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PROF. CHARLES A. KOFOID AND  
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Amson.  
AN ACCOUNT

1)

OF THE MOST

REMARKABLE VOYAGES,

FROM THE

DISCOVERY OF AMERICA,

BY COLUMBUS,

TO THE PRESENT TIME.

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WILLIAM DARTON AND SON,

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TO THE  
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## P R E F A C E.

A COMPENDIOUS history of the principal voyages which have contributed so essentially to the advancement both of geographical and astronomical knowledge, arranged in such a manner, as to introduce the juvenile reader to a sufficient acquaintance with the subject, to induce him, when arrived at maturer years, to peruse with advantage the more voluminous narratives which will supply full and minute details of the adventures

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and enterprises of those to whose spirit, intelligence, and research, science and commerce are both so deeply indebted, has hitherto been wanting among the works that have for their object the initiation of young persons, who are presumed to have mastered the ordinary elementary branches of education, into the more extended fields of practical information.

The present volume does not profess to comprise any but the most important and interesting voyages; and of these an outline is all that can be given, within the limits prescribed to the Editor. Care has, however, been taken to make this outline sufficiently comprehensive to familiarise the reader with the names and characters of the most eminent navigators, and the objects of their researches, as

well as how far those objects have been accomplished, and others, not originally contemplated, fortunately attained.

It being our avowed purpose to consider more what may contribute to useful instruction, than to mere amusement, we have not studied to impart to this volume much of a biographical character. We have been more anxious to embody discoveries, than to narrate adventures ; the latter being frequently calculated to contribute to a love of romantic entertainment, rather than to imbue the mind with solid and valuable knowledge. Those portions of the accounts given by early voyagers, which have subsequently been demonstrated to be decidedly fabulous and erroneous, have been entirely omitted ; and where there appears reason to suspect exag-

generation or misrepresentation, the reader is cautioned against giving implicit credit to any thing that seems to rest upon doubtful authority. The manner in which the different voyages are classified, it will be perceived, has in view the avoiding repetitions which must inevitably occur where the same scenes and places are concerned, and the introduction of which, in a work of this description, would be useless and almost impracticable.

## INTRODUCTION.

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IT is in modern times alone that we must begin to look for voyages of any extent or magnitude. The navigation of the antients was limited to a few inland seas; or, at most, to venturing a short distance from land upon the ocean. It is difficult to avoid smiling, when we find the great Greek Poet speaking of the Mediterranean, which we are accustomed to consider little more than a large gulph, as a vast and almost boundless expanse of water, and Horace representing the ocean, instead of being designed for a medium of communication between the inhabitants of different parts of the earth, as an insurmountable barrier interposed by Providence expressly for the purpose of dividing them from one another, and which it was an impious and presumptuous action on the part of man to attempt to violate. The necessary consequence of their narrow range upon the seas was to render the geographical knowledge possessed by the nations of antiquity extremely deficient. With Europe, except the extreme northern parts, they were tol-

erably conversant; of Asia their knowledge did not extend beyond that portion of India which formed the limits of the conquests of Alexander, who, gazing upon the Eastern Ocean, is said, while a stranger to more than half the globe, to have wept at the mournful reflection that he had no more worlds to subdue! The northern regions of Africa were known both to the Greeks and Romans, but no other portion of that Continent. Of the possible existence of America they had no idea; and they regarded the British islands as the most remote portion of land existing to the westward of Europe. In some of their maps, indeed, countries, assumed to have been explored, were delineated; only exhibiting, however, a proof that the designers had recourse to conjecture, with a view to conceal their ignorance.

In fact, the ancients were absolutely incapable of making extensive voyages or discoveries by sea, from their gross deficiency in scientific knowledge. They disagreed in their opinions as to the form, dimensions, and motion of the earth; and very few among them entertained correct ideas of these important natural phenomena. Their acquaintance with astronomy was restricted to the knowledge of the most conspicuous northern constellations; and they were entire strangers to the numerous instruments which have since been invented for measuring the paths, distances and relative posi-

tions of the heavenly bodies. By night, they could only be guided in their course by observing the situations of the stars, and he who was most expert in this species of knowledge obtained the character of the most skilful navigator. We have, in Virgil, a beautiful description of a judicious pilot in those early days: —

“Placed at the helm he sate, and mark'd the skies,  
Nor sunk in sleep his ever watchful eyes;  
There view'd the Pleiads and the Northern team,  
And bright Orion's more refulgent beam,  
Where to the northern axle of the sky,  
The Bear, revolving, points his golden eye,  
Who shines exalted on the ethereal plain,  
Nor bathes his shining forehead in the main.”

But little dependance could be placed upon such guides. The uncertain lights on which they relied, were often obscured when the atmosphere was hazy or clouded; and in tempestuous weather, when their aid was particularly required, they were almost sure to be hidden from the seaman's view. Under such circumstances, it was impossible for the mariner, with any regard to his own security, to launch out upon the wide and trackless ocean. Accordingly, till within the last four hundred years, no vessel, unless driven by storms or stress of weather, ever ventured out of sight of land; and if the crew of a ship were once so situated as to have no prospect but sea or sky, they usually despaired of their safety.

The discovery of the mariner's compass removed the obstacles to extended navigation under which the antients had laboured. By its wonderful property of always indicating with certainty the northern point of the heavens, the modern sailor became enabled to know his precise course and situation at all times, whether of the day or night, however the celestial bodies, the only means of direction which the antients possessed, might be hidden or overcast.\* Fortified by this powerful auxiliary, the length or distance of a voyage ceased to be a source of alarm or impediment to seamen; their ships fearlessly visited every navigable part of the ocean; and immense regions, hitherto unknown, were unfolded to the adventurers. The great advantages that have attended this surprising

\* It may, perhaps, be necessary to give our younger readers some description of this invaluable resource of the navigator. In the thirteenth century, it was discovered that if a certain ore of iron, called a loadstone, was suspended on a point, and allowed to turn at pleasure, it would always point to the north. Provided, therefore, with one of these magnets or loadstones, the seaman, by being enabled to distinguish this point of the heavens, can pursue his course without difficulty, because he can, at any time, ascertain his position upon the sea. In ships, the loadstone, or, as it is more commonly called, the magnetic needle, is generally placed in a circular frame, which has the thirty-two points of the compass marked upon it, and is covered with a glass.



discovery, have been elegantly enumerated by Sir James Pye, the late Poet Laureate : —

“ When from the bosom of the mine,  
The magnet first to light was shewn,  
Fair Commerce hailed the gift divine,  
And, smiling, claimed it for her own.  
‘ My bark,’ she said, ‘ this gem shall guide  
Through paths of ocean yet untried ;  
While, as my daring sons explore  
The rude inhospitable shore  
’Mid desert sands and ruthless skies,  
New seats of industry shall rise,  
And culture wide extend his general reign,  
Free as the ambient gale, and boundless as the main !”

In proceeding to notice the principal voyages that have been performed since navigation obtained this power of pursuing its course unrestricted, it appears natural to commence with those round the world ; not only on account of their greater magnitude and duration, but because they have been more eminently serviceable than any others, in the improvement of science, and the extension of geographical discovery.

Of the arduous nature of such voyages some idea may be formed, by considering that the circumference of the earth is nearly twenty-five thousand miles, but a ship, being restricted to the watery way, is obliged, even in fair weather, to deviate repeatedly from the direct track ; and, when we add to this circumstance the numerous varia-

tions from her course, forced upon her by tempests, contrary winds, and the action of currents, it is not an exaggeration to estimate that, in thus encompassing the globe, the persons engaged in the task must traverse a distance amounting to at least three times its actual circumference. Their enterprises, too, first established, beyond doubt, that the earth on which we live is really a sphere. This fact was far from being generally admitted, previously to the circumnavigation of the globe. Some men of superior intelligence and science were indeed convinced of it by reasoning and observation; but they formed a small number in proportion to those who not only differed from them in opinion, but who even regarded a belief that the earth was round, as opposed to scripture and religion. Many of the higher ranks of society, were as unenlightened as the vulgar upon this point. The voyage of Columbus was long delayed, because many of those whose patronage he solicited, imagined that the result of his sailing continually in a western direction would be, his at last arriving at a point beyond which he could not proceed, and his being compelled to return. All the doubts that had existed upon this important subject were, however, removed by the expedition of Magellan; with the history of which we propose to begin our sketches of voyages.

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\* \* \* The Editor wishes particularly to enforce upon young persons the necessity of referring to maps in the perusal of all accounts of Voyages and Travels. If this be not done, none but vague and indistinct impressions can possibly be left upon the mind.

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## VOYAGES

### ROUND THE WORLD.

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THE first voyage round the world was performed by the expedition under the command of FRANCIS MAGELLAN, which sailed from Seville, in Spain, in 1519. Columbus had commenced his memorable voyage, which first made the inhabitants of Europe acquainted with the great Western Continent, under the idea of circumnavigating the globe, and finding a western passage to the East Indies, but the highly important event of his discovery of America prevented his completing his original plan. The successful example of this great man induced many adventurers to engage in similar enterprises. One of the earliest and most distinguished of these was Magellan. He was a Portuguese by birth, and, in the first instance, he offered his services to his own country; but experiencing neglect and repulse, he submitted his project to the celebrated Charles the Fifth, the reigning monarch of Spain, who readily entered into Magellan's views, and appointed him to the

command of a small squadron of five ships. This navigator cherished a belief that the western passage to the Indies, in the search of which Columbus had been so agreeably interrupted, was still to be found, and that some strait or opening must exist on the American coast, which would conduct to the Indian Ocean. The court of Spain naturally felt anxious for a discovery, which, as the Pope had granted to the sovereign of that kingdom all the countries that should be found west of the Atlantic, promised, if any means could be devised for reaching the Indies by a westward course, a splendid accession of wealth and territory.

To prevent disaffection or disappointment, Magellan thought it prudent not to entrust his companions with the secret of their real destination, but contented himself with telling them in general terms, that he was going in search of undiscovered countries. They first steered for the Island of Teneriffe, where they took in fresh provisions. They then pursued their course, keeping along the coast of Africa, till they had crossed the Equator, when they bore westward, till they reached the Bay of St. Luzia, in the north of Brazil. Here they landed, and after a few days of friendly intercourse with the natives, proceeded southward as far as the mouth of the Rio Janeiro, where the squadron came to anchor. Their appearance created no small surprise to the inhabitants, who, having never before seen any vessels, except their own rude and simple canoes, believed the European ships to be living sea-monsters in motion. However, when the landing of the Spaniards quieted all alarms upon this subject, they were



very well received by the people of the country, and a traffic commenced between the parties, much to the advantage of the new visitors, who received an abundance of excellent provisions and refreshments, in exchange for articles, which, though of the most trifling value, were eagerly desired by the natives, on account of their novelty. In one instance, six fine fowls were given in return for a knave out of a pack of cards. Proceeding along the South American Coast, the expedition arrived at the mouth of the river La Plata, and one of the ships was detached to discover whether there was any passage through it to the opposite side of the continent, but it was ascertained, after sailing some way up it, that its course was northward.

Continuing their voyage, the adventurers reached the harbour of St. Julian, on the coast of Patagonia. This country they found inhabited by a gigantic race of savages, of fierce aspect, and terrifying voices. According to the accounts given of them by Magellan's followers, the usual height of the Patagonians was from seven to eight feet, and some subsequent voyagers have represented it as considerably more. One of them who was induced to come on board the admiral's ship, was of such a size, that a man of ordinary stature only reached to his waist. The skin of this savage was yellow, and his hair white. On each cheek a stag's horn was painted, and large circles round his eyes. His clothing was the skin of some animal unknown to the Spaniards, and he was armed with a bow, and arrows tipped with sharp stones, instead of iron heads. He was much

pleased with the treatment he received in the ship, and enjoyed the novelty of the scene, till he happened to see his own image in a looking-glass, which so terrified him, that he started back, and overturned two of the crew, and it was some time before he could recover from his fright. His visit was succeeded by others from many of his countrymen, who, notwithstanding their alarming appearance, shewed no signs of a hostile disposition, till Magellan incensed them by an act of most unwarrantable treachery. Wishing to convey some of these giants to Europe as curiosities, he amused two of them with toys, and, while doing this, employed a stratagem to render their superior strength unavailing, by putting iron shackles on their legs, which they mistook for ornaments, and were much pleased with their jingling sound, till they discovered, by their inability to release themselves, that they were fettered and betrayed. This piece of perfidy roused the resentment of the natives, who killed one of a party of Spaniards on shore, and, when the admiral sent a detachment to attack the savages, and revenge the death of the Spaniard, they baffled their pursuers, by retreating into the interior of the country. Such is the substance of the description given of the inhabitants of Patagonia, by the first discoverers of that country, but there is no doubt that these statements were of a very exaggerated kind. Indeed it is difficult to attach implicit belief to the assertions of persons who, not content with relating stories of the almost incredible size and stature of these savages, imputed to them, upon mere conjecture, the worship of evil spirits, and

carried their love of the marvellous so far, as to declare that they had witnessed horrible forms and appearances, such as horned demons, with long shaggy hair, throwing out flames of fire. This disposition to depart from truth, and deal in wonders, is unfortunately conspicuous in most of the narratives of our very early voyagers. More modern and authentic accounts depict the Patagonians as a healthy robust race, and in general exceeding the average height of Europeans, but by no means possessing the gigantic strength and stature which their first visitors thought proper to attribute to them.

Magellan remained nearly five months at Port Julian, during which time a mutiny broke out among his men, who demanded a return to Europe, and he was compelled to execute the captain of one of his vessels, and to leave some other officers on shore among the Patagonians. Having completely restored his people to obedience, he resumed his voyage, and after proceeding along the eastern shore of Patagonia as far as the fifty-second degree of South latitude, the entrance to the celebrated passage ever since known by the name of the Straits of Magellan was discovered. These famous Straits are about 110 leagues in length, from east to west: the breadth varies considerably, being in some places several leagues over, in others not more than half a league from shore to shore. As they approached the western extremity, the prospect of the open main broke distinctly upon the adventurers, and on the 28th of November, 1520, Magellan entered the great South Sea, being the first European who had ever

sailed upon its waves. The admiral's joy at this success was unbounded, for he had now proved beyond all doubt the correctness of the opinion that he had advanced, that it was possible to sail to the East Indies by a westward passage from Europe. His exultation was not, however, shared by all his followers, for the captain of one of his ships, which had become separated from the remainder of the squadron, was made a prisoner by the crew, who set sail on their return to Europe.

The calm and unruffled state of the wide expanse of waters upon which Magellan had now entered, induced him to bestow upon it the name of the Pacific Ocean, which it has ever since borne. The danger of tempests was, however, almost the sole calamity from which the sailors were here exempt, for they suffered almost innumerable hardships of other kinds. For three months and twenty days after their passing through the newly discovered Straits, they pursued their voyage in a north-westerly direction, without once having sight of land, with the exception of two uninhabited islands, which afforded them no relief. During part of this period, all their bread and other provisions being consumed, they were at last compelled to subsist upon dry skins and leather, steeped in salt water to soften them sufficiently to be chewed. Sickness, as a necessary consequence, became prevalent among the crews, and many of them died of famine and debility.

At length the Spaniards fell in with a cluster of islands about thirteen degrees north of the Equator, where they went on shore to refresh themselves from the tedious fatigues and privations which

they had experienced. Their commander had intended to make some stay for the purpose of obtaining provisions, and recruiting the strength of his men; but he was frustrated in his design by the thievish character of the people, who neglected no opportunity of stealing every thing that came within their reach, particularly articles manufactured of iron. Magellan, therefore, found it expedient to quit so undesirable a station, but first, to punish the inhabitants for their thievish propensities, he slew some of them, and burned their houses. He likewise gave to these islands the name of *Ladrones*, or *Isles of Robbers*, which they still retain. With the exception of their peculiar disposition to theft, the natives differed little from the character of most other insular savages. One of their opinions, however, deserves to be recorded for its singularity. Till the arrival of the Spaniards, they considered themselves the only men in the world, being assured that the first man was made of a piece of rock, taken from one of their islands. Leaving the *Ladrones*, Magellan visited several islands, which, though mentioned by name in the journal of the voyage, are not known to modern geography, but, judging from his course, he must have been principally navigating that part of the North Pacific, including the *Ladrones*, and the *Philippine Islands*. Most of these places were fertile, and the inhabitants, whose dress and weapons, as well as their ornaments and utensils, indicated some degree of civilization, supplied the Spaniards very hospitably with provisions. At one of the *Philippine Islands*, called in the journal *Zubut* or *Lubut*,

the people had the use of weights and measures, and lived in houses of timber, with stories and flights of stairs. Here, and at many other places, Magellan erected crosses and professed to have introduced Christianity; but when we reflect upon his short stay, and the difficulties arising from a difference of languages, there seems reason to doubt the reality of the conversions. Not far from Zubut, is an island called Mathan, at which Magellan came to an untimely death. It was governed by two kings, one of whom, who had refused to pay tribute to the Spanish sovereign, Magellan attempted to reduce by force of arms. The admiral's whole strength amounted to only sixty men in full armour, while that of the Indians is said to have been some thousands. The battle, however, continued doubtful till Magellan, having advanced too far among the barbarians, was first wounded by a poisoned arrow, and afterwards thrust through the head with a lance. His troops retreated upon the death of their commander, whose body they wished to redeem, but the islanders refused to part with it. In addition to this calamity, the Spaniards experienced the loss of several of their comrades, who were treacherously murdered at a banquet, to which they had been invited by one of the two kings of the island, who had declared himself their ally, and had pretended to embrace the Christian faith. Deterred by the fate of their companions, and dreading lest a similar one should befall themselves, the remainder of the adventurers, now reduced to the number of one hundred and fifteen, hastily put to sea. From the Philippines, they steered in search of

the Moluccas or Spice Islands, which Magellan, before his decease, had ascertained to be not far distant. These islands, which were very valuable in a commercial point of view, had been discovered by the Portuguese about ten years before, and to reach them by a westerly course from Europe, was one of the principal objects of this expedition. In their course they stopped at the rich and fertile island of Borneo, one of the largest in the world, where they remained forty days to repair their vessels, and take in supplies of fresh water. They then proceeded directly to the Moluccas, at all of which they anchored, and visited them in turn. The inhabitants, who were composed of Pagans and Mahometans, received the Spaniards in a friendly manner, and the latter carried on a very profitable traffic, during their stay among the natives, by exchanging articles of European manufacture for cloves and other valuable spices. Before leaving the Philippines, the voyagers had been obliged to break up a ship of their squadron, for the purpose of repairing the other two; and at the Moluccas it was discovered, that one of the vessels so repaired, was unable to keep the sea. The expedition, therefore, now consisted of only one ship, called the Vittoria, with fifty-nine persons in all on board, forty-six Spaniards, and thirteen Indians. This circumstance decided Juan Sebastian, who had been elected their commander at Borneo, to lose no time in steering his course for Spain, especially as the chief aim of the expedition had been accomplished. Passing to the outside of Java and Sumatra, and fearing the hostility of the Portuguese, who had settlements on

the eastern coast of Africa, the Spaniards, with a view to pass the Cape of Good Hope the more securely, sailed several degrees to the south of it, and were unfortunately obliged to wait seven weeks for a wind. Many in consequence died, and the rest became so distressed by hunger and sickness, that they determined on risking an application for relief at St. Jago, one of the Cape Verd islands, belonging to the Portuguese. Their necessities were supplied, but thirteen of their party who went on shore were made prisoners, upon which those in the vessel set sail with all speed, and, without any further interruption, reached the harbour of St. Lucar near Seville, which they entered on the 7th of September, 1522; their numbers being now reduced to eighteen persons only. This memorable voyage lasted three years and twenty-seven days, during which time those engaged in it had, according to their computation, crossed the equator six times, and sailed a distance of nearly fourteen thousand leagues.

The unfortunate fate of Magellan, though it did not deprive his memory of the honour due to his important discovery, left his successor, Sebastian, in possession of the title of the first circumnavigator. This commander was nobly rewarded for his merit and resolution by Charles the Fifth, who granted him a patent of nobility and a magnificent pension; and, to perpetuate the memory of his achievement, he gave him for his coat of arms, a terrestrial globe, with the motto *Primus me circumdedisti*—Thou art the first who hast gone round me. His comrades were likewise treated with distinction, and, instead of



receiving only one-twentieth part of the profits of the voyage, as had been agreed upon before they sailed, the emperor directed the whole of their cargo, which was very valuable, to be distributed among them.

The expectation of reaching India by a less circuitous route, than sailing down the Atlantic and doubling the Cape of Good Hope, was not realised by the expedition of Magellan: the entrance which he found into the Pacific Ocean, being situated so far to the southward, that his track was more tedious than the ordinary passage. His voyage was, however, one of great utility in many other respects. This circumnavigation was the first practical evidence of the spherical figure of the earth; the communication between the two oceans was in itself a valuable discovery; and, though the journal of the voyage abounds with errors in its geographical calculations, it served as a guide to those who came after Magellan, to obtain a far more intimate acquaintance with the numerous islands in the Southern and Indian seas, than had previously been enjoyed.

The inaccuracies in this respect of early navigators, cannot be a matter of surprise: on the contrary, it is to be wondered at, that they should not have occurred much more frequently. They had, it is true, the compass, and were acquainted with a method of ascertaining their latitude with tolerable correctness, but they were strangers to any mode of finding true longitude at sea; and the numerous instruments which have been subsequently invented to facilitate navigation, were utterly unknown to them. They had, likewise, other diffi-

culties to encounter, with which the sailor is not called upon to contend in the present day. Ship-building was then in a very backward state, and their ships were in consequence of small dimensions, clumsily constructed, badly fitted, and most frequently poorly provisioned. Indeed the vessels in which they sailed round the globe, would with us be scarcely considered sea-worthy for a short voyage. We cannot, therefore, sufficiently admire the courageous and enterprising spirit of men who were not to be deterred from the pursuit of their object by any of these various obstacles.

A period of nearly sixty years had elapsed from the time of Magellan, without the appearance of another circumnavigator, when the celebrated SIR FRANCIS DRAKE adventured on a similar enterprise, which he accomplished with equal success. The character of this great man, and the important services that he rendered to his country under all changes and revolutions of government, are known to every one who is acquainted with English history. Drake had, at a very early period of life, established a high reputation for bravery and seamanship; and having served in the West Indies against the Spaniards, he conceived the project of cruising against them on the coast of Chili and Peru, which opulent possessions of Spain no English vessel had yet visited. To the prospect of obtaining immense wealth which such an undertaking offered, was added the inducement of distinguishing himself as the second circumnavigator, by returning home round the Cape of Good Hope. His character soon procured him a sufficient number of volunteers to share in his en-

terprise, and on the 15th of November, 1577, he sailed from Plymouth Sound, with a squadron of five ships; but in consequence of a violent storm, he was obliged to put back to repair the damage he had sustained. Having done this, he once more set sail, on the 13th of December, in the same year, giving out that his destination was Alexandria, by which means he obviated the suspicions of the court of Spain, which might have taken measures to obstruct his real views. From the same dread of being interrupted by any hostile force in the early part of his voyage which might interfere with its ultimate success, he kept out to sea as far as possible, till he reached the island of Mogadore, off the coast of Morocco, where one of his men was treacherously made prisoner, but, on the Moors learning from their captive that the squadron was English, they released him. The admiral proceeded to Cape Blanco, where he landed his men, and drilled them for some days, to qualify them for land as well as sea service. He then steered for the Cape Verd Islands, and at one of them, called Mayo, the seamen supplied themselves with provisions, and afterwards visited the island, named Fuego, or the Burning Island, on account of its having a volcano on the north side, from which smoke and flame continually issue. Crossing the equator, the crew discovered the coast of Brazil, where one of the ships was separated from the squadron in a heavy storm, but rejoined the others two days after, off a cape to which the admiral gave, from that circumstance, the name of Cape Joy. Here the voyagers found excellent anchorage, and on landing, the country

proved very fertile, but they saw no inhabitants except herds of deer, though they noticed the traces of human feet in the sand. Having taken in water, they sailed for the Rio de la Plata, but being disappointed in their expectations of finding a good harbour, they again put out to sea, and a little farther south, came to a bay, in which were several islands stocked with seals and fowls, and abounding with fresh water, which they found very acceptable. The natives were kind and friendly, and willingly bartered with the sailors. Sailing hence, they anchored in port St. Julian, where the admiral going on shore with six seamen, some of the natives slew the gunner, whose death Drake avenged, by killing the murderer with his own hand. Here, too, he executed one of the sailors, who had attempted the commander's life. Three days after leaving port St. Julian, they fell in with the Strait of Magellan, and passed through it, though not without hazard and difficulty, in ten days. The passage is represented as very dangerous on account of its numerous and intricate turnings and windings, and the great depth of the sea, which renders it extremely difficult to obtain anchorage.

On entering the Pacific Ocean, the squadron steered for the coast of Chili, and met on their way an Indian in a canoe, who, mistaking them for Spaniards, told them that there was a large ship at St. Jago, laden for Peru. Of this intelligence the admiral did not fail to avail himself. They surprised and took possession of the vessel, and afterwards landing, plundered the town, the inhabitants of which had fled for safety. The

booty thus obtained, amounted to 37,000 ducats, besides a great store of valuable articles. Continuing their course, the adventurers put into the harbour of Coquimbo, on the northern coast of Chili. The Spaniards here attacked in considerable force a small detachment of the admiral's men who had gone on shore for water, and killed one sailor, before the party could get back to the ship. But on another occasion they were more successful, not only procuring water, but a considerable quantity of silver, which they took from some individuals whom they found unguarded. They also, after leaving Coquimbo, plundered three small barks laden with silver. They then shaped their course for Lima, the capital of Peru, and, on entering the port, found twelve ships at anchor with no one in them. They took out of these the most valuable part of the cargo, and in their way to Panama, made two other wealthy captures.

Having thus enriched himself, and his companions, and revenged upon the Spaniards the injuries which the English had frequently sustained at their hands, Drake began to think of returning home, but was in doubt as to the course he should choose. To return by the Strait of Magellan, would be to throw himself into the hands of the Spaniards, with whom he could not have contested successfully, as he had only one ship, though with a very rich cargo, remaining of the five with which he left England. The journal of the voyage only mentions the loss of one of the squadron after passing the Strait of Magellan; but it is probable that the other three vessels had been des-

troysed to reinforce the crew of the admiral's ship, which had suffered from the diseases incident to long voyages. At length he resolved on returning by the way of the Moluccas and the Cape of Good Hope. But being becalmed, he found it necessary to steer 600 leagues northward, along the American coast, in hopes to get a wind, and finding the cold intolerably severe in the latitude he had reached, he returned southward some degrees till he came to a bay, now called Port San Francisco. Here the sailors found a very good haven, and had a great deal of intercourse with the natives, who treated them with great kindness. The climate is extremely cold, but the inhabitants guarded themselves in great measure against its severity by the mode of building their huts. These they surrounded with a deep trench, raising great pieces of timber on the outer edge, which closed in a point at the top, like the spire of a steeple. Their fire is in the middle of the hut, and they sleep round it on beds of rushes strewed on the ground. In addition to the honour of discovering the country, which he named New Albion, but which is now called California, Drake, in his journal, claims that of having been invested with the sovereignty of it by the native king. This story is too improbable to be credited, and was most likely invented to justify the conquest of the newly found territory by the English, should they, at any future period, be disposed to make the attempt.

Sailing from California, the admiral reached the Ladrone Islands, and, pursuing nearly the same course as Magellan had previously done, arrived at the Moluccas. Thence he proceeded to Java,

where he and his crew were received with great hospitality and kindness. They found the natives a warlike people, and very ingenious in the manufacture of swords, daggers, and targets. Here the commander received intelligence of some large ships being at no great distance, and not thinking it prudent to risk falling in with them, as he did not know whether they might prove friends or enemies, he sailed directly from Java, for the Cape of Good Hope, and found, contrary to the representations of the Portuguese, who wished to prevent other nations from sharing the advantages of their traffic in the East Indies, the navigation round that promontory neither difficult nor dangerous. At Sierra Leone, he touched, to take in wood, water, and refreshments, and then, shaping his course straight for England, arrived at Plymouth, on the 26th of September, 1580, after an absence of two years, nine months, and thirteen days.

Drake, on his return, was received by the great body of his countrymen, with the utmost enthusiasm; and they appeared to vie with each other in their praises of his gallantry and good fortune. Persons were, however, found (some jealous of his success, and others in the Spanish interest), who represented his voyage as one of avarice, and not of discovery, and as being an unjustifiable attack on the possessions of Spain, when no war had been formally proclaimed against that power. The Spanish ambassador, as may be imagined, joined loudly in these complaints, and demanded an indemnity from the English government for the losses sustained by his nation, in consequence of

Drake's expedition. The admiral's friends, on the contrary, asserted that he had the queen's authority for what he had done, that he had only retaliated the injuries done by the Spaniards, and that to restore the treasure he had brought home, would be cruel and unjust to the brave men by whose blood and labour it had been acquired. Queen Elizabeth, wishing to gain time for preparation against the threatened hostility of Spain, amused the ambassador with excuses, and concealed her real intentions, till about six months after Drake's return, when she visited him on board his ship at Deptford, warmly complimented his services, and conferred upon him the honour of knighthood.

In our notices of succeeding circumnavigators, it will be necessary to confine ourselves to the most distinguished, and only to introduce such circumstances of their adventures as were peculiar to the parties engaged in them, instructive in their nature, and of general and lasting interest. It would be inconsistent with the plan of this volume to repeat descriptions of the same scenes and places, or to give anecdotes void of information, and to most persons in the present day, of amusement likewise. More space has been given to the adventures of Magellan and Drake; to the former, because his voyage was the first enterprise of the kind ever attempted; and to the latter, because his expedition, besides stimulating many other individuals to nautical exploits, laid the foundation of that mode of warfare, which, under the name of buccaneering, produced such harassing and destructive effects to the Spanish settle-



ments in the West Indies, and on the coast of America.

Of the Buccaneers it may be right to give a brief account. They were first formed of the few natives who had escaped with their lives from the savage cruelties committed by the Spaniards in the islands of Cuba and St. Domingo. The condition of these people rendered them ripe for any undertaking, and their numbers were gradually strengthened by the accession of adventurers of different countries, particularly English and French. Some of their allies joined these fugitives, from pity for their sufferings and indignation against their oppressors; others were invited by the field for plunder which the riches of the Spaniards opened to their view. Thus reinforced, the once hunted victims became the assailants of their former persecutors; and their numbers increasing with their success, they attempted achievements, apparently impracticable, with a desperate and almost incredible valour which almost invariably attained its object, and made their very name a terror to their enemies. At length the Buccaneers no longer confined their hostility to their ancient foes, the Spaniards, but attacked and plundered the ships of other nations. These audacious violations of justice drew upon them general resentment; and at a period when England and Holland were in alliance with Spain, a combined fleet belonging to the two former powers attacked the main force of the Buccaneers, who were returning from the sacking of Carthage, and extirpated these brave but lawless warriors, after a triumphant career of nearly one hundred and fifty years.

There is no doubt that the manner in which the Spaniards had been weakened and terrified by the exploits of Drake, laid them open to the first effective united attacks of the Buccaneers, whose system was an extension of that adopted by the English Admiral. The expedition of the latter, making every allowance for the character of the times in which he lived, must be considered a piratical one; for, to constitute himself the avenger of the wrongs which he conceived his country to have experienced from a nation against which his government had not declared war, was an act not to be justified; and to plunder the property of that nation for his own private gain was a much greater transgression of the rules of lawful warfare. But the sanction of his sovereign and the signal success which had attended his efforts, made his countrymen view his conduct in a very different light; and the desire of rivalling him in riches and reputation inspired numbers of all ranks with an inclination to try their fortunes at sea. Men of rank and wealth fitted out ships at their own expense and manned them with their dependents, while others in lower situations hazarded their persons as subalterns on board these ships, or in men of war. Stimulated by the example of Drake, they were not likely to act upon different principles, and the behaviour of many of these adventurers was not always regulated by honour and honesty.

Among the numerous contemporaries that followed in the track of Drake one of the most distinguished was SIR THOMAS CAVENDISH, who also ranks as a circumnavigator. His squadron consisted of only two ships, equipped at his own

expense. In his voyage, he visited Patagonia, where he describes the stature of the people to have been about seven feet, and mentions that one of their feet measured eighteen inches. Cavendish and his companions had to encounter the usual difficulties in passing the Straits of Magellan; and wherever they landed on the western coast of America, they were obliged to be continually on their guard against the Spaniards, whose vigilance had been excited by the disasters they had experienced at the hands of Drake. Near Conception, a sea-port of Chili, they were attacked by the enemy, whom they succeeded in defeating, though with a loss that their small numbers could ill afford to sustain. At Paita, Cavendish landed, attacked and burned the town, and brought off a considerable booty. He also routed the Spaniards in several adjoining places, and did considerable mischief to their settlements. Pursuing his voyage, he came within four leagues of the Mexican shore; and continuing his course along the western coast of North America, he had the good fortune to take a new Spanish ship mounting 120 guns, but without her proper complement of men. A still richer prize awaited him in the capture of the *Santa Anna* bound from the Philippines to Acapulco, which was compelled to surrender, after a short but severe engagement. She carried, besides a vast quantity of gold, a cargo of rich silks, satins, damask, musk, and other spices to an immense amount; besides a plentiful stock of provisions which was most welcome to Cavendish's crew. Enriched by this booty, a return to England was resolved upon, to which they were the more

induced by having lost one of their ships, which parted company from them, and was never seen again. They touched, in their course homeward, at St. Helena, to take on board the necessaries which they wanted; and in their way from that island to England, met with a Flemish vessel, from Lisbon, which communicated to them the joyful intelligence of the total defeat of the Spanish Armada. They arrived safely at Plymouth, after an absence of a little more than two years; and not long after their return, the commander, who had previously been a private gentleman, was knighted by Queen Elizabeth. Sir Thomas Cavendish's voyage was more distinguished for its warlike triumphs, than for its additions to the national stock of geographical information. It was commenced in 1586, and concluded in 1588.

The voyage of OLIVER VAN NOORT round the world, which was undertaken about ten years after the return of Cavendish, deserves some notice, as being the first of the kind attempted by the Dutch. They were much impoverished by the expenses of the long war which had enabled them to throw off the yoke of Spain; and they hoped to establish a commercial intercourse with the East and West Indies, by which they might at once obtain wealth themselves, and weaken the resources of their inveterate enemy. Van Noort deviated a little in his course from those who had preceded him; and his expedition was principally distinguished by his frequent encounters with the Spaniards. In one of these, Van Noort's small vessels were obliged to engage two large Spanish ships from Manilla, with an advantage in numbers

on the part of the latter of nearly ten to one. At one time the Dutch were so sorely pressed, that their commander threatened to blow up his ship with all her crew, if they did not fight better, and succeed in beating off the Spaniards. This menace had the desired effect; the Spaniards were defeated with the loss of some hundreds of men, and one of their vessels was sunk. But the loss of the Dutch was so severe, that their number of effective hands was reduced to thirty-five. A very affecting incident is mentioned in the journal of this voyage. On an island, near a promontory named Cape Nassau, the Dutch sailors observed some savages, who shook their weapons at them in token of defiance. The sailors, resenting this conduct, landed, and pursued the natives to a cave, the opening of which was obstinately defended, every man of the resisting party dying on the spot. On the Dutch entering the cave, they found the wives and children of the unfortunate savages; and the poor women, expecting instant death, covered their infants with their bodies, resolving to meet their fate in that posture. The invaders, however, *only* took away four boys and two girls, who were carried on board the ship. The men who could thus tear away children from their widowed mothers may have been entitled to the praise of courage; but it is impossible not to detest their inhumanity. Van Noort's voyage was commenced in 1598, and concluded in 1601.

The voyage of the circumnavigators, LE MAIRE and SCHOUTEN, which was begun in 1615 and completed in 1617, demands some notice, on account of a highly important discovery which re-

sulted from it. At this period, the passage of the Straits of Magellan was forbidden by the government of the United Provinces to all their subjects, except the Dutch East India Company. This prohibition gave great offence to many rich merchants in Holland; and a belief having long existed that to the South of the Straits of Magellan, either the open sea, or some passage leading into the Pacific Ocean could be found, the discontented parties, a company of merchants, who had the greatest interest in a discovery which, if successful, would open to them the trade to India, resolved upon making the experiment, and the conduct of the expedition fitted out for that purpose was given to Schouten and Le Maire. Their enterprize was crowned with full success. After sailing about twenty leagues to the south of the Straits of Magellan, they discovered in the South East of Terra del Fuego, another island to which they gave the name of Statenland, and between which and the former there was a channel, about eight miles in breadth. Into this they entered, and going round a Cape to which they gave the name of Cape Horn, at the southern extremity of Terra del Fuego; and, changing their course to the northward, they, in a short time, plainly discerned the western mouth of the Straits of Magellan; so that they now felt a joyful certainty that they had accomplished the object of discovering a new passage from the Atlantic to the Pacific Ocean. On the channel between Terra del Fuego and Statenland, they bestowed the name of the Straits of Le Maire. To their labours, succeeding navigators have been greatly indebted, as the dangerous and intricate

passage through the Straits of Magellan is now completely avoided by doubling Cape Horn. But the treatment experienced by the unfortunate discoverers was most unworthy of their merits. On arriving at Batavia, the commander's ship was seized and condemned, on the pretence that the rights of the Dutch East India Company had been violated; and the officers and crew were put on board other vessels to be conveyed to Europe. This base conduct so affected Le Maire, that he died of grief on his passage home.

In 1683, CAPTAIN WILLIAM DAMPIER, an eminent navigator, of a very singular character, commenced his voyage round the world. Dampier was early initiated into a seafaring life, and when not more than twenty-three years of age, being at Campeachy, he got acquainted with some Buccaneers, who gave him an inclination for their mode of life, in which he was afterwards much engaged. It is however but just to mention, that at an after-period, he felt considerable shame and regret for having permitted himself to form so disreputable a connexion. He was present at the plundering of Porto Bello by the Buccaneers, as well as at their unsuccessful attack upon Panama, and many other affairs in which they were engaged; and in his circumnavigation of the globe, he associated himself with one John Cooke, who had been particularly distinguished among those freebooters. During his voyage, Dampier was repeatedly engaged in affairs with the Spaniards. In some of these he was latterly unfortunate, and very serious discontents, in consequence, broke out among those under his command; so much so that two of

his principal officers quitted him, the one seizing upon the ship's tender, and the other upon a small Spanish vessel which had been taken. The last hope of Dampier, and those who remained with him, was the great Manilla ship from the East Indies, which, if they should have the good fortune to capture her, would make them amends for all their previous hardships and disappointments. After waiting on the look-out some time, they succeeded in intercepting her; and their first broad-side taking the Spaniard by surprise, they appeared likely to make a prize of her; but a quarrel arose in Dampier's ship whether it would be preferable to board their antagonists or not, and the enemy having time to recover, completely repulsed the assailants with great loss. This last disappointment compelled Dampier to hasten his return to England, and to give up further thoughts of hostile operations. Though his voyage was not distinguished by any remarkable discoveries, he displayed great research; and in his visits to the Philippines and other neighbouring islands in the Indian seas, obtained much new and interesting information respecting the productions of the soil, and the manners, customs, and character of the inhabitants.

An expedition of a privateering character, under the command of CAPTAIN WOODS ROGERS, which added another name to the list of circum-navigators, was fitted out, in the year 1708, at the expense of some gentlemen of Bristol. Captain Rogers and his companions experienced considerable hardships and difficulties, inseparable from such undertakings, and the safety of the squadron was more than once endangered by projects of mutiny. They



had various conflicts with the enemy, both by sea and land, by which they realized prize-money and booty to a great amount. Their voyage was not however distinguished by any particularly striking incident, with the exception of the discovery of a sailor who had passed more than four years upon an uninhabited island. The circumstances of that event were so extremely interesting, that a full detail of them cannot fail to afford pleasure to the reader.

