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THE DISCOVERY OF THE HUDSON RIVER.

BY JAMES GRANT WILSON, D. C. L.

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## THE DISCOVERY OF THE HUDSON RIVER.

*By James Grant Wilson, D. C. L.*

To the residents of the Second City of the World, and of the most important and populous State of our Union, the most important event in the history of American discovery next to that of the Continent itself by "the World-seeking Genoese," is the discovery of New York Bay, and the exploration of the Hudson River. Indeed, apart from this local interest, the account of Henry Hudson's voyage in the Half-Moon is so full of romantic incident that we never weary of its repetition, but turn to it with ever enduring pleasure. Yet historical exactness compels us to ask the question: Were the English captain and his Dutch companions the first of European navigators to look upon the beautiful prospect of our bay and river, of forest-covered Manhattan, and the noble Palisades? All can heartily sympathize with Irving's sentiments when, expressing his indignation against those writers who sought to deprive Columbus of the glory of his discovery, he said: "There is a certain meddlesome spirit which in the garb of learned research goes prying about the traces of history, casting down its monuments and marring and mutilating its fairest trophies."

Although there is ample evidence for believing that Henry Hudson was preceded in the discovery of the river that bears his name, by Giovanni de Verrazano, an Italian, at the time (1524) in the service of France, and also a year later, by Esteban Gomez, a native of Cadiz, sailing under the flag of Spain, also that Hudson was not entirely ignorant of the existence of the river it is supposed he looked upon as the original explorer, three cen-

turies ago in September, 1609, still we may cling with considerable reason to the impression of our ancestors. And although it is even possible that the Northmen and other ancient navigators may have seen the beautiful bay and river hundreds of years ago, the discovery made by Henry Hudson possesses over the others who may have caught a glimpse of their waters, the great advantage of having been carefully made, and circumstantially reported; also of having never been lost sight of from the date of its occurrence to the present day; of bearing fruit immediately in trading voyages begun the very next year; in temporary settlements upon the banks of the magnificent river within five years after it had thus become known to the world, and finally, in regular colonization and permanent occupation by a civilized people through a period of almost three centuries. It will therefore never lose its historical importance and significance, and hence we shall ever be justified in regarding with deepest interest the arrival of Hudson and the Half-Moon in September, 1609.

Henry Hudson was born, and baptized, in London, during the latter half of the Sixteenth Century. He was a citizen of the English Metropolis, occupied a house there, and belonged to a family that counted among its numbers another Henry Hudson, believed to be his grandfather, who was an alderman of London, and one of the founders, with Sebastian Cabot, of the Muscovy or Russian company, which was intended to promote the discovery of a northerly passage to China. From its establishment in 1555 till 1607, when our explorer first appears upon the scene as a Captain in its service, various Hudsons were prominent in the counsels of the Muscovy Company, or engaged in its explorations. Educated in the Company's service and familiar with its aims, Henry Hudson was entirely devoted to the problem of a northerly

passage to China, and the various discoveries that he made were the outcome of this original idea. Of his four voyages of which anything is known, the first two were made for the Muscovy Company, while the fourth and last was set on foot by Sir Thomas Smith, Senior Governor of the Muscovy Company. The journal of Hudson's first recorded voyage contains the earliest known incident in the life of the celebrated mariner, and indicates his religious feelings, also illustrating the devout spirit of the age. Purchas records "Anno 1607, April the nineteenth, at St. Etheburge in Bishop's Gate Street, did communicate with the rest of the parishioners these persons, seamen, purposing to goe to sea foure days after for to discover a passage by the North Pole to Japan and China." Then follow eleven names beginning with "Henry Hudson, master," and ending with his son, "John Hudson," a boy. The Hopewell of sixty tons, associated with the gallant Sir Martin Frobisher's last voyage, twenty-nine years before, was now under Hudson's command, and in her he tried the eastern coast of Greenland, following the ice barrier around and up to about  $82^{\circ}$  North. Having reached the neighborhood of Spitzbergen without finding an entrance, he sought once more to penetrate into Davis Strait by the north of Greenland by Lunley's inlet and the "furious overfall." Again frustrated by ice, he returned to England, arriving in the Thames the middle of September. Hudson attained a higher degree of latitude than any previous navigator, he was the first to observe the amelioration of the temperature in his northern progress, and to suggest the existence of an open polar sea, and by his recommendations, laid the foundations of the English whale fisheries in the vicinity of Spitzbergen. In this voyage he was influenced by the map of Molineux or Wright, issued by Hakluyt in 1600, which Coote

identified with the "New Map," referred to by Shakespeare in "Twelfth Night."

Hudson's second voyage for the Muscovy Company for the "finding a passage to the East Indies by the Northeast," began on 22nd April, 1608, and he had with him his son John and Robert Juet, who accompanied him in his two later voyages and finally most basely conspired against him. On June 3rd he reached the northern point of Norway and eight days later was in latitude  $75^{\circ} 24' N.$ , between Spitzbergen and Nova Zembla. Striving in vain to pass to the northeast of the latter, and "wide of hope of a northeast passage (except by the Vaygats, for which I was not fitted to trie or prove)," he resolved, July 6th, to use all means to sail to the northwest, once more hoping to pass what Captain Davis named Lumley's inlet and the furious overfall. But, having made little headway on Aug. 7th, he returned to England, arriving on the 26th.

