I take this opportunity of recapitulating the years since 1746 (e), during which it appears from the instances I have stated, that the sea to the North of Spitzbergen hath been open, so as to permit attempts of approaching the Pole, which will shew that such opportunities are not uncommon, and it is hoped that they will be more frequently embraced, from a parliamentary reward of 5000*l.* being given to such of his Majesty's subjects as shall first penetrate beyond the 89th degree of Northern Latitude; the Bill for which purpose hath already passed both Houses of Parliament (f).

DAINES BARRINGTON.

(e) Viz. 1746, 1751, 1752, 1754, 1756, 1759, 1763, 1766, 1769, 1771, and 1773.

(f) By the same Bill, a reward of 20,000*l.* is given to such of his Majesty's Subjects as shall first discover a communication between the Atlantic and Pacific Oceans, in any direction whatsoever of the Northern Hemisphere.

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