On their approaching Juan Fernandez, a small island off the western coast of Chili, the pinnace was sent off in search of provisions, and to find a convenient place for the ships to anchor. As soon as it was dark, a fire was observed on the island, which was thought to proceed from French vessels at anchor, which deterred those in the pinnace from landing. On their return, the ships were ordered to prepare for an engagement. The next day, they stood in to the land, still expecting an enemy; but, to their pleasing surprise, found all clear. On this, an officer and seven men well armed were sent on shore; and some time elapsing without their returning, the commander began to fear that the Spaniards might have a garrison there, which had made them prisoners. Towards evening, however, the men that had been detached returned, bringing with them abundance of cray-fish, and a man clothed in goat-skins, who appeared wilder than the animals to whom he was indebted for his garments. This man had been four years and four months on the island, on which he had been left by Captain Stradling, who commanded one of the vessels belonging to Dampier's expedition. He said that

his name was Alexander Selkirk, that he was a native of Scotland, and had been bred a sailor from his youth. It was he that had made the fire when he saw the ship, which he imagined to be English. During his abode on the island, he had seen several ships pass by, which only came to an anchor. Perceiving them to be Spaniards, he retired, and, on their firing at him, escaped into the woods. Had they been French, he would have surrendered to them, but he preferred dying in the island to falling into the hands of the Spaniards, as he was persuaded they would have murdered him or made him a slave in their mines. He had been left in the island on account of a dispute betwixt himself and the captain; and the ship being at the same time leaky, he at first was willing to stay there; and when he afterwards changed his mind, the captain refused to receive him. He had his clothes and his bedding left with him, together with a firelock, some bullets, powder, and tobacco, a few books, and his mathematical instruments. For the first eight months he was extremely melancholy, and found his solitary situation almost intolerable. He built two huts of the pimento wood which grew upon the island; in one of these he cooked his victuals, and slept in the other, the same wood, which burned very clear, serving him both for fire and candle. For some time, he found it difficult to eat, having neither bread nor salt. By degrees, however, he became able, without these, to relish cray-fish, which he sometimes boiled and sometimes broiled, as well as the goats' flesh, of which he likewise made very good broth. He killed above five hundred of these

animals and caught many more, which he let go again, after marking them on the ear. When his stock of powder was exhausted, he took them by out-running them; for, by his continual exercise, he had become incredibly swift, as a proof of which, when some of the nimblest runners in Captain Rogers' ships, together with a bull-dog, were sent to assist him in catching goats, he distanced and tired both men and dogs, catching the goats, and bringing them on his back. After Selkirk had been some time in the island, he was fortunate enough to find plenty of good turnips, which had been sown there by Captain Dampier's men; he likewise procured cabbage, and seasoned his meat with a kind of pepper, which he obtained from the fruit of the pimento tree. His clothes and shoes were soon worn out: the former he replaced by a coat and a cap of goat's skin, sewed together with small thongs of the same material, which he cut with his knife, with a nail for a needle. Out of some linen in his possession, he likewise made some shirts in a similar manner. As for his feet, they speedily became so hard, that he could run any where without difficulty; and it was some time after he was found, before he could wear shoes again, for having been so long unused to them, his feet swelled when he first put them on. He was at first much pestered with rats, which gnawed his clothes and feet while he was sleeping; but from this nuisance he freed himself by cherishing some cats, bred from those left ashore by different ships, which soon became attached to him. He likewise tamed some kids; and, to divert himself, would frequently dance with them and his cats, and being

in the very prime of youth, he was enabled to conquer all the inconveniences of his situation, and he became, at length, reconciled to his fate. At first going on board, he had so far forgot his own language for want of use, that he could not speak to be understood; but in two or three days, he began to talk, and he then told the crew that having been so long on the island, without any person to converse with, he had quite lost the use of his tongue. A dram was offered him, but having drunk water so long, he would not taste it; and it was a considerable time before he could relish the victuals in the ship. At the period of Selkirk's being discovered, he was only thirty years of age.

It was on this extraordinary narrative, that the history of Robinson Crusoe, one of the most entertaining and popular works in the English language was founded. Cowper has also written a very elegant and affecting poem on the reflections of Selkirk in his solitude.

Passing over various intermediate circumnavigators, we proceed to notice the celebrated voyage of COMMODORE ANSON round the world. In 1739, this country being then on the eve of a war with Spain, the British government determined on dispatching a force to attack the enemy in some of his most distant settlements, and thus deprive him of the treasure on which he must rely for carrying on the war. This force, consisting of six vessels of war, and two provision ships, was entrusted to the command of Mr. Anson, and sailed from St. Helen's in the Isle of Wight, Sept. 18, 1740. The object of the expedition being professedly warlike, it could not be expected to

prove very rich in discoveries, but the perils and sufferings of those who performed it, and the resolution with which their numerous trials were combated, afford an admirable lesson of patience and fortitude. They first shaped their course for Madeira, and thence proceeded to St. Catherine's Island off the southern coast of Brazil, where they cast anchor on the 18th of November. During this short period, disease had been so prevalent among them, that on board the *Centurion*, the commodore's ship alone, there were eighty sick; and the condition of the remainder of the squadron was little better. Though tents were erected for the invalids on shore, and every attention paid to them, twenty-four of the crew of the *Centurion* died during their stay at St. Catherine's, and ninety-six were removed in a very weak state. They had now to encounter the voyage round Cape Horn, in which, at this advanced season of the year, they had every reason to apprehend tempestuous weather. With a view to secure a convenient place in the south sea for his ships to careen and refit, the commodore proposed to attack Valdivia, a seaport town on the southern coast of Chili; and, in the event of any of the vessels separating, he appointed the island of Juan Fernandez as a place of rendezvous. They passed through a great part of the Straits of Le Maire very smoothly and rapidly; but before they reached the southern extremity, their fears were more than realised. The wind shifted and blew in violent squalls, and the tide turned furiously against them, so that the two sternmost vessels narrowly escaped being dashed to pieces

on the shore of Statenland. For more than three months from this time, their danger was extreme. The continued succession of tempestuous weather astonished the oldest seamen on board, who declared that what they had been accustomed to call storms, were trifling gales in comparison to the violence of these winds, which raised waves so high and precipitous, that had one of them broke, it must, in all probability, have sent them to the bottom. To aggravate their sufferings, the scurvy broke out among them; and, in the commodore's ship alone, carried off forty-three of the crew in the month of April, and double that number in May.

On the evening of the 24th of April, 1741, one of these storms increased to a prodigious height, and the weather became so thick, that the whole squadron separated, and did not meet again, till they reached the island of Juan Fernandez, where the Centurion arrived on the 9th of June, in a most deplorable and desponding condition; their first care was to erect tents for the reception of the sick, several of whom died in the boats, on being exposed to the fresh air. The island abounds with vegetables, adapted to the cure of the scurvy; yet so inveterate was the disorder, that its fury did not abate in less than twenty days after landing; and, for the first ten or twelve days, they buried six or seven persons daily. Among the goats caught here, they found two or three with their ears slit, which were probably some of those that had been taken and set free again by Selkirk. Perceiving heaps of fresh ashes, and fish bones scattered on the shore, they felt con-

vinced that the Spaniards had been very lately on the island ; and as the Centurion, out of her original compliment of four hundred men, had now only thirty hands capable of doing duty, it was desirable, in such an enfeebled state, to avoid meeting an enemy of any force. After, therefore, cleansing the ship, which was in an extremely loathsome state, they used all expedition in laying in wood, water, and fresh provisions, to enable them again to put out to sea. While at Juan Fernandez, the Centurion was joined by three other ships of the fleet, the Gloucester man of war, the Trial sloop, and the Anna Pink provision ship. The last of these was soon after found unfit for service, and her master and men were sent on board the Gloucester. The remaining vessels of the commodore's squadron never rejoined him ; two of them were parted from the fleet off Cape Horn, and with difficulty reached Europe, while the other was wrecked upon the coast. The crews now distributed among the three ships amounted in all to but 350 men, a number not equal to that required to man the Centurion alone properly, and barely sufficient to work the vessels to which they were attached. Soon after they quitted Juan Fernandez, they were fortunate enough to take a Spanish merchantman with a very rich cargo, and they made a convenient addition to their force, by fitting her out as a cruiser. This success was speedily followed by several other valuable captures ; but, as a drawback upon their good fortune, the Trial sloop had become so leaky that she was obliged to be scuttled and sunk. From a prisoner on board

one of their prizes, the commodore learned that at Paita there was a large sum of money in the custom house, intended to be shipped on board a vessel then in the harbour of that town, which was to sail immediately to Mexico to purchase part of the cargo of the Manilla ship. This intelligence determined Anson to make an attack upon Paita, which, if it should succeed, would ensure him important advantages; as he would not only obtain possession of this treasure, but would be enabled to procure a supply of provisions, of which his men were in great want, and it would also afford an opportunity of setting the prisoners on shore, who had now become so numerous that their consumption of food was a serious evil. The commodore's project was executed with equal promptitude, resolution, and success. The Spaniards made a very feeble defence, and Paita was taken by the English in less than a quarter of an hour after landing. Having sent the treasure, consisting of all the money, and the most valuable things in the place on board, together with boat-loads of hogs, fowls, and other refreshments, they spiked the cannon of the batteries and set fire to the town. The hopes of the victors were still further excited by the expectation of capturing the Manilla ship\*, which was known to be then on her

\* This ship, of which mention has been so frequently made, was the large galleon that sailed yearly from the Philippines, of which Manilla is the principal, laden with gold and the rich produce of those islands to Acapulco, a sea-port of New Spain situated on the South Sea, where the cargo was landed, and thence transported to the city of Mexico, the seat of the Spanish government.



way to Acapulco. For nearly a month, however, they were harassed with contrary winds, heavy rains; and dead calms, till they began to despair of intercepting their wished-for prize. At length, however, a favourable change revived their hopes, and they continued in the Pacific and Indian oceans on the look-out for her for a period of more than sixteen months, during which they visited the Ladrões and other islands in those seas. In the meantime, the Gloucester had become in such a bad condition, that they were obliged to clear her of her crew and cargo, and set her on fire; so that the Centurion alone remained of the seven vessels that had originally set sail with the commodore from England. Nor was this their only calamity. One night in September, when it was exceedingly dark, the Centurion lying off the island of Tinian, the wind blew from the east with such fury, that those on board despaired of riding out the storm. Most of the crew, together with the commander, who was ill of the scurvy, were at this time on shore, and the only hope of safety for those in the ship was to put immediately to sea; for as no boat could possibly live the storm, all communication with the island was destroyed. A heavy gust of wind attended with rain, soon drove them out to sea, wholly unprepared to struggle with the winds and waves, and expecting every moment to prove their last. It was not till day-break that those on shore discovered that the ship was missing; they then concluded her lost, and begged the commander to send the boat round the island to look for the wreck. He, however, prevented them from giving way to despondency, by point-

ing out to them that a Spanish bark, one of their prizes, might be fitted and repaired in such a manner, as to convey them all safely to China. They immediately went to work, and after surmounting a variety of obstacles, put the bark into a state fit for their purpose, but were happily spared the necessity of using her, by the unexpected and welcome return of the Centurion, after being buffeted about by the waves. On leaving the Ladrones, they shaped their course for China, and reached the harbour of Macao, at the entrance of the bay of Canton. Here they remained some months, recruiting their strength and spirits, being plentifully supplied with provisions. At length, on the 9th of April, 1743, they again stood to sea, and on the 31st of May came in sight of Cape Espiritu Santo, the north-east point of Samar, one of the Philippine Islands. Off the Cape they kept cruising till the 20th of June, when, at sunrise, they beheld to their great joy the long expected Manilla ship heave in sight. It was not expected that she would give battle to an English man of war, but this was a mistaken idea; for she bore gallantly down upon the Centurion, nor did she surrender till after a desperate engagement of an hour and a half, in which the Spaniards lost 67 men killed, and 84 wounded. The value of the prize was upwards of four hundred thousand pounds. The exultation, however, which the victors felt at the accomplishment of their wishes, after such repeated disappointments, threatened to prove of short duration; for no sooner had the galleon struck, than one of the lieutenants came to Mr. Anson, and whispered to

him, that his own ship was dangerously on fire near the powder room. The commander, prudently forbearing to create any alarm, gave the necessary orders for extinguishing the fire, which was soon got under, notwithstanding its fearful situation. He then returned with his prize to the bay of Canton, in which he anchored; and while remaining there, he, with his people, rendered considerable service in putting out a very alarming fire in the city. Nothing remarkable occurred to the Centurion from the period of Commodore Anson's capturing the galleon, to that of his return to England, where he arrived on the 15th of June, 1744, after a most eventful voyage of nearly four years.

The commencement of the reign of George the Third was distinguished by several voyages round the globe. They were generally performed by expeditions fitted out at the express command of that Sovereign, for the purpose of prosecuting discoveries in the South Seas, which appeared to admit of being considerably extended. Most of the circumnavigators previous to this period had, after passing through the strait of Magellan, directed their course northward, along the western coast of South America, till they had crossed the equator, when they proceeded westward towards the Ladrones or Philippines. The southern part of the Pacific Ocean had thus continued unexplored, and little doubt could exist that much land still undiscovered would be found in that vast tract of waters which had not hitherto been navigated. The first voyage, having for its object the obtaining a better knowledge of the South Seas, was undertaken by

COMMODORE BYRON in the year 1764. The Commodore, with two vessels under his command, pursued Anson's track pretty closely, till he entered Magellan's strait, when he steered for Falkland's Islands, which had been discovered as early as the year 1592, but to which he first gave their present name. Proceeding thence, the seamen arrived at a cluster of islands, which by their appearance, promised good anchorage and refreshment; but upon nearing the shore, and sending out the boats, no landing-place could be found, from which circumstance they bestowed upon their discovery the name of the Island of Disappointment. The natives too evinced a hostile disposition, and attempted to attack the ships' crews with stones, but speedily dispersed at the firing of a single gun. Soon after, they discovered to the south of these islands two others to which they gave the name of King George's Islands, and farther west two more which they named after the Prince of Wales and the Duke of York. The beauty and apparent fertility of the soil at these islands exceeded any thing that they had seen; but the rocks and breakers constituted an insuperable obstacle to landing. They then steered northward, with a view to cross the Equinoctial line, and proceed to the Ladrones. In their way they discovered a low flat island, to which they gave the name of Byron's Island, in honour of their commander. It was well wooded, and seemed extremely populous. The appearance of the inhabitants was very prepossessing; but they did not improve upon acquaintance, being so much addicted to theft, that, though the island abounded in cocoa-nut trees,

when some nuts were shewn them by the Commodore's men, and signs made that more were wanted, they endeavoured to steal those that were put before them, instead of directing where others could be obtained. On reaching the Ladrões, Byron and his companions anchored south-west of Tinian in the same situation which Anson had occupied with the *Centurion*; and they were much struck with the uncommon clearness of the water, which was such, that, though 144 feet deep they could see the ground. Sickness now began to prevail among the crews, and they were glad to have an opportunity of landing those who were ill, and obtaining fresh provision, the want of which had in great measure contributed to the progress of disease. The invalids being at length tolerably recovered, the Commodore returned through the straits of Sunda, and by the way of the Cape of Good Hope, to England, having completed a voyage round the world in a little more than two-and-twenty months, a shorter period of time than that in which it had been performed by any of his predecessors.

Though Byron's discoveries were neither numerous nor important, they were such as to justify a belief that they might be successfully prosecuted to a greater extent. Accordingly, a very short time had elapsed after the return of Commodore Byron to England, when CAPTAIN WALLIS was appointed to the command of a similar expedition. The *Dolphin*, the vessel in which Byron had performed his voyage, was given to Captain Wallis; and he was accompanied by CAPTAIN CARTERET, commander of the *Swallow* sloop of war,

who had previously circumnavigated the globe with Byron. The two vessels, together with a store-ship, sailed from Plymouth on the 22nd of August 1766 ; but, on the 11th of April following, the *Dolphin* lost sight of the *Swallow* in the Strait of Magellan, and did not meet again during the whole voyage. The passage of Captain Wallis through this strait was one of the most difficult and tedious ever experienced, occupying very nearly four months. Pursuing his course, Wallis discovered several detached islands, and also the groups called the Hebrides and Queen Charlotte's Islands. To the eastward of these, he found a very large island, which he named in honour of his sovereign, King George the Third's Island, but which is now known as Otaheite. His reception here, and his intercourse with the natives, form the most striking incidents of Wallis's voyage. The Captain anchored off it, at some distance from the shore, in a very thick fog, which no sooner cleared away than he found his ship surrounded by hundreds of canoes filled with people. At first they appeared to manifest a very friendly disposition, and exchanged provisions for nails and toys ; but their conduct was soon altered. The boats of the *Dolphin* being sent to sound along the coast were followed by large double canoes, three of which ran at the cutter and considerably damaged her ; the Indians armed with clubs, at the same time endeavouring to board her. The crew of the cutter in consequence fired, killed one man and wounded another ; and the consternation thus excited among the assailants, who were ignorant of the nature and use of fire-arms, made them sus-

pend any more hostilities for the present. But two days after, a number of very large canoes loaded with stones advanced; and as soon as the person who appeared to be their leader had thrown a branch of the cocoa-nut tree, which was probably the signal for the onset, into the air, a general shout was instantly set up, and the canoes, approaching the *Dolphin*, threw volleys of stones into every part of her. The crew discharged their muskets; and two guns, loaded with small shot, were fired: but the number of Indians round the ship now amounted to full two thousand, and thousands more were seen on the shore, embarking as fast as possible, so that, though at first disconcerted, they speedily renewed the attack. It was therefore found necessary to fire the cannon, some of which were brought to bear upon the shore; but even this checked the natives only for a very short time. They soon recovered their spirits, and the scattered canoes again collecting, advanced with great determination, and threw stones of two pounds weight from slings, wounding several of the seamen. But a gun being levelled at a canoe that had approached the bow of the ship, and in which was one of the native chiefs, the shot split it in two pieces; and the terror produced by this circumstance put an end to the contest, for the canoes immediately rowed off with all speed, and the people on shore ran and sought shelter behind the hills. A watering party was sent on land the next day under the command of a lieutenant; but the natives seized their casks, and, attempting to take advantage of the reduced crew of the ship, approached her in a large body of canoes loaded

with bags full of stones. Captain Wallis perceiving that forbearance was useless, fired into the middle of their fleet, which instantly dispersed; and he likewise directed some guns towards a hill on which some thousands of the natives were stationed. Two cannon-balls fell among them, which so terrified the people, who had imagined themselves completely out of the reach of danger, that they desisted entirely from future attacks, and in a short course of time, became quite familiar with the English and even attached to them, being convinced that no aggression or injury had been intended by their new visitors. The sailors were amply supplied with provisions, and carried on a brisk traffic with the islanders. The Queen also paid the Captain a visit on board the *Dolphin*, and, after accepting some presents from him, graciously invited him to come and see her on shore the following day. He was received with great politeness and cordiality, and the attentions which he experienced convinced him that the Otaheitans, though determined in their resistance to what they had deemed a hostile invasion, were possessed of much more amiable qualities and a greater degree of civilization than most of the South Sea islanders whom the Captain had hitherto visited. The dress, particularly of the females, was tasteful and elegant; and the natives exhibited cloth of their own manufacture, of very fine texture. They gradually became so attached to the English that the separation was a matter of regret on both sides, and the Queen, who had pressed Captain Wallis to prolong his stay, was so affected at his departure that she shed tears. In his voyage to



the Ladrões from Otaheite, the Captain discovered several islands, but generally speaking, of little magnitude or importance. To these he gave respectively the names of Duke of York's Island, Saunders's, Lord Howe's, Keppel's, Boscawen's, and Wallis's Island; and between Tinian and Malacca, he found three other Islands, which he called Sandy Isle, Small Key, and Long Island. Captain Wallis reached the Downs in safety on the 20th of May, 1768, having completed his voyage in less than a year and nine months. Captain Carteret reached England with the *Swallow* on the 20th of March following. He had experienced great hardships after parting company with the *Dolphin*; and his crew were so diminished by sickness, that there were hardly hands sufficient to navigate the vessel. He visited Juan Fernandez in his course, and found a Spanish garrison and fort established upon the previously uninhabited island. Carteret touched at several islands that had been discovered by Wallis, and likewise found many small ones which had not been visited by the latter. About the same time with Captains Wallis and Carteret, DE BOUGAINVILLE performed his voyage round the world. He was above two years and four months in completing it, and had the singular good fortune to bury only seven of his crew during the whole of that period; a circumstance which seems almost incredible, when we consider the variety of dangers that he and his companions had encountered, and the amazing changes of climate that they had experienced.

It was reserved, however, for CAPTAIN JAMES

COOK to carry discovery in the South Seas to an extent far eclipsing all that had been accomplished by his predecessors. Of this celebrated man, who commanded in three voyages of circumnavigation, and established a reputation which must descend to the most distant posterity, it would be unpardonable to omit giving some account. Cook was born at Marston in Yorkshire, and was the son of a day labourer. After receiving the common rudiments of English education, he was placed with a shop-keeper; but his inclination for a seaman's life prevailing, he articed himself for three years to a ship-owner, and after completing the term of his apprenticeship, he successively obtained honourable situations in various king's ships, and was present at several important events of the war. Having given various proofs of his superior nautical and astronomical knowledge, he was selected in 1768 to command the Endeavour, which was sent out from England with some able astronomers to observe a transit, or passage of Venus over the sun, in some part of the South Sea. This observation, which has proved of great service in supplying many deficiencies in navigation, was taken to great advantage at the island of Otaheite. In the course of this voyage, Cook made many extensive and important discoveries, of which we shall have occasion to speak hereafter. On his return to this country, he was promoted for his services, and the narrative of his voyage excited such great and general interest, that government was induced to send the Captain on another voyage of discovery to the southern hemisphere, which he performed to their entire satisfaction.

Such was his care and judgment in the treatment of his crew in this expedition, that, though absent from England more than three years, his ship lost but one man out of her whole complement. As a proof of the estimation in which the Royal Society held his merits, that learned body, on his return from his second voyage, elected him one of their members, and subsequently voted him a golden medal. The government also bestowed upon him valuable marks of favour. In 1776, he was detached on a third expedition, in which he unfortunately lost his life, being killed by the natives in a tumult at Owhyhee, one of the Sandwich Islands, on the 14th of February, 1779.

The discoveries of this distinguished navigator were far too extensive to admit of minute or separate enumeration here ; and we must therefore content ourselves with giving a general idea of them. We have seen that the South Sea had long been a favourite field of enterprize to those who sought wealth or distinction. It first became an object of curiosity as the means of circumnavigating the globe ; and afterwards of inquiry as to the means its openings might afford of shortening or facilitating many difficult or tedious navigations. Of this immense ocean, which is upwards of 11,000 miles long, and 10,000 broad, the most striking peculiarity is the incredible number of islands scattered over its vast expanse, the greater part of which are not found single or detached, but in large or varied groups, or clusters. For our knowledge of these islands we are mainly indebted to the researches of Cook, and they form the most interesting part of his discoveries. These islands go collectively

under the name of Polynesia, and comprise the space east of Australasia and the Philippines. The largest of these groups are the Society Islands, the Friendly Islands, the Marquesas, and the Sandwich Islands, most of which, as well as various others of inferior size and importance, were first visited by Cook. To give a separate description of each is out of the question. But as the majority of the South Sea islanders appear to form an entirely distinct race from any other hitherto known of the human species, and possess many features and customs in which most, if not all of them, agree, it may be interesting to give a general sketch of their character and habits, combining the observations of Cook with those of other navigators. In many respects, the institutions found to exist among these people evinced an approach to civilization, much greater than that ordinarily met with among persons whom we are accustomed to regard in the light of savages, on account of their want of intercourse with Europeans. In most of these islands the government is an hereditary monarchy, united with a feudal system, almost precisely resembling that which existed throughout the greater part of Europe in the middle ages. The various districts are under the controul of inferior chiefs, subject indeed to the powers and order of the king, but exercising an authority very nearly amounting to an absolute and independent jurisdiction over their immediate vassals. Rebellions against the sovereign power, like those excited by the barons of our own country against our early monarchs, are by no means unfrequent: these insurrections

originate, sometimes in the ambition and influence of some of the most powerful of these chiefs, but oftener in oppressive and tyrannical conduct on the part of the sovereign himself. When no such causes of disaffection arise, the royal person is held in as great veneration, and deemed as sacred, as that of the most despotic sultans of Asia. He has his peculiar attendants, his houses, his lands, and his revenues. In addition to these privileges, he may be said to have that of taking whatever he chooses from his subjects ; for he has the power of levying forced contributions, under the name of benevolences, at discretion. On the same principle, too, which was acted upon in the feudal times, the island chiefs are obliged to attend the king when war breaks out, with all the fighting men at their disposal, together with suitable supplies of arms and provisions ; and when any naval expedition against a neighbouring island is undertaken, to furnish their contingent of canoes. The more powerful chiefs, when disaffected or dissatisfied, refuse to attend the king's summons on these occasions, but the weaker ones rarely venture to shew themselves equally refractory. Neither are the inhabitants of these islands wanting in their regular degrees of nobility. The next in rank to the chiefs are their near relatives, or friends adopted in that character. These are entrusted with the superintendance of the detached possessions of the chiefs, and are permitted to appropriate the produce to their own use, on condition of occasionally contributing to their superior when he stands in need of their assistance, and entertaining him when he comes into their neighbourhood in

his tours or excursions. There are likewise other individuals, servants or dependants to these inferior nobility, each of whom is allowed some share or interest in the produce of the soil. The power of the chief extends to prohibiting even fishing along his part of the sea-coast, except for his own use and profit; but, as fish forms a principal article of consumption among the natives, this right is rarely exercised. The lower orders are kind and obliging, but their prevailing fault is indolence. They are willing in the discharge of the labours required of them, but not persevering or constant. Their services are only due to those under whose power they may be for the time, and they are at liberty to change their chiefs and districts whenever they feel disposed to do so. In this respect, their condition differs materially from the state of vassalage which formerly existed throughout Europe, and is still found in some parts of it. The intercourse between the higher and the lower classes is distinguished by much pleasingness of manners. The respect and attachment which the latter evince towards the former appear to result from habit, and not from the influence of servile fear. The degree of familiarity between the higher and the lower classes almost amounts to companionship; and even the king is never seen to treat the lowest of his subjects, who are always allowed access to his person, with any thing like haughtiness. One reason of this apparent equality may be that the same causes of jealousy or fear that induce a distance between those of different stations elsewhere, do not exist here, it being a very singular feature of their institutions, that a man of low rank can never

by any virtue, valour, or talent, become a chief, while the chief himself, even should he be deprived of his district and command, retains all his former rank and respect. The appearance of these islanders is generally pleasing. Their natural complexion is olive which is rendered still darker by the frequent use of oil. The men are well formed and athletic, and, in most instances, larger and stronger than Europeans. Their women are fairer than the men; many of them are possessed of considerable beauty, and all exhibit in their features that feminine tenderness and affection which belong to their character. The dress of both sexes is composed of three pieces of cloth, thrown over or wound round the body, and garlands are often worn as embellishments. One of their peculiar customs is that of *tattooing*, or puncturing the skin, so as to give it a spotted appearance. The operation is a very painful one, and young girls while undergoing it are seldom able to refrain from struggling and crying; but it is considered to confer so great an ornament upon the personal appearance of the individual, that no one of either sex would on any account forego it. The morals and habits of these people were distinguished by a simplicity and correctness of feeling which attracted the decided admiration of their early European visitors. Their kindness and affection in domestic life was most exemplary; and in the treatment of their children, they very rarely had recourse to harsh modes and never to violence. Their hospitality and their kind attention to the sick were likewise striking traits in their character. Poverty they always considered,

not as a subject of contempt, but of pity and relief. Though the owners of land had nothing to establish their titles to their respective possessions but tradition and a few land-marks, no attempt was ever made to take advantage of this deficiency for the purpose of invading the rights of another. In the manufacture of their garments, household utensils, canoes, and weapons of war, they were very expert and ingenious. They had likewise musical instruments of their own, on which they performed with some degree of taste. They were passionately fond of dancing, and even included dramatic performances among their entertainments. The men excelled in feats of strength and in various athletic exercises; and though so mild and peaceable in their general demeanour, they displayed determined bravery. In some parts of these islands, it was the custom to eat the bodies of enemies slain in war; but this horrible practice was by no means general. Such is the picture given us of these people before their intercourse with Europeans, which has, it is to be feared, in many respects, changed the character of these once simple and happy islanders materially for the worse. With the arts and comforts, they have imbibed much of the bad passions of civilized society. Diseases formerly unknown, have been imported among them, and wars of ambition and avarice have become frequent, as their introduction to a more intimate knowledge of the value and distinctions of property have inspired a jealousy of wealth and dominion.

The first discoverers found the religion of the South Sea islanders, like that of most nations



ignorant of Christianity, to be Polytheism, or the worship of many Gods. Each family had an idol, carved in wood, which was set up in the burial ground, and worshipped as a guardian spirit. They likewise believed in another class of spirits, superior to the family gods, and acknowledged one, supreme above all the rest, whom they called the Great Spirit born of night, and whom they never addressed, unless upon occasions of the greatest importance. They firmly believed in a future state of existence, but not in punishments after death. They thought that the Great Spirit would not make any of his creatures miserable, but that he would give them different degrees of distinction and enjoyment, according to the manner in which they had acted in this life. Worldly afflictions they regarded not as trials, but as punishments. Every sickness or serious accident was deemed an immediate judgment of providence; and offerings were made to obtain recovery from pain, and pardon for the offence which had drawn upon them the divine displeasure. This belief tended to give their clergy, who were numerous, great power. In addition to their character as priests, they were also physicians, and the people stood in the utmost awe of them, thinking them capable of inflicting or removing diseases at will, and even of causing death to any one who might become the object of their displeasure. Human sacrifices were permitted among these people on extraordinary occasions, where none others were considered a sufficient atonement to appease the wrath of the Great Spirit. The victims selected were of the lowest order, and were generally slain by surprise.

The body after death was conveyed to the *Morai* or burial ground; there the eyes were solemnly scooped out, and afterwards offered to the king. It is gratifying to reflect that, in the greater part of these islands, the errors and superstitions of a false religion are now abolished. The interest excited in England by the discoveries made in the Pacific, which might almost be said to have brought a new world to light, was peculiarly strong, and many reflecting and benevolent persons justly lamented that a numerous race of human beings, possessing so many amiable and virtuous qualities, should be in a state of such deplorable idolatry. By their exertions a Society was founded for the propagation of the gospel in the South Sea islands, and a number of missionaries sent out for that purpose, who sailed from England in September, 1796. The labours of these messengers of truth, and of those who have succeeded them in the work, though subjected to many difficulties and discouragements, have been most zealous and unremitting; and they have reaped the reward of their pious efforts in the extermination, among most of those whom they were sent to convert, of polytheism, and the introduction of the pure light of christianity.

Even independently of the remarkable similarity of their customs and manners, the personal appearance of the inhabitants of these islands would of itself prove their common origin. In no instance is the difference of features such as to prevent the general resemblance being too obvious not to be perceived, and the dissimilarity of countenances is by no means so great as is usually

found among European nations. How they were first peopled is a question on which various opinions exist. The most rational conjecture appears to be, that they came originally from America; and being driven out to sea by the stress of weather, and unable, owing to ignorance of navigation, to reach the land again, after they had once lost sight of it, they were drifted at the mercy of the waves till they were fortunate enough to reach an island and establish themselves upon it. Lying as the South Sea islands do in clusters, if only one of them were peopled, the population would soon spread over the adjoining, and ultimately to the more distant ones. A circumstance illustrative of the probability of this supposition is mentioned in the narrative of Cook's third voyage. On one of the ships touching at a small island several leagues west of the Society Isles, Omai, a young Otaheitan who had obtained permission to accompany the English, discovered almost immediately upon his landing, three of his own countrymen, who had left their native place more than twelve years without any tidings being received of them. Their adventures had been very interesting. About twenty persons of both sexes, had embarked on board a canoe at Otaheite, to cross over to Ulitea, an island adjacent. A violent contrary wind arose, so that they could neither reach their destination, nor return to the place from which they had departed. Their stock of provisions, being only designed for a short passage, was soon exhausted, and they passed several days without having anything to eat or drink. At length famine and fatigue had reduced their number to four persons only,

when, to complete their miseries, the canoe upset. They however kept hanging by the side of the boat, till they providentially came in sight of an island, the inhabitants of which immediately sent out canoes, took them off the wreck, and brought them ashore. One of those thus miraculously saved had since died, and the three survivors, having formed a strong attachment to a place where the manners and language of the people resembled their own, declined the offer made them to return in the English vessel to Otaheite.\*

The first of Captain Cook's voyages was one of general discovery in the Pacific; the second had for its object to attempt the practicability of navigating the South Sea in a very high latitude, and to discover whether land existed in more remote parts of the Southern Hemisphere. Cook evinced his accustomed skill and perseverance in the pursuit of these objects; but nature had opposed obstacles to their accomplishment which he found it impossible to overcome. When they had arrived in the latitude of 60 degrees south, the crew began to meet with islands of ice, which continued to multiply till farther progress became impracticable without a total disregard of their own safety. Captain Cook, in this journal, thus describes his

\* This general description of customs and character of the South Sea islanders embraces, besides the clusters mentioned as discovered by Captain Cook, the Pelew islands, a large group between the Caroline and the Philippine isles, which was first discovered by Captain Wilson, who was wrecked there in 1783. One of these islands was the birth-place of the amiable and unfortunate Prince Lee Boo.

feelings and situation. "I will not say it was impossible any where to get farther to the south ; but the attempting it would have been a rash and hazardous enterprise, and what, I believe, no man in my situation would have thought of. It was, indeed, my opinion, as well as the opinion of most on board, that this ice extended quite to the pole, or perhaps joined to some land to which it had been fixed from the earliest time, and that it is here, that is, to the south of this parallel, that all the ice we find scattered up and down to the north is first formed and afterwards broken off by gales of wind and other causes, and brought to the north by the currents which we always found to set in that direction in high latitudes. As we drew near this ice, some penguins were heard but none seen, and but few other birds, or any other thing that could induce us to think any land was near. And yet I think there must be some to the south behind this ice ; but, if there is, it can afford no better retreat for birds or any other animals than the ice itself with which it must be wholly covered. I, who had ambition not only to go farther than any one had been before, but as far as it was possible for man to go, was not sorry at meeting with this interruption, as it in some measure relieved us, at least shortened the dangers and hardships inseparable from the navigation of the southern polar regions. Since, therefore, we could not proceed one inch farther to the south, no other reason need be assigned for my tacking and standing back to the north, being at this time in the latitude of 71 degrees 10 minutes south, and 106 degrees 54 minutes of west longitude." It was in this

voyage that the Captain discovered New Caledonia, one of the largest islands in the Pacific Ocean.

The circumstance of Cook's having made the circuit of the Southern Ocean, in so high a latitude, without falling in with any land further to the south than Terra del Fuego, was considered decisive of the non-existence of a Southern Continent, but subsequent discoveries have shewn this conclusion to be erroneous. Land, apparently forming part of a continent, has been seen to the north-east of the utmost point of Cook's progress, to which the name of South Shetland has been given. This discovery, however, is not likely to be prosecuted to any useful extent, as any attempt to explore it would, in all probability, be rendered impracticable, by the same obstacles that compelled Cook to return.

In 1776 Captain Cook set out on his third and last voyage. His immediate object was to ascertain whether any opening could be found on the Coast of North America, which would afford a passage from the Atlantic into the Pacific. But after sailing northward, until he reached a promontory, which he named Jay Cape, in seventy degrees north latitude, impediments similar to those which he had encountered in the south polar regions, obliged him to relinquish a continuance of the attempt. In this voyage Cook discovered the group to which he gave the name of the Sandwich Islands, as well as some other small detached ones.

In that part of the Pacific, adjoining the Indian Ocean, Cook's researches proved extremely valu-

able. Though not the discoverer of New Holland, which was visited by the Dutch as early as 1605, and occasionally by other navigators of the same nation, he was the first who ascertained it to be an island, and who obtained any useful information respecting it. The immense magnitude of this country, which is more than 2600 miles in length, and 2000 in breadth, has induced many geographers to style it a fifth continent, rather than an island. Cook did not explore any of the interior of the country, but he found the parts near the coast very thinly inhabited, seldom seeing more than about thirty persons together at once. The natives appeared to form quite a distinct race. Their skins are of a chocolate, or deep red colour, but in general so covered with dirt, as to be nearly as black as those of negroes. They are mostly of a middle stature, with large misshapen heads, flat noses, wide nostrils, eyes sunk in the head, shaggy eyebrows, thick lips, and extravagantly wide mouths. Though much smaller in proportion below, than above the waist, and extremely effeminate in their voices, the men are strong and very active. In their habits, the inhabitants of New Holland are perfect barbarians; their habitations are of the rudest description, and they make not the slightest approach to the arts of civilized life in any shape. Even in the formation of their canoes, they hollow out the trunk of the tree from which they are constructed, with fire, having no instrument for that purpose. Their method of procuring fire is rather curious: they work one end of a stick into an obtuse point, and placing this upon a piece of dry wood, they

turn the upright stick backwards and forwards, very rapidly, between their hands, till the fire is produced. In the construction of their warlike weapons they exhibit some degree of ingenuity. Their spears or lances have generally four prongs, pointed with bone, and barbed; the shafts, which vary in length, from eight to fourteen feet, are made of the stalk of a plant resembling the common bulrush, and consist of several joints, let into each other, and tied together. Their shields, which are about eighteen inches broad, and three feet long, are made of the bark of trees. The extensive tract on the eastern coast of New Holland, first visited by Captain Cook in 1770, was in 1788 selected by the government of this country as the most suitable spot for the establishment of a colony, to which criminals might be transported, and at the present time, the different English settlements in that district are computed to contain between forty and fifty thousand colonists, including both convicts and free settlers. Their residence in the country has not, however, reclaimed the natives from their savage manners and habits; they are still as unprotected as ever against the inclemency of the weather, and as unprovided against the chances of famine, and go about totally naked. A great part of the animals found in New Holland were altogether peculiar to that country. Of quadrupeds, it has the kangaroo, the opossum, the flying squirrel, the wombat, a thick short-legged, inactive animal, about the size of a large dog; an amphibious creature, of the mole species, but considerably larger, to which naturalists have given the Latin name of



*ornithorhyncus paradoxicus*; the kangaroo rat, and the large fox bat. The birds are the cassowary or emew, the mountain eagle, the menura, an elegant bird of a brilliant appearance, the cockatoo, various sorts of pigeons, the thrush, the hawk, and some other small birds. Black cattle, deer, sheep, and swine, have been successfully introduced into the country by Europeans, and are now very plentiful. The coast abounds in seals and other sea-animals, and valuable fisheries have been established upon it. The climate is very fine and salubrious, though the heat in summer is sometimes excessive. All the vegetables imported from this country have thrived in the soil of New South Wales, and it is celebrated for the excellence and variety of its fruits. Van Diemen's Land, an island to the South of New Holland, likewise visited by Captain Cook, who found it in most particulars, greatly to resemble the latter, has, within the last five-and-twenty years, been colonized, in many parts, by English settlers, some from Europe, and others from the original establishment at Port Jackson; the climate having been found as healthy as that of New South Wales, and more agreeable to Europeans.

To Cook we likewise owe our present information respecting New Zealand. Tusman, the first discoverer in 1642, traversed only the eastern coast, and believed the country to be one large island. Cook, however, ascertained that it was composed of two islands, of nearly equal size, and he sailed completely round them both. The strait that separates them he called after his own name. He describes the soil as mountainous

and apparently barren ; but it has been since found susceptible of cultivation. Among its natural productions, pine-trees are particularly conspicuous, growing to a height far exceeding any to be found on the mountains of Norway. The coast abounds with fish, and the birds are very numerous ; but it is a singular fact, that only five kinds of quadrupeds have been met with in these islands, namely, the rat, a small bat, the sea-bear, an animal called by Commodore Anson the sea-lion, and the guana or lizard. The inhabitants are in a state of utter barbarism. They are abandoned to the most ferocious habits, and the most odious superstitions, and cannibalism is common among them. They are brave and warlike, but cruel, improvident and brutal ; they detest labour of any kind, and avail themselves of every opportunity to commit theft. The zeal of the missionaries has extended itself even to this uninviting region, but among people of such a character as the New Zealanders, it will easily be imagined that the progress of conversion and civilization must be extremely slow. Those engaged in this laudable undertaking have frequently experienced personal abuse and ill treatment in its prosecution : they have notwithstanding persevered in their labours, and considering the multiplied obstacles with which they have had to contend, they have effected far more than could possibly have been anticipated,

We have already mentioned the death of Captain Cook : the circumstances of that melancholy event are of painful interest. On his first arrival at the Sandwich Islands, which he discovered in

his course northward, he and his people were treated by the natives with great kindness and friendship, and this determined the commander, when he found himself obliged to return, to select these islands as a suitable place to winter at, and procure refreshments and provisions. Accordingly, on the 16th October, 1778, he reached Karakakooa Bay, on the west side of Owhyhee, where he cast anchor, and met with a cordial welcome from the natives, who put off in their canoes in great numbers to visit the English. Here the Captain and his people remained till the 4th of February following, when they put out to sea, steering in a northeasterly direction. But, four days after, on their arrival at Nootka Sound, the foremast of their vessel gave way, which obliged them to put back for Owhyhee, and they came to an anchor in nearly the same situation as before. Their reception, however, was very different from what it had been upon their preceding visit: only a canoe was seen occasionally stealing along the shore, and all was profound silence. In the course of the night the ship's cutter was stolen from the buoy where it was moored. When property of value was stolen from the English at any of the South Sea islands, Cook found that the surest means of recovering it was to get the king or some of the principal chiefs on board his vessel, and detain them as hostages till restitution was made. This mode of proceeding he determined to adopt on the present occasion: he therefore went on shore, and, waiting upon the king, invited him to return in the boat and spend the day on board the Captain's ship. To this proposal the king readily assented, and was about to

embark, when some of his relatives interfered to prevent him. Two chiefs also held him down forcibly, and the natives flocked in prodigious numbers to the spot, and collected round their king. Cook seeing that he could not obtain his object without bloodshed, desisted from any further attempt. His person, however, did not at this time appear to be at all threatened; but, unfortunately some canoes that were attempting to get out of the bay were fired at by the ship's boats which had been stationed across it, and a chief of high rank was killed. The news of his death created an immediate ferment. The women and children were sent off, and the men put on their war mats, and armed themselves with spears and stones. Several of the latter were thrown at the marines, and a chief attempted to stab one of the English officers present. Captain Cook now fired and killed one of the natives. An attack with volleys of stones instantly commenced, which was answered by a discharge of musketry from the marines and the crews of the boats. A scene of dreadful confusion ensued. Four marines were cut off among the rocks in their retreat, and were sacrificed to the rage of the islanders. Three more were dangerously wounded, and a lieutenant stabbed between the shoulders, but having reserved his fire, he shot the man that had wounded him, just as the latter was about to repeat the blow. The last time that Captain Cook was distinctly seen, he was standing at the edge of the shore, calling to the boats to cease firing and to pull in. Unhappily this act of humanity cost him his life. While he faced the enemy, none of them offered

him any violence ; but, on turning round, to give his orders to the boats, he was stabbed in the back, and fell on his face into the water. On seeing him fall, the islanders set up an exulting shout, and his body was immediately dragged on shore, and borne away in triumph by the islanders. “ Thus,” says the editor of Cook’s Voyages, “ fell this great and excellent commander, after a life of so much distinguished and successful enterprise. His death cannot be reckoned premature, since he lived to finish the great work, for which he seems to have been designed, and was rather removed from the enjoyment, than cut off from the acquisition of glory. How sincerely his loss was felt and lamented by those who had so long found their general security in his skill and conduct, and every consolation under their hardships, in his tenderness and humanity, it is neither necessary nor possible to describe, much less to paint the horror with which they were struck, and the universal dejection that followed so dreadful and unexpected a calamity.”