The Muscovy Company having temporarily abandoned the quest, and turned its attention to the whale fisheries which Hudson had suggested, he was at liberty to accept a commission from the Dutch East India Company to command an expedition in search of a Northeast passage. Just as the explorer had signed the contract, 8th January, 1609, at Amsterdam, an invitation arrived from France desiring him to undertake a similar voyage and offering much more liberal terms. An existing copy of Hudson's contract shows that he signed his name Henry Hudson, and that in the body of the instrument he was also named Henry (and not Hendrick) Hudson; also that an interpreter was required, as he did not understand Dutch. It appears from this document and abstract of instructions, that the directors agreed to furnish a vessel of about sixty tons to "search for a passage to the North,

around by the north side of Nova Zembla." If he discovered "the passage good and suitable for the Company to use," the directors declared that in addition to his pay, they would reward him in their discretion. Hudson received important advice from his friends Jodocus Hondius, engraver and map maker, the celebrated geographer Rev. Peter Plancius, and from the latter also, translations of Barentson's voyage memoranda in 1595, the treatise of Ivar Bardson Boty, which had belonged to Barentson, and also the log-books of George Waymouth. He also had with him certain letters "which his friend John Smith had sent him from Virginia and by which he informed him that there was a sea leading into the western ocean, by the north of the English Colony."

Hudson sailed from Amsterdam on 4, April, 1609, in the Half Moon of about eighty tons, manned by a mixed crew of Dutch and English sailors. Robert Juet, who had been his mate in the previous voyage, now acted as his clerk and fortunately kept the invaluable journal of the voyage preserved in the third volume of Purchas. The discoverer's own Journal, which DeLaet had before him when he wrote the "Nieuwe Werelt," has disappeared, together with such documents as Hudson forwarded to the Dutch East India Company. He doubled the Cape of Norway May 5th, directing his course along the northern coasts toward Nova Zembla. But he there found the sea as full of ice as in the preceding year, so that he abandoned hope of effecting anything. This and the cold, to which some of the crew were unaccustomed, caused dissensions, upon which Hudson decided to sail for the coast of America to the latitude of  $40^{\circ}$  (an idea suggested by Capt. John Smith's maps and letters), or to direct the search to Davis Strait. Abandoning the latter course, he soon after landed on the coast of Canada to replace his foremast with a new one cut



from the virgin forest. From this point the Half-Moon kept on along our coast southward until Cape Cod was reached, when Hudson stood out to sea not reaching land until arriving in Chesapeake Bay. Thence he coasted northward until Wednesday, 2, September, 1609, at five o'clock in the afternoon, they cast anchor in a "great lake of water, as we should judge it to be." To the northward were seen high hills "a very good land to fall in with, and a pleasant land to see." The hills were the Navesinks, and the lake was the Lower Bay.

Here the Half-Moon remained for about ten days shifting her position and sending out boats to sound the broad expanse of waters, and dealing distrustfully with the Indians that flocked around the ship in their canoes. At length Hudson proceeded into the opening between the "small steep hills," described by Verrazano, and went on for two leagues, which, if measured exactly from the Narrows, would have brought the Half-Moon about opposite the Battery; and now begins the familiar and frequently told story of Hudson's ascent, past the site of Albany, and descent of the grand river that immortalizes his name, and commemorates his exploit. The Half-Moon passed out of Sandy Hook on October 4th, and as Juet concluded his Journal: "We continued our course toward England without seeing any land by the way, all the rest of the month of October," and on November 7th arrived at Dartmouth. The authorities no sooner ascertained whence the Dutch Ship, with an English captain had come, than they detained both. Eventually Hudson was permitted to send his Reports to the Directors of the East India Company, and the Half-Moon arrived at Amsterdam in July, 1610, but it is uncertain if he sailed with her.

The following year in June, 1611, the explorer closed a life of heroic adventure amid the very regions that had tempted him so

often to daring endeavors. The manner of his death was barbarous, being set adrift with his son by his mutinous crew amid the ice fields of Hudson's Bay, in an open boat; yet it was not perhaps an inappropriate close to a career such as his, and in this respect resembled that of the Dutch Arctic explorer Barentson, whose exploits doubtless contributed to arouse Hudson's ambition.

In the words of Bancroft: "What became of Hudson? Did he die miserably of starvation? Did he reach land to perish from the fury of the natives? Was he crushed between ribs of ice? The returning ship encountered storms, by which, it is probable, Hudson was overwhelmed. Alone, of the great mariners of that day, he lies buried in America; the gloomy waste of waters which bears his name, is his tomb and his monument."

*Juet's Journal of Hudson's Voyage.*

As before stated the journal of Hudson's voyage was kept by his secretary, Robert Juet of Limehouse. Following is the portion which covers the period beginning just before his entry into New York Harbor and ending with his departure therefrom for Europe:

The *first of September* (1609), faire weather, the wind variable betweene east and south; we steered away north northwest. At noone we found our height to bee 39 degrees, 3 minutes. Wee had soundings thirtie, twentie-seven, twentie-foure, and twentie-two fathomes, as wee went to the northward. At sixe of the clocke wee had one and twentie fathomes. And all the third watch, till twelve of the clocke at mid-night, we had soundings one and twentie, two and twentie, eighteene, two and twentie, one and twentie, eighteene, and two and twentie fathoms, and went sixe leagues neere hand north northwest.

