

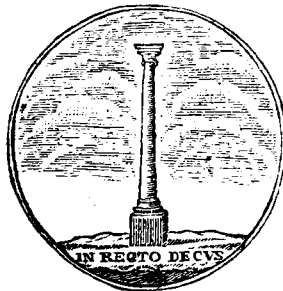
THE
MODERN PART
OF AN
Universal History,

FROM THE
Earliest ACCOUNT of TIME.

Compiled from
ORIGINAL WRITERS.

By the AUTHORS of the ANTIENT PART.

VOL. XLI.



L O N D O N :

Printed for T. OSBORNE, C. HITCH, A. MILLAR,
JOHN RIVINGTON, S. CROWDER, B. LAW and
Co. T. LONGMAN, and C. WARE.

M.DCC.LXIV.

wronged, rather than go to law. They are superstitious to the last degree in observing the sabbath ; and, all their prayers and preachings, during their worship, are extempore. Humility, chastity, temperance, and other christian virtues, are commonly the subjects of their discourses ; and they imagine, that the souls of dead christians are employed in converting those of the dead, who had no opportunity of knowing the gospel. They deny the eternity of hell-torments, but believe in certain temporary ones that will be inflicted on infidels, and obstinate persons, who deny Christ to be their only Saviour ; but they think, that at a certain period, all will be admitted to the endless fruition of the deity. A people, whose principles are so harmless, and whose practice is so simple and virtuous, cannot be otherwise than happy upon earth. Among themselves, they know nothing but harmony and mutual affection ; every one cheerfully performs the task of industry assigned to him, and their hospitality and courtesy to strangers is unbounded ; but their principles lead them to take nothing in recompence.

H U D S O N' S - B A Y.

THE trade of the country is become so considerable to *Original*
Great Britain, that, though it affords but few settle-^{of the}ments, and no cities, the history of it is as interesting as that *Hudson's* of any other *American* colony. It is of very little import-*Bay com-*ance to the *English* right to this trade, that about the year *pany*. 1605, the *Danes* discovered countries to the northward of *Hudson's-Bay* ; from whence they brought some of the natives, who were of a diminutive size, and sailed in little canoes, or rather boats, made of skins, containing but one person, but so secure, as to be proof, even upon the open ocean, against the most violent storms and tempests. Late discoveries have proved the truth of the last mentioned fact, and that those inhospitable countries are inhabited by people of a small size, resembling the *Laplanders*, and the *Samoids*, or the wandering *Tartars* (N). The first discovery of those northern lands, were made by the adventurers from different parts of *Europe*, who endeavoured to find out the north-west passage to *China*

(N) See an account of that part of *America*, which is the nearest to the land of *Kamschatka*, extracted from the description of *Kamschatka*, by professor *Kraßbennicoff*, printed at *Peterburg*, in two volumes 4to. in 1759, and translated by Dr. *Dumarsque*, chaplain to the *English* factory at *Peterburg*.

and the *East-Indies*; and there is no great dependence to be laid upon the grant given by *Henry* the VIIth of *England*, in 1496, to the *Cabots* of all the lands they could discover and settle to the westward of *Europe*; for it is certain, that though they might take a general possession, yet they made no settlement. In the years 1576, 1577, and 1578, Sir *Martin Forbisher* made three different voyages to discover the said passage; but all we know that he discovered, was the strait which still retains his name: nor could he bring the natives of *Terra de Labrador* to trade, or enter into the least communication with the *English*; on the contrary, they took every opportunity of cutting them off.

Discovery
of the bay.

In 1585, *John Davis*, who sailed from *Dartmouth*, came to the latitude of 64 degrees, 15 minutes, and proceeded to 66 degrees, 40 minutes. Next year, he ran to 66 degrees, 20 minutes, and from thence he coasted southward to 56 degrees; but though at last in 54 degrees he found an open sea, which he flattered himself might be the so much wished for passage, yet the weather there was so tempestuous, that he was obliged to return to *England*; nor did he in the three voyages he made to those parts, gain any farther discovery or settlement. About 1583, Sir *Humphrey Gilbert* took possession of *Newfoundland* for the crown of *England*; but no farther attempts were made, till *Henry Hudson*, in 1607, is said to have discovered as far as 80 degrees, 23 minutes; and prosecuted his discoveries, though very unsuccessfully, and with little appearance of profit. In the year 1610, he proceeded many leagues farther than any man had done before him, and was stoppt only by the ice and the shoal water; and finding himself imbayed, he was there obliged to winter; and the following spring, endeavouring to proceed farther, he perished. In the year of his death, prince *Henry*, who, for his public spirit, was so justly beloved by the people of *England*, encouraged Sir *Thomas Button* to pass *Hudson's* streights, which he did, and sailing westward, discovered a continent, and gave it the name of *New Wales*. Being unable to pass farther than the 56th degree of north latitude, called by him the *Ne Ultra*, he wintered at port *Nelson*, in the 57th degree, and from him the bay was called *Button's bay*. In 1616, one *Baffin* attempted to prosecute *Button's* discoveries, and proceeded as far as the 78th degree; but perceiving his attempt to be impracticable, he returned, though he failed to the 80th degree. In 1632, captain *Fox* sailed into *Hudson's Bay*, where he saw many whales towards the end of *July*; but he proceeded no farther than port *Nelson*, in 56 degrees, and there he wintered. The