There is too much reason to believe that the body of this eminent navigator was devoured by the Owhyheans : his bones were, however, restored to the English, and, being put into a coffin, were buried in the bay, with the accustomed military honours. When the intelligence of his death reached his native country, the King, to evince his sense of the important services of the deceased, settled a yearly pension of two hundred pounds upon Captain Cook’s widow, and of twenty-five pounds upon each of her children.

The labours of Captain Cook seem to have

nearly exhausted the range of discovery in the Pacific Ocean; the additions made by his successors have been few and unimportant, although their researches have been highly useful in obtaining more extensive and correct knowledge than the first discoverers of the South Sea islands had the means of procuring, in introducing Christianity and many of the useful arts of life to the inhabitants, previously unacquainted with either, and in forming a friendly intercourse with that interesting race of people, calculated to lay a foundation for establishing, at some future period, commercial and other relations with them, which may prove very beneficial to this country.

Subsequently to the time of Cook, various voyages round the world have been performed, but, with a few exceptions, they have been undertaken rather for warlike or commercial objects than for the avowed purpose of making discoveries. One of these, however, seems to claim particular notice, on account of the melancholy uncertainty in which, after a lapse of more than thirty years, the fate of those engaged in it is still involved,—we mean that of the unfortunate La Perouse. The French government, stimulated by the success of the English in similar enterprizes, fitted out an expedition of two vessels, with all suitable and scientific equipments, and entrusted the command to that gentleman, who was a captain in the French navy. The professed object was a voyage of circumnavigation and discovery, but it was not destined to be completed. The vessels sailed from Brest on the 1st of August, 1785, but, after quitting Botany Bay, in 1788, they were never more

heard of. Some have imagined that they foundered in a terrible tempest; others conjecture, with more probability, that they were lost in going through Dampier's Straits, to the east of New Guinea, the whole extent of which navigation is extremely dangerous, a continued line of rocks or breakers running for a length of more than one thousand leagues, nearly level with the water, along the bottom of the sea. The lovers of science and humanity had alike reason to lament the calamitous loss of this expedition, and the general regret was increased by the respect entertained for the talents and amiable character of the ill-fated commander.

The following is a list of circumnavigators, the narrations of whose voyages, not being considered of equal interest with those already mentioned, have not been introduced into the collection.

Admiral JORIS SPILBERGEN, a native of Holland, sailed from the Texel, in August, 1614, and completed his voyage in 1617.

JACOB L'HEREMITE, an admiral in the Dutch service, began his voyage in 1623, and concluded it in 1626.

Captain COWLEY, a commander of Buccaneers, commenced his voyage in 1683, and concluded it in 1686.

Captain JOHN CLAPPERTON sailed from Plymouth the 13th of February, 1719, and returned in the latter part of 1721.

Captain GEORGE SHELVOCK sailed in company with Clapperton, but was separated from the latter in a storm, a week after leaving England, and did not return till 1723.

JACOB ROGERWIEN, a Dutch counsellor, sailed from Holland in 1721, and finished his voyage in 1723.

Captain EDWARD EDWARDS, who was dispatched by Government, to seize some mutineers that had taken possession of a King's vessel called the *Bounty*, and had gone to Otaheite, began his voyage in 1790, and concluded it in 1792.

Captain VANCOUVER sailed in 1791, and returned in 1795.

ETIENNE MARCHAND, a French Captain, sailed from Marseilles, the 14th of December, 1790, and arrived at Toulon on the 14th of August, 1792.

Captain D'ENTRECASTEAUX can hardly, perhaps, be termed a circumnavigator, since, like Magellan, he died before the completion of his undertaking. He was detached by the French Government, in September, 1791, from Brest, completely equipped for a voyage round the globe. His instructions were to endeavour to procure some intelligence of La Perouse, and to sail completely round New Holland, a circumference of between eight and nine thousand miles, an enterprise yet unachieved by any navigator. In the former of these objects, it is needless to say, he was altogether unsuccessful: but, in the latter, though he failed in its entire accomplishment, he ascertained more than two thirds of the whole extent of the southern coast. He died of a convulsion fit on his voyage homeward.

Mr. TURNBULL, an officer in one of the East India Company's ships, performed his voyage between 1800 and 1804.



Captain VIRUSENSTERN, a native of Russia, sailed from Cronstadt on the 1st of August, 1803, and returned to that port on the 19th of August, 1806.

Captain FREYCINET, a French officer, left Toulon in the early part of 1817, and arrived at Havre de Grace in November, 1820.

It will be seen that one of these voyages round the globe, that of Marchand, was performed in the short space of twenty months, and there is no doubt that, in the present highly improved state of navigation, such a voyage might be performed in even less time. In voyages of mere discovery, however, it must be remembered that research, and not expedition, was the object of those engaged in them.

EARLY  
VOYAGES TO AMERICA.

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THE discovery of America no one can hesitate to pronounce by far the most important event recorded in the pages of profane history in any age. It opened to the nations of the old continent new stores of wealth and interest, not previously even dreamed of; it extended the supposed limits of every part of created nature, animate and inanimate, and literally introduced the discoverers to a new world, both in its productions and in its inhabitants. That such a large and populous portion of the globe should, for thousands of years, have remained hid from the knowledge of civilization and science, certainly appears almost inconceivable. The imperfections existing in the navigation of the ancients, which have been already spoken of, sufficiently account for no voyage so extensive as that across the Atlantic having been undertaken by them, but that, during the lapse of so many centuries, none of the numerous accidents which might have made the people of antiquity acquainted with the existence of a Western Continent, even though there were no known means of

reaching it in safety, should have occurred, cannot but be matter of astonishment.

Many attempts have been made to shew that the antients had some knowledge of America, and expressions are quoted from some of their writers in support of this opinion. Not one of these quotations amounts to more than a supposition, and few even to that. Besides, many of those who formed such conjectures, if any thing is to be collected from them, looked for a new world in a northerly or even a southerly, rather than in a westerly direction. Indeed many ages later, even after the sailing of the expedition which was destined to open the path to the unknown regions of the Western Hemisphere, the existence of any large body of land in that direction was considered by the majority, even of well informed persons, as altogether visionary.

Some of the extreme northern parts of America, had, it is true, been visited at a comparatively early period. East Greenland, was discovered by the Norwegians or Icelanders, as far back as the year 982, and a small colony planted there, but this was soon shut in by the accumulation of Arctic ice, and the unfortunate colonists perished. The same people, in 1003, fell in with Newfoundland, or a part of Labrador, which, like East Greenland, was soon abandoned. But the discoverers of these countries, did not themselves, entertain the most remote idea that they formed part of a Western Continent; their discoveries were moreover entirely accidental, and were lost to the world, long before the time of CHRISTOPHER COLUMBUS, to whom the sole merit of that

great and important discovery, compared with which all others, whether by sea or land, dwindle into mere ordinary events, is incontestably due. This eminent man was a native of Genoa; his origin was very humble, and he is said to have been brought up to his father's trade, as a weaver, but his taste for a seafaring life fortunately induced him to quit an occupation so unworthy of his natural powers. He was engaged in trading vessels for several years, and, in his leisure moments, he devoted himself assiduously to the study of astronomy and cosmography. His proficiency in these sciences first led him to reflect upon the probability, that the earth must contain a much greater portion of land than was then known to Europeans. Having carefully collected the observations of preceeding mariners, he at length became satisfied, that there must be many lands to the westward of Cape Verd, and the Canary Islands, and being convinced of the spherical figure of the earth, he considered their discovery practicable, by sailing in a westerly direction, till they were arrived at. He first applied to his native republic of Genoa, for assistance to prosecute the investigation upon which he desired to enter, and afterwards laid his plans before the courts of England and Portugal, but met with no encouragement. Indeed, at that time, most persons were so far from imagining that there could be any such country as the New World, or the West Indies, that the very idea of its existence, was scouted as extravagant, and absurd, it being almost universally believed that all to the westward of the Canary Islands, was an immense and unnavigable

ocean. Having been repulsed in the quarters to which he had hitherto applied, Columbus next endeavoured to obtain the patronage of Ferdinand, King of Spain. That monarch referred his proposals to an assembly of mathematicians, who raised numerous objections to Columbus's ideas, all of which he so successfully combated as to give offence to his judges, by his evident superiority to them, and, in consequence of the report which they made to the court, he had the mortification to find his offers declined, under the pretext, that Spain being engaged in several wars, could not at that time incur any additional expenses. He still, however, persevered in his object, endeavouring to secure the assistance of every one who might possess any influence with their Catholic Majesties, calculated to forward his enterprise. He at length succeeded in interesting the confessor to Queen Isabella in his behalf, who induced her to favour the views of Columbus, and ultimately to persuade the king to enable him to carry them into effect. There is, however, strong reason to believe that Ferdinand's compliance was elicited, not in the expectation of discovering a western continent, but in the anticipated possibility of finding a western passage to the Indies, a project which, from the advantages that would result to Spain from its successful accomplishment, was well adapted to invite the attention of the monarch of that country. Even Columbus himself, if we may judge from the name which he gave to his expected discovery, namely, the West Indies, appears to have bounded his expectations to finding unknown islands in the Atlantic. All the preliminaries being arranged,

Columbus, with a fleet of three small vessels, set sail from Palos, on the 3d of August, 1492, and directed his course for the Canaries. The admiral had kept the real object of his voyage secret from the sailors, fearing that its premature disclosure might dishearten them. Suspicions were, however, excited by the circulation of malicious rumours, and the very day after the sailing of the expedition, an attempt to delay its progress was attempted, by breaking the rudder of one of the vessels; and, a few days afterwards, the same experiment was repeated. The intention of this treachery was probably to induce a belief on the part of the crews, since seamen are known to be habitually superstitious, that they commenced their voyage with unfavourable omens; but fortunately this attempt on their credulity failed. They reached the Canaries without any injury, and remained at Gomera, one of those islands, for nearly a month. On leaving that island to continue their course westward, the apprehensions of the sailors were so strongly awakened, that many of them vented their sorrows in sighs and tears, though Columbus did every thing in his power to revive their spirits, by assurances of success, and by placing before their eyes the wealth which that success would infallibly procure them, and he likewise took the prudent precaution of lessening in his reckoning the distance they had really run, with a view to allay their fears. Their alarms were additionally excited by another circumstance which, though now well understood, was, when first observed, equally inexplicable to the admiral and his people. After they had proceeded about

two hundred leagues to the west of Ferro, the needle was observed to vary, first half a point, and afterwards an entire point, to the east, and in three days more, it again pointed to the north as before. The sight of some land-birds, however, dissipated for the present their fears; and meeting with fresh weeds, and other appearances of land being not far distant, they were reconciled to the pursuit of their voyage. Columbus even found means to rouse their courage from the circumstance of contrary gales arising, for, having sailed for more than six weeks after their departure with a favourable wind, some of the men had begun to entertain an opinion that it would always set in the same direction, and preclude the possibility of their returning to Spain. But several days more elapsing without obtaining sight of any land, the discontents of the seamen broke out into open expressions of mutiny. They protested against proceeding, as they appeared likely to do, till all their provisions should be exhausted, and their vessels not fit to keep the sea; and they even proposed, if the admiral refused to accede to their desire of steering back to Spain, to throw him overboard, and report, on their return, that he had accidentally come to his death. It may easily be conceived that all the reasonings, threats, and expostulations of Columbus were alike unavailing, when addressed to men agitated by such feelings; but, at the very time when his hopes seemed about to be entirely frustrated, such unequivocal proofs of their being in the immediate neighbourhood of land presented themselves, as to calm the most rebellious, and satisfy the most incredulous.

On the afternoon of the 11th of October, 1492, the crew of one of the ships saw a cane and staff, the latter curiously carved, and a piece of board, which had evidently been but a short time in the water; and also a branch of thorn with berries upon it, which had been recently torn from the bush. About ten o'clock that night, Columbus spied a light, which, by its being raised up and down, plainly proceeded from the shore, and about two the next morning, Friday, the 13th of October, a sailor named Roderick de Triana, descried land, about two leagues distant, which they made in the course of the day, and found it to be a flat island, about fifteen leagues in length, covered with wood, abundantly supplied with water, and well peopled. The natives stood on the shore in great astonishment, believing the ships to be some monstrous unknown marine animals. Columbus going on shore, in company with the captains of the other two ships, and a suitable escort, kissed the ground, and returned thanks to the Almighty, for the success of their arduous enterprize. From the critical circumstances under which it had been discovered, the admiral gave to the island the name of St. Salvador, or the Holy Saviour. It forms one of the cluster since called the Bahamas. The inhabitants were a simple and peaceable race of people, with good countenances and features, of a middle stature, well shaped, and with skins of an olive colour. They had no knowledge of iron; for weapons they used sharp stones, and javelins pointed with fish-bones. When shewn swords, they were so ignorant of their nature, that they laid hold of their edge.



They willingly exchanged their only articles of traffic, parrots and clews of cotton yarn, for glass toys, beads, and other similar trifles. In their innocent superstition, they believed the Spaniards to be superior beings come down from heaven, and worshipped them as such. Columbus took with him seven natives of St. Salvadore, to act as interpreters, and proceeded to discover other islands — nearly a hundred in number. Proceeding on his voyage, he arrived in succession at the large islands of Cuba and Hispaniola. At the former of these he refitted his ships, and obtained abundance of provisions. Here, too, he first found the grain called *maize* or Indian corn. One of his captains, tempted by the information which he conceived himself to have derived from the natives, as to the probability of abundance of gold being found in the island, deserted the admiral between Cuba and Hispaniola. At the latter island Columbus found the inhabitants in a comparatively advanced state of civilization; and much form and ceremony were observed in the behaviour of the courtiers to their prince or *Cacique*. At all these places, the natives manifested the greatest kindness and hospitality, and supplied the Spaniards plentifully with provisions. Their religion, as far as could be judged by appearances, consisted in the worship of the sun and moon. Here the admiral lost his ship, by her striking upon a rock, but he received every possible assistance from the kind Indians, who carried on shore in their canoes all that could be saved from the wreck. After making ineffectual efforts to discover the vessel that had deserted, and to induce her

captain to rejoin him, the admiral determined on building a fort at Hispaniola, and garrisoning it with the supernumeraries which the loss of his own ship had created. The persons who remained were chosen by lot from the many whom the conduct of the Indians had inspired with a wish to settle there. The Cacique expressed great regret at the departure of Columbus, and promised that the Spaniards who were left on the island should experience every kindness and attention. On the admiral's return, he fell in with the vessel that had previously separated from him ; the captain, Martin Alonzon Penzon, pretended to describe his parting as accidental, and Columbus, though convinced of his treachery, considered it prudent to accept his excuses. On arriving at St. Martin's, one of the Azores, some of the admiral's crew who went on shore were seized by the Portuguese governor there, but, on Columbus's threatening retaliation, they were released, the governor avowing, at the same time, his regret that he had not succeeded in getting the admiral himself into his possession, as he had been particularly instructed by the King of Portugal to do so. On the 2d of March, 1493, Columbus entered the harbour of Lisbon, in which he was obliged to take refuge by stress of weather. When it was known that he had returned from actually discovering the West Indies, great numbers flocked on board to see him, and viewed, with no small curiosity and amazement, the natives of the newly found countries, whom he had brought with him. By the invitation of the King of Portugal, he waited upon that sovereign, who, after fruitlessly attempting to in-

duce Columbus to acknowledge his discoveries as belonging to Portugal, and not to Spain, and shewing, by his enquiries and observations, that he was much concerned at having rejected the offers which the admiral had formerly made him, promised to afford him any supplies of which he might stand in need. Having taken in all necessary refreshments, he sailed from Lisbon on the 13th of March, and on the 15th reached Palos, from which he had originally set out. On his landing, he was received by a procession, and extraordinary rejoicings were made by the inhabitants, very few of whom had calculated on the successful termination of his expedition. He was immediately summoned by the King and Queen, who, on learning his arrival, sent him a letter of congratulation, to repair to Barcelona, where their Majesties then were, and was received by them with every mark of distinction. He produced before them the Indians in their native habiliments, and all the curious things which he had brought from the New World. He then gave a brief recital of his voyage, after which the King and Queen rose from the throne, knelt down, and, with tears in their eyes, gave thanks to God for this great and important discovery. The Indians were baptised, and his Majesty and his son stood as sponsors at the ceremony. Every preparation was likewise made for prosecuting the enterprize which the Admiral had so auspiciously begun.

On the 22nd of September, 1493, Columbus set sail with a fleet of seventeen vessels from the bay of Cadiz on his second voyage. At Gomera, he remained two days, taking in wood and water

and procuring cattle, sheep, goats and swine, for the intended colony in Hispaniola. He likewise took on board poultry, and garden seeds. On the 3rd of November he discovered the island of Dominica, Guadaloupe, and other smaller ones adjacent. In these islands they found cotton, both raw and spun, with looms of a singular fashion used by the natives. Steering north-west for Hispaniola, he fell in with the islands of Montserrat, Antigua, and Santa Cruz, besides many others in the Caribbean sea. In some of these the Spaniards found well built houses made of timber and thatched, with square inclosures, and clean well beaten paths to the shore. The walls were made of canes woven or wattled together. On reaching Hispaniola, the Admiral was informed by the Indians, that most of the christians whom he had left there had died of sickness, and that others had gone up the country. He also found the fort which he had erected burned, and seven or eight Spaniards buried near it. On further inquiry, he ascertained that their own misconduct and disorders, and their plunder of the natives had excited the hostility of the inhabitants against the new settlers, and had caused a war of extermination. These circumstances determined Columbus to renounce his former intention of colonizing that part of Hispaniola which he had at first selected, and to choose a spot to which he gave the name of Isabella, in honour of the Queen of Spain, where he built a town, and founded the first regular European colony established in the West Indies. In this quarter of the island, he found a considerable quantity of gold, which gave great satisfaction to

the Admiral and his companions. He immediately sent a number of his men to dig for farther supplies of this precious metal, and, with the view of striking awe into the Indians, he provided a military escort, who marched through the country in full martial array, with colours flying, drums beating, and trumpets sounding. Their appearance produced a strong sensation in the minds of the natives, who were particularly astonished at the novel spectacle of the cavalry. The Admiral left one of his brothers, James Columbus, as commander of the new town of Isabella, and proceeded up the country where he built another fort which he called fort St. Thomas. On his return he found the colony at Isabella almost destroyed by sickness, so that he was almost induced to entertain thoughts of abandoning the town; and to add to his perplexity, he learned that the natives were preparing to attack Fort St. Thomas, but, by prompt exertion, their intentions were defeated. He left two ships in the harbour of Isabella, to serve the colony in case of emergency; and took all other necessary precautions for its preservation. He then proceeded westward in the prosecution of his researches, and, in his progress, discovered the island of Jamaica. Here however he met with demonstrations of a hostile reception, which he did not consider it prudent to encounter, and he came to the resolution of returning to Hispaniola, On his arrival at Isabella he learned the mortifying intelligence that the natives of the island had risen in arms against the Spaniards. This feeling of enmity on the part of the latter had been excited entirely by the disgraceful conduct of the greater

part of the colonists, who had lived in the most licentious and disorderly manner, and had outraged the inhabitants by continued acts of depredation and violence. However Columbus might disapprove the conduct of his companions, the circumstances in which they were placed obliged him instantly to act against the Indians, whose immense but undisciplined army, he, with a body not amounting to three hundred men, including twenty cavalry, routed with prodigious loss. Part of the force employed by Columbus on this occasion consisted of twenty blood hounds, which made great havock among the naked Indians. After this victory, he ranged for nine or ten months about the island, punishing those of the natives who had been most active in the revolt. He likewise levied heavy contributions of gold upon the chiefs, being satisfied that he could only retain his influence with the court of Spain by the transmission of treasure to that country. The islanders, who had at first received the Spaniards with kindness, in the belief that their stay would be only temporary, were so much distressed by these exactions, and the immense consumption of provisions by their unwelcome guests, that they attempted to starve them out by discontinuing the cultivation of the soil, and withdrawing into the woods. The consequences of this experiment recoiled upon the unfortunate creatures themselves; the Spaniards possessed the means of drawing supplies of provisions from Europe, while the wretched Indians created a famine among themselves, which proved so destructive, that, by the year 1496, more than one third of the whole population had perished.

While these transactions were carrying on, some of those who accompanied Columbus, being desirous of undermining his credit with the Spanish court, transmitted various misrepresentations of his conduct, which occasioned a person of the name of Aguado to be sent out for the purpose of enquiring into the truth of the statements which had been received at Madrid. This individual, on his reaching Hispaniola, did every thing in his power to annoy the Admiral and wound his reputation, and succeeded in exciting divisions which threatened serious danger to the colonists, by encouraging the hopes of the Indians. Under these circumstances, Columbus found it necessary to repair to Spain, to clear himself from the calumnious accusations of his enemies, in which he perfectly succeeded. Having recited to their Majesties the new discoveries which he had made, and the prospect of immense wealth which they presented, he received their full approbation of his conduct, and was sent back with a guard of honour to Seville, where eight ships were provided for him to commence his third voyage. Two of these he sent to his brother, who had then begun to build the city of San Domingo, the capital of Hispaniola, and with the other six he set sail from the port of San Lucar, on the 19th of May, 1497. He touched, as usual, at the Cape Verd islands in his course, and took in requisite provisions and refreshments. On the 1st of August, when the crews were greatly distressed for water, he discovered the island of Trinidad. On preparing to go on shore, the Spaniards were attacked by several of the natives in canoes, who were, however,

speedily dispersed by a discharge of arrows from the cross-bows of the sailors. Having procured the necessary supply of water, the Admiral continued his voyage westward along the coast of the continent, which, for a length of time, he mistook for that of some island. He then steered for Hispaniola, and reached the new city of San Domingo. On his arrival, he again found the Indians in arms against the Spaniards, who had given them several defeats under the command of the Admiral's brother Bartholomew. Several of the settlers mutinied against the authority of Columbus and his brother, a proceeding productive of more injury than all the natives were able to effect. The malcontents, not content with this, forwarded complaints to the court of Spain, on which Francis de Bovadilla, a nobleman high in rank, was sent out with authority to inquire into the troubles of the infant colony. This envoy carried measures with a very high hand, and, on very frivolous pretences, sent Columbus and his brother on board separate vessels to Spain. When the vessel in which the Admiral sailed had got out to sea, the master, sensible of the unworthiness of the treatment which he had experienced, would have taken the irons off him, but this Columbus would not permit, saying that they had been put upon him by a person holding the royal commission, and that he would not be liberated but by the express command of his sovereign. He added that he would always preserve these fetters, as a memorial of the reward which he had received for his many services; a promise to which he adhered, for after his release, he kept them constantly in his bed-chamber, and



he ordered them to be buried along with his body. Immediately on the arrival of the distinguished prisoners in Spain, the King and Queen ordered them to be set at liberty, and to repair to the court, which was then held at Grenada. They were favourably received by their Majesties, who complimented them upon their achievements, and expressed regret for the rigour to which they had been subjected. Notwithstanding this, the admiral was deprived of the government of Hispaniola, which was given to a judge named Nicholas de Ovando. This extraordinary treatment made him at first resolve to retire altogether into private life, but, at the earnest entreaty of the King and Queen, he was induced to renounce his intention, and to undertake a fourth voyage; and on the 9th of May, 1502, he sailed from Cadiz with a fleet of four ships. On his arrival before San Domingo, the new governor, Ovando, would not permit him to enter the harbour. He was, in consequence, obliged to sail further westward, and, in addition to the task of struggling with adverse currents and long calms for some time, he had to contend against an almost continued storm for sixty days. To the northward of Cape Honduras, he discovered the island of Guanaza, where he came to an anchor, and obtained rest and refreshment, both of which his men greatly needed. He sent his brother on shore; and soon after, a canoe, eight feet wide and as long as a Spanish galley, came off to the ship. This canoe, which was covered with matting, had men, women, and children on board, who were more abundantly provided with commodities for barter than any of the Indians whom the

Spaniards had previously met with. They had long webs of cotton of several colours; short cotton shirts, without sleeves, curiously wrought; small cotton cloths to fasten round the body; wooden swords edged with flints; copper hatchets and horse-bells of the same metal; plates of copper, and crucibles, or melting pots. They likewise brought with them plenty of cocoa-nuts, bread made of maize, or Indian corn, and a kind of liquor for drinking also prepared from maize. The Spaniards bartered with the Indians for some of these things; and being informed by the latter, in reply to enquiries respecting gold, that it was to be found towards the East, the Admiral shaped his course in that direction. Proceeding along the coast of Honduras and thence eastward, he touched at Porto Bello, Nombre de Dios, Belen and Veragua, trading with the Indians. At the last of these places, he was informed of gold-mines at no great distance, and he sent his brother Bartholomew up the country in search of them. On his return, he brought a considerable quantity of gold which he had obtained from the natives, for toys of trifling value. This appeared so encouraging a prospect, that the Admiral proposed leaving his brother in this place with eighty Spaniards to settle a colony, and he even commenced building houses for that purpose. His intention was however frustrated. The Indians, who had begun to conceive a well grounded jealousy of any Spaniards settling among them, had recourse to arms, and, to encrease the difficulties and perplexities of the commander, a formidable mutiny broke out among his own people. The mutineers even took part with the Indians,

whom they persuaded to distress Columbus and those of his followers that remained faithful to him, by refusing any supplies of provisions. From this trying situation Columbus extricated himself by a very happy expedient. Knowing that in three days, there would be a considerable eclipse of the moon in the early part of the night, he sent an Indian of Hispaniola, who was on board his vessel, to call the principal chiefs of the province together to confer with Columbus upon a subject of great importance to them. The chiefs waited upon him the day before the eclipse, and the admiral told them that the God whom he served would assuredly reward his friends and punish his enemies. That God was angry with the Indians for neglecting to bring provisions to the Spaniards, and for aiding the cause of the rebels. That they would be visited with plague and famine for their conduct, and that as a proof of the truth of his prediction, they would see the moon rise that night, overcast, and of a blood-red hue. Most of his hearers treated his words as an idle threat at the time; but when they actually saw the moon rise obscured as Columbus had described, and perceived the obscurity increasing as she ascended higher, they were so terrified that they hastened from all parts with provisions, praying the admiral to intercede with his God for them. This he undertook to do, and shutting himself up till the time when he knew the eclipse would begin to go off, he then came out, and told them that he had obtained their pardon, on condition that they would in future treat his people well, and supply them liberally, and that they would speedily see the moon resume her

usual brightness. The event, of course, occurred, and from that period the Indians furnished him with provisions in abundance, and abstained from further acts of hostility against him, and he was thus enabled to reduce those who had revolted against him to obedience, though not without great difficulty, and some bloodshed. But being much annoyed by the disappointment which his plans had experienced from these various obstacles, and labouring himself under severe sickness, he stood over from Veragua towards Hispaniola. His ships had, however, become so much out of repair, that he was unable to reach that island, and was forced to run them on shore in a creek on the coast of Jamaica, where he propped them up with spars, and built huts for the men upon the decks, all the parts below being full of water. He remained here nearly a year, suffering many hardships, till he at last found means to send a canoe over to Hispaniola, with intelligence of his distressed condition. A vessel was, in consequence, dispatched to transport him and his men to that island, whence he sailed to Spain, and reached Seville in safety, after a very tempestuous voyage.

The ungrateful return made to this great and excellent man for his exemplary services, and the circumstances of his death, are finely and touchingly described by his son, Ferdinand Columbus, who published a history of his father's voyages, equally creditable to the talents and the filial piety of the biographer. "In May, 1505," says this writer, "Columbus went to the court of King Ferdinand, the glorious Queen Isabella having, the year before, exchanged this life for a better.

Her loss was severely felt by the admiral, as she had always favoured and supported him; whereas the king had proved unkind, and adverse to his honour and interest. Though King Ferdinand received him with the outward appearance of favour and respect, and pretended to restore him to his full power, he yet would have stripped him of all, if shame had not hindered him, considering the engagements which both he and the queen had come under to him, when he went out upon his last voyage. But the wealth and value of the Indies appearing every day more obvious, and considering how great a share of their produce would accrue to the admiral, in virtue of the grant made to him, the king was anxious to acquire the absolute dominion to himself. Ferdinand, therefore, began to propose new terms to the admiral, by way of equivalent, which negotiations God did not permit to take effect; for the admiral, much broken down by the gout, and troubled to find himself deprived of his just rights, was attacked by other distempers, and gave up his soul to God upon Ascension-day, the 20th of May, 1506, at the city of Valladolid. Before his death, he devoutly partook of the holy sacraments of the church; and these were his last words, ‘Into thy hands, O Lord! I commend my spirit.’ His body was conveyed to Seville, where it was magnificently buried in the cathedral, by order of the king, and the following epitaph was engraven, in Spanish, on his tomb:—

‘Columbus gave a new world to Castile and Leon.’”

Allusion has already been made to the attempts

made to trace the knowledge of the Western Continent, to an earlier period than that of Columbus. Fortune was not only adverse to the great navigator, while living, but she appears to have been equally unkind to his name when dead, for one of the numerous pretenders to a priority of discovery, whose claims are now universally acknowledged to be those of an impostor, succeeded in robbing the real discoverer of the honour of bestowing his own name upon the new world, which he had found out. This man's name was AMERICUS VESPUTIUS, a native of Florence, who, by the interest of one of Columbus's known enemies, was made chief pilot of Spain. In his official situation, all the journals of discovery were communicated to him, and from these he constructed elegant maps, and, as his integrity was not quite as great as his talents, he supplied whatever was wanting in his materials by the exertion of his imagination, which was vivid and powerful. He next published a narrative, in very elegant language, of four voyages which he represented himself as having made, and pretended to have been the first discoverer of the *Continent* of the New World, alleging that his great predecessor was only the discoverer of the West India Islands. This fact he endeavoured to sustain by insertions of dates, which have since been clearly proved to have been falsified. It has been doubted by many whether any one of these voyages by Americus was ever accomplished. It at least appears evident that the first *two* voyages contained in his narrative were in reality one and the same, and were divided for the purpose of giving a better

colour to the false date on which he attempted to ground his claim to the alleged priority of discovery of the continent of Paria. From his own writings it appears, that he did not command in chief in any of the voyages which he has related, and he uniformly conceals, with suspicious caution, the names of the commanders under whom he sailed. Yet, being supported and favoured by many persons of rank and influence, his pretensions were admitted; and, instead of the New World being designated after the immortal Columbus, the name of America, derived from that of a man who, but for this piece of unmerited good fortune, would have been lost in obscurity, was attached, and remains indelibly affixed to this great division of the globe.

Ovando, who had been appointed successor to Columbus, in the government of Hispaniola, ingratiated himself considerably with the Spanish court, by his discovery of numerous rich mines of gold in that island, and his remitting vast quantities of that precious metal to the treasury. His success increased the anxiety of the cabinet of Madrid to extend their discoveries, and to establish their power in regions that promised to prove so profitable; and various expeditions were undertaken for the furtherance of those objects. A colony was planted at Porto Rico, and a pearl fishery established at the island of Cubagua. Darien, on the isthmus which unites North and South America, was also colonized; and the large and fertile island of Cuba was completely conquered by Diego Velasquez, and Spanish settlements formed upon it. This commander also

made many other discoveries along the coast of the American Continent, which opened a way to Mexico, or New Spain, as it was called by the discoverers.

The conquest of this rich and extensive empire is one of the most striking events connected with the annals of early American discovery.\* The reports which the followers of Velasquez, on the strength of the information derived from the natives, brought of the probability of great stores of gold being obtainable in the interior of that country, awakened all the avarice of the Spaniards, and in 1518, Fernando Cortes, one of the Spanish residents in Cuba, applied for permission to reduce Mexico under their Catholic Majesties, and for a suitable force to effect his design. His request was granted, and, on the 10th of February, 1519, he set sail from the Havannah, with a force, not amounting in all to seven hundred men. There he landed, together with his horses and artillery, at the harbour of St. Juan de Ullua, and began to erect huts for his men, and to fortify his camp. Some idea may be formed of the daringness of the enterprise, by considering that the empire, which this adventurous commander had the temerity to think of attempting to subdue with his little band, was one that, according to Dr. Robertson, had arrived at a pitch of grandeur to which no society had ever attained in so short a period. Though it had sub-

\* Strictly speaking, the expeditions which led to the conquest of Mexico, Peru, and Chili, can, perhaps, hardly be called *voyages*; but, independently of their very interesting character, some account of them appears indispensable in the narration of early American discoveries.



sisted only one hundred and thirty years, its dominion extended from the north to the south sea, over territories stretching about 500 leagues, from east to west, and more than 200 from north to south, comprehending provinces not inferior in fertility, population, and opulence, to any in the torrid zone. The day following his landing, two Mexicans of high rank, the one governor of a province under the emperor, and the other the commander of all the forces in that province, waited upon Cortes. He gave them an audience, at which he told them that he came from the King of Castile, the greatest monarch of the East; that he was entrusted with propositions of such importance, that he could communicate them to no one but to the emperor himself, and he requested to be immediately conducted to the capital. They seemed very uneasy at his proposal, and endeavoured to dissuade him from it, but to no purpose. They then strove to conciliate him by magnificent presents, sent from Montezuma, their emperor, which evinced a degree both of opulence and civilization, exceeding any thing that had been supposed to exist in the New World. They consisted of valuable ornaments of gold and silver, of which the workmanship was as exquisite as the materials were rich; plumes of various colours; and beautifully fine cotton cloth. But, instead of producing the desired effect, such a display of wealth only increased the eagerness of the greedy Spaniard and his companions to acquire possession of the country, and he insisted upon compliance with his request. The ambassadors obtained, however, a promise on the part of Cortes, not to advance till

sufficient time had elapsed to obtain instructions from Mexico, the capital city. The messengers despatched thither took with them drawings, made by painters sent for the purpose, upon the spot, and designed upon white cotton cloths, of the figures of the ships, horses, artillery, and every thing remarkable in the Spanish forces; they likewise bore some European curiosities, as presents from Cortes to Montezuma. The latter refused to admit the Spanish general to a personal interview, but wishing to soften the refusal, and avoid exciting resentment, he sent him gifts, far more magnificent than any thing which the invaders had hitherto seen. Among them were two large plates of a circular form, the one of massive gold, representing the sun, the other of silver, representing the moon, together with braces, collars, rings, and other trinkets all of gold. There were also some boxes filled with pearls, precious stones, and grains of unwrought gold, found in rivers, and specimens of all the manufactures of the country, the most admired and curious of which were cotton cloths, so fine and delicate as to resemble silk, and pictures of different natural objects, formed with feathers of various colours, disposed with such skill and elegance, as to rival the most finished productions of the pencil. If Cortes had wavered before, this exhibition would have decided him. Accordingly, when, after delivering their presents, the ambassadors announced the refusal of Montezuma, he but adhered the more firmly to his resolution, saying, that he would never return to his own sovereign, till he should first be admitted to the emperor's presence. He built a small town, to

which he gave the name of *Villa Rica de la Vera Cruz*, or the rich town of the true cross, in which he left a slender garrison. Some discontents having arisen among a few of his followers, who began to feel alarmed at the arduousness of their undertaking, he destroyed his fleet, and thus deprived his followers of every resource except that of victory. He then commenced his march towards the capital, and found no resistance, but rather experienced friendly treatment, till he arrived on the frontiers of Tlascala, a republic the inhabitants of which were warlike, fierce, and vindictive. As they were implacable enemies to Montezuma, Cortes was aware of the advantage that he should derive from their alliance, which he imagined he should easily obtain. With this view he sent ambassadors to the senate of Tlascala, but, after a long discussion of his propositions, that body determined on opposing his advance. The republicans fought with great resolution, but their undisciplined valour and inefficient weapons could effect little against the military skill and experience of the Spaniards, furnished with cavalry, musketry, and artillery; and having been defeated in one or two severe engagements, they were compelled to sue for peace, which was readily granted them, on condition of their yielding themselves vassals to the crown of Spain, and engaging to assist Cortes in all his operations. After resting his troops some time, he continued his march towards Mexico, reinforced by 6000 of his new allies. At Cholula, a town on the road, he narrowly escaped being sacrificed to a plot contrived for him by the emissaries of Montezuma. The Spanish troops, were re-

ceived within the town with apparent cordiality, but the Tlascalans were refused admission. Two of the latter, however, by disguising themselves, got into the city, and learned that a body of Mexican troops lay concealed near the town, that some of the streets were barricaded, and that in others deep pits or trenches were dug, and slightly covered over as traps for the cavalry to fall into, and that stones and other missiles were collected to shower down on the infantry from the tops of the temples and other buildings. This intelligence enabled Cortes to baffle the whole project, and, in conjunction with the Tlascalans, he attacked the people of Cholula by surprise, putting 6000 of them to the sword, without the loss of a single Spaniard. He then advanced directly towards Mexico, and arrived almost at the gates of that capital without meeting any enemy to check his progress. Montezuma appeared quite irresolute, and sent no army to oppose the advance of the adventurer. This seeming imprudence and timidity was afterwards sufficiently accounted for, by the acknowledgment of the Emperor to Cortes, that an opinion had long prevailed among his subjects, that they were destined to be subdued by a race of formidable invaders, who would come from the regions towards the rising sun ; and that the martial appearance of the Spaniards and the prodigious power of their arms, had inspired an almost universal belief that they were the appointed instruments of the conquest. When the Spanish leader drew near the city, he was met by Montezuma, attended by a thousand nobles of the court, and treated with the utmost respect and distinction.