*The second*, in the morning, close weather, the winde at the south in the morning; from twelve untill two of the clocke we steered north north-west, and had sounding one and twentie fathoms; and in running one glasse we had but sixteene fathoms, then seventeene, and so shoalder and shoalder untill it came to twelve fathoms. We saw a great fire, but could not see the land; then we came to ten fathoms, whereupon we brought our tackes aboard, and stood to the eastward east southeast, foure glasses. Then the sunne arose, and wee steered away north againe, and saw the land from the west by north to the north-west by north, all like broken islands,\* and our soundings were eleven and ten fathoms. Then wee looft in for the shoare, and faire by the shoare we had seven fathoms. The course along the land we found to be northeast by north. From the land which we had first sight of, untill we came to a great lake of water, as wee could judge it to bee, being drowned land, which made it to rise like islands, which was in length ten leagues. The mouth of that land hath many shoalds, and the sea breaketh on them as it is cast out of the mouth of it. And from that lake or bay the land lyeth north by east, and wee had a great streame out of the bay; and from thence our sounding was ten fathoms two leagues from the land. At five of the clocke we anchored, being little winde, and rode in eight fathoms water; the night was faire. This night I found the land to hall the compasse 8 degrees. Far to the northward off us we saw high hills. For the day before we found not above 2 degrees of variation. This is a very good land to fall with, and a pleasant land to see.

*The third*, the morning mystie, untill ten of the clocke; then it cleered, and the wind came to the south south-east, so wee

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\* Sandy Hook.



weighed and stood to the northward. The land\* is very pleasant and high, and bold to fall withall. At three of the clock in the after-noon, we came to three great rivers. So we stood along to the northermost, thinking to have gone into it, but we found it to have a very shoald barre before it, for we had but ten foot water. Then we cast about to the southward, and found two fathoms, three fathoms, and three and a quarter, till we came to the souther side of them; then we had five and six fathoms, and anchored. So we sent in our boate to sound, and they found no lesse water then foure, five, six, and seven fathoms, and returned in an houre, and a halfe. So we weighed and went in, and rode in five fathoms, oze ground, and saw many salmons, and mullets, and rayes, very great. The height is 40 degrees, 30 minutes.

*The fourth*, in the morning, as soone as the day was light, we saw that it was good riding farther up. So we sent our boate to sound, and found that it was a very good harbour, and foure and five fathomes, two cables length from the shoare. Then we weighed and went in with our ship. Then our boate went on land with our net to fish, and caught ten great mullets, of a foote and a halfe long a peece, and a ray as great as foure men could hall into the ship. So wee trimmed our boate and rode still all day. At night the wind blew hard at the north-west, and our anchor came home, and wee drove on shoare, but tooke no hurt, thanked bee God, for the ground is soft sand and oze. This day the people of the country came aboard of us, seeming very glad of our coming, and brought greene tobacco, and gaye us of it for knives and beads. They goe in deere skins loose, well dressed. They have yellow copper. They desire cloathes, and are very civill. They

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\* Staten Island.

have great store of maize, or Indian wheate, whereof they make good bread. The countrey is full of great and tall oake.

*The fifth*, in the morning, as soone as the day was light, the wind ceased and the flood came. So we heaved off our ship againe into five fathoms water, and sent our boate to sound the bay, and we found that there was three fathoms hard by the souther shoare. Our men went on land there, and saw great store of men, women, and children, who gave them tabacco at their coming on land. So they went up into the woods, and saw great store of very goodly oakes and some currants. For one of them came aboard and brought some dried, and gave me some, which were sweet and good. This day many of the people came aboard, some in mantles of feathers, and some in skinnes of divers sorts of good fures. Some women also came to us with hempe. They had red copper tobacco pipes, and other things of copper they did weare about their neckes. At night they went on land againe, so wee rode very quiet, but durst no trust them.

*The sixth*, in the morning, was faire weather, and our master sent John Colman, with foure other men in our boate, over to the north-side to sound the other river, being foure leagues from us. They found by the way shoald water, two fathoms; but at the north of the river eighteen and twentie fathoms, and very good riding for ships; and a narrow river to the westward betweene two ilands. The lands, they told us, were as pleasant with grasse and flowers and goodly trees as ever they had seene, and very sweet smells came from them. So they went in two leagues and saw an open sea, and returned; and as they came backe, they were set upon by two canoes, the one having twelve, the other fourteene men. The night came on, and it began to rayne, so that their match went out, and they had one man slaine in the fight, which

was an Englishman, named John Colman, with an arrow shot into his throat, and two more hurt. It grew so darke that they could not find the ship that night, but labored to and fro on their oares. They had so great a streame, that their grapnell would not hold them.

*The seventh*, was faire, and by ten of the clocke they returned aboard the ship, and brought our dead man with them, whom we carried on land and buryed, and named the point after his name, Colmans Point. Then we hoysted in our boate, and raised her side with waste boords for defense of our men. So we rode still all night, having good regard to our watch.

*The eight*, was very faire weather, wee rode still very quietly. The people came aboard us, and brought tabacco and Indian wheat to exchange for knives and beades, and offered us no violence. So we fitting up our boate did marke them, to see if they would make any shew of the death of our man; which they did not.

*The ninth*, faire weather. In the morning, two great canoes came aboard full of men; the one with their bowes and arrowes, and the other in shew of buying of knives to betray us; but we perceived their intent. Wee tooke two of them to have kept them, and put red coates on them, and would not suffer the other to come neere us. So they went on land, and two other came aboard in a canoe; we tooke the one and let the other goe; but hee which wee had taken, got up and leapt over-board. Then we weighed and went off into the channell of the river, and anchored there all night.

*The tenth*, faire weather, we rode still till twelve of the clocke. Then we weighed and went over, and found it shoald all the middle of the river, for wee could find but two fathoms and a halfe and three fathomes for the space of a league; then wee came to

three fathomes and foure fathomes, and so to seven fathomes, and anchored, and rode all night in soft ozie ground. The bank is sand.

*The eleventh* was faire and very hot weather. At one of the clocke in the after-noone wee weighed and went into the river, the wind at south-west, little winde. Our soundings were seven, sixe, five, sixe, seven, eight, nine, ten, twelve, thirteene, and fourteene fathomes. Then it shoalded againe, and came to five fathomes. Then wee anchored, and saw that it was a very good harbour for all windes, and rode all night. The people of the country came aboard of us, making shew of love, and gave us tabacco and Indian wheat, and departed for that night; but we durst not trust them.