Quarters were assigned to his troops within the capital, which Cortes took care to secure, by planting artillery, so as to command all the avenues. After remaining some days in his position, he began to be suspicious of the designs of the Mexicans. In the neighbourhood of Villa Rica, one of the Mexican generals on the frontiers had attacked the new settlers, and, though defeated, had caused considerable loss to the Spaniards, and taken one prisoner, whose head was cut off and sent to the capital, with a view to remove the impression existing in the minds of the Mexicans, that the invaders were immortal. He had been previously warned by the Tlascalans not to confide in the seeming friendship of Montezuma, and he perceived that, posted as his small force was, retreat might be rendered impracticable, by breaking up the bridges and destroying the causeways, and that he would then find himself cooped up in a hostile city, surrounded by multitudes sufficient to overwhelm him, and without a possibility of receiving aid from his allies. But if it was difficult to continue in the situation which he occupied, to retire from it would involve his disgrace and ruin. The success of his undertaking depended upon maintaining the opinion which the people of New Spain had formed of the irresistible power of his arms, and the slightest symptom of fear on his part would cause this veneration to cease, and encourage Montezuma to let loose upon him the whole force of the empire. In this emergency, he fixed upon a plan equally extraordinary and daring. He determined to seize Montezuma in his palace, and convey him as a prisoner to the

Spanish quarters. For this step he found a pretext in the attack which had been made upon the colonists at Villa Rica; and the unfortunate monarch, after some fruitless attempts at remonstrance, was compelled to submit to his fate. Cortes likewise obliged his illustrious captive to give directions to the chief officers of the state, calling upon them to pay implicit obedience to all the orders which should be issued by the Spanish general, who thus obtained the complete sovereignty of the empire. Under the pretence of exhibiting to the emperor the manœuvres of the Spanish shipping, he likewise contrived to build, without experiencing any attempt at interruption, two brigantines fully rigged, armed, and equipped, thus obtaining such a command of the lake on which the capital was situated, as would ensure his retreat, should the Mexicans attempt to shut him up in the city. He now felt himself in a situation to inflict further humiliation on the royal prisoner, by making him publicly acknowledge himself a tributary vassal to the King of Spain. The language of the fallen prince, in making this acknowledgment, was interrupted by frequent tears and groans, and his assembled subjects listened with unequivocal marks of sorrow and indignation, but their dread of the Spanish arms, and the reflection that the life of their sovereign was in the hands of the invaders, prevented any present attempt at resistance. But, from the tranquil submission which fear had dictated, they were at length roused by a new outrage of Cortes, who, uniting gross bigotry to tyrannical cruelty, after finding Montezuma proof to all arguments to in-

duce him to abolish the religion of his country, and introduce christianity in its place, dislodged the idols from their shrines in the temples, and placed images of the Virgin Mary in their stead. This imprudent zeal produced general disaffection, and Montezuma, encouraged by the priests and nobles who held secret communications with him in his captivity, assumed spirit to tell Cortes that, as all the objects of the embassy were now fulfilled, he must insist upon the general and his followers immediately quitting the country, or destruction would inevitably fall upon their heads. Cortes deemed it prudent to temporise, and therefore professed his willingness to comply with the emperor's commands; but said, that as the vessels in which he arrived had been destroyed, some time would be requisite for building others. While in this state, his embarrassments were further increased by the arrival of an armament from Cuba with orders, to seize him and bring him to trial before the governor of that island, for having exceeded the powers vested in him. He had however the good fortune not only to defeat the force sent against him, but to strengthen himself materially by the accession of many of the soldiers composing it to his own ranks. To meet his new enemy, however, he had been obliged to quit Mexico, leaving but a small part of his troops behind, and in his absence, his affairs were very nearly ruined. Alvarado, to whom he had entrusted the command on his departure, having treacherously assassinated several Mexicans of high rank at a festival, the whole population of the capital rose in revolt, seized and destroyed the two

brigantines which Cortes had built to command the lake, attacked the Spaniards in their quarters, killed some, wounded many more, burned their magazines of provisions, and reduced them to a situation in which it appeared certain that they must either die by famine, or sink under the overwhelming multitude of their enemies. On receiving the news of these disasters, Cortes hastened with all speed to the relief of his distressed companions, whom he reached in time to avert their entire destruction, the Mexicans having most unaccountably neglected to use the ready means which they possessed of preventing the junction of the two bodies of Spaniards, by breaking down the bridges and causeways, without which the capital could not have been entered. The Spanish general, however, elated by his success, adopted, on his return, the most haughty and insolent conduct towards Montezuma, and threatened vengeance upon the Mexicans for their recent hostile attacks upon his countrymen. This indiscretion had the effect of making the natives fly to arms, and they attacked Cortes with such fury and vigour, that, after making a desperate sally and combating for a whole day, he was wounded and forced to retire with considerable loss. As a last resource, he compelled the ill fated Montezuma who was still in his power, to address the multitude from the front of the Spanish quarters, and prohibit the continuance of hostilities against the Spaniards. The awe in which his subjects had been accustomed to stand of the emperor made them at first listen to him in respectful silence, but when they understood the purport of his harangue, they became so



exasperated that they forgot all regard for his person. He was wounded with two arrows, and a blow on his temple with a stone struck him to the ground. On seeing him fall, the people fled precipitately as if stricken with remorse, but the unhappy monarch, overwhelmed with the idea of having become an object of contempt even to his own subjects, obstinately refused all nourishment, and died shortly after. Disappointed in his expectations of bringing the Mexicans to any terms of peace, Cortes determined on retreating from the capital, and with a view to elude the enemy, he thought it advisable to quit it by night. But he was mistaken in his expectation of evading the vigilance of the Mexicans; they had watched all his movements, anticipated his design, and, unexpectedly surrounding the Spanish troops, attacked them with such force in the darkness and confusion, that, though the retreat was at last effected by desperate exertions of valour, Cortes lost more than one half of his army, together with many officers of distinction, all his artillery, ammunition and baggage, and nearly the whole of his treasure. Broken and dispirited, the Spaniards proceeded on their march towards the coast, without encountering any opposition beyond occasional harassing from flying parties of the enemy hanging on their rear, till they reached Otumba, a town not far from the road between Mexico and Tlascala. On their arriving at an eminence near this place, a spacious valley opened to their view, covered with a vast army as far as the eye could reach. At the sight of this incredible multitude, the boldest of the Spaniards began to despair, but Cortes, after reminding them

that they must either conquer or perish, immediately led them on to the charge. Wherever his small force was directed it penetrated, and dispersed the most numerous battalions, but, new combatants advancing on all sides, the Spaniards, though successful in every attack, became almost exhausted, without seeing any end to their toil, or any hope of victory. In this exigency Cortes had recourse to a manœuvre strongly characteristic of his resolution and presence of mind. Perceiving the great standard of the empire which was carried before the Mexican general advancing, and recollecting to have heard that its fate decided the event of every battle, he assembled a few of his bravest officers, and, placing himself at their head, bore down upon it with such impetuosity as to carry every thing before him. The guard of nobles who surrounded the standard were soon broken, and Cortes, with a stroke of his lance, wounded the Mexican general, and threw him to the ground, upon which one of the Spaniards alighting, put an end to his life, and seized the imperial standard. An immediate panic ensued among the Mexicans, who fled in complete disorder in every direction. The Spaniards did not pursue them far, but returned to collect the spoils of the field, which proved so valuable as almost to make them amends for the wealth which they had lost in Mexico. This unexpected victory determined Cortes to make a renewed attack upon the capital. As he knew that any attempt at its reduction would be unavailing, unless he could secure the command of the lake, on his entering the territory of his Tlascalan allies, he had twelve brigantines

built, in such a manner that they might be carried in pieces, ready to be put together and launched as soon as they were needed for service. He also obtained a reinforcement, as welcome as unlooked for, of some Spanish troops, who having made an unsuccessful invasion of the northern parts of Mexico, were glad to seek their safety in offering their services to Cortes, who incorporated them with his own soldiers, so that his force now amounted to 600 Spaniards, with nine pieces of artillery, together with 10,000 Tlascalans and other friendly Indians. Thus strengthened, he again entered the enemy's territory, and established himself at Tezcuco, the second city of the empire, situated on the banks of the lake of Mexico. at a distance of twenty miles from that capital. Some time elapsed before the brigantines could be completed and launched ; this interval he employed in attacking, and reducing or destroying, all the principal towns upon the lake. Those who submitted, he treated with great mildness and forbearance, and used every means in his power to gain the good will and regard of the inhabitants ; and, in many instances he succeeded, as the conduct of the Mexican government towards its provinces had been very oppressive, and necessarily unpopular. Indeed the spirit of revolt spread so strongly, that, on the promise of Cortes to release the natives from the exactions to which they were subjected by the court, they supplied him abundantly with provisions, and even joined him with auxiliary troops. The fleet of brigantines was now launched, and, in the first engagement, they totally defeated, with immense slaughter, the almost in-

numerable body of canoes opposed to them by the Mexicans, and became masters of the lake. Cortes pushed his advantages, and gradually dispossessed the enemy of the most commanding and important posts, being warned by previous experience of the danger of penetrating at once into the heart of a hostile city. But the small number of his troops diminishing daily by their new victories, he was obliged to renounce the cautious plans which he had determined to pursue, and to order a general assault. His arrangements were so skilful and judicious that they would probably have ensured success, but for the conduct of one of his officers, whose rashness and neglect of the general's orders enabled the Mexicans to take the Spaniards in the rear, and thus to repulse them with considerable loss. The enemy, to add to the effects of their victory, called in the aid of the priests, who declared that the gods had doomed the Spaniards, and all who should assist them, to total destruction within eight days. This prophecy so operated upon the superstition of the natives, that Cortes found himself suddenly deserted by all his Indian allies, even by the Tlascalans. As the most effectual way of recalling them, and shewing the falsity of the prediction, he suspended all military operations during the pretended fatal term, his troops lying in safety under cover of the brigantines, which kept the enemy at a distance. This conduct produced the desired effect. The Indians came to the conclusion that the Spaniards were a race of beings too powerful for the gods of Mexico, and they flocked in such numbers to the standard of Cortes, that his force of native auxiliaries soon

amounted to nearly 100,000. But even with this force he found his undertaking a very arduous one. The Mexicans fought with undaunted valour, and in their frequent combats with the Spaniards, had much improved in military discipline; and their emperor Guatimozin, who succeeded Montezuma, was a prince of consummate courage, and superior talents, and much beloved by the nobility. Under these circumstances, the Spaniards were compelled to dispute every inch of their way, but they still continued to gain ground, while each fresh advance fortified their positions, and added to the difficulties of the enemy. At length, three-fourths of the city being laid in ruins, and the remaining quarter so closely pressed, that it could not be expected long to hold out, the Mexican nobles, anxious to save the life of their sovereign, persuaded him to attempt his escape by crossing the lake, whence he might proceed to some other part of his dominions, and endeavour to excite his subjects to take up arms. The effort failed. The extraordinary rapidity with which some large canoes were rowed, attracted the attention of the Spaniards, and one of them which carried the Emperor was overtaken and captured by a brigantine. As soon as his fate was known, the Mexicans desisted from further resistance, and Cortes took possession of the small portion of the capital yet undestroyed, after a siege of seventy-five days, hardly one of which had passed without some extraordinary effort of one party in its attack, or of the other in its defence. Guatimozin, when brought before Cortes, conducted himself in a manner truly worthy of his exalted station. He

neither displayed the sullen fierceness of a barbarian, nor the dejection of a suppliant. "I have done," said he, addressing himself to the Spanish General, "what became a monarch. I have defended my people to the last extremity; nothing now remains but to die. Take this dagger, plant it in my breast, and put an end to a life which can no longer be of use."

The exultation of the Spaniards at the success of their enterprise was soon checked, on finding their expectations of obtaining immense wealth completely frustrated. Of the spoils that the city afforded, the greater part had been carried off, while they were engaged in the conflict with the enemy, by their Indian allies; and Guatimozin, anticipating the success of his foes, had ordered the whole of the imperial treasury to be thrown into the lake. To gratify the resentment of his soldiers for this deprivation of their expected plunder, Cortes perpetrated an act of barbarity which sullied all the reputation of his great exploits. He subjected the unhappy monarch and his prime minister to torture, in order to force from them a discovery of hidden treasure. The latter, overcome by pain, turned a dejected eye towards his master, as if imploring permission to make a disclosure, but the high-spirited prince, who endured all the inflictions of his persecutors with unshrinking fortitude, checked him by asking, "Am I, then, on a bed of roses?" Stung by this reproach, the minister persevered in his dutiful silence, and expired. On his death, Cortes rescued the royal victim from the hands of his tormentors, and preserved his life, only to reserve

him for new indignities and sufferings. He availed himself of the captivity of the monarch, to affix the sanction of the imperial name to decrees authorising the practice of every species of extortion and cruelty against his subjects, and in private he treated him with the most humiliating contempt. Indeed, from the first subjugation of Mexico, the inhabitants were put under a yoke of iron. Cortes was repeatedly restricted in his government by the jealousies of the Spanish Court, and even deprived of it, and recalled to Spain; but a change of governors produced no mitigation of the sufferings of the unhappy Mexicans. The avarice of their victors induced them, after plundering the natives of all they possessed, to sacrifice them to toils more severe than their constitutions or climate would allow them to endure. Under pretence of converting them to Christianity, they massacred the Indians out of mere wantonness, and the priests encouraged them in these acts of ferocity. This system of oppression continued without intermission, till it pleased Providence to raise up a zealous and enlightened advocate and friend of the persecuted Indians, in the person of the venerable De Las Casas, who persevered, in spite of the numerous obstacles which he had to encounter from prejudiced and interested persons, in the prosecution of his humane object, and by his continued remonstrances, ultimately succeeded in persuading the Court of Spain to make laws in favour of the Indians, who, though they continued in a state of slavery, were afterwards exempted from the atrocious barbarities to which they had been previously subjected. Las Casas estimates

the number of the victims to the sanguinary violence of the Spaniards in different parts of America, at no less than fifteen millions, a statement which has never been accused of exaggeration, and which has stamped a disgrace upon his countrymen that time will never be able to efface.

The next country of America that had the misfortune to be discovered by the Spaniards was the empire of Peru, which has since become almost another name for immense wealth. The circumstances that led to this discovery are so curious as to merit recording. In 1524, some persons were detached from the Spanish colony established at Panama, on the isthmus of Darien, for the purpose of examining the western coast of South America. A quarrel arising among these adventurers about the division of some gold which they had taken, they were on the point of coming to blows, when a young Indian chief who was present, astonished at such contention about a thing which he deemed useless, told the Spaniards that, since they valued gold so highly, he could conduct them to a country where the most common utensils were made of that metal; that it was situated at six days' journey from the spot where they then were, but that it was a great and powerful empire, and would require a considerable force to subdue it. This intelligence led, after some lapse of time, to an expedition directed against Peru, undertaken at their own expense by three private adventurers, whose names were, Pizarro, Almagro, and Luque. The first of these was entrusted with the command. The force which he possessed was very inconsiderable, and the enter-



prise might have been regarded as altogether desperate, had not the progress of the Spaniards been materially assisted by a desolating civil war in which they found the Peruvians engaged upon their arrival, and which so much engaged the attention of the combatants, that they never once attempted to check the progress of the foreigners. In most of its features, the expedition of Pizarro bears the strongest possible resemblance to that of Cortes. It exhibits the same unflinching bravery and hardihood, the same recklessness of danger, the same skill and prudence, and the same successful results arising from turning to the best advantage the great superiority which the Europeans enjoyed over those whom they invaded, in the knowledge of the art of war. In duplicity, treachery, avarice, and barbarity, the conquerors of Peru proved themselves worthy rivals to those of Mexico. Pizarro found the character of the inhabitants kind, generous, and hospitable in the extreme, and the profusion of the precious metals among them, which was such that they were used in the manufacture of many of the commonest articles, excited to the highest pitch the insatiable rapacity of himself and his companions. The meek and confiding character of the people prevented their entertaining any suspicion of Pizarro's real designs, and they overwhelmed him with kindness and presents. He availed himself of this disposition on their part to execute a most perfidious scheme. Recollecting the advantages that Cortes had derived from seizing Montezuma, he determined to get Atabalipa, the sovereign, or *Inca* of Peru, into his power, and this he effected by inviting the too credulous

monarch to visit him at the Spanish quarters. The invitation was accepted, and when the Inca arrived, Pizarro's troops, at a signal given, rushed forward to the attack sword in hand, at the same time opening a tremendous fire of musketry and cannon upon the unprepared and astonished Peruvians, who, taken by surprise and panic-struck at a mode of warfare with which they were wholly unacquainted, fled on every side. Pizarro, with a few picked men, advanced directly towards the Inca, and in spite of the gallant manner in which the nobles who surrounded him sacrificed their lives for his protection, he soon penetrated to the royal seat, and, seizing the Inca by the arm, dragged him to the ground, and carried him as a prisoner to his quarters. The fate of the monarch increased the hasty flight of his followers, and the wretched unresisting creatures were pursued and butchered by the Spaniards, with deliberate and unrelenting cruelty. Above 4,000 Peruvians were slain on this occasion, without the loss of a single Spaniard. Atabalipa, on finding himself a captive, in his eagerness to regain his liberty, offered, as a ransom, to fill the apartment in which he was confined, 22 feet in length, and 16 in breadth with vessels of pure gold as high as he could reach. This offer was accepted by Pizarro, but, after nearly the whole of the stipulated ransom was paid, the Spanish general, resenting some supposed disrespect to him on the part of Atabalipa, had the unfortunate prince strangled, after undergoing the forms of a mock trial by a tribunal under the influence of Pizarro, which, of course, condemned the Peruvian monarch to death. The Inca's death

was the signal for a general revolt against the Spaniards, but this, as well as several succeeding insurrections was quelled without much difficulty by the superior discipline and martial experience of the invaders. It would be tedious and sickening to detail the various cruelties practised by Pizarro upon the victims of his conquests; even Cortes appears to have fallen short of him. His ferocious disposition created him many personal enemies, and, after establishing himself in Peru, he was involved in a civil war with Almagro, in which the latter was overcome, and, being taken prisoner, was afterwards executed. The governor, however, continuing to render himself more and more odious, a plot was formed against his life, and on Sunday, the 26th of June, 1541, his palace was attacked by eighteen conspirators, and he himself was slain, after making a defence worthy of that exalted courage, which appears to have been almost the only virtue that distinguished this able, but wicked man.

Chili, to the south of Peru, was also doomed to be partly reduced beneath the dominion of Spain. In 1535, after Pizarro, in conjunction with Almagro, had completed the conquest of Peru, the latter set out on an expedition to Chili, with a considerable body of Spaniards and auxiliary Indians. Almagro's troops, after suffering greatly from the cold in crossing the Cordilleras, reached a fine, temperate, fertile plain, where he was received with great kindness by the natives, whose ignorance induced them to believe the strangers deputies from the god of the Chilians, and to collect for them offerings of gold and silver, worth

600,000 ducats. The knowledge of their possessing so much wealth determined Almagro, as he did not deem his present force sufficient for his purpose, to pay a second visit at a future period, but being, after his return to Peru, overcome and put to death as already mentioned, he had no opportunity of carrying his intentions into effect. Pizarro, however, in 1540, detached a second expedition to Chili, under the command of Pedro de Valdivia, an individual worthy the patronage of the ferocious warrior who had appointed him. But Valdivia, upon penetrating farther southward into the interior of the country, found a class of men to contend with, very different from the natives of Mexico and Peru. The Chilian chiefs confederated against him, and gave him battle, nor were they discouraged by repeated defeats, but continued to carry on the war with vigour. He succeeded, notwithstanding all their opposition, in reaching the valley of Masioco, which he found most fertile and populous, and there he founded the city of Santiago. Finding gold mines in this neighbourhood, he forced the Indians to work in them, which so exasperated them, that they took up arms, and setting fire to the new colony, nearly destroyed it. The revolvers being ultimately compelled to submit, the other Chilians, resenting the indignity offered to their countrymen redoubled their efforts to arrest the progress of Valdivia, but, for some time, without success. At length his insatiable ambition and avarice, involved him in irremediable difficulties. His conquests were extended beyond what his strength was capable of maintaining, while the determination of the Chi-

lians to recover their liberties remained as strong as ever. After various attacks, in which even their victories tended to enfeeble the Spaniards, the natives defeated their invaders in a great battle, in which the greater part of Valdivia's army were surrounded and cut to pieces, and the general himself taken prisoner and put to death. In a subsequent engagement, the Spaniards were again defeated, with a loss of 3000 men, and some of their principal towns attacked and destroyed, and their total expulsion from the country appeared certain, when a decisive victory gained over the Indians by Garcia de Mendoza, in which the principal chief of the Chilians was taken and put to death, in some measure retrieved the affairs of the colonists, and enabled them to retain their frontier settlements, by erecting forts at proper distances; but it has never since been thought prudent for them to attempt any extension of their conquests. While these operations were carrying on in other parts of America, various attempts were made by the Spaniards to subdue and colonise Florida, but without success, and they obtained no permanent settlement in that country till many years afterwards.

Though Spain undoubtedly lays claim to the honour of giving occasion to the first discovery of America, and of obtaining, in a very short period, an extensive knowledge of the most fertile and valuable parts of that continent, we have evidence that England entered into the spirited views of Columbus, and was only prevented by accident from becoming his first patron. That eminent navigator, meeting with no encouragement from

his own countrymen, or from the Portuguese Court on his plans of discovery, went to Spain, as has been before related, in person, to offer his services to Ferdinand and Isabella, while he deputed his brother Bartholomew to make a similar proposal to Henry the Seventh of England, in case the Spanish Court should not favour his designs. Bartholomew was taken by pirates, and, on arriving in England, almost destitute, after his release, he was obliged for some time to work at the construction of maps and charts for sale, in order to procure a livelihood, and obtain the means of appearing before the king. On being admitted to a conference with Henry, that prince was struck with his brother's plans, and readily promised his assistance; but, owing to the unfortunate delay that had intervened, Columbus had already engaged himself to the Spanish sovereign. The fame of the newly-discovered world induced the English king to attempt some nautical enterprises worthy of himself and his subjects; and although no immediate fruits were derived from these voyages, England became, by their means, second only to Spain in the discovery of America, and, at an after period, second likewise in point of colonization in the New World. The person selected by Henry was Sebastian Cabot, a native of Bristol, who, though only in his twentieth year, had already made a voyage with his father: he was dispatched in 1494, in search of a north-west passage to India, in the course of which he discovered Newfoundland and the island of St. John, and sailed along the coast of America as far as Cape Florida. He was employed many years

afterwards by a company of Spanish merchants to perform a voyage to the Moluccas, through the newly found straits of Magellan. The mutinous conduct of the sailors prevented his proceeding farther than the island of Patos; he, therefore, sailed up the rivers of Paraguay and La Plata, first discovering the rich and fertile tracts of country through which they flow, and staid nearly five years in different parts of South America. On his again returning to England, he was appointed to an honourable office under government, and by his suggestion, the court fitted out an expedition for making discoveries in the northern parts of the world, which produced the first voyage made by the English to Russia, and laid the foundation of that intercourse which has ever since subsisted between the two nations.

The wealthy and extensive country of Brazil was accidentally discovered by the Portuguese, in 1500. A numerous fleet had been fitted out by Emanuel, King of Portugal, under the command of Alvarez Cabral, and destined for the East Indies. The admiral, striking out considerably to the westward, in order to avoid the coast of Guinea, and double the Cape of Good Hope with greater ease, obtained a view of the coast of South America, which he at first imagined to be a large island, at some distance from the coast of Africa, but, on his sending a boat on shore, the crew were astonished to find the inhabitants differing entirely from the Africans, both in features and complexion. When the admiral announced his discovery to the Court of Lisbon, orders were given to take a survey of the harbours, bays, rivers, and

coasts ; but finding no signs of gold or silver, they, at first, were inclined to attach little value to the acquisition, which, however, in the sequel, proved a source of infinite advantage, in a commercial point of view, to the mother country.

No country on the face of the globe affords a greater number of beautiful birds, or a greater variety of the most exquisite fruits ; it likewise abounds in Brazil wood, ebony, dyeing woods, ambergris, rosin, balsam, indigo, sugar, and tobacco. In 1681, gold and diamond mines were discovered in it, which have sometimes yielded above five millions sterling a year. Crystal, jasper, emeralds, and other precious stones have also been found there. The largest diamond in the world was sent from Brazil to the king of Portugal ; it weighed twelve ounces and a half, and was valued at upwards of fifty-six millions of pounds sterling. Brazil also afforded, during the late war, an asylum for the sovereign of Portugal, when his European territories were invaded by the French. At present, it is not subject to the Portuguese, but forms a distinct empire.



# VOYAGES OF DISCOVERY TO INDIA.

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THE discovery of the vast Peninsula of Hindostan, and the numerous islands in the Eastern Ocean, which are known collectively by the name of the East Indies, opened a field to commerce and enterprise, in which almost all the nations of Europe that could command any navy have been eager to share, and which continues to this day one of the most valuable emporiums of trade. This event may, likewise, be considered in great measure as having led to the discovery of America, which originated in the general anxiety that existed to find a less circuitous passage to the Indies.

The Portuguese, to whom we are indebted for opening a communication between the most remote parts of the habitable globe, seem at first to have had no object in view beyond exploring those parts of Africa which lay the nearest to their own country. But, having gradually advanced along the western shore of the African continent, far beyond the limits of former voyages in that direction, and finding fertile and populous countries

in the torrid zone, which the antients had pronounced to be uninhabited, they were emboldened by success to continue their course. As they progressed, they found that the Continent of Africa, instead of extending in breadth towards the west, as the old geographers had affirmed,\* contracted itself, and bent eastward; and they, therefore, began to entertain sanguine hopes that the extreme southern point, if it could be reached, and passed round, would afford the passage to India, which it was of so much importance to discover. For twenty-four years they were engaged in a succession of voyages along the western coast of Africa, with a view to discover the southern extremity of that continent; and this object was at last effected by Bartholomew Diaz, in 1486. On perceiving the long-sought promontory, he gave to it the appropriate name of *Cabo de Bon Esperança*, or the Cape of Good Hope, which it has ever since retained. He was deterred, however, by the apparent hazard of the navigation, and returned to Portugal without any further pursuit of his voyage. His representations of the danger had the effect of making John, the reigning monarch of Portugal, renounce the idea of penetrating to the East by the newly discovered route, and resume the attempt to establish a communication by land between Europe and India, which proved as unsuccessful as in former instances. But, on the death of John, his brother Don Manuel, a prince of a

\* Some writers have been led, from this circumstance to believe, that a part of South America must, at an early period, have been seen by some antient navigator, who mistook it for a portion of the western coast of Africa.

courageous and enterprising spirit, mounted the Portuguese throne. This monarch being exceedingly desirous of prosecuting the discovery of the Indies, which had been interrupted by the fears of Diaz, fitted out four vessels for that purpose, under the command of Vasco de la Gama, a skilful and intrepid navigator, for whom was reserved the honour of this great achievement. Gama sailed from Belem on the 8th of July, 1497. He first steered for Cape Verde, and then for the island of St. Jago, where, having taken in refreshments, he shaped his course straight for the Cape of Good Hope, by stretching directly across the Gulf of Guinea, and not coasting along it, as had usually been done. On the evening of the 10th of November, he came in sight of the cape, at which the seamen expressed great exultation, but the wind was so contrary, that they had to stand out to sea all the day. In this part of the voyage the admiral evinced the greatest proofs of courage and presence of mind. While endeavouring to double this formidable and almost unknown cape, the waves, owing to contrary winds and stormy weather, rose mountain high. The wind was piercing cold, and so boisterous, that the directions of the pilot could hardly be heard by the seamen; and the irregularity of the gale rendered it impossible to preserve the course they had already made. The sailors at last became both exhausted and daunted, and entreated Gama not to persist in an attempt, which was alike impracticable and destructive. Upon finding the admiral inflexible, the majority of the men entered into a conspiracy against him, but by the resolute

conduct of Gama, assisted by the few who remained faithful to their duty, he succeeded in putting the principal mutineers in irons; and on the 29th of November he experienced the reward of his firmness and perseverance, by doubling the formidable promontory which had excited such alarm, in perfect safety. They then pursued their course to the north-east, touching at many places on the eastern coast of Africa, which had never before been visited by any Europeans. Being a stranger to a great portion of the seas through which he had to steer his course, and consequently ignorant of the proper season and route of navigation, Gama's voyage had been necessarily tedious, but, after doubling the Cape, not dangerous. In navigating along the south-east coast of Africa, he noticed several spots well adapted for colonization, in some of which the Portuguese subsequently established settlements. The resemblance observable between the inhabitants of this part of Africa, and those of the opposite side of the continent, was confined to outward appearances only. While sailing along the coast, he made some stay at the city of Melinda, and found there, as well as at several other places at which he touched, a very different race of people from the uncultivated inhabitants of the western side of Africa. Here the natives were so far advanced in civilization and knowledge of the various arts of life, that they carried on an active commerce, not only with the neighbouring nations on their own coast, but also with remote countries of Asia. This circumstance greatly facilitated the objects of Gama, as they accommodated him with their pilots, whose inti-

mate knowledge of the Asiatic seas enabled them to keep the most advantageous course; and, conducted by these guides, he sailed across the Indian Ocean, and landed at Calcutta, on the 22d of May, 1498, ten months and two days after his departure from Belem. The monarch of the district in which this city was situated, at first received his foreign guests with great kindness and hospitality, but, perceiving the warlike superiority of the Europeans, and probably jealous, not without reason, of their forming establishments in his dominions, he resorted to various stratagems to cut off Gama and his followers, and at last proceeded to open attacks upon them. From both of these the admiral extricated himself by his courage and prudence, and succeeded in leaving Calcutta with his ships loaded with the productions, not only of that coast, but of the richer commodities to be found in the more easterly parts of India. On Gama's return to Lisbon, he was received, both by the court and his countrymen, with all the honours due to a man who, by his abilities and resolution, had conducted to a prosperous issue, an undertaking of such great importance. Nor was Portugal only interested in this event; the eyes of all the nations of Europe were attracted to it. Indeed, for the time, it appeared to more than divide public interest with the almost contemporary achievements of Columbus. The discovery of a new world was certainly a more splendid event than the voyage of Gama, and calculated to strike the minds of men with greater astonishment, but the important results to which it would lead, were not at that time antici-

pated, or even conjectured. On the contrary, the immense value of the Indian trade was well known to all. It had enriched every nation by which it was carried on, and had long been a lucrative monopoly in the hands of the Venetians, whose power in the Mediterranean gave them superior opportunities of trafficking with Egypt and Syria, from which countries all merchandize from the East had hitherto been transported, to be conveyed to Europe. It was, therefore, at once perceived that the discovery of this new route of navigation, must effect a considerable change in the existing state of commerce. The Portuguese were fully alive to the advantages they would derive from having taken the lead in this enterprise, and they prosecuted their new career with the utmost activity and ardour, making exertions, both commercial and military, which a kingdom of such inconsiderable extent could scarcely have been thought equal to. The Venetians and Turks, whose profits were threatened with total destruction, were not likely to remain idle spectators of the success of their rivals. The Sultan threatened to put to death all the Christians in his dominions, if the Portuguese refused to relinquish the course of navigation by which they had penetrated into the Indian Ocean; and, assisted by the Venetians, he fitted out a fleet of twelve ships of war from Suez, to sail down the Red Sea, and attack the Portuguese. But the latter, though these vessels were manned with chosen Mamelukes, and commanded by an able admiral, encountered them with undaunted courage, and, after some engagements, succeeded in ruining the Turkish squadron, and

remaining masters of the Indian Ocean. Elated by this success, they never relaxed in their perseverance ; and accomplished greater things than, in all probability, were ever before achieved in the same space of time. Only twenty-four years after Gama's voyage, the Portuguese had rendered themselves masters of the city of Malacca, in which the great emporium of trade, carried on among the inhabitants of all those regions of Asia, which are distinguished by the name of the East Indies, was then established. While this settlement secured them the interior commerce of India, those of Goa and Diu enabled them to command the trade of the Malabar coast, and to greatly interrupt the intercourse between Egypt and India, by the way of the Red Sea ; they also established themselves in the Moluccas, from which they traded with the different islands in the Eastern Archipelago ; while the possession of the Straits of Malacca, preserved their communication uninterrupted with China and Japan. They possessed for more than a century, almost exclusively, the commercial empire of the East, and to this day have extensive possessions in India, and on the south-eastern coast of Africa. But, in time, other nations felt a desire to obtain a share in lands so rich. In 1565, the Spaniards colonized the Philippines, from which, particularly from Manilla, the largest of them, they obtained considerable wealth. But the most formidable competitors were the Dutch, who first ventured to appear in the Indian Seas, as the rivals of the Portuguese. The latter laid claim to an exclusive right of commerce with the countries eastward of the Cape of

Good Hope; but this pretension the adventurers of Holland set at nought, and boldly evaded the monopoly. They attacked, and took several of the Portuguese settlements, and founded numerous others of their own, in Sumatra, Java, Borneo, and many adjoining. The English shortly followed the example of the Dutch, and the absolute dominion which the Portuguese had so long exercised in the East, was completely humbled. Within the last century, the British, whose first establishments in India were limited to a few settlements upon the coast, of which some had been wrested from the Portuguese, and others founded by themselves, have extended their power to the interior, over a great part of the whole Peninsula of Hindostan; and their dominions in the East now surpass considerably in extent the whole of their European territories.



## VOYAGES TO THE ARCTIC REGIONS.

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WE have now given an outline of the chief voyages performed round the globe, and of those connected with the great geographical discoveries of a western continent, and of a communication by sea between Europe and the East Indies. The majority of other voyages performed in modern times, with the exception of those we are about to relate, were not only inferior in importance and general interest to those already described, but in many instances subservient or auxiliary to greater enterprises. Many, and indeed the most interesting of the voyages to the northern parts of the globe have been executed within these few years, principally by our own countrymen, and a great number of those engaged in them are still living. The researches of these recent arctic navigators, have exhibited a degree of unshrinking fortitude and undaunted perseverance never surpassed, if indeed rivalled, by any men that ever sailed upon the ocean. Their discoveries have been of the greatest benefit to science in almost all its branches, em-

bracing, as they do, facts previously unknown in the history of animal and vegetable life, and in the illustrations of meteorology, mineralogy, geography, and geology. Their adventures have likewise the peculiar advantage of combining the romantic with the instructive in a high degree, and the reader, while his sympathies are awakened by the description of the trying situations in which they were placed, unconsciously imbibes lessons of patience and cheerfulness in the support of difficulties. These circumstances seem to render it advisable to give a more detailed recital of their voyages, than has been considered necessary in the case of those of more remote date, of which the particulars are, generally speaking, more commonly known, and to be found in a greater variety of publications.

Though the most celebrated expeditions to the Polar regions have been undertaken in our own age, (a circumstance in great measure to be attributed to the facilities afforded by the great improvements in navigation in modern times) such enterprises are by no means new. They were attempted before the invention of the compass, and even by some of the nations of antiquity. There is evidence that the Greek navigators sailed as far as the island of Shetland, to which they gave the name of Thule, and from its dreary climate, and its gloomy mists, which seemed to envelope the ocean, they deemed it to be the utmost boundary of land in a northern direction. It would likewise appear that they had entered the Baltic, and it has even been asserted, though with but slender appearance of probability, that they extended their course as far

as to Iceland. The Romans succeeded in approaching Scandinavia, (the ancient name for that part of Europe including Denmark, Sweden, and Norway,) but they only gained a slight and imperfect acquaintance with the coast. The Norwegians, from their situation, had peculiar opportunities of acquiring a knowledge of the Arctic regions, but, when in the possession of that power which struck terror into many of the nations of Europe, their objects were piracy and plunder, and these were not to be pursued to advantage in a northerly direction. One of their princes, however, undertook a voyage of discovery, passed round the North Cape, and penetrated into the interior of the White Sea. In the middle of the ninth century, one of the Norwegian Pirates accidentally discovered Iceland, which was colonized shortly after; and some of the settlers crossed over to the opposite coast of Greenland, and established themselves there. Some enterprising individuals from the Italian states, as early as the fourteenth and the beginning of the fifteenth centuries, also performed voyages to the north, and reached as far as the coasts of Norway and Greenland.

The discovery of the compass, speedily followed by the splendid achievements of Gama and Columbus, attracted the attention of Europeans much more strongly to the polar regions than any preceding events had done. It has already been mentioned that the original idea of the former was not the discovery of a continent, but that of a westward passage to the Indies. The route opened to the East by Gama was circuitous, the navigation round the Cape of Good Hope dangerous,

and represented by the first discoverers as being more full of perils than it really was, with a view to deter others from following in their track, and sharing in the fruits of their good fortune. Even the celebrated strait of Magellan, though it afforded a communication between the Atlantic and the great South Sea Ocean, had neither the recommendation of diminishing the delay, nor the hazard incident to the voyage to India by the Atlantic and the Indian Oceans. To discover, therefore, a safe and short route to the Indian lands of wealth and promise, continued to be a primary object with those who were actuated by the spirit of ambition, or the desire of gaining riches and fame. A northward course all were agreed upon as the only one likely to lead to the attainment of their end; and this was attempted in various ways. Several voyages were made in the expectation of finding a passage by the north and north-east, through the Arctic Ocean. To the execution of such a project, the immense breadth of Asia, its extending so much further to the north than any part of Europe, and the masses of ice upon its shores opposed insuperable obstacles, which no one at that period knew to exist. It will easily be supposed that all these expeditions proved unsuccessful, and some of them disastrous. In one of the earliest, under the command of Sir Hugh Willoughby, which sailed in the sixth year of the reign of King Edward VI. two of the ships were lost, probably by the gathering of ice nearly on the eastern boundaries of the Arctic Ocean, and the whole of their crews, together with the admiral himself, perished. A fleet

of two vessels was fitted out by the Dutch, in 1596, one of which separated from her companion at an early period of the voyage. The crew of the other, though, with the exception of those who sunk beneath the effects of fatigue and cold, they ultimately returned to their native country, endured sufferings still more cruel, because more protracted, than those of Willoughby and his companions. Effectually blocked in by the ice, at the commencement of the rigour of a polar winter, they had to encounter its inclemency, without any suitable preparation, in a wretched hut upon the ice, in which they found it equally impossible to shut out the cold, or keep up a fire sufficient to warm their limbs. Their extremities were frequently bitten by the frost, which likewise prevented them from washing their linen; and they were exposed to continual apprehensions and attacks from the white bears which infested those dreary regions in vast numbers. Their principal support was derived from the Arctic foxes, whom they caught in plenty, and whose flesh they found good eating. After continuing in their icy prison from September to May, the weather became milder, and the sailors began to entertain prospects of being able to return home. But the mountains of ice which enclosed the ship, instead of breaking up, rapidly increased, by the accumulation of floating masses. In this situation, as they perceived the impossibility of extracting their ship, they came to the desperate resolution, as their last resource, of fitting out their boats with the cordage and sails of the ship, and endeavouring to work their passage homeward

in them. After many struggles and difficulties, they had the good fortune to discover off the coast of Nova Zembla, two Russian vessels at anchor, from which they received assistance, and sailed in company as far as Kolu, at which place they arrived with miserably wasted and withered frames, and met with one of their countrymen, who relieved their wants, and procured them a free passage to Amsterdam. In spite of these failures, another attempt was made by a company of English merchants, who fitted out Hudson, the celebrated navigator, in search of a north-east passage. His plan was to strike direct into the channel between Nova Zembla and Spitzbergen, and thus avoid entangling himself in the straits and creeks of the Russian coast. His adventure, with all these precautions, proved as fruitless as those that had preceded it; yet, in the year following, the Dutch East India Company were induced to employ him in a similar expedition, which was attended with the same ill success. The last effort in this inauspicious pursuit was made in 1676, by one Captain Wood, who, feeling confident, notwithstanding the fate of those who had before essayed it, of the practicability of a north-eastern passage, prevailed upon the Admiralty to countenance his project, and furnish him with two vessels. One of these went to pieces on the coast of Nova Zembla, and her crew with difficulty reached the other, in which they returned home. From this period the idea of penetrating in this direction to the Indian seas appears to have been altogether abandoned. Disappointed in various efforts to discover the desired passage by

other routes, some sanguine persons were led to entertain an opinion, that it might be accomplished by striking through the ice and tempests of the arctic seas, directly across the North Pole itself. Unreasonable as this expectation might be, the value of so expeditious a course, *if* it could be found, was a sufficient temptation to investigate it. The voyagers in this search sailed to very high latitudes, some as far as the eighty-second degree, but invariably found their progress to the ultimate object of their destination blockaded by impenetrable and impassable ice. The discoveries of some of them, however, particularly of Hudson and Baffin, though they failed in their immediate purpose, were very important, and proved of considerable advantage to succeeding navigators.

The direction in which a shorter communication than any yet known between the two great oceans, has been most frequently attempted, and of which the idea does not seem even yet to be finally relinquished, is to the north-west of the Old World. The sanguine expectations of those who tried this navigation at a very early period, are to be accounted for, from the opinion which they evidently entertained that the northern extremity of America would prove to be a promontory, similar to those found to the south of that continent, and likewise of Africa, by Magellan and Gama. Experience has, however, demonstrated the incorrectness of this notion, and shown that, whatever be the causes, the land in every part of the globe, expands towards the north, and contracts towards the south; and this conformation is particularly illustrated in the figura-

tion of the western continent, the two parts of which may be said to constitute two inverted triangles, uniting at the isthmus of Darien. Previous to the voyage of Gama, the Portuguese, in their usual enterprising spirit of navigation, attempted the north-west passage, and two brothers sacrificed their lives in the experiment. A third brother begged permission of his sovereign to traverse the ocean in search of his lost relatives, but this the king peremptorily refused, fearing lest the affectionate youth should share the melancholy fate of his brothers. The Spaniards were too elated with the discovery of America, and with the wealth and glory which they had acquired by their success, to have their attention diverted to any remote or uncertain object; and they felt more anxious to prosecute the search for fresh mines of gold and silver in Mexico and Peru, than to explore the more northern and less inviting regions of America. England took the lead, and has always maintained it, in voyages having for their object the discovery of a north-west passage. As early as 1527, two vessels were fitted out for this purpose, but they had proceeded no farther than Newfoundland, when one of them was cast away, and the other returned to England. A more calamitous enterprise of the same kind was undertaken a few years afterwards by some private adventurers, most of them young men of wealth and respectability. Their voyage to Cape Breton was extremely tedious, and as they steered farther to the north, their provisions began to fail, but coming to an island, now called Bird's island, they found an immense quantity of large fowls,



besides bears, and obtained a plentiful supply of food. But this stock was exhausted by the time that they reached the coast of Newfoundland, which proved so utterly barren and desolate, that they were driven to the last extremities of hunger, and, at last, actually resorted to eating human flesh, drawing lots to decide whose life should be sacrificed to save the rest. From this horrible situation they were released by the appearance of a French vessel, which they seized, leaving the crew on that dreary coast in the same vessel in which they had themselves endured such sufferings. The statements made by them on their return home, threw a damp upon the idea of any further attempts of the same kind, and, for a length of time, the project of a north-western navigation appeared to be forgotten. In the reign of Elizabeth, so justly celebrated for nautical enterprise, it was, however, revived. MARTIN FROBISHER, whose name afterwards became celebrated in the annals of England's naval glory, having, after much and long solicitation, obtained the patronage of the court to his plans, set sail on the 8th of June, 1576, and pursued a northern course till he reached the southern part of Greenland, near Cape Farewell, when he shifted his course to the west, and passed along part of the coast of Labrador, but was prevented, by the continued barrier of ice, from landing. Proceeding some distance in the same direction, Frobisher's men saw some boats near the shore, and, the captain landing, persuaded one of the natives to come on board, who reporting to his countrymen the kind treatment he had experienced from the English,

many more of them visited the ship. These people seem to have been the first of the real Esquimaux that had been met with by English navigators, and are described by Frobisher, as resembling Tartars, having long black hair, broad faces, and flat noses. Their canoes were constructed of wooden keels covered with seal skin. Here the captain lost five of his men, whose curiosity led them to go into the country among the natives, and who never returned to the vessel. He does not appear to have proceeded further northward, and in the beginning of October, he returned to England, without having made anything like progress towards a western passage. This voyage, however, excited considerable interest in his own country, owing to a singular circumstance. Finding it difficult to satisfy the eagerness of his friends to obtain some article from the remote regions to which he had sailed, he broke a large stone which he had brought with him into pieces, which he distributed among them. One of these pieces was accidentally dropped into the fire by the person to whom it was presented, and, after burning some time, it appeared to glitter like gold. It was taken out, and examined by several goldsmiths, whose imperfect knowledge of mineralogy led them to pronounce it an ore of that valuable metal. The joy that this supposed treasure produced in England may easily be conceived. The nation already calculated on a new Peru or Mexico, and Frobisher was equipped as soon as possible with a fleet for a second expedition. On the approach of his people to Labrador, the coast of that country presented a more deso-

late and dreary appearance than any they had yet witnessed, and the floating masses of ice created no small terror on the minds of such as had never before navigated the Polar Seas. As a striking proof of their geographical ignorance, we find that they mistook the coast to their westward for America, and that on the east for Asia. While they remained off this shore, they were visited with tremendous storms, and were tossed about among the ice-islands, which continually threatened to crush them to atoms; so that they every moment anticipated the being obliged to drive out to sea, and abandon the boats. But the discovery of a large quantity of the glittering stone which had been pronounced to be gold, revived their drooping spirits, and they were still further encouraged by a north-west wind, which broke up the obstructing barriers of ice, and by the discovery of a broad and open passage conducting to a sound, which they conceived to be a strait leading to the Pacific Ocean. As they proceeded through it, they landed in several places, and had opportunities of observing the peculiarities of the inhabitants. At one of these, they first witnessed the Esquimaux mode of driving a sledge with dogs. At length they reached a spot, where bones and the remnants of European garments too plainly shewed the fate which had befallen the five seamen, who imprudently went up the country in the preceding voyage. The resentment of the English was roused, and they determined to avenge the death of their countrymen. An attack was made upon the Esquimaux, who made a much more determined resistance than could have

been anticipated, and, when they found themselves mortally wounded, threw themselves into the sea. But, after the loss of several men, they fled, leaving two females, who fell into the hands of the sailors. One of these who was extremely aged, was so hideously ugly, that Frobisher's men, with the superstition of the time, actually suspected her of being an evil spirit, nor were they satisfied till they had examined her feet, and found that neither of them was cloven. The other captive was a real object of compassion. From the great similarity of dresses between the two sexes among the Esquimaux, she had been mistaken for a man, and fired at, and the child she had with her had been wounded. When remedies were attempted to be applied, the mother resisted them; she licked off the dressings and salves, and cured the wounds in her own way. By degrees she became reconciled to her captivity, and, in the society of her infant, and one of her countrymen, who had been made prisoner at a previous period, she found consolation and enjoyment. On the return of the adventurers to England, though nothing had been accomplished in the way of discovery, yet, as they had brought with them a vast quantity of the supposed precious ores, their arrival was welcomed with the warmest congratulations. The expectations of the nation were elevated to a higher pitch than ever, and it was resolved to fit out a new expedition, on a larger scale, with a view to establish a colony in the northern land of promise. The fleet entrusted on this occasion to Frobisher, consisted of fifteen vessels, and sailed from Harwich on the 31st of May, 1578. But,

on reaching the opening of a strait to the north of Cape Farewell and West Greenland, which Frobisher had called by his own name, the sailors found it entirely frozen over, and presenting an impenetrable barrier to their progress. They soon became entangled amidst the numerous masses of floating ice, one of which struck a large vessel belonging to the squadron with such force, that she went down immediately, though the men were saved. The crews of the other ships felt themselves exposed every instant to a similar mischance, and resorted to various expedients, some mooring themselves to these floating islands, and thus moving along with them, while others hung out by the side of the ship every thing which could contribute to lessen the violence of the shocks that they were likely to encounter. After remaining some days in this trying situation, a south-west wind fortunately dispersed the ice. After completing the necessary repairs of the vessels, Frobisher renewed his endeavours to reach the spot where the proposed colony was to be established. He found his way into an opening, which he believed to be the one that he sought, but, after sailing several leagues up it, he discovered that he was in error, and was obliged to retrace his course. On arriving at the strait which conducted to the place of his destination, he found it extremely difficult to effect an entrance, but he at length succeeded, and reached the spot where it was proposed to place the settlement. Here, however, he and his companions found themselves in a situation calculated to frustrate all their plans. They had scarcely landed,

when thick snow came on without intermission, and to find any effectual shelter was impossible. On sailing, they had taken out with them the materials of a house, so constructed that the parts could be put together in a few hours, but the greater portion of it had been destroyed while they were among the icebergs. They were also short of provisions, and much of what they had was spoiled or damaged. There were several who volunteered to brave the winter, if the remnant of the house could be formed into a hut to shelter them, but as it was found that this could not be done in less than two months, the idea was obliged to be abandoned, and to return home was their only remaining course. They succeeded in reaching England in safety, though not without much damage to some of their ships. The unsuccessful issue of this voyage suspended any disposition to repeat the attempt, and the inducement which had operated so powerfully in favour of the former expeditions did not long survive, it having been soon after discovered by further experiments, that the supposed golden ore was utterly valueless. The temptation which the prospect of sharing in the imagined wealth of the *Meta Incognita*, as Frobisher termed the regions he had visited, must have been very great, to persuade any persons to think of settling among such a race of people as he describes the inhabitants to have been. They lived in most wretched huts, shaped like ovens, with a hole at the top, and their beds were made of strewed moss. Their soil produced neither corn nor fruit, and their only vegetable diet consisted of the different kinds of grass that grew in the

country, which they plucked and ate raw. They likewise ate the animal food which they procured by fowling, hunting, and fishing, entirely uncooked, nor did they reject it even when in a putrid state. They were, however, not deficient in wit and intelligence; they were likewise very skilful in the arts on which they relied for obtaining their subsistence, and equally dexterous and brave in the use of their warlike weapons, which were very ingeniously contrived.

The fruitless expectation of obtaining gold from the polar regions no longer existed in England, but the anxiety for finding a north-west passage remained undiminished; and, in 1585, some of the most eminent merchants fitted out two vessels, to attempt the discovery, under the command of JOHN DAVIS, whose name occupies a distinguished place among geographers and navigators. He set sail from Dartmouth on the seventh of June, and, on the nineteenth of July, when approaching the Arctic Circle, the seamen found themselves becalmed in a thick fog, which breaking off, they perceived that they were surrounded with ice-bergs, which, dashing against each other, created a roaring noise like that of waves upon a rocky shore. After sailing some days along the western coast of Greenland, and finding it impossible to land on account of the ice, Davis stretched to the north-west. The wind, however, being unfavourable, he resolved, upon coming in view of a part of Greenland of which the coast was free from ice, to go on shore with a numerous party of men. The natives were much alarmed at the first appearance of the strangers,

but upon seeing the English approach with music playing, and every sign of friendship, their fears were soon dissipated, and, on being presented with beads, nails, and some articles of clothing, an intimacy soon took place; and they gave the sailors garments consisting of seal-skins, and skins of birds with the feathers on them, besides furs, darts, oars, and some canoes, accepting in exchange whatever was offered them. Continuing his course, he doubled a cape to which he gave the name of God's Mercy, and entered a large sound to the north-west, having the appearance of main sea. His hopes being greatly encouraged by this circumstance, he sailed up it more than sixty leagues, but he was interrupted on his further progress by the coming on of autumnal fogs and contrary winds, and was obliged to return to England. Though his expedition was a failure, it was sufficient to justify the hopes of future success, and accordingly the ships which had gone out with him being refitted, and another added to their number, he again sailed from Dartmouth on the 7th of May, 1586, and, on the 29th of June, he reached that part of Greenland which he had visited the preceding year. The natives recognised their former visitors with pleasure, and gave them a cordial welcome. The English, on landing, presented them with some knives with which they were highly delighted. They joined in different amusements with the sailors, and contended with them in athletic exercises, evincing a decided superiority in wrestling. But, though generous and goodnatured, it was soon discovered that these savages had a strong



disposition to thieving, particularly iron, which seemed an irresistible temptation to them. One of the ringleaders in these plundering attempts was made prisoner, and carried off by the captain. He at first shewed great grief at leaving his native country, but, being kindly treated, he soon recovered his spirits, and was found, on many occasions, very useful to his captors. Quitting Greenland, the captain proceeded in the direction of his former voyage, and on the 17th of July, the seamen descried what they thought land, stretching out to an immense extent; but on a nearer approach, it proved to be a vast mass of ice. Subsequent experience has shown that a barrier of this nature is usually found in the middle of Baffin's Bay, at the same season of the year. The sailors in alarm besought their commander to relinquish a hopeless undertaking; but, being unwilling to abandon his enterprize, he selected the lightest and quickest of his vessels, which he manned with those who had not been affected by the same fears as their companions, and pursued his voyage, giving the other adventurers permission to return home. Having succeeded in turning the ice, he steered in a southerly direction in search of his object, till he reached the coast of Labrador. Here the natives attacked some of the crew who had landed, killing two of them and wounding others. Not long after, the ship suffered greatly from a violent tempest, and the season being advanced as far as September, Davis considered it prudent to return to England. Notwithstanding the disappointment which his last attempt had experi-

enced, he found patrons to equip him for a third effort, which he entered upon in the following year. He touched at his old spot on the coast of Greenland, but, though received as before with every appearance of a hearty welcome, he found the natives as incorrigible as ever in their inclinations to plunder, and consequently made but a very short stay with them. He left two of the three vessels with which he had sailed, to fish, and with the other pursued his voyage to the northward, till he had proceeded beyond the seventy-second degree of north latitude, where he found a wide open sea, stretching to the northwest. Along this he sailed more than forty leagues, when he again found an impassable barrier of ice. This he in vain attempted to round, and after various other efforts to discover a passage, finding his stock of fresh water almost totally exhausted, he was obliged, to his great mortification, to return once more to England, with his object unattained. All his representations of the peculiar circumstances that had precluded his success, and of his conviction that perseverance might still accomplish the desired discovery, were unavailing in inducing his patrons to make any further attempts. His repeated failures had dispirited the most sanguine in their expectations, and completely damped the national feeling in favour of his enterprize. Fifteen years after his return, another expedition was fitted out by the Muscovy Company of Merchants, under Captain Weymouth, which, after experiencing imminent dangers, was likewise compelled to come home; and similar ill success attended Captain Knight,

who was sent out, in the year 1606, by the same enterprising body.

HUDSON, who had already distinguished himself by his bold, though unsuccessful efforts to effect a passage across the pole, or in a north-easterly direction, was next selected to conduct a north-western voyage of discovery. He sailed from England on the 17th of April, 1610. On his reaching the eastern coast of Iceland, he was exposed to imminent danger, being involved in a dense fog, which interrupted all view of the coast, though he could hear the breakers dashing against it. The volcano of Hecla, on the mist clearing off, displayed itself to the sailors in a state of violent eruption which added not a little to their alarm. They rounded Cape Farewell, but had not sailed far, before they beheld the mountains of ice floating along. They had, however, the advantage of an open sea, and, though often impeded by these dangerous frozen islands, they were fortunately enabled to steer clear of them, without experiencing any serious injury. On the 25th of June, they found themselves at the entrance of the channel, which has ever since been known by the name of Hudson's Straits. The captain found the navigation of this channel very perilous, and his crew began to manifest decided symptoms of fear and insubordination; he resisted all their attempts to induce him to forego any further pursuit of the object of his voyage, and, after continuing his route some time, he found, at the end of the channel through which he had been steering, a wide opening, which, at a few leagues from the entrance, displayed an expanse

of waters on every side, unbounded as far as the eye could reach. Hudson considered it certain that this must be a part of the Pacific Ocean; but in this conjecture he was mistaken, it having been since ascertained to be a vast inland sea, which, from the name of its discoverer, has received the appellation of Hudson's Bay. Under this impression he continued his course along the left, conceiving that coast to form the western boundary of America, and expecting to reach some spot where he might find provisions, and pass the winter. But the prospect of success in this respect daily diminished. The rigour of the climate was extreme, the coast studded with dangerous inlets, and the weather a succession of fogs and tempests. The discontent of his men continued to increase, and their provisions became too scanty to admit of the idea of their sufficing for the approaching winter. In these trying circumstances, Hudson did every thing that prudence and firmness could suggest: he offered rewards to all who should kill either bird, beast or fish, and took diligent care of the stock which remained. At first they were very successful, killing abundance both of fowl and fish, but their good fortune was of short continuance. They became reduced to great extremities, so that they were at last obliged to feed upon moss and reptiles. Attempts were made to form some communication with the natives, but, unfortunately, without success. These multiplied hardships increased the ill-feeling of the sailors, who seem, from the first, to have participated very little in that zeal and ardour for the success of

the voyage, which was so conspicuous in Hudson himself.

The temerity or treachery of those under his command caused a premature and tragical end to the career of this spirited and able navigator. Shortly after entering Hudson's Bay, they had landed at an island abounding in numerous vegetable productions, besides deer and wild fowl. Here the men had earnestly wished to remain some days; but, as the season was far advanced, Hudson refused his consent to any delay, which might interfere with the prospect of accomplishing the end of his voyage. The malcontents, in their present destitute state, remembered this favoured spot, and conceived, that by returning to it, they should at once relieve their pressing necessities, and be in a situation to get back to England. Knowing the inflexible firmness of their commander, they entered into a conspiracy to take possession of the vessel, and leave him to perish. They lay in wait for this purpose during the night, and when Hudson came upon deck at day-break, they seized him, and, having bound his hands behind his back, lowered him into the boat. No one attempted to stand by him but the carpenter, who declared his determination to share his captain's fate, and followed him into the boat. To complete their inhumanity, the mutineers made the sick and infirm seamen accompany Hudson, in order to avoid the burden of supporting those who could render no service in working the ship. The unfortunate commander, thus left to his fate, was never more heard of, and no doubt can be entertained that he, and the ill-fated companions of his

misfortunes, perished in the dreary regions amid which they were deserted.

Though in error as to his idea of having found out the long-desired passage, Hudson's discoveries were very important. They have enabled succeeding adventurers, by studying his track, to navigate the northern seas with much greater certainty than before, and may be considered as having particularly aided in the successful researches of Baffin and Captain Parry. The coasts of the inland sea or bay that bears his name, have likewise become of considerable importance in a commercial point of view. They abound with animals, whose skins and furs are far superior in quality to those found in more southern regions; and these have been considered so valuable, that a charter was afterwards granted to a company of merchants, for the exclusive trade in Hudson's Bay.

Although Hudson's voyage had been attended with such disastrous results, yet the knowledge of his having discovered an open sea to the westward, strengthened the hopes of final success; and two successive expeditions were fitted out, the one under Captain Button, the other conducted by Bylot, an active and able officer, and BAFFIN, one of the most skilful and scientific navigators of his time. The ice, however, in both cases, compelled them to a premature return. But the reputation of the persons to whom the latter of these attempts had been confided was such, that their employers determined again to send them out. In consequence of the repeated failures that had attended seeking the passage by Hudson's

Bay, it was determined on this occasion, to pass by the entrance of that opening, and, entering Davis's Straits, to proceed northward, if they found open sea to afford them a passage, and endeavour to ascertain whether they could not, by so doing, reach the extreme point of America, and proceed southward to the Japan Isles. Following the course thus prescribed, they sailed, notwithstanding several obstructions occasioned by the ice, as high as the seventy-eighth degree of north latitude, nearly five hundred miles beyond the farthest point of Davis's progress; when they directed their course to the southward, along the western coast of the bay. In their course they discovered various inlets, one of which, called Lancaster's Sound, has since been discovered to communicate with the Polar Sea, but Baffin seems to have examined these passages with very little attention. On arriving at Cumberland Islands, he considered all hopes of effecting his purpose gone, and, finding the crew in a bad state of health, he crossed to Greenland, whence, after the invalids on board were pretty well recovered, he proceeded to England. On his return he declared himself persuaded that the sea which he had coasted, and, which, in honour of the discoverer, has since been known by the name of Baffin's Bay, had no communication with any water to the west; and his opinion being generally adopted, a length of time elapsed before any navigator from this country again engaged in a voyage to the Polar Seas. Denmark, indeed, took up the subject, which had been so frequently tried to no purpose, and in 1610 sent out two

vessels on a voyage of discovery, under a commander of the name of Munk. But the crews, after penetrating into Hudson's Bay, found their return intercepted, and were obliged to winter in its dreary wastes, where they endured such unexampled hardships, that, out of fifty-two, only two besides the commander survived. Two or three expeditions were also fitted out at intervals between 1631 and 1746 from England, but without any discovery of a north-west passage being effected, or even so high a latitude reached as by preceding navigators. It has been already mentioned that one of the objects of Captain Cook's last voyage was to ascertain if it were practicable to navigate into the Atlantic through Behring's Straits, and that that eminent navigator was unsuccessful in the attempt.

From this period, nearly forty years elapsed, during which all adventure in the arctic seas was suspended. The decisive opinion pronounced by a man whose authority stood so high as that of Baffin, corroborated as it was by the uniform ill success of the few who had ventured after him, had created a general impression that the discovery of a north-west passage from the Atlantic to the Pacific was an impossibility. More mature reflection favoured the opinion that this conclusion had been adopted too hastily. Baffin had indeed sailed round the great bay which bears his name, but he had not absolutely ascertained that it was shut up on the north by land; he merely asserted this upon conjecture. Nor had even Hudson's Bay been explored beyond a certain extent. The British government therefore resolved to take some



more effectual means of deciding this important question, and to this resolution we are indebted for those latter voyages to the polar regions, the details of which may be considered the most interesting in the annals of navigation. The entire novelty of the scenes described, and the peculiar situations in which the adventurers were placed, cannot fail to gratify our curiosity and awaken our sympathies, while the prudence, firmness, and skill of the commanders, and the energy and obedience of those placed under them, together with the fortitude and perseverance exhibited by all engaged in these undertakings, and the readiness with which they at all times accommodated themselves to their circumstances, at once claim our unfeigned admiration, and afford a moral lesson alike pleasing and instructive.

The first of these expeditions for the renewed attempt at the discovery of a north west passage was fitted out by the Admiralty in 1818. It consisted of two vessels, the *Isabella*, commanded by Captain John Ross, who had had much previous experience in the navigation of the northern seas, and Lieutenant Parry, a talented and promising young officer. They sailed from the Thames on the 27th of May, and on their arrival at Cape Farewell, found the seas as usual replenished with floating masses of ice. At the Whale Islands they learned that the rigour of the preceding winter had been extreme, and the bays and straits so completely frozen, that some of them were still shut in. At the island of Waygat the icy barrier was completely impassable, and they were obliged for some time to moor themselves to an ice-berg.

On its breaking up they moved along the open space left by its separation, till they reached seventy-five degrees north latitude, when the ice was drifted by the sudden springing-up of a stiff breeze with such force against the vessels, that their destruction would have been inevitable, but for the abrupt retreat of the frozen masses, when least expected. At a short distance from the scene of this deliverance, proceeding along the coast, they first fell in with one of the numerous tribes of Esquimaux with which the shores of the Arctic abound. These people seemed to have been wholly separated from the rest of the world. They evinced the greatest alarm at the sight of the sailors, whom they evidently regarded as altogether a distinct species of beings from themselves, and it was a long time before they could be induced to approach. Fortunately Captain Ross had along with him a young man of the name of Saccheous, a native of Greenland, who had come to Europe two years before in one of the ships belonging to the whale fishery, and, having acquired a good knowledge of the English language, accompanied the expedition in the character of interpreter. The Esquimaux perceived the much greater resemblance he bore to themselves than to any of his English companions, and, after he had initiated the two Captains into the usual mode of expressing friendship and courtesy among the people of the country, an amicable intercourse was speedily established. The curiosity of the natives was highly excited by the new objects presented to them. They evinced the astonishment generally created among savages at the sight of a mirror,

but instead of being terrified like the Patagonians, they appeared much amused and pleased with it, and set up a shout of delight. The ship was a still greater subject of surprise to them. Imagining it to be some monstrous animal, they put several questions to it, inquiring who it was, and whence it came ; and it was with considerable difficulty that they could be brought to believe that it was manufactured by men. Of their disposition to plunder, which had been noticed by former voyagers in others of their race, they gave the present adventurers several proofs. They possess one great advantage over both the greater part of the Esquimaux Indians and the American Indians, namely the possession of iron, of which they make knives and other tools. They are under the dominion of a king, whose virtues they greatly praised. He has his revenues, though such as most monarchs would deem of little value, consisting of tributes of train-oil and seal-skins paid by his subjects. They travelled, in the same manner as the inhabitants of Greenland, in sledges drawn by large dogs. Hares, foxes, and seals, were the animals they principally hunted. Biscuits and sweetmeats were offered to them, but were refused, nor could they be brought by any persuasion to drink spirits ; their favourite dainty appeared to be train oil. Proceeding through Baffin's Bay, Captain Ross fell in with most of the sounds which that navigator had noticed but generally neglected to explore. The common opinion appears to be that Captain Ross, in this respect, conformed too closely to the example of Baffin. Without considering the deceptive appearance of ice,

whenever the Captain perceived an inlet or opening apparently closed by land, he came to a conclusion that no passage could be found through it; and where he found such openings blockaded by ice, he did not wait for its possible dispersion. That the judgment thus formed was erroneous in some instances, has subsequently been proved. On the 30th of August an extensive opening to the westward presented itself to the view of the seamen, with the water clear and unincumbered by ice. Up this opening which proved to be that to which Baffin had given the name of Lancaster Sound, they sailed for more than thirty miles, filled with the most sanguine hopes of success. But, when they had reached thus far, their expectations were suddenly baffled by an announcement from one of Captain Ross's officers, that he had seen the land stretching across the extremity of the bay. All further prosecution of the voyage in this direction was therefore abandoned, and orders given by the commander to steer the ships out of Lancaster Sound, not a little to the disappointment and dissatisfaction of many on board who considered that the prospect of success had been much too hastily relinquished. Having cleared the Sound, Captain Ross directed his course southward along the western coast, but without perceiving any opening that promised the passage sought for. On his return to England he expressed his firm belief in the correctness of Baffin's opinion that Lancaster Sound afforded no entrance into any sea to the westward, and that if, which he was persuaded was not the case, a strait did exist at all, it must be rendered impassable by the

ice. His observations, however, were far from satisfactory to scientific men, who considered them much too superficial and hasty. They especially blamed the discontinuing the exploration of Lancaster Sound, when no obstacle whatever presented itself to its further navigation. In these opinions many individuals who had belonged to the expedition concurred, and in particular Lieutenant Parry, who professed his confidence that a passage could be found, through the Sound which had been quitted so abruptly. Under all these circumstances, the Admiralty came to the resolution of equipping another expedition, and giving the command to Mr. Parry. It consisted of the *Hecla* and the *Griper* gun-brig. The vessels were constructed in a peculiar manner, to fit them for the seas to which they were destined: they were abundantly stored with provisions for two years, and supplied with every thing calculated to mitigate the severity of a polar winter.

The lieutenant weighed anchor, with his little squadron from the *Nore*, on the 11th of May 1819, and on arriving off Cape Farewell, he endeavoured by sailing north and west, to make straight for Lancaster Sound, which he regarded as the sure path to the fulfilment of his hopes. In this attempt he was foiled by the mountains of ice that closed upon him, and jammed the ships so completely in, that they could not be moved in any direction, and, on the ice loosening, the masses were driven with such force against him, that the strength of their construction alone saved them. The adventurers were therefore compelled to give up the plan of reaching the Sound by the shortest

route and to coast northward in search of water that should be free from ice. With tedious and considerable exertion, threading their way through the different lanes of water, and at some times sawing away the obstructing ice, they at last reached the western shore of the bay, bearing directly for Lancaster Sound, which they entered on the 30th of July. On their progress through this channel, the success of the enterprise depended; but, the wind not being favourable, they at first proceeded very slowly. They met, however, with neither ice nor land to impede them, and the swell that came down the Sound confirmed them in the belief of there being open sea to the west. On the 3rd of August, a favouring gale sprang up in the east and bore them rapidly up the sound. They proceeded with an increasing easterly wind, till they had sailed a hundred and fifty miles from the mouth of the channel, which was still fifty miles broad, so that their hopes almost amounted to assurance. Excitement was at its height, when, after passing a short distance beyond a bay to the south, which they named Maxwell Bay, they found a barrier of ice stretching completely across the Sound, which compelled them instantly to draw back. Parry was mortified, but not disheartened. Perceiving an open sea to the south, he thought that this might lead to the passage he sought in a lower latitude, and he accordingly entered it. The western shore was encumbered with ice, but the eastern side afforded the crews free sailing. The coast was completely desolate and barren; neither animal nor vegetable was to be seen. Up this channel they proceeded without interruption for a

hundred and twenty miles, when their hopes were again frustrated by finding the ice run close in with a point of land forming the southern extremity of the eastern shore. There appeared reason to believe that this inlet, to which the discoverers gave the name of Prince Regent's Inlet, communicated by some passage with Hudson's Bay. Foiled in his last experiment, the commander returned to his former station, where he determined to wait for the breaking up of the ice. On reaching it, he at first found the frozen barrier as impenetrable as ever; but, within a week afterwards, a heavy wind and showers coming on, completely cleared the sea of the ice that had previously encumbered it, and left the seamen at liberty to pursue their course to the westward. After sailing some leagues, they came to a grand and spacious inlet stretching to the north, which they called Wellington Channel. This has been since found to communicate with the polar sea, and the commander would have entered it, had he not discovered to the south of an island, which he named Cornwallis, an open channel leading due westward, which he, of course, preferred. The passage conducting from Lancaster Sound to Wellington Channel he called Barrow's Straits. The mariners, now pretty well assured of near success, passed rapidly by the coasts of Cornwallis and of two other islands, on which they bestowed the names of Bathurst and Byam Martin. From this point, the navigation became exceedingly intricate and hazardous, and they were often obliged to cut their way through the ice; but at length they succeeded in reaching a very

large island, which they named after Lord Melville. On the 4th of September, while off the coast of this island, the commander announced to his men the pleasing intelligence that they had earned the reward of five thousand pounds, awarded by the legislature to the crew that should first reach the meridian of 110 degrees west longitude. Their course was, however, very soon interrupted again by an impervious boundary of ice, and other frozen masses began to form so rapidly, that they were in imminent danger of being shut up by them in the midst of the sea. They were therefore, compelled to return and take shelter in a harbour on the west of Melville Island, which they were only enabled to reach by cutting through two miles of solid ice. To the group of islands which they had recently discovered, Lieutenant Parry gave the general appellation of the North Georgian Islands. For a short time after their return to Melville Island, the ice was cleared away daily; but this was soon found to be a useless task, as it regularly collected round them again, and they therefore allowed themselves to be completely frozen in the harbour, where they perceived they should be compelled to pass the winter.

The idea of passing that season in the polar region had something appalling in it to those who had had little experience of the Northern Seas. They were destined, in all probability, to remain in their icy prison for at least eight or nine months, during three of which the face of the sun would not be visible to them. Under these circumstances, the exertions of Mr. Parry for the secu-



rity of the ships and the preservation of the stores, were entitled to the highest praise. He perceived the necessity of adopting a regular system for the maintenance of good order and cleanliness, and he lost no time in commencing operations. The crews were pronounced by the surgeon free from every symptom of scurvy, and all arrangements were made, by ensuring the warmth and dryness of the births and beddings, to prolong this healthy state of the men. Beer, which is known to be an excellent preventive to the scurvy, was substituted for part of the usual allowance of grog; and, to prevent the risk of provisions running scarce, the rations of bread were permanently reduced to two-thirds. Instead of a pound of salt beef weekly, a pound of preserved meat was served out, and a small quantity of sourkrout and pickles, with as much vinegar as could be spared, was distributed at regular intervals. Lime-juice and sugar mixed with water were also drunk daily by each man in the presence of the officers on duty; as the sailors could not be depended upon to drink, of their own accord, what, to their taste, was an unpalatable beverage. When game was caught, it was served instead of, and not in addition to, the accustomed allowance of meat, to prevent the danger arising from taking too great a quantity of animal food. The officers, in every article of diet, were put upon precisely the same footing as the men. In the management of their fuel, the strictest economy was practised; the utmost attention was paid to the clothing of the men, and weekly examinations of the skin and gums were made by the medical gentlemen,

that the first symptoms of scurvy might be detected and immediately checked. Convinced that total inaction would be likely to prove equally unfavourable to the mind and body, the commander felt the eligibility of finding some kind of amusement for the men ; and, with this view, he proposed to the officers to get up a play occasionally on board the ship, as the best means of preserving the general cheerfulness and good humour that fortunately prevailed among the crew. The plan was readily acceded to, and Lieutenant Parry himself engaged to take a part in the performances. In addition to this species of entertainment, another fund of amusement was provided by establishing a weekly newspaper, called the *North Georgia Gazette and Winter Chronicle*, which was edited by Captain Sabine, and supported by original contributions from the officers of the two ships ; and these effusions had the happy effect of employing the leisure hours of those who furnished them, and of diverting the mind from the gloomy prospect which the objects around them presented. During their sojourn here they saw several rein-deer and grouse, but the country afforded so little cover that their sporting excursions were attended with but small success. Foxes were in great abundance, as well as wolves, but they did not experience any attacks from the latter. Only one white bear visited them while in their winter harbour, which they wounded with several balls, but after all he made his escape. A striking example of the effects of intense frost occurred at this period, in the case of one of the marines named John Pear-

son: he had gone on shore with others, in the pursuit of a stag, and, having imprudently set out without mittens and with a musket in his hand, had his hands severely frost-bitten. He was providentially found at night-fall, just as he had fallen down on a heap of snow, and was beginning to experience that drowsiness which, to persons in such a situation, if indulged, inevitably proves fatal. When he was brought on board his fingers were quite stiff, and bent into the shape of that part of the musket which he had been carrying, and the frost had so far affected his fingers, that it was found necessary to amputate three of them on one hand a short time after. The effect of exposure to severe frost upon the mind, as well as the body, was strikingly shewn in this man. When he went into the commander's cabin he looked wild, spoke thick and indistinctly, and was unable to give a rational answer to any question. One of the greatest inconveniences attending the situation of the adventurers was their being unable to have any water except what was procured from melted snow, but this, when properly strained, proved to be pure and wholesome. During the long absence of the sun, the reflection of light from the snow, occasionally caused by a bright moon, prevented their experiencing, at any time, the gloomy night that occurs in more temperate climates. Towards the latter end of October, the deer and other animals which had formed the object of their chase, disappeared, and their hopes of obtaining any more fresh meat during the winter were at an end. The 4th of November had now arrived, and for

ninety-six days from that period they were doomed to be without the cheering light of the sun. The utility of the dramatic entertainments was now fully demonstrated, and the gratification afforded to the men by the first representation, determined the commander to follow up the plan. Even the occupation of fitting up the theatre and taking it to pieces again, occupying a number of the crews for some time before and after each performance, was of considerable advantage, as it precluded that want of employment which was particularly to be dreaded. The wolves, as the season became more advanced, often approached the ships, howling most piteously for hours together; but, though pressed by hunger, they never ventured to make an attack. About the middle of December, the vinegar in the casks became frozen, and the lemon-juice bottles burst. Nearly at the same period, the weather being fine and clear, the splendid phenomenon, the Aurora Borealis, appeared frequently at different times of the day, becoming more brilliant towards midnight, and breaking out in every part of the heavens. The system of keeping the men in full exercise during this long period of night was strictly adhered to. They were sent out every morning to walk on shore till noon, when the weather would permit; at other times they were ordered to run round and round the deck, keeping time to the tune of an organ, or, not unfrequently, to a song of their own singing. A few of them did not at first relish this discipline, but when they found that no excuse would be admitted, they complied cheerfully, and

by degrees enjoyed it as a frolic. The afternoon was usually devoted to making the necessary repairs in clothes and rigging. In the evening, the men amused themselves with singing, dancing, and various kinds of games; the officers with reading, writing, music, or chess. On Sundays, divine service was regularly performed, and a sermon read on board both ships; and the conduct of the men on these occasions was highly creditable to them. The theatrical entertainments took place once a fortnight, and among them was a Christmas musical entertainment, expressly adapted to the audience, and referring to the scenes in which they were engaged. On the Christmas-day, a small increase was made in the usual proportion of fresh meat, and an additional allowance of grog; and the officers had a social and friendly dinner, at which a piece of roast beef was served up, that had been on board ever since the preceding May, unsalted, being preserved fresh by the coldness of the atmosphere. On the commencement of the new year, it was discovered that scurvy had made its appearance among the crews, and all the medicines brought out as remedies against that destructive scourge of seamen, were immediately brought into action. Much benefit was afforded to the invalids by the use of mustard and cress, which was raised in the commander's cabin, in small shallow boxes filled with mould, and placed along the stove-pipe. On the morning of the 14th of February, while the men were taking their exercise on deck, the house which had been erected on shore for the occasional accommodation of the men, was observed to

be on fire. By great exertions on the part of the officers and seamen, the flames were got under before any injury had been done to the part of the building in which the clocks and other mathematical instruments were deposited. The sudden exposure to the weather took such an effect upon those who had been engaged in extinguishing the flames, that the nose and cheek of every one became frost-bitten in the space of five minutes; and, though the parts were rubbed, as soon as possible, with snow, to restore animation, sixteen men were added to the sick list, in consequence of the accident. Towards the beginning of March, the weather became more temperate, and advantage was taken of the change to rebuild the house. On the 16th of this month, the officers concluded their theatrical performances with the *Citizen* and the *Mayor of Garratt*; and an appropriate address was delivered on the occasion. The season had indeed nearly arrived when the customary duties of the seamen would afford them sufficient occupation. The weather continued generally clear and fine, but with so little regular diminution of cold, that some degree of impatience began to prevail; and fears were entertained lest they should be detained in their winter station, till the season would be too far advanced for accomplishing the hopes inspired by the success of the preceding year. As some counterpoise, however, to this unpleasantness, the health of the ships' companies rapidly improved; and almost all the scorbutic patients were entirely recovered. But at the same time, several of the men who had, in the course of their shooting excursions,

been exposed for a length of time to the glare of the sun and snow, were affected by that painful inflammation in the eyes, called in America, snow-blindness. In anticipation of being enabled to pursue their voyage, the sailors, with no small labour, now cut away the ice from around the ships. They were, however, tantalized by a succession of snows, fogs, and rains; and, on the 29th of May, no symptoms of thawing had appeared, and they found the sea still presenting the same surface of solid impenetrable ice. Such a prospect, at a period when in three weeks the days would again begin to shorten, was truly discouraging. In this suspense they continued through the whole of June and July, the great body of the ice in the surrounding sea still keeping entire, and confining them to their harbour. But at the commencement of August, the ice suddenly broke up and left them in possession of open water to pursue their discoveries. On the 4th they reached the spot where their course had before been stayed, and continued to make progress for eleven days, but, at the end of that period, they found the sea present a perfectly compact and impenetrable barrier, which led them to believe that there must be land beyond it to confine it in that state. In this situation they had no choice but that of returning to England, where they were received with applauding welcomes. Mr. Parry had not, it is true, succeeded in the immediate object of his voyage, but what he had accomplished was sufficient to place him in the highest rank of navigators. In addition to his numerous discoveries, he had sailed above two

thousand miles farther to the westward than any one who had gone before him; he had established beyond all doubt the existence of a Polar Sea to the north of America; and after passing an arctic winter of nearly a year's duration, he had returned with the loss of only one man. He was promoted, immediately on his return, to the rank of Captain; and it was resolved to confide to a commander who had shewn such prudence, skill, and spirit, another expedition, consisting of the *Hecla*, the ship in which he had before sailed, and the *Fury*, a vessel of nearly the same size, under the command of Captain Lyon. They sailed from England on the 8th of May, 1821, and on the 2nd of July, reached the mouth of Hudson's Bay, which he intended to explore, in the hope of finding a passage in a lower latitude than that which he had reached in his preceding voyage. On entering this celebrated opening, the ships were soon surrounded by ice-bergs, which so much obstructed their progress that they only made seventy miles in nineteen days. On arriving off what are called the Savage Islands, several of the natives came off in large canoes, and commenced trafficking with them, exchanging the most valuable skins and furs for the commonest articles of iron. They were wilder and fiercer, both in manners and appearance, than any of the Esquimaux tribes that had before been met with. The countenances of many of the old women were so hideous as scarcely to appear human, and seemed almost to account for the superstitious idea entertained by Frobisher and his companions of their being evil spirits. Captain



Parry next came to the entrance of the Fox's Channel, in sight of Southampton Island. He continued his course northward till he reached Repulse Bay, which, according to general opinion, afforded an opening into the Pacific; but he soon discovered that this idea was erroneous, and that it was completely enclosed. He then attempted an entirely new path of discovery, along an unknown coast, but with so little success, that, after considerable danger and exertion, he found himself, on the 3rd of September, in the very position which he had occupied on the 6th of the foregoing month, having ascertained nothing but the inutility of the routes he had attempted. He then proceeded along the northern coast, carefully examining every inlet which seemed to promise an entrance into the Polar Sea, without ascending so high as in his former voyage. In their course, the sailors had various opportunities of trafficking with the Esquimaux, and, on one occasion, had a ludicrous proof of the pilfering disposition of these gentry. A woman who had bartered one of her boots for some articles of iron, obstinately refused to sell the other, and the reason of her odd determination becoming suspected, the boot was forcibly pulled off her leg, and two spoons and a pewter plate were found concealed in it. At the end of September, Captain Parry found himself all at once overtaken by winter, and had to encounter with a new difficulty, namely, the formation of the soft ice, which, though hardly felt at first, accumulated till its weight pressed upon the ship with resistless force. Finding it impossible to reach land, he determined

to saw into the heart of a large mass of ice, about half a mile from shore, and there to establish his winter-quarters. Perceiving himself thus again shut up in the frozen sea for another winter, the captain had recourse to the same judicious measures which had before proved so salutary, and in which his previous experience had enabled him to make many very considerable improvements. The theatrical entertainments were resumed, but they had lost, with their novelty, much of their former attraction. The sailors, however, found out an occupation for themselves, both interesting and useful, by establishing a school, in which the better-informed instructed the uneducated, in reading and writing. Not being in so high a latitude as in their preceding voyage, the cold was less intense, and they never entirely lost sight of the sun. The Christmas-day was spent with peculiar mirth and festivity. They caught a few hares, but very lean ones, and several beautiful white foxes. The sameness of the scene, which in spite of all the ingenuity of the adventurers began to be sensibly felt, was, at the beginning of February, enlivened by a visit from some Esquimaux, which introduced the captain and his companions to a more intimate acquaintance with their domestic arrangements than they had yet had an opportunity of obtaining. A number of these people walked over the ice towards the ship, in a very quiet and orderly manner; and commenced a traffic in the rich dark deer-skins which formed their clothing, for knives, nails, and needles. They afterwards cordially invited the English to visit their dwellings. The invitation was accepted, but on going on

shore, our countrymen were at a loss to discover where these dwellings existed. But, being led to a hole in the snow, and told to creep upon their hands and knees, they came through a long winding passage, till they reached a small hall with a roof in the form of a dome, and doors opening into three suites of apartments, inhabited by sixty-four persons, men, women, and children. These singular habitations were built of slabs of frozen snow, in a circular form, six or seven feet high, and about fifteen feet in diameter. In the centre of the roof a round plate of ice is placed, which serves for a window. In each room there is a lamp suspended from the roof, with a wick made of a peculiar kind of moss, and lit up with oil from the seal or sea-horse. When these huts are first erected, their appearance, though chilling, is neat, but they soon become offensive alike to the smell and sight, and, when the summer thaw comes on, gradually dissolve, till the inmates are compelled to seek another shelter. The Esquimaux being invited, in their turn, to inspect the ships, several of them gladly accepted the offer. They shewed themselves cheerful and intelligent, were much pleased with the music, and perfectly understood the nature of some drawings that were shewn them, exhibiting different objects with which they were acquainted. Our seamen were, however, not a little puzzled in the exercise of their hospitable dispositions, owing to the very extraordinary tastes of their guests. Grog the strangers decidedly rejected, and seemed rather to loathe than to relish sweetmeats and other things, which we are accustomed to consider as dainties. It was soon,

however, discovered that every thing consisting of pure fat or grease, such as train-oil, or the entrails of animals, was devoured by the Esquimaux with delight. One of the young women, on being presented with a large tallow candle, ate it up with every symptom of pleasure. The sailors found their new acquaintance very useful in communicating the knowledge which they possessed of the seas and shores in those parts, and one female sketched them a rude but very intelligible map of a considerable portion of the coast. The return of spring was still very tardy, but on the 2d of July they were at length freed from the ice, and an open sea, forming a continuation of Fox's Channel presented itself, which offered a clear passage. Thrice did they appear on the eve of accomplishing the object of their expedition, and once they obtained a distinct view of the Polar Sea, but on both occasions, the icy barrier again frustrated their expectations, and they were ultimately obliged to pass another winter, frozen up at Iglvolik, a small island to the very north of Fox's Channel. The usual attention was paid to the health and comforts of the men, but no mention is made of their having indulged in their former amusements; their spirits were doubtless much affected by such repeated disappointments. During their stay at Iglvolik, they were on terms of considerable intimacy and friendship with a colony of Esquimaux, who were established there. The character of these islanders was, however, by no means admired by the seamen; they were selfish and greedy, and shewed a particular want of feeling to the aged and infirm among themselves.