*The twelfth*, very faire and hot. In the after-noone, at two of the clocke, wee weighed, the winde being variable betweene the north and north-west. So we turned into the river two leagues and anchored.\* This morning, at our first rode in the river, there came eight and twentie canoes full of men, women and children to betray us; but we saw their intent, and suffered none of them to come aboard of us. At twelve of the clocke they departed. They brought with them oysters and beanes, whereof wee bought some. They have great tabacco pipes of yellow copper, and pots of earth to dresse their meate in. It floweth southeast by south within.

*The thirteenth*, faire weather, the wind northerly. At seven of the clocke in the morning, as the floud came wee weighed, and turned foure miles into the river. The tide being done wee anchored. Then there came foure canoes aboard; but wee suffered none of them to come into our ship. They brought great store

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\* About opposite the Battery.

of very good oysters aboard, which we bought for trifles. In the night I set the variation of the compasse, and found it to be 13 degrees. In the after-noone we weighed, and turned in with the flood, two leagues and a halfe further, and anchored all night; and had five fathoms soft ozie ground; and had an high point of land, which shewed out to us, bearing north by east five leagues off us.

*The fourteenth*, in the morning, being very faire weather, the wind south-east, we sayled up the river twelve leagues, and had five fathoms, and five fathoms and a quarter lesse; and came to a streight betweene two points,\* and had eight, nine, and ten fathoms; and it trended north-east by north, one league; and wee had twelve, thirteene, and fourteene fathomes. The river is a mile broad; there is very high land on both sides. Then we went up north-west, a league and a halfe deepe water. Then north-east by north, five miles; then north-west by north, two leagues and anchored. The land grew very high and mountainous. The river is full of fish.

*The fifteenth*, in the mornnig, was misty, untill the sunne arose; then it cleered. So wee weighed with the wind at south, and ran up into the river twentie leagues, passing by high mountaines. Wee had a very good depth, as sixe, seven, eight, nine, ten, twelve, and thirteene fathomes, and great store of salmons in the river. This morning our two savages got out of a port and swam away. After wee were under sayle, they called to us in scorne. At night we came to other mountaines, which lie from the rivers side. There wee found very loving people, and very old men: Where wee were well used. Our boat went to fish, and caught great store of very good fish.

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\* Between Stony and Verplanck points, according to Moulton's computation (History of New York).



*The sixteenth*, faire and very hot weather. In the morning our boat went againe to fishing, but could catch but few, by reason their canoes had beene there all night. This morning the people came aboard, and brought us eares of Indian corne, and pompions, and tabacco; which wee bought for trifles. We rode still all day, and filled fresh water; at night wee weighed and went two leagues higher, and had shoald water so wee anchored till day.

*The seventeenth*, faire sun-shining weather, and very hot. In the morning, as soone as the sun was up, we set sayle, and ran up sixe leagues higher, and found shoalds in the middle of the channell, and small ilands, but seven fathoms water on both sides. Toward night, we borrowed so neere the shore, that we grounded; so we layed out our small anchor, and heaved off againe. Then we borrowed on the banke in the channell, and came aground againe; while the floud ran we heaved off againe, and anchored all night.\*

*The eighteenth*, in the morning, was faire weather, and we rode still. In the after-noone our masters mate went on land with an old savage, a governor of the countrey; who carried him to his house, and made him good cheere.

*The nineteenth*, was faire and hot weather; at the floud, being neere eleven of the clocke, wee weighed, and ran higher up two leagues above the shoalds, and had no lesse water than five fathoms; wee anchored, and rode in eight fathomes. The people of the countrie came flocking aboard, and brought us grapes and pompions, which wee bought for trifles. And many brought us bevers skinnes and otters skinnes, which we bought for beades, knives, and hatchets. So we rode there all night.†

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\* Probably a few miles below the spot where Albany now stands.

† Either where Albany now stands, or its immediate neighborhood.

*The twentieth*, in the morning, was faire weather. Our masters mate with foure men more went up with our boat to sound the river, and found two leagues above us but two fathomes water, and the channell very narrow; and above that place, seven or eight fathomes. Toward night they returned; and we rode still all night.

*The one and twentieth* was faire weather, and the wind all southerly; we determined yet once more to go farther up into the river, to trie what depth and breadth it did beare; but much people resorted aboard, so wee went not this day. Our carpenter went on land, and made a fore-yard. And our master and his mate determined to trie some of the chiefe men of the countrey, whether they had any treacherie in them. So they tooke them downe into the cabbin and gave them so much wine and aqua vitae, that they were all merrie: and one of them had his wife with them, which sate so modestly, as any of our countrey women would doe in a strange place. In the ende one of them was drunke, which had beene aboard of our ship all the time that we had beene there: and that was strange to them; for they could not tell how to take it. The canoes and folke went all on shoare; but some of them came againe, and brought stropes of beades; some had sixe, seven, eight, nine, ten; and gave him. So he slept all night quietly.

*The two and twentieth* was faire weather; in the morning our masters mate and foure more of the companie went up with our boat to sound the river higher up. The people of the countrey came not aboard till noone; but when they came, and saw the savages well, they were glad. So at three of the clocke in the after-noone they came aboard, and brought tabacco, and more beades, and gave them to our master, and made an oration, and shewed him all the countrey round about. Then they sent one of

their companie on land, who presently returned, and brought a great platter full of venison dressed by themselves; and they caused him to eate with them; then they made him reverence and departed, all save the old man that lay aboard. This night, at ten of the clocke, our boat returned in a showre of raine from sounding of the river; and found it to bee at an end for shipping to goe in. For they had beene up eight or nine leagues, and found but seven foot water, and unconstant soundings.