The spring of 1823 was very backward and unfavourable, and, as they were unable to reach the open sea till the 7th of August, Captain Parry abandoned the hope of accomplishing any thing important during the brief remainder of the season. He however, formed the plan of bringing all the stores of the *Hecla* on board the *Fury*, the latter being in the best repair, and passing a third winter in the Polar regions, awaiting a more favourable summer. But the ill health of the crews, many of whom were affected with the scurvy, and all weakened by their past hardships, obliged him to renounce this project and return to England, where his presence was hailed with great joy, for, as no tidings of the adventurers had been received since their departure, not a few persons imagined that they had perished.

Notwithstanding the failure of the last two expeditions, it was resolved to make another attempt to effect a passage by sea between the Atlantic and Pacific Oceans. The same ships were fitted out that had performed the late voyage, and sailed from Northfleet on the 16th of May, 1824. They sailed up Davis's Strait, and Baffin's Bay, and, on the 10th of September, entered Lancaster Sound, and reached Port Bowen, to the east of Prince Regent's Inlet, in time to take up their winter quarters there. Captain Parry did not relax in his attention to afford occupation for the men's minds, as well as to ensure the regularity of their bodily exercise. Their former amusements being worn threadbare, the idea of masquerades, in which the officers and men should mingle without regard to rank, was hit upon, and it proved a very

happy one, the sailors entering into the sport with great spirit. The useful and improving plan of the schools was also revived. The spring was much more promising than any they had before experienced, and they sawed the vessels out of the ice without much difficulty. They then attempted to sail over towards the western coast of Prince Regent's Inlet, but found themselves compelled by a barrier of ice to pursue their course on the opposite side. For some time their progress along the shore was favourable, but they soon met with fresh and repeated obstructions from the ice. On the 28th of July, both the ships were driven on shore, and were with great difficulty extricated from their dangerous situation. They, however, contrived to pursue their way slowly through the ice-bergs till the 1st of August, when the *Fury* struck with such force against a large field of ice, that she was completely strained, and had sprung a leak, which there was no prospect of getting under. It was, therefore, on a consultation of the officers, deemed necessary to abandon her altogether, as there was no prospect of securing her where she stood, or of floating her to a place of safety. The crew were taken, with their clothes and other necessaries, on board the *Hecla*, but the ample and valuable stores of the deserted vessel were obliged to be left behind, either on board of her, or on shore. This disastrous event, combined with the advanced period of the season, determined Captain Parry to return home, and he arrived at Sheerness on the 20th of October. Though the voyages of this truly courageous and persevering navigator failed of obtaining their im-

mediate object, his discoveries have been of inestimable value to all who have since had occasion to visit the Polar Seas, and the narratives of his expeditions will ever remain, almost unprecedented examples of the manner in which man may, in situations apparently the most discouraging, find in concord, industry, and ingenuity, the means of creating happiness for himself.

One of the most striking features in Captain Parry's adventures, was his intercourse with the Esquimaux tribes, a race of mortals differing almost entirely from all others that have yet been discovered, and with whom, before the period of his voyages, we had little or no acquaintance. Of the character and customs of these very singular tribes, he has given us an able and interesting description. These people are very widely diffused, occupying all the countries on the shores of the Northern Ocean. In their persons they are tolerably well formed, and, in general, plump, without being corpulent. Their faces are round and full, with small black eyes, small sunken nose, good regular teeth, smooth skins, and clear and transparent complexions. They are in general much shorter than Europeans. The dresses, both of the males and females, are composed almost entirely of deer-skin, of which they wear double jackets, close, but not tight. The inner part of the skin with the hair on, forms a shirt, and they have a large hood over their head. The breeches are made of the same materials, and are also double, coming over the boots. In clothing the legs and feet they are very careful to guard against the cold. When an Esquimaux goes hunting, he

first puts on a pair of deer-skin boots, with the hair inside, and reaching to the knee; over these comes a pair of shoes of the same materials, next a pair of dressed seal-skin boots, quite water-tight. Owing to the uncommon rigour of the climate, the subsistence of these people is often precarious, and almost always requires great labour to procure it. The frozen state of the ground during three-fourths of the year precludes all vegetable growth; and they have none of those domestic animals which, in many countries, are reared for food. Their sole dependence is, therefore, upon hunting the wild animals to be found among their seas and shores, and this forms their principal occupation. Every creature that inhabits these regions serves them for food, for they do not reject any. In the summer they chase the deer, which is their principal delicacy, and they also catch the eider and other species of wild ducks. But at the approach of winter, these disappear, and the natives are then unable to obtain any food but the walrus and the small seal, which are not always to be found in sufficient plenty; so that the Esquimaux are sometimes in a famished state for days together, and are even obliged to kill their dogs, in order to appease their hunger. The danger of famine does not teach them economy in husbanding their stock. No sooner is it known that a walrus has been caught, than the village resounds with cries of joy, as all are entitled to share in the prize. As soon as it arrives, slices are instantly cut out, and cooked over a lamp, and when the feast is ready, one man takes up a slice, and having taken as large a mouthful as he can, he



hands it to his neighbour, who passes it to the next, and so on, till the whole is consumed. Their appetites are disgustingly voracious. One of them is said to have finished in nineteen hours ten pounds of solid food, and to have drunk six quarts of water. This mode of alternate repletion and starvation has, as might be expected, a very injurious effect upon their health. They certainly prefer eating their meat cooked, and, while they have fuel, they usually boil it, but they can relish it, though it be quite raw. Their method of travelling, when not on foot, is in sledges drawn by dogs, in the same manner as the inhabitants of Kamtschatka and Greenland. The moral character of the Esquimaux, with the exception of a few of the most barbarous tribes, is generally entitled to praise. When Captain Parry first visited them he found them scrupulously honest, but in the course of time they relaxed considerably in the practice of this virtue. Allowance, however, ought to be made for the temptations to which they were exposed. Captain Parry justly remarks, that there are few Europeans of the lower class who could be safely entrusted to roam about amidst hoards of gold and silver, and that these precious metals would not be more valuable in their eyes, than iron and wood in those of the Esquimaux. Among themselves, no attempt at taking another's property was ever known to have occurred. A strong disposition to envy appeared, however, to prevail among them. Displeasure was caused when presents were made to one, of superior value to those which another received; they likewise seemed gratified when one of their

neighbours was detected by the English in the commission of a theft, and very anxious to spread the report of the offender's delinquency as widely as possible. The women were particularly addicted to gossip and scandal. In bartering and trafficking the Esquimaux shewed great selfishness and cunning, but our seamen had every reason to speak well of their hospitality. The best of every thing that their poor huts could furnish was set before their guests, and the women performed the kindly offices of cooking provisions, thawing snow for drink, and mending and drying clothes for the English, with the most obliging cheerfulness. The affection of parents for their children among them is most striking, and they were never seen to inflict corporal punishment upon their offspring. Of the children themselves Captain Parry speaks in high terms, and describes their docility as being so great, that severity towards them is rendered quite unnecessary. "From their earliest infancy," he observes, "they possess that quiet disposition, gentleness of demeanour, and uncommon evenness of temper, for which, in more mature age, they are for the most part distinguished. Disobedience is scarcely ever known; a word, or even a look from a parent, is enough, and I never saw a single instance of that frowardness and disposition to mischief, which, with our youth, so often requires the whole attention of a parent to watch over and to correct. They never cry from trifling accidents, and sometimes not even from severe hurts, at which an English child would sob for an hour. The worst feature in the character of the Esquimaux is in their behaviour to those whose

age and infirmity render them useless and therefore burdensome to the community, towards whom they betray a degree of insensibility bordering on inhumanity. Widows are very indifferently treated, nor are even parents, in the decline of life, exempted from this revolting unkindness. In their religious notions, nothing is to be found but the grossest superstitions. They believe in the existence of deities and spirits whom they imagine to be formed like monsters; and they attach faith to charms and incantations. They admit a future state of existence, the employments and pleasures of which they suppose to resemble those in which they are engaged in this life. The soul is believed to descend beneath the earth through successive abodes, in some of which, that form a sort of purgatory, bad men are detained for a time proportioned to their crimes, but good spirits pass through it freely, till they reach a mansion of perfect happiness at the farthest depth, where the sun never sets, the waters never freeze, the deer are found in vast numbers, and the seal and the walrus are always in abundance.

About the same time with Captain Parry's voyages, considerable interest was excited by the journey of Captain Franklin to the shores of the Polar Sea. The main object of this gentleman's expedition was to determine the latitudes and longitudes of the chief places on the northern coast of North America, and to survey that coast, from the mouth of the Copper-Mine River, to the eastern extremity of that continent, taking particular note of places where ships might enter, or to which a boat could be sent, and erecting con-

spicuous marks at such places. He was likewise instructed to collect all information which might appear likely to be useful to Captain Parry. Captain Franklin, with three vessels under his command, the *Prince of Wales* in which he himself sailed, the *Eddystone*, and the *Wear*, took his departure from Gravesend, on the 23rd of May, 1819. On reaching Stromness in Pomona, the largest of the Orkney Islands, the Captain, as he knew that he should be obliged, in the execution of his instructions, to penetrate, by going up the Indian rivers, into some part of the interior, thought it necessary to obtain a supply of able boatmen; but on account of the great demand for their services in the herring fishery, and the perilous nature of Captain Franklin's enterprise, he could only procure four, to whom he was obliged to give very high wages. On the 25th of July the vessels arrived at the entrance of Davis's Straits, where they fell in with a whaler, the master of which informed Franklin and his companions, that the ice had been heavier in those straits during that season than had ever been known: his own vessel had suffered considerable injury, and two others had been entirely crushed. The Captain's party did not fall in with any icebergs till they arrived within thirty leagues of the coast of Labrador. Of these they contrived to steer clear, and proceeded with a favourable wind till they came off Resolution Island, to the north of the entrance into Hudson's Straits, early in the morning of the 7th of August. Here a thick fog came on, the breeze subsided into a perfect calm, and left the *Prince of Wales* surrounded by

loose ice, while the Eddystone was driving rapidly towards some of the larger masses. By ten, the fog clearing, shewed land two miles distant, but the Captain's ship became unmanageable, and was forced along by the currents between the masses of ice, till she struck violently on a rock projecting from the island. A gentle swell freed her from this alarming situation, but she was still borne along by the current almost in contact with the rocky shore, and at last forced against a large ice-berg lying aground. After this shock, the ship was driven along the rear of the ice-berg with such amazing rapidity, that she escaped, almost by a miracle, being forced upon the rocks in her present disturbed state, which must have decided her fate. As it was, she received water very fast, and the pumps were in constant use; and it was found necessary for the Eddystone to take her in tow. But a heavy gale coming on, the sails were split, and, as she was forcing through a stream flanked by ice, the tow-rope broke, and at this very time there was upwards of five feet water in the hold, so that there seemed great reason to fear that the ship must be abandoned. By great exertions, however, thrusting in felt and oakum into the openings with planks nailed over them, the leak was finally got under so much as only to require the pumps to be worked at intervals of ten minutes, and a fresh breeze arising, they reached Upper Savage Island. Here the ship was steered as near as possible to the shore to afford the Esquimaux an opportunity of coming off to barter, which they soon embraced. In their trading, Captain Franklin mentions a custom which ap-

pears to have escaped Parry's notice. When any one received an article, he invariably licked it with his tongue, as a finish to the bargain, and a sign of its having become his own property. They never omitted this singular practice, however trifling the article; even needles were subjected singly to the ceremony. On arriving at York Factory, the Captain had the pleasure of finding the Wear, of which he had lost sight entirely during the disaster off Resolution Island, at safe anchorage. Franklin, on his landing, communicated to the governor of the factory the mission confided to him, and received every assurance of assistance. A boat being completed, suitable to the inland navigation, the captain penetrated up the interior, through many lakes and rivers, which he investigated, but which are too numerous to be here particularised and described, a distance of nearly seven hundred miles to Cumberland House, a considerable station of the Hudson's Bay Company. The district belonging to this station, comprises about twenty thousand square miles, and is peopled by a tribe of Indians, called the Crees. They are chiefly engaged in hunting, and this mode of life occasionally subjects them to great privations, especially when the winter happens to be more than usually severe, as was the case during Captain Franklin's stay there, when sickness and famine carried off many of these unfortunate creatures. A most affecting incident, as illustrating their situation, is mentioned by that gentleman. One evening, early in the month of January, a poor Indian entered the North West Company's House, carrying his only

child in his arms, and followed by his starving wife. They had been hunting apart from the other bands, and had been unsuccessful, and, while in want, were seized with an epidemical disease. As soon as the fever had abated, the poor man set out with his wife for Cumberland House, having been previously reduced to feed upon the bits of skin and offal which were left in their possession. At length even this miserable fare was exhausted, and they worked several days without eating, yet they still exerted themselves far beyond their strength, that they might save the life of the infant, which, however, died almost within sight of the house. The gentleman then in charge of the post, received them with the utmost humanity, and instantly placed food before them; but no language can describe the manner in which the heart-broken father dashed the morsel from his lips, and bewailed the loss of his child. "Misery" Mr. Richardson feelingly observes, speaking of this occurrence, "may harden a disposition naturally bad, but it never fails to soften the heart of a good man." From Cumberland House, the travellers, after remaining about three weeks, took their departure for Carlton House, another station belonging to the Hudson's Bay Company, situate about one hundred and sixty miles distant from the former. The mode of journeying in winter in these frigid climes, is briefly described by one of the party, and will, we are persuaded, be interesting to the reader. The traveller is provided with a snow-shoe, made of two light bars of wood, fastened together at the ends, and made to curve by cross bars. The side bars have been so shaped

by a frame, and dried before a fire, that the front part of the shoe turns up, like the prow of a boat, and the part behind terminates in an obtuse angle. The spaces between the bars are filled up with a fine netting of leather thongs, except that part behind the main bar, which is occupied by the feet, where the netting is close and strong, and the foot is attached to the main bar by straps passing round the heel, but only fixing the toes, so that the heel rises after each step, and the tail of the shoe is dragged on the snow. A small space is left between the main bar, and another in front of it, allowing the toes to descend a little in the act of raising the heel to make the step forward, which prevents the danger of chafing. The motion of walking in these shoes is perfectly natural, for one shoe is level with the snow, when the edge of the other is passing over it. When unclogged with snow, each shoe weighs about two pounds. This machine, though the invention of the Indians themselves, is so ingeniously contrived, that all the superiority of European art has been unable to improve it. Their sledges exhibit equal skill in the construction. They are made of two or three flat boards, curving upwards in front, and fastened together by cross pieces of wood above. They are so thin, that, if heavily loaded, they bend with the unevenness of the surface over which they pass. They are, in general, eight or ten feet long and very narrow, but the lading is secured by a lacing round the edges. The general dress of the winter traveller is a capot, having a hood to put up under the fur cap in windy weather, or in the woods, to keep the snow from his neck. He has



leathern trowsers and Indian stockings, the latter closed at the ankles, round the upper part of his *mocassins* or Indian shoes, to prevent the snow from getting into them. Over these he wears a blanket or leathern coat, secured round his waist by a belt, to which his fire-bag, knife, and hatchet are suspended. In their journey from Cumberland House, the travellers had an opportunity of witnessing the mode employed by the Indians of killing the buffalo, a large species of the ox, valued both for its flesh and its hide. The most common of these is entangling the animal in what is called a buffalo pound. This is a fenced circular space of about a hundred yards in diameter. The entrance is banked up with snow sufficiently high to prevent the retreat of the buffalo, when once he has entered. Stakes are driven into the ground at the distance of about twenty yards from each other for about a mile on each side of the road, to deter the animals, who mistake the stakes for men, from attempting to break out on either side. Within fifty or sixty yards of the pound, branches of trees are placed between these stakes to screen the Indians, who lie down behind them to await the approach of the buffalo. The horsemen manœuvre round a herd in some neighbouring plain, till they induce them to enter the road to the pound, which is about a quarter of a mile broad. They then raise loud shouts, and so terrify the animals that they rush forward towards the snare. When they advance as far as the ambush, the men who are concealed in it rise, and by loud firing of guns increase the alarm of the buffaloes, who make directly for the pound, were they are

speedily despatched. The manner in which Captain Franklin's party passed their time, when compelled to take up their winter quarters at Fort Enterprise, will forcibly remind the reader, in many points, of the adventurers under Parry. "As it may be interesting," says the Captain, "to know how we got through this season of the year, I shall mention briefly that a considerable portion of it was occupied in writing up our journals. Some newspapers and magazines, which we had received from England with our letters, were read over and over again, and we often amused ourselves with conjecturing the changes that might take place in the world before we should hear from it again. Occasionally we paid the woodmen a visit, or took a walk for a mile or two on the frozen river. In the evenings we joined the men in the hall, and took a part in their games, which generally continued to a late hour. The Sabbath was always a day of rest with us; the men employed in cutting wood were required to provide for the wants of that day on Saturday; and all the people were dressed in their best attire. Divine service was regularly performed, and the Canadians attended and behaved with great decorum, although they were all Roman Catholics, and but little acquainted with the language in which the prayers were read. I regretted much that we had not a French Prayer-book, but the Lord's Prayer and the Creed were always read to them in their own language." It is not our intention, nor would our limits permit us, to follow the details of Captain Franklin's journey to any great extent. His scientific observations, though acute and

valuable, are in general, beyond the comprehension of those for whom we more immediately profess to write. His descriptions of the scenery found in the interior, however faithful, are not in general very inviting, nor can they be strictly included as belonging to voyages; and the groups of Indians among whom he travelled, so far from being an interesting race, appear adapted to inspire scarcely any other feelings, than compassion for their gross ignorance, or abhorrence for their cruelty. After exploring most of the countries along the polar sea to some distance from the shore, Franklin navigated the sea itself with two canoes, for a distance of more than 550 miles. The general result of his observations was in favour of the practicability of a north west passage. It is much to be lamented that the latter part of this deserving officer's journey should have been accompanied by so many disasters. Of these, the commencement was the difficulty and delay incurred in crossing the Copper-Mine River, and a train of misfortunes succeeded. The whole party were reduced to extreme misery. Lieutenant Hood was treacherously murdered. Many of the adventurers, as well as of the Canadians who accompanied them, perished with famine, and, in the case of others, existence was preserved by pieces of bone and scraps of skin picked out of the ash-heap, and boiled down into a mess of sour soup. They were obliged to sleep in wretched ruined hovels, and sometimes even in the open air, at a temperature of twenty degrees below zero; it was by an almost providential interposition, that they were enabled to leave those scenes of desolation

and famine, where death every instant threatened to overwhelm them. Yet, after the experience of all these sufferings, such was Franklin's anxiety for completing his original undertaking, which he had been compelled to leave imperfect, that he actually exposed himself again to the perils and hardships from which he had so recently and with such difficulty escaped; and he performed a second voyage which he accomplished (fortunately without calamities similar to those which had befallen his former expedition) equally to the benefit of science, and the satisfaction of his employers, having exhibited an example of zeal and fortitude, which we can hardly enough applaud or admire.

We have already mentioned the attempts of Hudson and others to cross the North Pole, and the decided failures in which they terminated. The peculiar ill success that had attended their efforts, caused more than a century and a half to elapse without any repetition of the experiment. But the extraordinary success which had attended the South Sea voyages of Cook and others, excited the spirit of naval discovery to the highest pitch, and the idea of effecting a North Polar passage was revived. Many eminent scientific men asserted their belief in the practicability of reaching the North Pole, in spite of every obstacle; and, at their persuasion, members of the admiralty board were induced to send out an expedition of two vessels, under the command of Captain PHIPPS, afterwards Lord Mulgrave, to make the attempt. The ships were amply stored with provisions, and equipped with all requisite instruments for making scientific observations. They sailed from the Nore

on the 4th of June, 1773, and on the 29th, made the shore of Spitzbergen, with its high, barren, black rocks, and its soil ungraced by any vegetation. But the weather being mild, the water smooth, and the sun shining bright, the sailors were not damped by the wintry aspect of the coast, particularly as they found no impediment from ice. They then steered for Hakluyt's Headland, the extreme north-west point of Spitzbergen, a route which they flattered themselves they might pursue with safety; but, in a few days, they were disagreeably undeceived by finding themselves now upon the main northern ice, which extending, unbroken, to the westward, compelled them to direct their course to the east, till they reached a promontory called Cloven Cliff, near which they found a good harbour, and obtained plenty of fresh water; but, on endeavouring to proceed, they were again stopped, and found the land completely ice-locked both to the east and north. Some passages now appeared to the westward, which were attempted, but proved deceptive, as they were only ice-bergs; and, in consequence of the violence with which the easterly gales drifted the fragments of ice against them, they found it necessary, for their safety, to sail against the wind; and the captain determined, notwithstanding their former repulses, to make another effort to the eastward. In this attempt they were more successful, and, after passing through some floating pieces of ice, they entered an open sea stretching to the north-east, and reached an island called Mofsen, where they found abundance of wild-fowl, which was

very acceptable. On the 27th of July, however, they were again stopped by the main body of ice lying east and west; they were therefore obliged to steer along the eastern coast, forcing the ship through the occasional ice-bergs or openings by a press of sail. They now came to a point, from which they could discern the peninsula of Spitzbergen, called North-East Land, and, further to the north, the group of the Seven Islands. Here the ice began to gather round them, forming, towards the east and north-east, one continued frozen surface, bounded only by the horizon. The next day, the passage by which they had entered from the westward, was entirely closed up behind them, so that they were quite frozen in. They attempted to extricate themselves by sawing away the ice, but this, though attended with immense labour, did not enable them to make any sensible progress. As a last resource, therefore, Captain Phipps ordered the boats to be immediately put out, and dragged over the ice, hoping to reach the Dutch fishing ships; which commence their return about this period. Fortunately, they were not reduced to this extremity. On their coming back to the ship, they found that the ice around her had opened a little; and, on the 10th of August, with the aid of a strong north-east wind, they forced their way through all obstacles into the open sea. They repaired to the harbour of Smeerenberg, to the north-west of Spitzbergen, to repair their vessels, and obtain rest and refreshments. On the 19th of August, Captain Phipps set sail for England, and, after experiencing some very tempestuous weather

in his passage, arrived at the Nore on the 24th of September—having done little to encourage the speculators in Polar discoveries.

In the early part of the present century, the expectation of being able to reach the North Pole was revived anew by the nautical achievements of Mr. SCORESBY. This gentleman joined to science, intelligence and intrepidity, extensive practical knowledge, having been brought up to the whale fishery, and having at an early age served as mate under his father, the master of a Greenland ship. While filling this situation, in the year 1806, he approached nearer to the Pole than any one had done before him. The crew of the whaler, after pushing through much broken ice to the south of Greenland, passed through a straight, into an open sea of such extent, that its termination could not be discovered. This vast body of water continued open on every side, even when they had reached beyond the eighty-first degree of latitude, not quite 600 miles distant from the Pole. This was, indeed, an admirable opportunity for discovery, but the object of the voyage was a trading one, and, as the sea in which they had arrived contained no whales, they returned upon their course, though Mr. Scoresby took occasion to visit many of the islands in the Polar Seas, and to climb up the crags that usually guard their shores. From one of these, called Mitre Cape, he describes the prospect as most romantically beautiful. On the east were two finely sheltered bays; to the west the wide expanse of an unruffled sea. The ice-bergs reared their fantastic forms almost to an equal elevation with the moun-

tains, while the valleys were clothed with snow and ice as far as the eye could reach. Further onward, mountains rose upon mountains till they became confounded in the horizon. The situation of the party, on the summit of a rock surrounded with precipices, was at once appalling and sublime. If a fragment was detached, it bounded from rock to rock, raising smoke at every blow, and loosening other fragments, till it descended like thunder to the foot of the mountain, amid showers of stones which it had borne with it in its course. The descent was hazardous in the extreme, and could not be effected without, in some parts, sliding down a wall of ice almost perpendicular. Mr. Scoresby likewise made an excursion on Jan Mayen's Land, an island between North Cape and East Greenland, and discovered that the mountain Beerenberg, which rises to a height of 6870 feet above the sea, is decidedly volcanic. He examined its crater, or mouth, which he found to be 600 feet deep, and 700 yards in diameter, and being surrounded by rugged walls of clay, half baked from the effects of eruptions, it had the appearance of a spacious castle. But Mr. Scoresby greatly extended his discoveries in 1822, when he sailed in the ship *Baffin* for the whale fishery. Being disappointed on their arrival in a very high latitude, in the expectation of finding whales, the crew came to a conclusion to penetrate through the ice to the eastern shores of Greenland, where they expected to obtain a good cargo. This course gave Mr. Scoresby an opportunity of investigating this course, the whole range of which, with the excep-



tion of a few points at which the Dutch had touched, was almost unknown. He found it for the most part rugged, mountainous, and barren, but not so completely covered with snow as Spitzbergen. He passed several bays and capes, to which he gave the names of eminent living characters, or of some of his friends and acquaintances. About this time a melancholy accident occurred in the ship. No whales being found near the land, it was thought advisable to steer to the eastward, and they soon caught sight of a large one. One of the most skilful harpooners on board, a fine young man of the name of William Carr, struck the animal, which flew off so rapidly, that the line was jerked out of its place. In attempting to replace it, Carr was caught by a sudden turn, dragged overboard, and sunk to rise no more. Only one man had seen the poor fellow disappear, and that so instantaneously, that he could not at the moment account for it. The supply of whales becoming slack, they again stood in for land, and discovered a very bold line of coast, about forty miles long, terminating at Cape Hodgson, to which they gave the name of Liverpool. Pursuing the same direction, they fell in with several inlets and straits, which were indeed so numerous, as almost to justify a supposition that Greenland, instead of being a main land, consists of a large body of contiguous islands. To one of the largest of the inlets at the south of Liverpool coast, running due west, the name of Scoresby's Sound was given. This range of coast was richer in vegetation than any that Mr. Scoresby had before seen within the Arctic Circle.

The grass was in some places a foot high, and there were meadows of several acres, equal in appearance to any in England. No inhabitants were met with, though in many places there were signs of human beings having lately made a temporary stay in the country. To the south of Scoresby's Sound, he discovered another extensive range of coast, but finding no appearance of any whales upon it, he again steered out for open sea to the northward, a course which soon brought him in sight of lands more to the north than those that he had just surveyed, and connected with others which he had first discovered. The farthest point to which he proceeded was a cape, a few leagues from Cape Freycinet, which he named after Captain Parry. The whole of his surveys comprised a range of coast, four hundred miles in extent, which had previously been only known imperfectly, or not at all. He was precluded the farther pursuit of his researches by the necessity of studying the interest of the owners of the ship, and of endeavouring to increase his cargo of whales, which had hitherto been very scanty. In this attempt he was successful, and returned to England, with his employers enriched by his exertions, and his reputation much raised by his discoveries.

In 1823, Captain Clavering visited many of the places which Mr. Scoresby had discovered the preceding year. This officer had been employed to take out Captain Sabine, who had been employed by the Admiralty, to make some observations in different stations in the Arctic sea, on the length of the pendulum. Captain Clavering, hav-

ing executed his mission of setting captain Sabine on shore in a convenient place, occupied himself, while the latter was engaged in his observations, in surveying the coasts, and in endeavouring to push into a higher latitude. Steering for East Greenland, he came to the northern part of that coast, the first visited by Mr. Scoresby, and found three other inlets, besides those noticed by that navigator. The latter had been unable to get a sight of any of the natives, but Captain Clavering met with some of them to the south of the inlet which Scoresby had named after Sir Walter Scott. Their appearance was, in every respect, similar to the Esquimaux, seen by Captain Parry in Hudson's Bay. At first they were much alarmed, and fled at the sight of the English, but some presents being laid down for them to take, their fears ceased, and they became friendly and inquisitive. The alarm produced upon them by the discharge of fire-arms was extreme. One of them was prevailed upon to fire a pistol, but the moment that he heard the report, he started and ran back into the English tent quite affrighted. Another shewed more courage. Being sent to fetch a seal which had been shot, he examined it all over till he found the hole made by the ball, when he thrust his finger into it, and began to shout, dance, and caper most extravagantly. September having arrived, Captain Clavering began to think of returning home; but the ice had already begun to form, so that he was obliged to take shelter for six weeks at Drontheim, and did not reach England till the middle of December.

During the progress of Mr. Scoresby's disco-

veries, another expedition was fitted out on a grand scale, to explore the Arctic seas. At the time that Captain Ross was despatched in search of a north-west passage, as has been already related, Captain Buchan was appointed to the command of two ships, the *Dorothea* and the *Trent*, with directions to make directly to the north-pole, and, should he succeed in reaching it, to pass across it to India. This route, if practicable, would certainly be far shorter than any other; and those who asserted the possibility of its accomplishment, attributed the failure of former adventurers to errors in their course, which, it was conceived, could be easily avoided by a skilful navigator in the present day. Captain Buchan set out upon his arduous enterprise early in 1818, and sailed straight for the western coast of Spitzbergen, in the eightieth degree of north latitude. Here he experienced a severe storm, which separated his vessels for a time. Learning that the great sea to the west, through which he had expected to arrive at the pole, was rendered completely impenetrable by ice, he turned to Hakluyt's Headland, north of Spitzbergen, and directed his course north-eastward, but he was soon completely beset and hemmed in by fields of ice, ten or twelve miles in circumference. The sailors found means, however, to make their way into Fan Haven, near Cloven Cliff, where they were detained for some time. Here they found large herds of the walrus, and deer, of which they killed a great number. For three weeks they were unable to move forward, but, on the 30th of July, the *Dorothea* was once more got

into open sea, but the next day, a terrific gale blew her upon the ice, with an irresistible force. The crew, thus critically placed, were compelled to turn the helm, so that the wind might drive the ship's head into the ice as the only shelter from the danger of the storm. It was a fearful experiment, as, if they failed in moving the vessel, she would infallibly be dashed to pieces. Happily, after repeated and alarming shocks, she was forced into the body of the ice, where she remained fixed. On the storm subsiding, she was again brought into open sea, but the damage she had received had rendered her so leaky, that it was with great difficulty that the men could get her into Smeerenberg, where she remained, till sufficiently repaired to venture again to sea; she sailed from Spitzbergen in the beginning of September, and in the middle of October, she reached England.

The reports and experience of Captain Buchan appear to have produced a general conviction, that it was impossible to get to the Pole in ships; but an opinion was still entertained by some persons, that it might be reached by proceeding in vehicles, from the point where the water became unnavigable, over the frozen surface of the Polar Sea. Mr. Scoresby was very sanguine in this expectation. He expressed his confidence that some parts of the Polar Sea would be found one continued sheet of tolerably smooth ice, and that if a few miles of open water should be found here and there, the vehicle, if shaped like a boat, could either sail across or go round them, according to circumstances. A sledge made in the same man-

ner as those of the Esquimaux, and drawn by rein-deer or dogs, would be exactly fit for the purpose. These notions met at first with few supporters, but they at length attracted the attention of Captain Parry, who having, in consequence of his three unsuccessful, though distinguished voyages, abandoned the expectation of discovering any north-west passage, felt a wish to try the possibility of reaching the Pole across the Frozen Sea. He submitted the plan of such an expedition to the Lords of the Admiralty, who, after consulting with the most eminent scientific men upon the subject, agreed to second his views, and gave him the command of the *Hecla*, in which he was to sail as far as the ship could go in safety, and which was accompanied by two boats, so made that they could either be dragged or navigated at discretion. They were constructed of such materials as would combine strength and elasticity in the highest degree, Wheels were also taken to affix to the boats, if it should be found practicable. On the 4th of April, 1827, Captain Parry sailed from the Nore, and, in a fortnight after reached the harbour of Hammerfest, in Norway, where the adventurers took on board eight rein-deer, with some picked moss to feed them. When they came in sight of Hakluyt's Headland, the Captain endeavoured to follow the track of Phipps, to the north-eastward, but the vessel was soon enclosed in a large field of ice, which carried her along with it. Anxious to avoid delay, the Captain began to think of pushing off to the north in the boats, leaving the ship to find a harbour for herself, and taking the chance of finding her upon

his return. When he came, however, to examine the state of the ice, he found its surface for a considerable space to be so rough and unequal, owing to the huge masses frozen upon it, that the boats could have made no progress which would have led to the attainment of his object. Shortly after, the ship grounded in the vicinity of the ice, and it was found indispensable to provide her with a safe harbour. Having vainly sought one in Walden Isle, or the Seven Islands, he returned to the coast of Spitzbergen, where he found, between the north-eastern point and North-east Land a very commodious haven, to which he gave the name of Hecla Cove. It being now the 20th of June, and much time having already been lost, Captain Parry determined to proceed forthwith in pursuit of the main object of his enterprise. He took with him seventy-one days' provisions, consisting of beef dried and pounded, biscuit, cocoa, and rum. Spirits of wine were provided for fuel. The men were furnished with warm clothing, and fur dresses to sleep in, together with strong Esquimaux boots. The ruggedness of the ice in some parts would have rendered the rein-deer useless, and they were, therefore, left behind. On the 22d of June the party selected for the expedition entered the boats, and proceeded pleasantly and safely for about eighty miles, through a completely open sea, though the shores on each side were frozen as smooth as a mirror. But here they met, not with the main ice, as they had anticipated, but with a sea composed of a substance between ice and water. This uninviting surface, which could only be passed over by alternate walking and sailing, it

was necessary to cross, before they could commence their journey towards the Pole. Their peculiar situation now led them to a singular division of time. To avoid the inflammation, and sometimes blindness, which the glare of the snow in the day-time often occasions, they adopted the plan of beginning their journey in the evening and ending it in the morning. By this mode they gained many advantages. They had light enough from the snow to guide, without dazzling them; the ice was harder and drier than during the day, and they enjoyed the greatest warmth during their sleep, at which time it was most needed. By degrees their notions of night and day were adapted to this change. Their hour of rising, which was late in the evening, they called the morning. After prayers, they breakfasted on cocoa and biscuit, then drew on their boots, and travelled for five or six hours, when, a little after midnight, they stopped to dine. After dinner they performed, in what they termed the afternoon, a similar journey, and, at seven or eight in the morning, halted for their night, and, after putting on dry stockings and fur boots, they ate a warm supper, had a little cheerful conversation, and then betook themselves to sleep. At the hour of rising, they were summoned by the sound of a bugle to resume their daily, or rather nightly, round of duty. But, with all their exertions, the numerous obstacles they met with rendered their progress very slow. Their course was frequently interrupted by lanes of water, which obliged them to unload the boat, and the men were sometimes obliged, in such cases, to go three, or even five times over the



same ground, to convey the stores. The falls of rain were heavy, and almost incessant, and sometimes broad masses of ice presented themselves, so high and rugged, that the boats could only be hauled over them in a direction almost perpendicular. The feet of the men were pierced, and the boots in many places cut through, by the sharp and pointed pieces of ice that stood up upon the surface. It is easy to imagine the delay arising out of these circumstances. To advance a mile and a half, or two miles, was the work of five or six hours; and, as it was impossible to preserve a straight course, it was discovered that, from the 20th of June, when they first entered upon the ice, to the 29th, they had increased their northern latitude only eight miles! The idea, therefore, of reaching the Pole seemed out of the question, but the Captain still determined to proceed as far as possible; and in this resolution he was confirmed by the ice becoming rather smoother, and the fields larger and less interrupted by water as they advanced. Nothing could exceed the desolation of the scene through which the travellers pursued their course. The eye could espy nothing but a vast expanse of ice, and a dense foggy atmosphere. In such a situation, the occasional sight of a passing bird, or even the appearance of ice assuming any peculiar form, afforded a grateful relief to the general monotony of the scene. The spectacle of the boats and of the men wending in their sledges, had something peculiarly striking in the midst of this deep and dreary solitude, and the sound of human voices might almost be regarded as a pro-

fanation of the deep and unbroken silence which was accustomed to pervade these frozen regions. The increasing warmth of the weather, accompanied as it was with heavy rains, though in some respects grateful to the feelings of the adventurers, was highly unfavourable to their progress, by softening the ice and snow, and thus lessening the firmness of their footing to such a degree, that it sometimes required three hours to advance a hundred yards. Pools and lakes likewise now began to be formed upon the frozen surface, obliging them to make constant circuits to avoid them. But, as the fields continued to enlarge, and the lanes of water to lengthen, they pursued their route, till they entertained confident hopes of reaching the eighty-third degree of latitude, having already proceeded to within fifty miles of it. An unfavourable change, however, frustrated their expectation. On the 19th of July, the wind, which had for a long time remained southerly, veered to the north, and drifted the loose bodies of ice, on which the travellers were, rapidly to the southward, so as to throw them back upon their route. The extreme latitude to which they had reached appeared to be on the very limits of animal life. On the 22nd they saw but two seals, a fish, and a bird, and on the 24th they only heard the note of a single feathered songster. Still they pushed forward, but after three days travelling, they discovered the mortifying fact, that in consequence of the drifting of the ice to the south they had been carried fourteen miles backward. Perseverance against such obstacles was unavailing, and the Captain, who felt the in-

justice of subjecting the men to useless toil and hardship, determined that they should have a day of rest, and then commence their return to the ship. Though they felt the prudence and the kindness of this resolution, they were not a little annoyed at having accomplished so little, after such unparalleled exertions. Their return was even more unpleasant than their advance, on account of the increasing softness of the ice and snow, which often sunk two or three feet in an instant, so that they could neither place themselves nor their boats upon any spot with confidence. It was some consolation, however, to find more open water than on their setting out. Their stock of provisions becoming rather short, the sailors were happy to find an opportunity of regaling themselves on the flesh of a bear which they killed. Most of those who partook of this repast became ill, a circumstance which was probably to be attributed, rather to their having eaten to excess, than to any injurious property belonging to the flesh of the animal itself. On the 21st of August, they reached their ship, which they had left in Hecla Cove, and shortly after arrived in England.

This signal failure of an expedition in which all that could be effected by the most liberal and ample equipment, the skill and experience of the commander, and the utmost patience and intrepidity of the seamen, had been tried, seems to have cast a damp upon the again embarking in so discouraging an enterprize. Many persons, however, have not yet relinquished their opinion that there is no impossibility in reaching the pole.