*The three and twentieth*, faire weather. At twelve of the clocke wee weighed, and went downe two leagues to a shoald that had two channels, one on the one side, and another on the other, and had little wind, whereby the tyde layed us upon it. So there wee sate on ground the space of an houre till the floud came. Then wee had a little gale of wind at the west. So wee got our ship into deepe water, and rode all night very well.

*The foure and twentieth* was faire weather; the winde at the north-west, wee weighed, and went downe the river, seven or eight leagues; and at halfe ebb wee came on ground on a banke of oze in the middle of the river, and sate there till the floud. Then wee went on land, and gathered good store of chest-nuts. At ten of the clocke we came off into deepe water, and anchored.

*The five and twentieth* was faire weather, and the wind at south a stiffe gale; we rode still, and went on land to walke on the west side of the river, and found good ground for corne and other garden herbs, with great store of goodly oakes, and walnut-trees, and chest-nut trees, ewe trees, and trees of sweet wood in great abundance, and great store of slate for houses, and other good stones.

*The sixe and twentieth* was faire weather, and the wind at south a stiffe gale; wee rode still. In the morning our carpenter went on



land, with our masters mate and foure more of our companie, to cut wood. This morning, two canoes came up the river from the place where we first found loving people, and in one of them was the old man that had lyen aboard of us at the other place. He brought another old man with him, which brought more stropes of beades and gave them to our master, and shewed him all the countrey there about as though it were at his command. So he made the two old men dine with him, and the old mans wife: for they brought two old women, and two young maidens of the age of sixteene or seventeene yeares with them, who behaved themselves very modestly. Our master gave one of the old men a knife, and they gave him and us tabacco. And at one of the clocke they departed downe the river, making signes that wee should come downe to them; for wee were within two leagues of the place where they dwelt.

*The seven and twentieth*, in the morning, was faire weather, but much wind at the north: we weighed and set our fore top-sayle, and our ship would not flat, but ran on the ozie banke at half ebbe. We layed out anchor to heave her off, but could not. So wee sate from halfe ebbe to halfe floud; then wee set our fore-sayle and mayne top-sail, and got downe sixe leagues. The old man came aboard, and would have had ~~us~~ anchor, and goe on land to eate with him: but the wind being faire, we would not yeeld to his request; so hee left us, being very sorrowfull for our departure. At five of the clocke in the after-noone, the wind came to the south south-west. So wee made a boord or two, and anchored in fourteene fathomes water. Then our boat went on shoare to fish right against the ship. Our masters mate and boatswaine, and three more of the companie, went on land to fish, but could not finde a good place. They took foure or five and twentie mullets, breames,

bases, and barbils; and returned in an houre. We rode still all night.

*The eight and twentieth*, being faire weather, as soone as the day was light, wee weighed at halfe ebbe, and turned downe two leagues belowe water; for the streame doth runne the last quarter ebbe: then we anchored till high water. At three of the clocke in the after-noone, we weighed, and turned downe three leagues, untill it was darke: then wee anchored.

*The nine and twentieth* was drie close weather; the wind at south, and south and by west; we weighed early in the morning and turned downe three leagues by a lowe water, and anchored at the lower end of the long reach; for it is sixe leagues long. Then there came certaine Indians in a canoe to us, but would not come aboard. After dinner there came the canoe with other men, whereoff three came aboard us. They brought Indian wheat, which we bought for trifles. At three of the clocke in the after-noone wee weighed, as soone as the ebbe came, and turned downe to the edge of the mountaines, or the northermost of the mountaines, and anchored: because the high land hath many points, and a narrow channell, and hath manie eddie winds. So we rode quietly all night in seven fathoms water.

*The thirtieth* was faire weather, and the wind at south-east a stiffe gale betweene the mountaynes. We rode still the afternoone. The people of the countrey came aboard us and brought some small skinnes with them, which we bought for knives and trifles. This is a very pleasant place to build a towne on. The road is very neere, and very good for all windes, save an east north-east winde. The mountaynes look as if some metall or minerall were in them. For the trees that grow on them were all blasted, and some of them barren, with few or no trees on them. The people

brought a stone aboard like to an emery. (a stone used by glaziers to cut glasse), it would cut iron or steele: yet being bruised small, and water put to it, it made a color like blacke lead glistering: it is also good for painters colours. At three of the clocke, they departed, and we rode still all night.

*The first of October*, faire weather, the wind variable betweene the west and the north. In the morning we weighed at seven of the clocke with the ebbe, and got down below the mountaynes, which was seven leagues. Then it fell calme and the floud was come, and wee anchored at twelve of the clocke. The people of the mountaynes came aboard us, wondering at our ship and weapons. We bought some small skinnes of them for trifles. This after-noone, one canoe kept hanging under our sterne with one man in it, which we could not keepe from thence, who got up by our rudder to the cabin window, and stole out my pillow, and two shirts, and two bandeleeres. Our masters mate shot at him, and strooke him on the brest, and killed him. Whereupon all the rest fled away, some in their canoes, and so leapt out of them into the water. We manned our boat, and got our things againe. Then one of them that swamme got hold of our boat, thinking to-overthrow it. But our cooke tooke a sword, and cut off one of his hands, and he was drowned. By this time the ebbe was come, and we weighed and got downe two leagues; by that time it was darke. So we anchored in foure fathomes water, and rode well.