They conceive Captain Parry's failure to have been mainly attributable to the too late period of his sailing, which subjected him and his companions to the effects of partial thaw in the Polar sea, whereas, earlier in the season, they would in all probability have found a field of smooth and continuous ice, covered with snow. It has likewise been suggested, that both the vehicles for crossing the frozen part of the sea, and the quality and composition of the food provided for the season, would admit of great improvement. Such are the observations of those who still think that a journey to the Pole may be effected.

One expedition having for its object this hitherto unachieved feat of navigation, sailed from England in the spring of 1829, under the command of Captain Ross, with whom Captain Parry served in his first Arctic voyage. Captain Ross hopes to accomplish his end by the assistance of steam; as a vessel moved by that power, would, in the event of any open sea reaching to the Pole being discovered, be able to perform the voyage in infinitely less time than one of any other description. His professed intention was to winter at Spitzbergen, and to defer entering upon his grand undertaking till the ensuing summer. What degree of success has attended his efforts is not yet known.

In the details of the different attempts that have been made to explore the Polar regions, a general sameness will, in many cases, invariably be found. Not only does the population along the shores consist, with some trifling variations, of tribes similar in language, character, customs,

and appearances, but the observation of navigators has, generally speaking, been necessarily limited to the coast; even Captain Franklin, who may be considered as the only exception of any consequence, cannot be said to have penetrated far into the interior, and, in his travels, he found none but Esquimaux savages round the coast, and Indians, still more savage, up the country.

But, besides that the adventures of the different Arctic navigators, if not so diversified as those of some other voyagers, yet possess sufficient variety not to be devoid of interest, there is something highly deserving of praise in the very repetitions of their efforts, undeterred by their own previous failures, or those of others, in their emulous desire of fame, and in their determination to pursue their object, regardless of dangers or obstacles, and not to renounce its prosecution, while a glimmering of hope remained. To the instructive example afforded by their courage, their zeal, and the readiness with which they submitted to the severest privations, we have already alluded. Nor is the condition of the unpolished tribes whom they visited, incapable of conveying a highly useful moral lesson. To us, who live in a quarter of the world, where civilization has done its utmost to administer to the comforts of man, nothing can appear more miserable than to lead the life of the Esquimaux, suffering alternately the pangs arising from hunger, and from surfeits of unwholesome food; sinking at times under the fatigues of hard labour, which yet fails to procure the necessaries of life; and feeling the rigours of an inclement climate, without any sufficient means

of alleviating them. Yet have these savages amusements and enjoyments of their own; they are active, brave, and hardy; they lighten much of their difficulties by patience, skill, and industry; they distinguish themselves by the practice of many virtues; and, in their apparently comfortless dwellings, they yet find pleasure and happiness in the bosom of their families.

With regard to the discovery of a north-west, or a Polar passage into the Pacific, which has been the main object of the principal navigators who have visited the Arctic Seas, we may observe, without deciding upon the probability of either being accomplished, that very little real advantage, at least to those commercial interests which it has been more immediately intended to benefit, would result from it. In low latitudes it is pretty satisfactorily ascertained that no such passage can be found, and further north, its being once navigated would afford no security to those who might follow in the same path, since the fluctuation of the ice, as established by every one who has sailed in the northern seas is such, that the navigation would at all times be too precarious, and liable to interruption, to say nothing of the danger, to answer the purpose of merchantmen or trading vessels of any description.

But advantages more durable, and more valuable, though certainly not so curious as those that could attach to the discovery of a perilous and uncertain strait, have been obtained by the exertions of the northern adventurers. The great increase of information relative to the geography of the Arctic shores, has been of infinite service to

the commercial establishments for skins, furs, &c. in those remote parts of the world, and the whale-fisher participates in the benefit, having now no longer to encounter the dangers of an imperfect and conjectural navigation, in addition to those to which the adventurous nature of his occupation unavoidably expose him.

The Dutch, Danes, and others are engaged in the whale fishery, and it likewise furnishes a very lucrative trade to this country, from numerous ports of which, vessels are annually fitted out to engage in it. The temptation of the profit conquers the consideration of the dangers incident to such enterprises, a single whale being sometimes worth from 1000*l.* to 1500*l.* The estimated value of the cargoes brought home by the whalers sent out from England and Scotland, in the year 1829, was nearly 480,000*l.*

Nor is it commerce alone which is thus indebted to the Arctic voyages of discovery. They have been the means of extending the knowledge of the naturalist and the philosopher to an extent that had never been anticipated, and have afforded opportunities of making successful experiments of the utmost importance upon subjects connected with navigation and astronomy. It is certainly not too much to affirm, that the conductors of these expeditions have accomplished objects more generally beneficial than those, the attainment of which first prompted these arduous and daring enterprises.

## VOYAGES TO THE WESTERN COAST OF AFRICA.

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OF Africa the inhabitants of the other parts of the globe have, to this day, a very imperfect knowledge. The slight acquaintance which we possess of some countries in the interior, we owe almost entirely to the recent researches of a few zealous and intelligent travellers, whose thirst for knowledge has led them to brave climes, where there is often death in the very atmosphere, and where the untameable ferocity of the brute creation can only be equalled by the savage tyranny of the human species. But though the inland parts of Africa remained so long unexplored, a portion of its coasts was known at a very early period. The countries bordering on the Mediterranean were frequented both by the Greeks and Romans for the purposes of commerce, and furnished the latter with no small portion of corn. It was in the north of Africa, too, that the Carthaginians, so long the formidable rivals of the Roman power, were established. The knowledge of the ancients does not, however, appear to have extended beyond the



northern, and a very small part of the western, coasts of Africa, comprising Egypt, Mauritania, and a part of Libya, in the north-west. Some ancient historians, indeed, have recorded accounts of Africa having been circumnavigated; but the gross inaccuracy of the details clearly shews these pretended voyages to have been devoid of authenticity.

It is curious that the situation of the Hesperian gardens, so celebrated in the ancient mythology, was first fixed at the western extremity of Libya. It has been justly observed, that the spectacle which it often presented, that of a circuit of blooming verdure in the midst of a desert, was calculated to make a powerful impression on Grecian fancy, and to suggest the idea of a terrestrial paradise. This distinction it did not long retain after it became more generally visited, and its real appearance found to agree so little with its fancied beauty. The Canaries, being the furthest known land to the westward, and unexplored, were selected for the enchanted gardens, and long enjoyed that honour, under the name of the Fortunate Islands.

The spirit of commercial enterprise at length suggested the possible advantages to be derived from exploring the long-neglected coast of Africa. The Portuguese, who were the first to set on foot discoveries by sea, performed the first voyage along the western shores of Africa, and, about the year 1471, discovered the country of Guinea, and established some forts upon the coast. Upon its being generally known that they had found there great quantities of gold-dust, (which was of great value before the discovery of the American

mines), spices, and ivory, besides a number of slaves, other nations, particularly the English, were anxious to share in the profits : but the pope having granted to the king of Portugal a title to the exclusive sovereignty and navigation of Guinea, the English monarch, fearing to incur the resentment of the court of Rome, prohibited his subjects from following their inclinations. In time, however, the power of England greatly increased, and Portugal, after the discovery of the passage to India by the Cape of Good Hope, became less jealous, or rather more careless, of their African possessions. The alarming account given by the Portuguese of the perils attached to doubling that promontory seems to have had its full weight with our countrymen, who never attempted that route till the year 1591, when their knowledge of navigation, as well as their maritime force, was greatly improved, and when their repeated attempts to discover a north-east or north-west passage to India had uniformly failed. But in the mean time, they made numerous voyages to western Africa, and particularly to Guinea, which are full of variety and interest. The wonderful events, in the way of discovery, that occurred at that period, rendered these voyages subjects of little attention, and prevented their being as generally known as they deserve. The history of the Portuguese expeditions at this time, even when sent out merely for the purposes of trade and discovery, belongs to the annals of naval warfare rather than to any other department : it is filled with great actions, battles, sieges, and conquests. The English voyagers made no pretensions to such exploits : their enterprises

were mostly of a commercial kind; they engaged in none but defensive hostilities, and, even in these, from necessity, and with reluctance. But their narratives excite no small degree of interest; their observations frequently afford both entertainment and information; and their expeditions led the way to our subsequent intercourse with India. And though they may not be entitled to rank with the late explorers of the Arctic Seas, they afford evidence of the same spirit, activity, and perseverance, though not called forth in so high a degree, and though exercised in other climates, and for different objects, than those contemplated by Parry and Franklin.

In the year 1551, one Captain Thomas Windham, sailed in the ship *Lion*, for Morocco, whither he conveyed two Moors of the blood-royal, who had been paying a visit to England. The accounts which he heard at the Moorish court of the wealth to be obtained from the coast of Guinea, determined him to make an adventure to it at some future period. Accordingly, after his return home, he sailed with three ships from the Thames, in the beginning of May, 1552. They made for the port of Zafia, on the western coast of Barbary, where they took in refreshments, and landed part of their cargo to be conveyed by land to Morocco. At Santa-Cruz, they were fired at from the fort, under the impression that they came with hostile intentions, but no injury was done to any one, and the mistake was soon explained. They were detained there a long time, taking in their lading of sugar and other sweet-meats, which they had the misfortune to lose not very long

after in the following manner. Steering from Santa-Cruz, they had not proceeded far before the Lion sprung so considerable a leak, that they were obliged to seek the first place of shelter, which was Lancerota, one of the Canaries, subject to Spain. Here they landed their sugar, with about a dozen men ; but the inhabitants observing the appearance of one of the ships, which had belonged to a Portuguese, but had been purchased before leaving England, for the service of the expedition, mistook the English for pirates, took them prisoners, and destroyed their sugars. Three boats' crews were sent on shore to rescue their comrades, but the Spaniards gave battle ; they were however defeated, and the governor of the island taken prisoner. The sailors, eager to obtain possession of their countrymen, imprudently continued the pursuit, till their ammunition was exhausted, when the Spaniards rallied and obliged them to re-embark, with their object unaccomplished ; but an agreement was afterwards entered into, that the English prisoners should be given up, on condition of the restoration of the governor, who likewise consented to give a certificate, entitling the captain to a compensation from the Spanish merchants for the loss of his sugars. Having fully repaired his ship, he seems to have abandoned, for the present, any idea of proceeding farther, and sailing from Lancerota, he arrived at Plymouth about the end of October.

The Portuguese were extremely irritated when they found that the English had commenced a trade with Barbary, and threatened, if they fell in with the intruders, to treat them as mortal ene-

mies. Windham, however, appears to have stood in little dread of their menaces, for in August, 1553, he set out from Portsmouth, upon a third voyage, with two ships, the command of one of which he gave to Antonio Pinteado. This person was a Portuguese, who had once been in high favour with his sovereign, and had even been appointed viceroy of Guinea, but, afterwards, falling into disgrace at court, he was obliged to take refuge in England. Windham, who was more remarkable for his sagacity than his integrity, quickly perceived the account to which he might turn Pinteado's experience, and persuaded him to accompany the expedition. On their arrival at Madeira, they found a large Portuguese galleon, with her full number of guns and men, which had been fitted out for the express purpose of intercepting their ships, but perceiving herself unequal to contend with the English, she prudently forbore hostilities. After their departure from Madeira, the captain conceived some jealousy of Pinteado, whom he degraded to the rank of a common sailor, and threatened with personal ill treatment. After touching at St. Nicholas, one of the Cape Verd Islands, where they procured abundance of wild goats, they stayed at some desert islands, anxious to avoid arriving too early at Guinea, on account of the heat. The first land of this country at which they arrived was at the mouth of the river Sestre, on what is now called the Grain Coast. Here they might have bartered their goods to considerable advantage for the Guinea pepper, or grains of Paradise, which is quite common on this coast; but Windham,

whose mind was full of the gold, of which he had heard so much, would not permit them to continue there, but sailed a hundred leagues farther to the eastward, till he came to the Gold Coast. Here he obtained gold to the value of nearly seven thousand pounds sterling, a large sum in those days, in exchange for European merchandise; and the whole cargo might have been disposed of at the same place, but in expectation of making still greater profit, he ordered Pinteado to navigate the ships 150 leagues farther, to Benin, intending to complete his lading with pepper. Pinteado urged the lateness of the season, and counselled the Captain to be content with the gain that would result from disposing of his cargo where he then was. This advice only drew upon him the anger of Windham, who insisted upon his immediately complying with the orders he had received. That advice was, notwithstanding, sound and good. Pinteado knew that the men's lives would be endangered by a stay in these parts so late in the season, as the winters are there particularly unhealthy, not on account of the cold, which is never felt in such climates, but from heat accompanied with close and cloudy air, and, not unfrequently, with great tempests, during which the atmosphere, to Europeans uninured to it, is of so putrifying a quality, as to rot the clothes off the back. On arriving at the mouth of the river Benin, the pinnace was sent about sixty leagues up it, where the crew landed. They were introduced to the king, a perfect negro, who, upon understanding their views, directed them to be shewn the pepper in his store-house, offering to

take their goods in exchange, and if their merchandise should not be sufficient to pay the full price, to give them credit till next time. He also gave them permission to purchase on the same terms more pepper, which he ordered to be gathered all over the country. In the mean time, the men lived without any rule, ate to excess of the fruit of the country, drank in profusion the palm wine which runs in the night from the cut branches of that tree, and were continually running into the water to assuage the extreme heat of the season. Not being accustomed to these sudden and dangerous transitions, they became affected with swellings and agues, so that, by the end of the year, they died at the rate of three, four, or five in a day. Windham, seeing this mortality, sent orders to Pinteado, and the rest who had accompanied the pepper-pickers, to return without any delay. They wrote him word that they were in continual expectation of a large supply, which would complete their lading, and that it would be a great pity to come away and leave it behind, for the sake of gaining a day or two. But Windham was, as usual, arbitrary, and insisted upon their immediate compliance. He was particularly enraged at Pinteado, whose cabin and sea-chests he broke open, spoiled all his cordials and medicines, and destroyed his clothes and nautical instruments. Singularly enough, he fell sick and died, almost immediately after the commission of these acts of injustice. Notwithstanding the injuries he had inflicted upon Pinteado, the latter, when, upon coming on board, he learned the death of the captain, was very much

affected at it, to the great displeasure of the officers and crew, who detested Windham for his tyrannical character. They therefore proceeded to put Pinteado, who had begged to be dismissed, if it were only in an open boat by himself, among the cabin-boys, and treated him worse than any one, so that he would sometimes have been starved, had not the cook taken compassion upon him. This behaviour had such an effect on his spirits, that he died broken-hearted a short time after. Of a hundred and forty men, who sailed from Portsmouth upon this unfortunate and ill-conducted expedition, scarcely forty got back to Plymouth, and many even of these died shortly after coming on shore.

On the 11th October, 1554, Captain John Lok, with three ships and one pinnace under his command, set sail from the Start Point on the coast of Devonshire, on a voyage to Guinea. On the 16th of the following January, they reached the Cape Coast, where they disposed of some part of the cargo. The remainder they exchanged at different places farther to the eastward; and they brought home, as the fruits of their voyage, nearly nineteen thousand pounds worth of gold, a sum worth as much as ninety or a hundred thousand pounds would be in the present value of money, 36 butts of Guinea pepper, and about two hundred elephants' teeth, some of which weighed nearly ninety pounds each. This was reaping a richer harvest than any that had been before obtained in the same quarter. Lok's account of his voyage is a curious illustration of the mixture of truth and falsehood in which the first visiters of remote



countries have sometimes thought proper to indulge. His description of the elephant is a good specimen of his exaggerating talent, and is besides amusing for the quaintness of its style. "The elephant" he says, "by some called olliphant, is the largest of all four-footed beasts. The fore-legs are longer than those behind, in the lower parts or ankles of which he hath joints. The feet have each five toes, but undivided. The trunk or snout is so long, and of such a form, that it serves him as a hand, for he both eats and drinks by bringing his food and drink to his mouth by its means, and by it he helps up his master or keeper and also overturns trees by its strength. Besides his two great tusks, he has four teeth on each side of his mouth, by which he eats or grinds his food. The tongue is very small, and so far within the mouth that it cannot be seen. This is the gentlest and most tractable of all beasts, and understands and is taught many things, *so that it is even taught to do reverence to Kings, being of acute sense and great judgment.*" So far, all is tolerably accurate, but the writer afterwards proceeds to tell us that if the elephant happens to meet a man wandering in the wilderness, he will go gently before, and lead him into the right road, and that in battle, elephants *pay much respect* to those who are wounded, bringing such as are hurt or weary into the middle of the army where they may be defended! He winds up his description with a statement that affords a striking proof either of the ease with which he could be imposed upon himself, or of his willingness to impose upon others. "They (the elephants)" he writes, "have conti-

nual wars with the dragons, which desire their blood because it is very cold ; wherefore the dragon lies in wait for the passing of an elephant, winding its tail of great length round the hind legs of the elephant, then thrusts his head into his trunk, and sucks out his breath, or bites him in the ears, where he cannot reach with his trunk. When the elephant becomes faint with the loss of blood, he falls down upon the serpent, now gorged with blood, and with the weight of his body crushes the dragon to death. Thus his own blood and that of the elephant run out of the serpent now mingled together, which, cooling, is congealed into that substance which apothecaries call dragon's blood or cinnabar !” Few youthful readers are so ignorant of natural history as to require to be told that the existence of the dragon is itself a fiction, and that no such animal is really found in nature ; but such a description as the above, published by an able navigator, and of comparatively modern date, may teach them the impropriety of receiving statements bordering on the marvellous, when not fully authenticated.

An intercourse with Europeans, as we have before remarked, in speaking of the inhabitants of the South Sea islands, has, unfortunately, seldom improved the morals of uncivilized people. Lok describes the natives of Guinea as prudent and calculating in making bargains, but strictly honest, and, though expecting a proper price, readily trusting to the honour of their debtors. Their manners exhibited much civility and courtesy, and where these were not returned, they refused to have any dealings with those who were defi-

cient in them. One of the sailors, on leaving the place where Captain Lok had first traded, stole, or took away by force, a musk-cat from one of the natives, never imagining that this circumstance could have any tendency to hinder their trading at the next station. But when they came, the news had reached there before them, and the people absolutely refused to deal with them till the cat should either be restored, or paid for at a just price. The rapacity of Europeans has long since left these poor people little opportunity to display their integrity in the way of traffic; and the abominations of the slave-trade have utterly extinguished their gentleness and urbanity.

The next person who distinguished himself by his excursions to Guinea was Mr. William Tower-son, an eminent merchant of London. He set out on his first voyage on the 30th of September, 1555, from Newport, in the Isle of Wight, with two ships, well manned with stout sailors. On the 1st of November they made Madeira, and on the 6th got sight of Teneriffe. When sixteen leagues to the east of the Guinea coast, they spied a sail to which they gave chase and took her. Their object, however, was only to obtain some provisions, and finding plenty of fruit, oil, fresh water and fish on board, they laid in an ample supply, for which they paid the owners liberally, and then dismissed them. On the 12th of December they saw the coast of Guinea. The land along it had such a sameness in its appearance, being all low, and full of high trees close to the shore, that it was difficult for a navigator to know

his situation without taking an observation of the latitude. The weather was tempestuous, and the surf so high that it was impossible for any boats to land. On taking an observation, they found that they were several leagues from the mouth of the river Sestre, which they wished to reach, but the wind and the currents being both against them, they were of course unable to return upon their track. On the 15th they found good anchorage, directly opposite the mouth of a river to which they gave the name of St. Vincent, but which, in modern charts, is marked as the river Sangevin. This river is about twenty-five miles from the mouth of the Sestre, but it is so hard to find, that a boat may be within half a mile of it without discovering it, as a heap of rocks lies exactly before its mouth, so that the boats had to make a considerable circuit before they could enter the stream. It is a large river with several others falling into it, and though the surf is high, when once in its channel, it is as smooth as the Thames. The inhabitants of this part go nearly naked. Some few of them wore a head-dress, composed of cloth of different colours, manufactured from the bark of trees. The greater part of them were tattooed. Here they attempted to trade, but found the natives in general too extortionate in their demands. The utmost amount of the purchases they could make to any advantage was a pretty considerable quantity of Guinea pepper, and two elephants' teeth. While on the banks of the St. Vincent, Mr. Towerson and a party of his men took occasion to land at a small town to observe the manners of the people.

They met about sixty, who came around them, but were at first shy, and seemed alarmed; perceiving, however, that no harm was intended them, they soon came up in a familiar manner, and took the Englishmen by the hand. Their town consisted of about twenty small hovels, covered over with large leaves. All the sides were open, and the floor was raised like a scaffold about a yard high. Upon this they slept, and they likewise used it as a table or work-shop, when engaged in the manufacture of many little things from the bark of trees, which they executed with considerable ingenuity. In a few of these huts, they worked in iron, making heads for javelins, tools for building their boats, and various other useful implements. The women shared in the work with the men. Several of the former attempted to amuse their visitors by dancing and singing, but the sound was far from being musical to a stranger's ear. The song consisted of a continual repetition of the words, "*Sakere, sakere, ho! ho! Sakere, sakere, ho! ho!*" The meaning, if, indeed, it was any thing more than a sort of burden, was, of course, unintelligible to Mr. Towerson and his people. To these uncouth words, the women kept leaping, dancing, and clapping their hands. They appeared to have no animals among them but two goats, a few small dogs, and some hens of the breed called Guinea fowl. On the departure of the sailors, the chief sent two of his servants with a basket of pepper, and a message to the strangers, that, if disposed to bargain, they could be supplied with plenty more the next day. In consequence of this message, some of

the crew were sent on shore to trade, but, as before, they found the expectations of the natives so unreasonable, that they contented themselves with purchasing a very small quantity, sufficient to avoid the appearance of any wish to give offence. As they returned to the ship, one of the seamen happened to pluck a gourd, at which the negroes were much offended, and many of them came out with their darts and large targets, making signs for the English to depart, which the latter, as they had only one bow and two or three swords altogether in their possession, thought it wise to do. All the country in the neighbourhood of the river St. Vincent the voyagers found covered with trees of a species unknown to them: one is described as having large leaves like gigantic dock-leaves, so high, that a man was unable to reach to the top. Notwithstanding the heat of the climate, continued verdure seemed to prevail. A striking peculiarity here is, that the wind almost always blows from the sea through the day and from the land during the night, though, on a very few occasions, this was not the case. Coming to a part of the coast about 15 leagues beyond Cape Palmas, they found the mouth of a river, since called Tabou, with rather a large town standing upon it. Here they cast anchor, and obtained some eggs, fruits, and fresh water, and purchased some elephants' teeth. The coast immediately adjoining the river is very bare land, but, three or four leagues to the west, there is a large plantation of palm-trees, which supplies the natives, for some distance along the shore, with their palm wine.

These trees can be distinguished from any others, at some miles distance. They are very straight, tall in the middle, and without limbs or boughs, having only a round bush of leaves at the top. In this top, the natives bore a hole, to which they hang a bottle made of a gourd with the inside scooped out; and in this the juice of the tree, which is their wine, is received. Proceeding eastward from Cape Palmas, they came to Cape Three Points, and thence to the port of Saccoom upon the Gold Coast. They found the people very superior, both in their manners and appearance, to those they had quitted. They accordingly trafficked with them to a considerable amount. They then made for a town named St. John's, rather eastward of Cape Three Points. In their way they fell in with a small town, which they took to be the one that they sought, but afterwards found themselves mistaken. The inhabitants of this place invited them to barter, but the terms which the natives required were too exorbitant to be acceded to. About a league farther, they found St. John's. This had been a town of some size and opulence, but more than half of it was now in ruins, which they understood was the work of the Portuguese. In consequence, probably, of this, the negroes did not come to meet the English as had been usual in other places, so that at length the latter, who, being well-armed, had nothing to fear, ran their boats on shore, and landed. Upon this the chief of the town came towards them with his dart in his hand, followed by six tall men, each bearing a javelin and a target. The darts were all headed with iron, well-formed

and very sharp. The chief was was clothed from the loins downwards with cloth of the manufacture of the country, which was wrapped about him, and made fast with a girdle round his waist; he had a cap of the country cloth on his head; his legs and feet, and the whole of that part of the body above his loins were naked. In their manufactures the inhabitants of St. John's excelled any others that the voyagers had seen. Their cloth, girdles, and fishing lines, all made from the bark of trees, were remarkably neat. The make of their iron implements likewise shewed a considerable degree of art and finish. Among these they particularly observed the javelin-heads, fish-hooks, hooking or grappling irons, and large daggers. Some of these daggers were as long as a bill-hook or a wood-cutter's knife, with two edges, both extremely sharp, and bent like a Turkish scymetar. Most of the men had a weapon of this kind hanging on the left side. Their targets were made of the same materials with their clothes, very closely wrought, large, and of an oblong form, that is, with the length rather greater than the breadth, so that, when they knelt on the ground, the target covered the whole body. Their bows were short and tolerably strong; the strings were made of the bark of trees, quite flat, and a quarter of an inch in breadth. Several ornaments of gold were likewise found among them of very creditable workmanship. The Captain having taken his seat, Mr. Towerson made him a present of two brass basins and two ells of cloth; he then applied for the English weight and measure, upon which a weight of two angels was placed before



him, and it was intimated to him that such was the price in gold for the quantity, two ells of cloth, that had been given him. This was the manner in which the terms of buying and selling were regularly explained to the negroes. The chief positively refused the proposed terms; indeed neither he or his attendants seemed anxious about the cloth; their purchases were confined almost exclusively to brass basins. The cloth appeared likely to remain on hand, for, though another party consisting of a hundred came down shortly afterwards, none of them would give the English the price demanded. The voyagers were now in the neighbourhood of the Castle of Mina, a strong fort, occupied by the Portuguese. The natives had informed the sailors that Don John, which was the name of the chief, was at war with that nation, and this encouraged Mr. Towerson to visit a town, in which he resided, called Don John, after the chief's name, and only four leagues from the Castle of Mina. They found it but small, containing about twenty negroes' huts, each of which was generally surrounded by a fence, about the height of a man, made of reeds or sedge, or some such materials. After waiting some time at anchor, a man came off, who told the English that Don John was in the interior, but would return at sunset. This intelligence proved incorrect; but the next morning they were again informed that the chief was expected the following day. They then went on shore with their boats, and several of the people came to bargain with them, but on a sudden, a native came running from the town, and said something to the negroes, who instantly

fled into the woods to conceal their gold and the cloth that they had purchased. Treachery was immediately suspected, and the seamen repaired on board one of their ships, the Hind, from which they could distinctly see thirty men, apparently Portuguese, on the top of a hill, drawn up in array with a flag. At the same time they heard a discharge of two pieces of cannon from their companion, the Hart. The crew of that vessel explained, that, while some of them were engaged in bargaining with the natives, the Portuguese came down upon them from the hill, guarded by the sons of Don John, who had conspired against the English, so that the latter were almost taken by surprise, but they succeeded, though with some difficulty, in pushing off from the shore, upon which the Portuguese discharged their muskets, but without effect, and they in return fired the two pieces of ordnance. Upon hearing this, Mr. Towerson decided upon making an attack, and manned and armed the boats and skiff, but the wind rendered it impossible to land. The English fired upon their enemy the distance of two hundred yards from the shore, but to little purpose, as the Portuguese were sheltered behind the hill. The latter returned the fire, and the negroes, evidently under the influence of fear, lent their assistance against the English. As there was no prospect of trading under such circumstances, Mr. Towerson with his vessels weighed anchor, and stood to the eastward. They shortly came to another town on the coast, which had been recently burned, so that there were not more than six houses standing. There is no doubt that the

people would willingly have brought their gold to barter, had they dared to do so; but this town, like the former, was overawed by the Portuguese, so that they dared not trade with any other nation. About four leagues farther to the east, the ships found three other towns, to which the adventurers determined to go, and ascertain if any trade could be carried on, intending, should they be disappointed, to return to the towns where their traffic had been interrupted by the Portuguese, who would probably have left them after they saw the English depart. The coast all the way from the Castle of Mina to these towns was hilly, and beautifully wooded. The boats along this coast, though not differing in their construction from others, were much larger than those that had usually been seen, carrying, in some instances, as many as twelve men. Upon arriving at one of the towns just mentioned, the inhabitants, who had been disposed to receive the English kindly, and to trade with them, when Lok visited these parts, were now inclined to aid the Portuguese, and refused to have any dealings with Mr. Towerson or his men. This change in their feelings had arisen from the conduct of one Robert Gainsh, an English trader, who, in the preceding year, had, in imitation of the Portuguese, instead of being contented with the fair and honest profits of his venture, taken away the chief's son and three other negroes for slaves, after robbing them of their gold, and every thing else they had about them. On arriving at another of the towns, the people came off in canoes, and began to exchange gold for cloth, but this agreeable beginning was

again cut short by the Portuguese. During the night, Mr. Towerson's ship was twice fired at, and the discharges were at last ascertained to have proceeded from a Portuguese brigantine, the captain of which, finding that the English continued trading along the African coast, received instructions to follow them from place to place, and to dissuade or deter the natives from engaging in any traffic with them. Finding his crew exposed to continual hostility, and the negroes so much in dread of the Portuguese as to be shy of bargaining, Mr. Towerson determined not to remain any longer upon the coast, particularly as his water and provisions began to become scanty, and there were many obstacles to obtaining supplies where they were. He therefore directed his course towards England. He touched, for the purpose of taking in fresh water, at the south of Ireland, where he purchased two sheep and other food of the country people, whom, in reference to the very uncivilized state in which he found them, he calls "wild *Kernes*." His vessels reached the port of Bristol in safety, the 14th of May, 1556.

The success of his first voyage decided Mr. Towerson to attempt another shortly after, and accordingly, he sailed from Harwich in the *Tiger*, on the 14th of September, 1556. Upon making the coast of Guinea, he observed three ships to the windward, on which he immediately gave orders to prepare for action, in the belief that they were Portuguese stationed there to intercept English vessels. The signal for battle was answered on their side, but, upon a closer approach, they proved to be Frenchmen, who said

that they were themselves in a state of hostility with the Portuguese, and had already burned one of their ships of two hundred tons burden in the river Sestre. They proposed that they and the English should join company for the purpose of mutual defence, and that they should trade with joint profits; a proposal which Mr. Towerson promised to take into consideration. They likewise, understanding that his ship was in want of water, very kindly offered their boats to assist in obtaining a supply. When Mr. Towerson began to reflect upon the French Captain's proposition, he felt inclined to accede to it. He knew that if the French ships should sail separately, and a Portuguese force should be stationed at Mina, sufficient to take them, intelligence would be received of his being off the coast, and he would be in great danger of being captured likewise. Again, if the French succeeded in escaping interruption, they would be before the English, and thus spoil the market. Whereas, if the two parties traded jointly, and should find the coast clear, one would ensure the same profit as the other, and should the Portuguese remain on the coast, the French and English commanders being in company, would strengthen them greatly against any attack of the enemy. These considerations induced Mr. Towerson, when he dined on board the French commander's ship the next day, to signify his consent to the plan proposed, and an agreement was entered into, as to the best mode of ensuring an equal division of the gain that might arise from their joint trading. The advantage of their sailing together was soon discovered,

for the Portuguese had already formed a plan for attacking the French vessels, and bore down upon them a few leagues from Castlé Mina, but the unexpected addition of the Tiger to the French force, compelled the enemy to make a running fight of it; and they were enabled, by the superior lightness and swiftness of their ships, to sheer off without much damage. Shortly after jealousies arose between the new allies, which broke out into some degree of violence. The French had thought that they should prove shrewd enough to defraud the English of part of their share of the trading profits, but finding that the vigilance of Mr. Towerson was such as to baffle their hopes in this respect, they wished to part company and go further to the eastward, where they might precede their partners in the market; but this the English commander would by no means allow, and he compelled them to remain by force, till they took an opportunity of escaping from the company of the Tiger in a high sea. Their departure was, however, not much to be regretted, particularly as, at the first land that the English made afterwards, they experienced remarkable success in the disposal of their merchandize, procuring a very large quantity of valuable commodities in exchange. The chief of this district, whose name was Abaan received them in a very friendly manner. He promised to send his men over the country in search of gold for Mr. Towerson, as his own treasure in that metal was, at the time, but small; he likewise desired that gentleman to request that his king would send men to his country to build a fort, and to bring tailors along

with them to make apparel for the natives, which, as well as other European goods and wares, Abaan said would be sure to sell among his subjects. This chief was a very powerful prince. His capital, where he resided, about four leagues up the country, was estimated by Mr. Towerson's people to be equal in circumference to London,\* though built in the same style as the other towns in the country. About the capital there was abundance of wheat and other corn, so that, on one side of it only, the English saw a thousand ricks of wheat and millet. Round the town there was a good nightly watch kept, and, across the roads and paths they had cords stretched, connected with bells, so that if any one touched the cords, the watchmen immediately received the alarm by the ringing of the bells. There was no approach to the town but by the regular paths, as it is every where surrounded by a fence of sedge, bound with thick ropes made of the bark of trees. The English were invited to the Court of Abaan, and found it a scene of much greater etiquette and regularity than they had anticipated. Having travelled by night, to avoid the heat, they reached the capital about five in the morning, and at nine they were sent for by Abaan. They were about to carry the present they had brought along with them, but one of the officers of the court told them that they must be brought before the chief three times before they could be permitted to offer him any gift. On their entrance to the hall of presence, they were

\* It must be recollected that this was nearly 280 years ago.

most graciously received; two other audiences were afterwards granted them, at the last of which they were allowed to offer their present, which Abaan accepted with much courtesy and apparent gratification. A pot of palm-wine was then called for, out of which the chief made them drink. Much ceremony was used on this occasion. On the pot of wine being brought out, a hole was made in the ground, and a small quantity of the wine poured into it; the hole was then filled up, and the pot set upon the place where it had been dug. Then, with a small cup, made of the shell of a gourd, a little of the wine was taken out, and poured upon the ground on three distinct places. Some branches of the palm-tree were likewise set up in different parts of the hall, on which the attendants shed some wine, doing reverence at the same time to the palms. These preliminaries having been completed, the chief took a gold cup filled with wine, which he drank off at a draught, all the people shouting together, Abaan! Abaan! with some words, which were afterwards understood to mean, "the king drinks." After Abaan had drunk, the wine was served round, first to the English, and afterwards to all present. Each guest then bowed three times, and, waving his hands, departed. After quitting the district of Abaan, the voyagers again steered westward, and, when abreast of the castle of Mina, saw five Portuguese ships at anchor, which weighed and gave them chase for more than eight hours, but were unable to come up with them. The presence of this hostile force, and the fear of again falling in with it, made them consider it danger-



ous to stand in to the land to procure fresh water, of which their stock was now nearly exhausted. They were, therefore, reduced to the necessity of boiling their meat in sea-water, and reducing their allowance of drink, so that it might hold out till they reached home, for which they had now begun to steer. At some distance to the north of Cape Sierra Leone, they were attacked by a French ship of superior force, but succeeded in beating her off, after damaging her considerably. On the 29th of March, 1557, they arrived at Plymouth.

In the following year Towerson made a third voyage to Guinea, but it was attended with no remarkable or interesting circumstances; one reason of which may be, that he was obliged to return to England sooner than he had intended, on account of the bad condition of one of his ships. His narrative of this voyage is principally filled with disputes, arising out of a rivalry in trade with the ships of other nations with which he happened to fall in. The following list contained in it of the articles most in request among the negroes, in their traffic with the English, may be found amusing. Basins of various kinds, particularly of pewter or brass; coarse tin pots, holding a quart or more: iron wedges, beads, coral, nails, linen, red cloth and kerseymere, kettles with brass handles, ewers and lavers for water, knives, chests, pins, swords, daggers, gowns and mantles, cloaks, hats, caps, gloves, bags, bells, axes, hammers, and other useful iron tools.