*The second*, faire weather. At break of day wee weighed, the winde being at north-west, and got downe seven leagues; then the floud was come strong, so wee anchored. Then came one of the savages that swamme away from us at our going up the river with many other, thinking to betray us, but wee perceived their

intent, and suffered none of them to enter our ship. Whereupon two canoes full of men, with their bowes and arrowes shot at us after our sterne: In recompence whereof we discharged sixe muskets, and killed two or three of them. Then above an hundred of them came to a point of land to shoot at us. There I shot a falcon at them and killed two of them; whereupon the rest fled into the woods. Yet they manned off another canoe with nine or ten men, which came to meet us. So I shot at it also a falcon, and shot it through, and killed one of them. Then our men with their muskets killed three or foure more of them.\* So they went their way; within a wile after we got downe two leagues beyond that place, and anchored in a bay, cleere from all danger of them on the other side of the river, where we saw a very good piece of ground: and hard by it there was a cliffe, that looked of the colour of a white greene,† as though it were either copper or silver myne and I thinke it to be one of them, by the trees that grow upon it. For they be all burned and the other places are greene as grasse; it is on that side of the river that is called Manna-hatta.‡ There we saw no people to trouble us: and rode quietly all night; but had much wind and raine.

*The third*, was very stormie; the wind at east north-east. In the morning, in a gust of wind and raine, our anchor came home, and we drove on ground, but it was ozie. Then as we were about to have out an anchor, the wind came to the north north-west, and drove us off againe. Then we shot an anchor, and let it fall in foure fathomes water, and weighed the other. Wee had much wind and raine, with thicke weather; so we roade still all night.

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\* This scene is believed to have taken place from the mouth of Spuyten Duyvil Creek to Fort Washington Point.

† The cliff was probably Castle Point, Hoboken, and the bay was the indention north of the point.

‡ Juet's location of Manna-hata on the Jersey side opens up an interesting field for speculation. It suggests that either he made a mistake in applying the name, or that his Dutch successors did, for the latter applied it to New York Island.

*The fourth.* was faire weather, and the wind at north north-west; wee weighed and came out of the river, into which wee had runne so farre. Within a while after, wee came out also of the great mouth of the great river, that runneth up to the north-west, borrowing upon the norther side of the same, thinking to have deepe water: for we had sounded a great way with our boat at our first going in, and found seven, six, and five fathomes. So we came out that way, but we were deceived, for we had but eight foot and an halfe water: and so three, five, three, and two fathomes and an halfe. And then three, foure, five, sixe, seven, eight, nine and ten fathomes. And by twelve of the clocke we were cleere of all the inlet. Then we took in our boat, and set our mayne-sayle and sprit-sayle, and our top-sayles, and steered away east south-east, and south-east by east off into the mayne sea; and the land on the souther side of the bay or inlet did beare at noone west and by south foure leagues from us.

*The fifth* was faire weather, and the wind variable betweene the north and the east. Wee held on our course south-east by east. At noone I observed and found our height to bee 39 degrees, 30 minutes. Our compasse varied sixe degrees to the west.

We continued our course toward England, without seeing any land by the way, all the rest of this moneth of October, and on the seventh day of November, *stilo novo*, being Saturday, by the grace of God we safely arrived in the range of Dartmouth, in Devonshire, in the yeere 1609.

#### *Henry Hudson's Contract.*

The contract between Henry Hudson and the Dutch East India Company, under which the famous navigator made his voyage of 1609, is an interesting document in more respects than one,



and the American Scenic and Historic Preservation Society has been at some pains to present an authentic copy of it.

The whereabouts of the original document, if still in existence, is not known. According to the authorities of the Royal Archives at The Hague, it was lost more than a hundred years ago. But fortunately, while it was available, it was copied by Mr. Peter Van Dam, Advocate of the Dutch East India Company from 1652 to 1706, and appended to his manuscript history of the Company which is in the Royal Archives. This history, which was written between 1693 and 1701, has never been printed, and his copy of the Hudson contract has never been reproduced in fac-simile before, we believe. We also give a rendering of the document in types, as nearly as the Dutch script can be so represented, parallel with a translation.

A few words of explanation may give a clearer understanding of some of the expressions used in the document:

“The Chamber of Amsterdam” refers to one of the six branches into which the Dutch East India Company was divided. These six branches were located in different parts of the country, each of them managed by its own board of directors. They were called the Chambers of Amsterdam, Zeeland, Delft, Rotterdam, Hoorn and Enkhuizen. From these chambers was chosen a general Council of Seventeen. Although Hudson’s contract was with the Amsterdam Chamber only, it is to be presumed that it was ratified by the general council.

“The ten years account” refers to a provision of the charter of the East India Company which required it to keep an account of each decade’s operations. At the end of each ten years, any stockholder could withdraw his capital if he chose to do so.

The manuscript says “omtrent dertigh lasten,” about thirty lasts. The company, however, placed at Hudson’s service its

“ little ship or yacht ” the “ Halve Maen,” or Half Moon, which its records show had a capacity of 40 lasts, or 80 tons. No model of this vessel exists, either in The Hague or Amsterdam, and the Director of the Royal Museum at Amsterdam says he does not know where one can be found. The oldest ship model actually preserved in the Royal Museum dates from 1647. A diligent search in the Holland art galleries has also failed thus far to reveal an authentic contemporary painting of this historic vessel. We can form a reasonably accurate idea of the appearance of the Half Moon, however, from the references to its rigging in Juet’s Journal and Van Meteren’s “ Historie der Nederlanden,” and from knowledge of the Dutch type of that period. It was a short thick-set vessel, about one-third as wide as it was long, with a high stern cabin, and moderately high forward works. It had a bowsprit, a foremast with a foretopmast, a mainmast with a maintopmast, and in the stern a mizzenmast. As to its sails—any picture representing the ship with a triangular jib or stay-sail is an anachronism. The jib had not yet been invented. In its place, the Half Moon had a “ spritsail,” a form of sail now obsolete. It was a square sail hanging from a yard slung across the bowsprit, its lower corners confined by ropes running back to the hull. Its foresail (alluded to by Hudson as the “ fore-course,”) foretopsail, mainsail (maincourse) and maintopsail, were also square sails, hanging from their respective yards, without booms, their lower corners being confined by ropes. The mizzenmast was rigged with a latteen sail which Hudson called his “ missen-course.” A latteen sail is a triangular sail hung from a yard which slants across the mast at an angle of about 45 degrees. The ship also had an equipment of “ bonnets,” which were supplementary sails designed to be laced to the principal

sails in order to enlarge their area. The Hon. Henry C. Murphy, formerly United States Minister to the Netherlands, apparently labored under some misapprehension when, in his valuable brochure entitled "Henry Hudson in Holland," (printed in 1859), he said that "the masts were rigged with gaffs half way down like a sloop." A careful study of contemporary prints and maps indicates that fore-and-aft sails with gaffs had not then been devised, although they begin to appear in illustrations of the latter half of the century.\*

"Longitude" in the Dutch text we have rendered "longitude" in the English text; but "follow the longitude" in this case does not mean "follow the meridian." The word "longitude," which signifies literally "length," came into use among early geographers to express distance east and west, because they believed the earth was longest in that direction. For instance, Marco Polo speaks of being "the first traveller to trace a route across the whole longitude of Asia." In the present case, the expression "follow the longitude" obviously means to continue along the lengthwise direction (or eastward) from Nova Zembla.

It is interesting to note that in this document, written by Dutch lawyers, in the Dutch language, in the Dutch city of Amsterdam, Henry Hudson's name appears twice, and that in both the body of the instrument and the signature the Christian name is written "Henry," not "Hendrik." As before stated, the document here reproduced in fac-simile is a copy of the original,

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\* There is a model of Hudson's ship, the Half Moon, in the United States National Museum at Washington, but "there is little probability that it closely approximates the ship it is intended to represent," says Mr. Richard Rathbun, Assistant Secretary in charge of the Museum. "It represents a ship of the seventeenth century, carrying three square sails on the foremast and one on the bowsprit, and a latteen sail on the mainmast. It has only two masts. The ends of the vessel are substantially alike; they are excessively full—almost square; the bottom is nearly flat and extends the entire length, there being no run and practically no upward slope to the bow. There is a deep waist on the main deck, a topgallant forecastle; a high quarter deck; the quarter deck bulwark extends abaft the deck, forming a sort of pink, through which the rudder head passes. The bowsprit is formed of two pieces of timber joined at their outer ends and separated where they meet the stem, thus acting as a vertical support to each other."





Contract met Henrij Hudson

Op Wednesday den 8 Januarij 1609...
Henrick van den Broeck...
sijn met veel handelen...
Overtakmen De Gouverneur...
Indien...
Henrick van den Broeck...
sijn met veel handelen...
Overtakmen De Gouverneur...
Indien...
Henrick van den Broeck...
sijn met veel handelen...
Overtakmen De Gouverneur...
Indien...

HENRY HUDSON'S CONTRACT WITH THE DUTCH EAST INDIA COMPANY IN 1609.

Facsimile of copy of original instrument in Peter Van Dam's manuscript
History of the East India Company in the Royal Archives of Holland.
See Appendix B.

nogh mogre komen te arriveren, ofe dat hij  
bis met Juan getommen waer, ende de passagie  
goet en te bequame datse Comp: woderomme  
sajde gebriijcken, gevonden hadde, In welcken  
gvalt de Bewintelbeken aanden voorn:  
Hindson voer sijn familie, 20 peijtes, u konste  
sijn u recompensen tot vore tijt, waer  
mede den voorn: Hindson te vreden is, Ende ginge  
vallen de Bewintelbeken gevonden alsdan  
deselue reijse te verolgen en Continuieren, is met  
den voorn: Hindson geacordeert en verdragen  
dat hij hi te lande sijn woonstee met vrouw-  
en kinderen sal nemen, en hem van niemant  
anders aldande Comp: luten gebriijcken, en dat  
tot redelijckheit en tijt van de Bewintelbeken.  
Die hem oock van den sijnen vonden tijt aldan  
in alle billijckheit en redelijckheit hem te ver-  
genoege en Continuieren, Althoudt <sup>oock</sup> ~~oock~~ of-  
lijt, Inken sijn den reijse sijn sijn u gemacht  
eue Continuieren van den sijnen u bij beide  
santijn indertijt, als mede sijn sijn u  
Hindson, als oock en getijt van den sijnen  
was getijt. Dink dat is 1 Peite. Hendrik  
Hindson, Cuy sijn u sijn u sijn u sijn u  
als getijt.



and the English "y" in Hudson's signature is represented by its Dutch equivalent "ij," as in the word "Januarij" for "January."

In the translation we have followed the common practice of representing the Dutch "i" by "J," as in "Jodocus," etc.

The assistance of "Jodocus Hondius as interpreter" is further proof of how good an Englishman and how poor a Dutchman Hudson was, and emphasizes the propriety of Governor Higgins' official decision in 1906, apropos of the Hudson Ter-Centenary, that Hudson should be called "Henry."

Dirck van Os and Johan Poppe, the other two signers of the contract, were directors of the Amsterdam Chamber of the East India Company.

It is perhaps needless to add that the spelling in the old Dutch text differs in many respects from modern Dutch spelling.