In 1561, a company of English merchants, attracted by the favourable accounts brought home by the different adventurers to Guinea of the

prospect of wealth to be attained in that country, conceived the design of establishing a fort upon the Gold Coast, in the same manner as the Portuguese had done at Mina, which would enable them to protect their countrymen from any hostile attacks of the former, and would also afford the opportunity of going up the country, and seeing what commercial advantages might be derived from a communication with the interior. They proposed to send out a vessel for the purpose of making all necessary enquiries, before attempting to put their project into execution, and they invited Mr. Lok, whose voyage to Guinea has been already related, to render them his services. Mr. Lok declined the offer, alleging, as his reasons, the rottenness of the ship which was provided for him, the lateness of the season at which it was proposed to sail, and the fact, that four large Portuguese ships were then known to be on the look out in the Gulf of Guinea. The voyage was, however, undertaken in the February of the following year, and its ill success justified the refusal of Mr. Lok. It is rather a curious circumstance, that the name of the commander in this voyage, two ships being engaged in it, does not appear, though we have two accounts of it by William Rutter, and Robert Baker, two of the persons who sailed in the expedition. That of the former is very brief. He mentions the departure from Dartmouth, on the 25th of February, 1562, and their arrival at the river Sestre on the 3rd of April. They found that the French had been trading there some days before, and when the English attempted to interfere, the former

took shelter under the guns of the castle of Mina, when the Portuguese, who were less jealous of their influence than of that of the English, afforded them protection and assistance, so that the latter were obliged to retire. They next sailed to the town of Don John, which had before been visited by Towerson, where they were attacked by two large Portuguese vessels with which they fought the greater part of the morning; but during the engagement, a barrel of powder blew up in the steward's room of one of the English ships, greatly injuring her, and disabling many of her crew, so that they were glad to discontinue the action, and bear off, and the Portuguese had been too roughly handled to pursue them. Unable to obtain sufficient provisions, and left with none but bad water, sickness became so prevalent among them, that, in both ships, they had but twenty men remaining fit for duty when they reached England. Baker's narrative contains little in addition to Rutter's, with the exception of an account of a desperate conflict with the natives near the mouth of the river Sestre, the particulars of which are rather interesting. One day, while the ship was at anchor in the river, Baker ordered out the small pinnace or boat to go on shore to traffic. He soon saw a number of negroes, of a very rude appearance, sitting in a canoe, the commander of which approached the pinnace; but, stopping at a little distance, he put some water on his cheek, which, being understood as a sign of friendship, was returned by Baker. Upon this the chief came on board, and some presents were given him. He promised to

act as a friend to Baker and his companions, and to procure their ship an ample freight. In return for this promise, he was taken to the ship, where he was clothed, and treated very kindly, and the next day was carried on shore, repeating his promises of benefiting them. In the night he was accidentally perceived by the watch very busy about the boat with two or three canoes; on an alarm being given, the negroes fled, but on further examination it was discovered that all the goods in a full laden boat astern of the ship, had been carried off. Irritated at this dishonesty, the English next morning went up the river to the negro town, to recover the goods; but all their signs were to no purpose, as the negroes would neither understand them nor acknowledge the theft. On the contrary they pretended to resent the charge, and determined to revenge the affront offered to them. Accordingly, they followed the English down the river with two canoes, in each of which were two men armed with targets and darts, and as many boats were seen farther down, ready to intercept the retreat of our countrymen. Thus pressed on all sides, they discharged their muskets upon the pursuers, who avoided the shots, by leaping into the water. The English then rowed with all their strength to get out to sea, but the negroes again got into their canoes, chased and overtook them, and poured in a shower of darts with the truest aim. The English kept them off with pikes and halberts, and the negroes, after many of them had been killed or wounded by arrows or musket shots, retreated. But, when the English had expended all their arrows, the

negroes came on again, and made many attempts to board the pinnace. The chief, a robust tall man, headed this attempt, advancing under cover of his target, with a poisoned dart in his hand; but the master's mate dispatched him, by thrusting a pike through his target and throat. The enemy still continued their fight closer than ever, and did great mischief with their darts, which inflicted wide and severe wounds. The gunner was twice wounded desperately, and the master's mate, while standing firmly on his post, was struck through the ribs by a dart, which being drawn out, his bowels protruded, and he dropped down dead. On perceiving this, the negroes set up a loud shout, believing that as so many of the English were wounded, the remainder would yield. But four men in the pinnace who were not yet disabled for combat, kept off the assailants with their pikes, while the other four plied at the oars, till the negroes, having exhausted all their darts, once more retired; a most fortunate circumstance for the English, six of whom, out of the eight that were left alone in the pinnace were desperately wounded, among whom was Baker himself. The recollection of the danger which he had experienced upon this occasion, induced him to make a kind of vow that he would never go near Guinea again. But, after his return to England, and his recovery from his wounds, it appears that he forgot his resolution, for we find him, in 1563, going out to that country, in the situation of a factor, with the command of two ships. Of this voyage he has likewise left an account, but, like the former one, it is chiefly occupied with his own ad-

ventures, which are however sufficiently entertaining to repay the trouble of a perusal. After they had been at sea two days and a night, they fell in with a large French ship, which they boarded and took, after a sharp contest, and carrying her into Corunna, sold the vessel and cargo for ready money. The system of piracy to which we have alluded, in speaking of the Buccaneers, seems, in these times, to have been generally prevalent among mercantile adventurers at sea. Thus, in the different voyages of the English to Guinea, we find them engaged, sometimes with the Portuguese, sometimes with the Spaniards, and at others with the French, and this very often, when it does not appear that any open war subsisted with the sovereigns of those nations. The only points that seem to have been considered before commencing an attack, were the value of the prize, and the probability of making a capture. After disposing of the French vessel, Baker and his companions proceeded on their voyage, and arrived in Guinea. One day, Baker intending to go on shore in a boat with eight men, for the purpose of trading, they were assailed when almost within reach of the coast, by a furious tempest, which drove the ships from their anchors out to sea, while those in the boat were obliged to run along the coast in search of some place of shelter from the storm, and, not finding any, they were doomed to remain all night near the shore, exposed to the thunder, rain, and wind, and in imminent danger. It seemed that the ships returned next day to look for the boat, while the crew of the latter supposing the ships before them, were rowing forward along the coast, and

the thickness of the fog prevented the parties from seeing each other. After looking out for two or three days, the people in the ships, concluding that those in the boat had certainly perished in the storm, made the best of their way to England. Meantime, Baker and his unfortunate comrades becoming in great distress for want of food, landed on the coast, and exchanged some of the few goods that they had with them for roots, and other provisions, and then put to sea again in search of the ships. In this manner they continued ranging along shore for twelve days, rarely seeing anything but woods and deserts, full of wild beasts. On a few occasions they saw a man or two on the shore, who, on being beckoned, would come off in canoes; and from these, they contrived to purchase fruit and palm-wines, and occasionally wild honey-combs. With such support they contrived to keep away the pangs of gnawing hunger, but nothing could relieve their fatigue, want of sleep, and dejection of spirits, and they were gradually reduced to such extreme weakness, that they did not expect to survive. Having lost all hope of rejoining the ships, they were utterly at a loss what course to pursue. They were in a strange and distant country, inhabited by a people whose manners and customs were entirely different from their own, and to whose language they were total strangers. To attempt getting home in an open boat, destitute of every necessary, was utterly impossible. If they continued at sea, exposed to a burning sun by day, and at night to frequent hurricanes accompanied with thunder, lightning, and rain, they

could not possibly hold out long. They were often three days without a morsel of food, and from sitting continually in their boat for so long a time, they were in danger of losing their limbs for want of exercise, and their joints were so swollen with the scurvy, that they could hardly stand upright. As it was impossible to continue any longer in such a condition, it became necessary to come to some resolution as to the choice of evils. They could only adopt one of two plans. The first was to go to the castle at Mina, and give themselves up to the Portuguese. The worst that could result from such a step, was their being hanged out of their present misery; but being strong young men, it was more probable that they would be sent to the galleys, and, if made slaves for life, they would have food to support their toils at the oar, whereas now it was their fate both to row and starve. The other alternative, was to throw themselves upon the mercy of the negroes, but to this there existed very strong objections. Even should their reception be favourable, which was far from certain, it would be extremely difficult for them to conform to customs so different from their own. To subsist almost entirely upon roots and vegetables, after being so long accustomed to animal food, would be likely to bring on a multitude of disorders; besides, they would be unable to procure the clothing to which they had been used, after that which they had on should be worn out, and, unseasoned as they were to a torrid climate, their bodies would be dreadfully tormented and emaciated by the scorching heat of the sun. Yet,



unless they resolved upon one of these two plans, they must stay in the boat, and die miserably. After some deliberation, they resolved to prefer surrendering to the Portuguese, rather than residing among the negroes. They therefore shifted their course for the Castle of Mina, about twenty leagues distant. Late at night, they perceived a light on shore, and, conceiving that it proceeded from some town where they might be able to obtain a supply of provisions, they stood in to land till the morning. When the day broke, they saw a watch-house on a rock, and near it a castle; and very shortly after, some Portuguese appeared. They waved to Baker's party to come on shore; but, in spite of their previous determination, their courage now failed them, and they endeavoured to make from the shore; but, upon being fired upon from the castle, they turned back again, meaning to yield themselves up, when they were surprised to find the fire directed against them more fiercely than before. They then resolved to land, and try the courtesy of the Portuguese, but they found themselves assailed by missiles of every description, as well as fire-arms, and perceived a number of negroes with darts and targets advancing to attack them. Thus reduced to desperation, they pushed out again to sea, first returning the ungenerous hostility of the Portuguese by firing with considerable effect, both against them and their negro auxiliaries. As there were no gallies at the place, they knew that they ran no risk of being overtaken. This experience of the Portuguese determined them to abandon any idea of surrendering themselves to those enemies, and to trust, in

preference, to the hospitality of the negroes. They sailed back about thirty leagues along the coast, and on coming to anchor at a favourable station there, some natives came off to the boat, to all of whom they gave presents. The news of this generosity soon brought off the chief's son, to whom they communicated, by signs, that they were quite forlorn, abandoned by their ships, and almost famished for want of food, offering him, at the same time, all their goods, if he would take them under his protection, and relieve their distress. The young negro was moved even to tears, and bade them be comforted; and having gone ashore to consult his father, he returned with an invitation to them to land. In approaching the shore, the violence of the surf caused the boat to upset, but the negroes not only plunged into the water and saved the crew, but they preserved the boat and all that was in her, without attempting to take the smallest article. They likewise supplied the English abundantly with provisions, and treated them with great kindness in every respect. Their generosity was not, however, altogether disinterested. They had expected the ships to arrive, and looked for a large reward for their hospitality; and when they found themselves disappointed in this expectation, they left their guests to shift as they could for themselves. In this forlorn state, the unfortunate men had to range about the woods in search of fruits and roots, the last of which they were obliged to dig up with their fingers, for want of any other instruments. Hunger had destroyed all delicacy of palate, and they were but too glad to find any thing eatable. They were soon compelled to go

naked, for the clothes rotted off their backs, from the effects of perspiration. To cook their food, they made pots of clay dried in the sun, and they roasted the berries that they gathered in the embers. At night they slept on the ground, making a great fire around them to frighten away the wild beasts. This entire and sudden change in their manner of living, together with the unhealthy heat of the climate, soon made them victims to disease, and, in a short time, their numbers were reduced from nine to three. The few survivors, including Baker, did, indeed, escape the melancholy fate of their companions, but their doom was not an enviable one. When they had almost become reconciled to the prospect, as it seemed to them, of inevitable death, a French ship arrived on the coast, and took them to France, where, by a most treacherous violation of the laws of nations, though peace had been for some time concluded between France and England, they were detained prisoners, and a long time elapsed before their release.

In the following years, Captain David Carlet undertook a voyage to Guinea, which, though not so calamitous as that of Baker, terminated disastrously. Many of the men lost their lives from the want of fresh water, and the captain, with a considerable number of his men, who ventured on shore to obtain a supply of that necessary article, were treacherously made prisoners by the negroes, and given up to the Portuguese, by whom they were not liberated, till they had found the means, by the assistance of their friends in England, of paying an exorbitant ransom for their freedom.

But the misfortunes of preceding adventurers did not deter others from entering upon the same path. In 1566, an expedition, consisting of three ships, under the command of Admiral George Fenner, was fitted out for Guinea, and the Cape Verd Islands. They sailed from Plymouth on the 10th of December, 1566, and arrived at Cape Blanco on the 14th of January following. Thence they proceeded to Cape Verd, the land about which the admiral describes as resembling a great number of ships under sail, owing to its being composed of a range of eminences of different elevations, with high trees upon them. About twenty of the men landed upon this coast, and were met by more than a hundred negroes armed with bows and arrows. Some signs of distrust being shewn upon their part, five of the English were delivered into their hands, and three of the negroes taken on board the admiral's vessel. The seamen then mentioned the merchandise they had brought, and the negroes replied that they had civet, musk, gold, and spices to give in exchange, at the same time requesting to see the European goods. One of the boats was sent back to the ships to fetch them, while the admiral and the traders remained in the other in which were the three negroes: on the return of the boat, bread and cheese and wine were distributed among the natives. Two of the negro hostages now obtained permission to leave the boat, alleging sickness as the reason, but their conduct awakened some suspicions of perfidy, which soon proved to be well founded, for one of the officers was seized by the natives while about to enter the boat, but

he released himself from their grasp, and at the same time, three of the English hostages were seized and carried violently away, their clothes being first stripped off their backs. Many of the negroes shot their arrows so thick at the men in the boats, that they could scarcely handle the oars; but they succeeded in getting away the boats, though several were much hurt by the arrows, which proved to be poisoned, and of which the wounds, if beneath the skin, were mortal, unless the blood were sucked out, or the part cut away immediately. Of the seamen who were wounded by them, four died, and one was obliged to undergo amputation of the leg. The admiral sent next day on shore, offering any ransom that might be required for the release of his men; but they refused to accept of any sum, assigning as a reason, that an English ship which had touched there before, had forcibly carried off three of the natives. Mortified at the fate of their companions, but not strong enough to make any violent attempt at a release, which might besides have ensured the death of the captives, Fenner and his associates steered for the Cape Verd Islands, and arrived at Bonavista, where they took in water, and obtained ample supplies of goats for fresh meat. They then proceeded to Mayo, fourteen leagues distant, where they intended to trade, but met with an unhospitable reception from the Portuguese, who, however, afterwards made a shew of friendship, and invited the English to come on shore; but the admiral, not placing much reliance on their professions, declined the offer, at the same time firing a salute,

that he might not appear deficient in courtesy. But the real intentions of the Portuguese were soon manifested. Behind the principal town was a point of land, where they had several vessels stationed, which, as soon as night came on, made towards them with sails and oars, and the weather being hazy, were almost close on board the *May-Flower*, one of the English ships, before they were discovered. The alarm was fortunately given just in time, when they immediately discharged all their musketry and ordnance into the *May-Flower*, and continued their fire till the admiral had time to draw out his great guns, when they retired in as cowardly a manner as they had made the assault. Leaving this faithless shore, the admiral touched at others of the Cape Verd Islands, but, finding the prohibition of the Portuguese government against trading with France or England in force at them all, he bore away for the Azores. At Terceira, one of these islands, they found a fleet, consisting of the royal navy of Portugal. This squadron, in all amounting to seven ships of war, attacked the small force of the English for two successive days, and had nearly succeeded in capturing the *May-Flower*, which was surrounded by five of the enemy's vessels at once. But the determined and gallant resistance with which they were encountered, notwithstanding the great difference in the strength of the combatants, ultimately compelled them to retreat. The admiral had, however, sustained so severe a loss in killed and wounded in these unequal conflicts, that he felt himself under the necessity of renouncing the

idea of completing his voyage; and, having stopped the leaks, and repaired the other injuries sustained by his ships, he set sail for England, and arrived at Southampton in the beginning of June, 1577.

Hitherto, none of the English adventurers, with the single exception of Windham, had penetrated in their voyages to the African coast, farther than the eastern extremity of Guinea. That commander had indeed proceeded to Benin, but his stay on that coast was so short, that little or no knowledge was obtained of the country, and his successors, probably discouraged by the sickness to which the climate was said to subject Europeans, did not seem disposed to explore it. But, in the year 1588, Captain James Welsh was employed by some merchants of London, to superintend a voyage to the coast of Benin, which report represented as abounding in lucrative articles of commerce. He sailed from Plymouth, with a ship of one hundred tons burthen, and a pinnace attached to it, on the 14th of December, 1588, and after passing along the Gold coast, reached the mouth of the river Benin, on the 13th of February. A party of the crew, with the principal part of the merchandise, sailed up the river in the pinnace to a town called Gato, about thirty-five miles from the capital of the country. From this place they sent messengers to inform the king of their arrival, and of the object of their coming. This communication, was received favourably, and they were invited to repair to the city of Benin. On being introduced to the king, he gave them very friendly assurances, and promised them his

countenance and protection in their trade. They were very successful in their dealings with the natives, and, up to the 9th of March they had procured sixty-four hogsheads of pepper, and twenty-eight elephants' teeth. But, by this time, the climate of Benin, so injurious to those unaccustomed to it, began to be sensibly felt. All the men that had been sent on the mission to the king, as well as those who were on board the pinnace, were seized with fevers, and two of them died. On their reaching the ship, they found that sickness had broken out there likewise. The principal negro factor promised to procure them a great additional supply of goods, if they would remain a short time longer; but such was their miserable condition, that they could think of nothing but their return to England. The sickness did not, however, abate on their homeward voyage, and, on reaching the Azores, several of the crew died; and the remainder were so reduced, that it was with much difficulty they were able to heave up an anchor. They had, in fact, almost given up all hope of seeing their native country any more, when they providentially fell in with another English vessel, by whose assistance they were enabled to reach Plymouth, at which place they arrived on the 9th of September, 1589. Notwithstanding the events of this very discouraging voyage, Welch was again induced by the prospect of gain held out to him, to undertake a second to the same country; but, taught by former experience, he and his men paid more attention to the regulation of their diet and clothing, and anchored in a latitude to the south of Benin, where



they found the weather much more temperate than in that place. By the use of these precautions, they succeeded in making a prosperous venture, without experiencing those calamities which had befallen the preceding expedition.

We have given to these voyages of our countrymen to the Western Coast of Africa, a more conspicuous place than they generally occupy, but not more than, in our opinion, they deserve. The brilliant conquests and discoveries which attracted almost exclusively the attention of Europe at that period, and still more the progress of English enterprize to India and her extensive triumphs there, have prevented these African adventurers from enjoying the reputation which they had fairly earned, and from receiving their due meed of praise. If their merits are candidly examined, they need not shrink from a comparison with those of navigators who rank higher in the scale of general estimation. It is not distance or novelty, that in such undertakings, necessarily awards the palm of excellence. In the present day, when the navigation to the Guinea coast forms but a small portion of the route to the East Indies, to which voyages are constantly being performed, the proper choice of the season, and all other precautions against the dangers to which the early adventurers to Western Africa were exposed, are well and generally understood. But it was not so with them. They had to acquire by experience a knowledge of all the perils that were incident to their enterprize; and were ignorant of the many mechanical and scientific improvements and inventions of modern times, a knowledge of which

might have enabled them to defy those perils. The rigours of a Polar winter must undoubtedly be extremely trying, but few will dispute that, as far as health is concerned, the middle of the torrid zone is even more unfavourable to the natives of a temperate climate than that of a frigid one. Besides, the companions of Ross, Parry, and our other principal Arctic navigators of recent date, anticipated the cold to which they would be exposed, and were provided with all the defences that art and skill could furnish against it; while the brave men who dared the blistering rays of an equinoctial sun, were destitute of any protection from the scorching heat. Indeed it is well known to the veriest child how much more easily cold can be guarded against than heat. That the sufferings and privations endured by many northern voyagers were extremely severe, no one will pretend to deny; but we certainly consider Baker and his companions, drifting about in their open deserted boat, and driven to seek a violent end, or, at best, a perpetual captivity, as their only refuge from a lingering death by starvation, to have been quite as much objects of pity and commiseration, as Franklin and his associates at the most trying period of their journey. It is not that we aim at undervaluing the merits of those of whom we have already professed our admiration, but we would advocate the claims of those who, with no less title to applause, have been doomed to comparative obscurity. With regard to dangers of another description, it is evident, that the African adventurers had far more formidable enemies to encounter, than those engaged in voyages

either of American or Arctic discovery. Opposed to the natives of Mexico or Peru, or the ignorant herds of Esquimaux, the possession of European weapons of war conferred an almost supernatural power; the panic excited by fire arms, in particular, contributed, even more than the deadly execution which they wrought, to render him that wielded them comparatively invincible. But the daring Englishmen who first ventured to trade to the African coast had to encounter the hostility of veterans, skilled in every branch of naval warfare, with resentments aggravated by jealousy and rage at the prospect of losing any portion of a source of wealth, which they had long been accustomed to regard as exclusively their own, and with all the confidence inspired by repeated triumphs. Neither did these trading adventurers solicit or receive the aid of kings or nobles in support of their enterprizes. Yet it is perhaps not too much to affirm, that the manner in which, by their valour and intrepidity, they baffled the efforts of the Portuguese navy to expel them from that field of commerce which, till the commencement of the trade direct between this country and India, was deemed the most lucrative in which we could engage, did much to stimulate their countrymen at a later period to penetrate to the East, regardless of the opposition of a nation which had failed to overawe or defeat the courage of Britain's private adventurers.

But the records of these early voyages to Guinea and the adjoining country are, in a moral point of view, still more important. We write for the rising generation; not those in the stage

of childhood, but those who, though yet very young, have arrived at an age which may render their opinions and actions, in the course of a few years, productive of the greatest benefit, or the greatest injury to themselves and others. Every thing, therefore, which can give a right direction to their feelings and judgment, which may prevent their imbibing or retaining erroneous prejudices, and teach them to entertain correct and liberal views, is in the highest degree valuable. It is to be presumed that few readers of the class to which we have alluded can be ignorant of the nature of that abominable and inhuman traffic, the slave trade. Though still pursued by nations who call themselves *Christians*, that impious commerce no longer disgraces this country. But, though Englishmen cannot now by law deal in slaves as formerly, they still retain thousands of negroes in a state of slavery. The excuse made for this gross injustice is, that they are not fit for freedom! From the earliest period of Europeans assuming the power of putting into bondage a fellow-creature who is "guilty of a skin not coloured like their own," the character of the unfortunate African has been subjected to the vilest slander with a view to defend the violence offered to his person. He has been accused of vices innumerable, and represented as a brutal savage whom nature has placed, in point of understanding and ability, infinitely below the other portion of the human race. And this last calumny has been repeated, till it has certainly obtained a degree of credit with many who might be supposed too liberal and too sensible to cherish such an un-

generous and absurd idea. There are probably few persons now to be met with who would attempt to justify the torture of a negro, by maintaining that a black skin had not the same feeling as a white one. But we fear there still are several, who, though they may wish well to the blacks and feel for their sufferings, yet entertain a belief that a negro is not altogether the equal of a white man, that there is something of the savage in his character, and that he is *naturally* very inferior to a European in intellect. Such persons might be asked, how they could for a moment imagine that the Creator of all men could make such a partial distinction between creatures of the same species? But we would rather refer them to the accounts of the early navigators, an outline of whose adventures we have given, and which must completely refute a supposition uniting the utmost vanity with the utmost ignorance. It should be remembered that the principal proportion of negro slaves have generally been brought from Guinea and the adjoining parts: indeed, one portion of that country has, from this circumstance, obtained the infamous name of the Slave Coast. And what picture do those, who visited these countries two centuries and a half ago, give of the inhabitants at that time? So far from exhibiting them as savages, we find, from the accounts of these voyagers, that they were in possession of a considerable degree of civilization. They had manufactures, ingeniously executed, of almost all the materials which their country afforded. They had a knowledge of weights and measures, and of the prin-

ciples of calculation. They had fortified towns, and public roads, and, in some places, even a regular police. Their public affairs were conducted with deliberation and decency; the distinctions of rank were understood and respected; and the ceremonies observed at the courts of their kings were as impressive, and quite as rational, as those in use among Asiatic, or even European monarchs. They shewed a courteous disposition to encourage commerce, without losing sight of a prudent and proper regard to their own interest. They did not possess European weapons, but they manufactured their own with care and finish, and used them with quickness and dexterity, both offensively and defensively, and, in their encounters with Europeans, they proved not only that they were brave, but that they had a very respectable knowledge of the art of war. Their diet was simple and temperate, and they displayed none of the voracity common to almost all savage tribes. They were kind and hospitable to strangers, and their hostility was not capricious, but the consequence of real injuries inflicted upon them, such as attacking their property, or making slaves of their countrymen. The stealing of the articles out of the boat in the river Sestre was certainly an exception to this observation; but, though an act of dishonesty followed by violence, the conduct and management of the affair shewed no want of civilization; and, unfortunately, piracy and plunder are not restricted to the natives of Africa. Nakedness we are accustomed, but erroneously, to associate with the idea of a savage life; with them it did not arise from

necessity, or ignorance; they had cloths of their own country, of beautiful manufacture, and, when state or public occasions required, they could dress both with splendour and elegance. But the climate rendered it necessary for them to go, in general, with the greater part of the body uncovered. Europeans who reside in tropical climates cannot expose their skins to the sun, because, not being inured to such heat, it would scorch and blister them; but they wear the lightest clothing they can use, and even the weight of that unfits them for active exertion during the heat of the day. In no respect do we find any similarity between the Esquimaux, or even the Mexicans and Peruvians, and the natives of Guinea. The latter were not led to believe the Europeans superior beings, on account of the novelty or singularity of their appearance. They were not panick-struck at the report of fire-arms, but studied the best means of evading them without flight. They were not caught by any thing that appeared new and glittering, however useless: on the contrary, the list of articles in request among them prove that they took care to understand the use, and to be convinced of the utility of their purchases. If they now exhibit the character of savages, if they can no longer boast their former virtues and industry, it is the work of those who have destroyed their towns, plundered their property, and borne away their friends and relations to slavery; who have stirred up civil wars among them, and excited the worst feelings of their nature; who have taught them to employ cunning as their only defence against oppression, and to plot revenge as

their only satisfaction for aggravated wrong. But to persist in injustice, because it has once been committed, is the height of folly as well as of wickedness. The Europeans found these unfortunate Africans capable of acquiring every thing which their future tyrants had learned, and nature has not changed. Besides, we have abundant proofs of the capacity of the negroes. They make good soldiers and sailors, and are excellent confidential servants; and, in one island of the West Indies, St. Domingo, now more commonly called Hayti, they have established an independent state, and are able to command the respect of European powers. The time is, however, we trust, not far distant when no Englishman, at least, will plead for the right of any one to claim a human being as his property. Man is the property of God alone!



## COLONY OF SIERRA LEONE.

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ALTHOUGH the British settlement at Sierra Leone cannot be classed among their discoveries, yet a description of almost the only colony established by Europeans for purposes of pure humanity and generosity, and not from motives of political or commercial advantage, may not unsuitably follow the details of the voyages made by our countrymen to this part of Africa, and the remarks with which we have concluded our notice of these voyages.

We have already spoken of the calumnies invented against the negroes by the oppressors who would wish to retain them in their chains: a favourite charge was idleness. They accused the negroes of being naturally indolent, and said that as no other people could endure the sun so as to cultivate the West India plantations, it was absolutely necessary that they should be in the condition of slaves, for that, unless they were compelled to work, they would not work at all. Towards the close of the eighteenth century, some benevolent individuals, who had taken a strong interest in the abolition of the slave trade, and who did

not concur in this view of the negro character, conceived the plan of forming an African colony, for the reception of released slaves, or voluntary black settlers, who should be considered and treated in every respect as free labourers. Their project met with the support and approbation of some of the most virtuous and distinguished men in the country; Sierra Leone was selected for the new settlement, and the choice, to all appearance, was judicious. It is situated rather to the north east of the Grain Coast of Guinea, and is traversed by a large river. A long ridge of mountains, from which it derives its name, rises near the south bank of this river, and from these numerous streams or torrents flow down, the greater part of which unite at a place called the Bay of France, into a large bason, which affords the best watering place in all Guinea. In fertility and populousness Sierra Leone is equal to any country in that part of Africa. Originally, the greater part of it consisted of a vast forest, but wherever the wood has been cleared away, the soil has been found particularly fruitful, producing rice and maize in abundance, as well as a variety of the most delicious fruits. Great quantities of civet are obtained there, and the ivory is considered the finest on the coast. Sierra Leone was first discovered by the Portuguese, who formed settlements upon it. As soon as it was resolved to establish a free-labour settlement in the country, a piece of ground was purchased, a proper site for a town immediately chosen on a rising ground facing the sea, and a distribution of land made among the colonists. In the beginning, the establishment was very unprosperous. Sickness

soon swept off nearly one-half of their numbers; and, in the latter part of 1798, the colony was plundered by one of the native chiefs, and its inhabitants compelled to take shelter in a neighbouring island. A fresh supply of stores was, however, sent out to the colonists, who were collected and formed anew, and a different spot, less accessible to attack than the former, was chosen for the town. Parliament now patronized the undertaking, and gave a charter to those who had promoted it, under the name of the Sierra Leone Company. The strength of the settlers was considerably augmented by the arrival of twelve hundred negroes, who had fought in favour of Great Britain, during the American war, and had been compelled to take shelter in Nova Scotia. These men gladly embraced the opportunity of removing to a country, the climate of which was so much better adapted to them than that of the bleak region in which they had been residing. But, in September, 1794, the place was again destined to become the object of hostile attack, being plundered and entirely destroyed by a French squadron. Upon its restoration to this country, it was placed under the immediate controul of the government, like our other colonies. Since that period no enemy has approached it. The population has increased surprisingly, particularly since the abolition of the slave-trade, as all the slaves found on board any ship captured by the British, are brought to settle here. The number of inhabitants is estimated at nearly twenty thousand, more than two-thirds of whom are free blacks. Several new towns have been erected, to afford accommoda-

tion for these additions to the settlers. The moral improvement of the blacks residing here has been very conspicuous. Missionaries have been sent out, whose labours have proved successful, and schools have been established for educating the children, upon the plan of mutual instruction. The conduct of the negroes in general is represented to be extremely creditable and orderly. The poet Addison observes—

“ ’Tis not in mortals to command success,  
But we’ll do more, Sempronius, we’ll deserve it.”

This sentiment is, we fear, too applicable to the case of the benevolent planners and patrons of this establishment. They have done every thing in their power to render it efficient, and government has afforded them its most cordial co-operation. The good seed that they have sown is already beginning to spring up abundantly; and commerce, though it did not enter into the original plan, has established itself in a very flourishing state. Yet there is one most unfortunate circumstance that operates as a drawback to all these advantages. Tropical countries have uniformly been found injurious to European constitutions, and African ones more so than any others. Sierra Leone, unhappily, forms no exception to this rule. Notwithstanding the apparent serenity of its air, and the productiveness of its soil, the atmosphere carries in it the seeds of death to the European. In the language of the poet, we might almost say—

“ The bell just toll’d; ’tis hardly asked for whom.”

The number of valuable lives in every department among our countrymen, that have been sacrificed to this unhealthy climate, is almost inconceivable. No mode of diet or living is a security against the danger; though, without doubt, temperate habits frequently render the approach of death less rapid. According to some accounts, the mortality has not been so prevalent within a short period; but whether this is a temporary or a lasting change, remains to be seen. It had at one time been proposed to withdraw the European colonists altogether from a spot that had proved so fatal to many of them; but this idea seems, for the present, at least, to have been abandoned. If there is any chance of checking the prevalence of disease at Sierra Leone, the removal of the English establishments there would be a subject of great regret, for it may reasonably be doubted, whether the colony, constituted as the black portion of its inhabitants are, of persons who, though of the same colour, belong to an almost countless variety of nations, can, with safety, be left entirely to itself; and it would be grievous to see the progress of so much good as has already been achieved there, untimely arrested. But even should such be the event, which we sincerely hope will not be the case, the false reproach thrown upon the African population, of detestation of work, has been most satisfactorily removed, as the black settlers at Sierra Leone have shewn themselves alike peaceable, industrious, and economical. Indeed, many of the West India planters are now so well convinced of the disposition of their slaves that, in Jamaica, and some other of the islands,

when one of them gives his master particular satisfaction, he is rewarded with permission to be absent from the planter's grounds for a day, and to work in his own garden, and he rarely fails to employ the time granted him in the manner mentioned. Had the founders of the Sierra Leone colonies effected nothing beyond this, they would have been entitled to the lasting thanks of every friend to freedom and humanity; for nothing can be more certain, than that whatever tends to place the injured character of the slave in its true light, will also tend to the abolition of slavery.

Should it, however, be found impossible to overcome the serious obstacles to the retention of the colony, arising from the pestilential influence of the climate, it may yet be worthy of consideration whether a similar settlement could not be established in some other part of the world, and a situation discovered, in which the salutary and judicious regulations that have been productive of so much benefit at Sierra Leone might be carried into full effect, and which, while it would be adapted to the habits and constitutions of the negroes, might not impose upon the benevolent individuals who take the warmest interest in the cause of the suffering and oppressed, the fatal penalty of an almost certain death. We hope that even in the torrid zone, some eligible spot is to be found, not subject to the same objections as Sierra Leone, and that the danger of being obliged to sacrifice objects so honourable to their promoters, and so conducive to the general interests of humanity, may yet be avoided.

## MISSIONARY VOYAGE.

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ONE of the most conspicuous features in the character of christianity is the active exertion, which it inspires on the behalf of our fellow-creatures. Truly and beautifully has the poet observed—

“ An ardent spirit dwells with christian love,  
The eagle’s vigour in the pitying dove.”

The desire to seek out, and relieve, before solicited for aid, the suffering and distressed, is charity indeed; but to adopt the same course where the spiritual wants of the ignorant and unenlightened are concerned, is unquestionably the very highest exertion of that virtue. In many cases, such efforts of benevolence must be attended with difficulties, and even personal dangers from which the mere distributor of alms is altogether exempt. Such was the case with the excellent and exemplary men engaged in this voyage, whose labours, our limits will not permit us to detail, but our feelings will not allow us to pass over unnoticed.

We have already spoken of the great interest excited in this country by the description given of the South Sea Islanders by the first discoverers, and of the anxiety felt by the religious world for their conversion to Christianity. In pursuance of these dispositions, a vessel was procured for the conveyance of thirty men, six women, and three children, connected with the intended mission. The strictest regard had been had to the qualifications of the persons chosen ; and not only had their moral character and unquestioned piety been fully ascertained, but it was endeavoured to contribute to the temporal comforts of those whom they were about to visit. A preference was given to those candidates who, in addition to these claims, were acquainted with such useful arts and occupations as might make them acceptable to people in a state of inferior civilization, so that, with the exception of three ordained ministers, all the missionaries were artizans of some kind. They sailed from Portsmouth on the 24th of September, 1796. Their voyage was tedious, as the captain of the vessel did not think it prudent to follow the usual course to these islands of doubling Cape Horn, fearing that persons not accustomed to seamanship would be unequal to contend with the tempests and the cold in that latitude. He, therefore, chose the eastern passage by the Cape of Good Hope, and to the south of New Holland and New Zealand, so that they did not reach the Island of Otaheite till Sunday, the 5th of March, 1797. They had, however, employed their time profitably while on board, in the study of the Otaheitan language,



and of the geography of the South-Sea Islands. At Otaheite, their reception was extremely kind, and when they performed divine service, the natives who were attracted by the novelty of the spectacle, conducted themselves with the greatest decorum. One great obstacle remained. Notwithstanding the earnestness with which the missionaries had studied the language, their proficiency was not such as to enable them to converse fluently with the natives, much less to expound clearly the truths of religion; and much mischief might arise from the delay that would occur before habit would remove their deficiency. In this emergency, they were fortunate enough to meet with two Swedes, who had been wrecked off the island five years previously, and who, besides being familiar with the language of the island, spoke very tolerable English. With the assistance of these interpreters, who likewise acted as instructors to the missionaries, their success became rapid. The king of Otaheite gave them the district of Mahavai to reside in, and, till they made arrangements for maintaining themselves, supplied them with every thing they required in the most hospitable manner. One of their first proceedings was to settle upon the division of the missionaries for the purpose of their pious labours, and it was finally determined that eighteen of them should remain at Otaheite for the service of the Society Isles; ten at Tongataboo, for the Friendly Islands; and two at Santa Christina for the Marquesas, the smallest of the three groupes. Those who were intended for the two latter destinations quitted their brethren at Otaheite, and steered, in

the first instance, for Tongataboo, where the natives received them with cordiality, and seemed delighted, on inspecting the furniture and other articles of European manufacture in the ship, at learning that the persons who had come from England could teach them how to make all these things. Indeed, such an impression was made on their minds by this circumstance, that, instead of having to become petitioners for a place of residence, Captain Wilson was enabled to obtain very advantageous terms for the missionaries, whose stay on the island was considered a favour. In Tongataboo, they had also the pleasure of finding an Englishman and an Irishman settled. The missionaries designed for the Friendly Islands having been left here, the captain, with the remaining two, proceeded to the Marquesas, but at the first of these islands at which they touched, the morals of the people were so dissolute that only one of the missionaries had courage to remain, the other returning to Otaheite, where the captain found affairs in a flourishing condition, and was enabled, on his reaching England on the 11th of January, 1798, to gratify those interested in the fate of the enterprise by announcing the favourable prospect of success.

The subsequent proceedings and adventures of the missionaries must be sought in their own publications, in which they are fully detailed, and which are most honourable to their zeal, patience, and piety. It is to be hoped that this very brief outline may have the effect of directing the curiosity of young persons to those edifying and interesting records. This voyage has been particu-

larly mentioned, because it was the immediate consequence of the expeditions of South Sea discovery, which have been narrated in a former part of this volume. But it is needless to add, that the labours of those who seek to propagatè the gospel, have not been confined to partial attempts. "Their sound is gone out into all lands, and their words unto the ends of the world."

The mild and pliant character of the majority of the South Sea islanders has given the Christian missionaries sent among those people a considerable advantage in the work of conversion over most of their fellow-labourers in the same cause. The exertions of these ministers have occasionally encountered opposition, but that opposition has hardly ever approached to the character of persecution or personal violence. Much of the friendly co-operation with the missionaries may reasonably be attributed to the favourable impression created on the minds of the islanders by the demeanour of their first English visitors, particularly of Cook and his companions, so different from that of many Europeans, who in other parts introduced what they termed civilization, at the point of the sword, and obtained apparent converts to christianity by the infamous means of plunder and cruelty.

## BRITISH COLONIES IN AMERICA.

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IN speaking of American voyages, it was remarked that this country took the lead of all but Spain in the course of American discovery, and that she afterwards became only second to that state, in the extent of her American territory. It ought however to be observed, that England does not at present retain the power she once possessed on this continent. The greater part of her provinces in North America revolted against her in the early part of the reign of George the Third, and, after a long and obstinate war, became independent of Great Britain, and formed themselves into a large republic, called the United States of America. Almost all these states or provinces were first colonised, during the period when the passion for American discovery was at its height; and the colonists being from England, has created the singular phenomenon of two great nations separated from each other by the vast Atlantic, yet speaking the same language, having nearly the same customs and manners, and living under laws which bear a great resemblance to each other. A brief sketch of the colonization of some of the chief of these provinces will not be foreign to the objects of the present work.

NEW ENGLAND was, by Sir Walter Raleigh, who first visited it, included with the rest of the north-east coast of this part of America, under the general name of Virginia. James the First proposed colonizing it, but he never carried his intention into effect. A small trade was, however, carried on with the Indians, in furs and fish, by a few English merchants. But it was not till the year 1621, that any thing like a colony was formed here. At that time the religious sects into which England was divided, became most bitter and furious in their hostility against each other. Laud, the Archbishop of Canterbury, who was afterwards beheaded, persecuted all dissenters with the utmost severity. They, on the other hand, were ready to submit to all the rigour of persecution, rather than depart from their peculiar tenets, and conform to the ceremonies of the Church of England, which they held in utter abhorrence, as sinful and profane. They were willing to banish themselves to any part of the earth, sooner than be obliged to profess the faith established in their native country; and America afforded them an excellent field. There no one would be found to thwart their views; once arrived in that favoured solitude, they would be at liberty to establish whatever kind of religious institutions they pleased. With this view, they purchased the country of the Plymouth Company, to whom it had been granted by the crown, and having obtained from the king the privilege of settling there in whatever way they might choose, one hundred and fifty persons embarked for New England, and after a very tempestuous voyage arrived on the coast of the province,

where they built a city, which they called Plymouth, after the name of the English port from which they sailed. At their first settling, they had to contend with multiplied evils. The climate was very severe, the air damp and unwholesome, and, the country being entirely new to them, they were subject, after their long sea voyage, to a great variety of diseases. They were in want of all common conveniences, and even of the necessaries of life, and many of their number died. But those who survived these complicated hardships, undismayed by the fate of their companions, and rejoicing in the possession of religious freedom, even in a desert, succeeded, by unremitting exertions, in cultivating the barren soil which they occupied; and being joined by new adventurers, urged thither by the same motives as their predecessors, ultimately realised all they could wish, and established a most powerful and flourishing state. It is a melancholy fact that the new Englanders, who had quitted their native country for a barren wild, that they might enjoy the blessings of religious freedom, were afterwards distinguished for the persecution of others who came to settle in their state, and happened to differ from them in religious opinions.

MARYLAND, like New England, was peopled from motives of religion; but while the colonists in the latter were persecuted Protestant dissenters, the first settlers in this province were persecuted Roman Catholics, also natives of Britain. The Catholics towards the end of Charles the First's reign, were the objects of great hatred to the English people, who thought, and with some appearance of rea-

son, that the court was attached to the Romish religion. Lord Baltimore, doubly odious to the English people, as both a courtier and a Catholic, being anxious to leave the country, obtained a grant of this State, to which he gave the name of Maryland, in honour of Mary Henrietta, queen of Charles the First. Two hundred Popish families, most of them of considerable distinction, accompanied him, and bought the territory from the native Indians. Baltimore, unlike the people of New England, had learned wisdom from being persecuted, and established perfect toleration in all religious matters in his government. He was twice dispossessed of his revenue and governorship, once by Oliver Cromwell, and again by James the Second. At the revolution of 1688, he was restored to the profits of his province, but not to the governorship, which could not, according to the laws enacted at king William the Third's accession, be held by a Roman Catholic. Though the colony was planted by Catholics, there are, at the present day, as few persons of that persuasion in Maryland as in any part of the United States.

VIRGINIA was the first colony that the English planted in America. Its coast had been passed by Sebastian Cabot in the year 1497, when he discovered the continent of North America; but no attempt was made to colonise it till the reign of Queen Elizabeth. To her Sir Walter Raleigh, one of the most eminent men of his time, applied for permission to form a company for opening a trade and settling a colony in that quarter of the world, which, in honour of the

queen, he named Virginia. The early attempts to settle this colony were signally unsuccessful. The first three companies that sailed to Virginia were cut off by the natives, or perished through hunger and disease. The next expedition was reduced to nearly a similar situation, and after having lost more than three-fourths of its number, in despair at the prospect of living in such a desert country, inhabited by inhospitable and warlike savages, had already set sail for England, when they had the good fortune to meet, at the mouth of Chesapeak Bay, with Lord Delawar, with a squadron loaded with provisions and every thing necessary for their relief and defence. He persuaded them to return, and by his prudence and counsel the enemy was put down, and the colony placed in a flourishing condition.

But by far the most singular history among these provinces, is that of PENNSYLVANIA, which was settled by William Penn, the celebrated quaker. This extraordinary and truly great man was born in London, in 1644. He received his education at Christ Church College, Oxford, but incurred the displeasure of the authorities, by attending dissenting places of worship. He afterwards became a disciple of George Fox, the founder of Quakerism, and was one of the most distinguished and zealous among the early believers of that sect.

The province now called Pennsylvania, after the name of its settler, was originally possessed by the Dutch and Swedes; but they were expelled by Admiral Penn, the father of the quaker, who, as a reward for his services, received a promise of a



grant of this country from Charles II. Upon the admiral's death, his son, after much solicitation, obtained the performance of that promise. A great number of persons, particularly those of his own persuasion, followed him to his new settlement, and his wisdom and ability soon placed the colony on a most respectable footing. He laid down civil and religious liberty as the foundation of all his institutions; christians of all classes were allowed to have a share in the government, and in the forming of the laws, none of which could pass but by the consent of a majority of the inhabitants; causes in dispute regarding property were to be referred, not to lawyers, but to honest and impartial umpires. It has been justly observed, that had Penn been a native of Greece, his statue would have been placed by those of Solon and Lycurgus. Though empowered, by his patent from the crown, to take forcible possession of the land granted to him, his honour and integrity would not allow him to take any advantage of that circumstance, to wrest the land from those he knew to be the rightful owners, and he therefore bought it of the Indians at a fair price. This act of justice, together with the benevolent interest that he took in the welfare of these people, made him an object of affectionate reverence to them, and his name was a passport of safety, even for years after his decease, among their most hostile tribes. As the population of Pennsylvania increased, his institutions were found too mild to restrain the bad passions of a mixed assemblage of men of all descriptions, but they continued in full force, during his life time, and stamped a character upon the

colony which it has in great measure retained, through all changes of circumstances. This excellent man died on the 30th of July, 1718, in the 74th year of his age.

Several of the West Indian Islands belong to Great Britain, but she has obtained most of them by conquest or treaty from other nations, by whom they were first colonized. Nearly the same may be said, with the exception of the island of Newfoundland, of the dominions which she still retains in North America. Canada, the principal of them, was conquered from the French, in 1759.

The American possessions of Spain, from the store of precious metals with which they abounded, made her, for a while, the mistress of immense wealth, though, by inducing a neglect of commerce and industry, they have ultimately degraded her to a state both of poverty and ignorance. The colonies established by the English led to much more real and substantial advantages, which are well understood by the powerful nation that now enjoys them. The magnitude of the rivers, and still more of the lakes, or rather inland seas, affords facilities for navigation, which, joined to the goodness of the soil and to the industry of the inhabitants, promise to render the United States, both in the extent of their commerce and their power, one of the first countries in the world.







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