*Contract met Henrij Hudson.      Contract with Henry Hudson.*

Op heden Den 8 Januarij int' Jaar onses Heeren Een Duijsent Ses Hondert en negen Sijn met malkanderen geaccordeert en overkomen De Bewinthebberē vande Oost-Indische Comp<sup>e</sup>: vande Camer van Amsterdam vande tienjarige Reeck<sup>e</sup>: ter eenre, En Mr Henrij Hudson, Engelsman, geassisteert met Iodocus Hondius ter andere sijde, In maniere navolgende. Te weten: Dat de voorsz: Bewinthebberē metten eersten sullen equipperen een scheepken of Iaght, van omtrent dertigh lasten waar mede de voorn: Hudson omtrent den

On this day, the 8th of January, in the year of our Lord, one thousand six hundred and nine, the Directors of the ten-years' account of the Chamber of Amsterdam of the East India Company on the one part, and Mr. Henry Hudson, Englishman, assisted by Jodocus Hondius, on the other part, have agreed and covenanted with each other in the manner following, to wit: That the aforesaid directors at the first opportunity shall equip a small ship or yacht of about thirty lasts, well-provided with men, provisions and other daily necessa-

eersten van April, van volck, vivres, en andere nootlijkheden wel voorsien sal seijlen om passagie te soecken door t' noorden, benoorden Nova Sembla om, en soo lange de Longitudine vervolgen, dat hij sal kunnen seijlen Zuidwaart tot op de hooghte van Sestigh graden, en soo veel kennisse van Landen sien te bekomen als sonder merckelijck tijt verlies sal kunnen geschieden en ist' doenlijck stracks weder om keeren, om aan de Bewinthebberē te doen getrouwelijck rapport en relaes van sijn reijse, en Overgeven sijn Iournalen, Coursen, kaerten, en alles wat hem op de reijse wedervaeren is, sonder iets aghter te houden, op welke aanstaende reijse de Bewinthebberē aan den voorsz: Hudson sullen betalen soo tot sijn uijtrustinge op de voorsz: reijse, als tot onderhoud van sijn vrouw en kinderen, de somme van Aght Hondert Gulden, en jngevalle (daar Godt voor sij) hij in een jaar niet wederomme hier te lande, of hier omtrent en quame te arriveren, sullen de Bewinthebberē nogh aan sijn Huijsvrouwē betalen twee Hondert g<sup>1</sup>: Courant, en als dan aan hem en sijne erven niet vorder gehouden sijn, Ten waere hij daer na nogh moghte komen te arriveren, ofte dat hij bin-

ries, wherewith the aforementioned Hudson shall sail about the first of April to seek a northerly passage around the north side of Nova Zembla, and so long follow the longitude [or, that direction] that he shall be able to sail southward to the latitude of sixty degrees, and try to become as well acquainted with the lands [seen] as shall be possible without considerable loss of time; and, be it feasible, immediately to return in order to give to the Directors a faithful report and relation of his voyage, and hand over his journals, courses, charts, and [account of] everything that has befallen him on the voyage, without holding anything back. For which intended voyage the Directors shall pay to the aforesaid Hudson, as well toward his outfit for the aforesaid voyage as to the support of his wife and children, the sum of 800 guilders. And in case (which God forbid) he should not return to this country here or hereabouts within a year, the Directors shall pay besides to his wife 200 guilders current money, and thereupon shall not be bounden further to him and his heirs; unless thereafter he should still arrive, or that he

nens' jaars gekomen waar, ende de passagie goet ende bequaem datse Comp<sup>e</sup>: wederomme soude gebruijcken. gevonden hadde, In welcken gevalle de Bewinthebberēn aan den voorn: Hudson voor sijne periculen, moeijten, en konste sullen recompenseren tot haere discretie, waer mede den voorn: Hudson te vreden is, Ende jngevalle de Bewinthebberēn goetvonden alsdan deselve reijse te vervolgen en continueren, is met den voorn: Hudson geaccordeert en verdragen dat hij hier te Lande sijn woonstee met vrouw en kinderen sal nemen, en hem van niemant anders als vande Comp<sup>e</sup>: laten gebruijcken, en dat tot redelijckheit en discretie vande Bewinthebberēn die hem oock van den selven vorderen dienst alsdan in alle billijckheit en redelijckheit beloven te vergenoegen en Contenteren. Alles sonder argh of list. In kennisse der waerheit sijn hier van gemaect twee Contracten van eenen teneur, en bij beide partijen onderteijckent, als mede bij Iodocus Hondius, als tolck en getuijge. Datum als boven, was geteekent, Dirck van Os, I: Poppe, Henrij Hudson, lager stont, Bij mij Iodocus Hondius als getuijge.

were come within the year and had found the passage good and convenient for the Company to use again; in which case, the Directors shall recompense the aforementioned Hudson for his perils, labors and science in their discretion; wherewith the aforementioned Hudson is content. And in case the Directors thereupon deem it good to repeat and continue the same voyage, it is covenanted and agreed with the aforementioned Hudson that he shall take up his residence here in this country with his wife and children, and accept employment with no one other than the Company, and that in the judgment and discretion of the Directors, who also promise in such case to satisfy and content him in all equity and fairness for the same further service. All without deceit or fraud. In witness of the truth are hereof made two contracts of one tenor, and by both parties undersigned, as well as by Jodocus Hondius as interpreter and witness. Dated as above. Was signed, Dirck van Os, J: Poppe, Henry Hudson. Lower stood, By me, Jodocus Hondius, as witness.\*

\*We are indebted to Prof. A. J. F. van Laer, the accomplished Dutch scholar and Librarian of Manuscripts in the New York State Library at Albany, for his courtesy in verifying our translation.









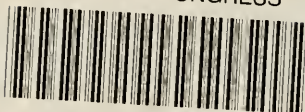








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