civil wars of *England* soon after coming on, prevented our countrymen from pushing their discoveries farther; but prince *Rupert*, and some public-spirited gentlemen, in 1667, fitted out *Guilam*, who landed at *Rupert* river, on the east continent of *Hudson's Bay*, where he built *Charles* fort, and laid the foundation of a fur-trade with the natives.

THIS trade bore so good an aspect, that in 1669, a royal charter was granted to the adventurers, in the following terms: "To prince *Rupert*, count palatine of the *Rhine*, to *George* duke of *Albemarle*, to *William* earl of *Craven*, and to fifteen others, and to others whom they shall admit into the said body corporate, power to make a common seal, and to alter it; to chuse annually, some time in *November*, a governor, a deputy-governor, and a committee of seven, any three of the committee, with the governor and deputy-governor, to be a court of directors: freemen to be admitted (their factors and servants may be admitted freemen) at a general court, a power to dismiss the governor, deputy-governor, or any of the committee, before the year expires; and upon their dismissal or death, to elect others in their room for the remainder of the year: to have the sole property of lands, trade, royal fishery, and mines, within *Hudson's* straits, not actually possessed by any christian prince, to be reputed as one of our colonies in *America*, to be called *Rupert's* land, to hold the same in free and common soccage, to pay the skins of two elks, and two black beavers, as often as the king and queen shall come into those lands: power to assemble the company, and to make laws for their government and other affairs, not repugnant to the laws of *England*; an exclusive trade, without leave obtained of the company, penalty, forfeiture of goods and shipping, one half to the king, one half to the company. In their general meetings, for every 100 *l.* original stock, to have one vote, may appoint governors, factors, and other officers, in any of their ports; the governor and his council to judge in all matters, civil and criminal, and execute justice accordingly: where there is no governor and council, may send them to any place where there is a governor and council, or to *England* for justice: liberty to send ships of war, men, and ammunition, for their protection, and erect forts: to make peace or war with any people who are not christians, may appeal to the king in council."

NORWITHSTANDING this charter, the *French* pretended to the right of pre-occupancy, founded upon the discoveries of their countrymen, long before the date of this charter. They alleged, that the sieur *Bourdon*, and another *Frenchman*, repeatedly took possession of *Hudson's Bay* and its neighbour-

hood, between the date of this charter and the year 1636. It is certain, that in 1663, three *Frenchmen* *Medard, Chouard des Grosilliers*, and *Pierre-Esprit de Radisson*, out of some pique they had conceived against their own country, conducted *Guilam* to the river *Nemiscau*, which discharges itself into the bottom of the bay, and there first built fort *Rupert*, and afterwards fort *Monsonis*. The *French* considered this possession as an usurpation, and their intendant endeavoured to prevent a prescriptive right in favour of the *English*; but *Colbert's* pacific measures prevented any rupture between the *French* and *Charles the II*d on that account. The *French*, however, endeavoured to gain by degrees, what they did not attempt by force. *Grosilliers* and *Radisson*, before they were employed by the *English*, had presented memorials, both at *Quebec* and at *Paris*, upon the practicability of carrying ships from *Canada* to *Hudson's-Bay*; and this they did upon the information of certain savages, whom they met with near the lake of the *Missonnals*, who conducted them by land to the bottom of the bay, where, according to the *French* accounts, the *English* had not yet made a settlement. Their memorials were treated by the *French* ministry as mere fictions, but the *English* ambassador at *Paris* recommended them both to the service of the *English* nation, from whom they soon found both patronage and protection. The *French* at *Quebec*, when it was too late, discovered their oversight. A deputation of savages, who had repaired to *Quebec*, to solicit for missionaries, offered to conduct the *French* by an easy way from the river *Saguenay* to *Hudson's-Bay*; and *Talon*, the intendant-general of *Canada*, sent along with them, upon the discovery, father *Albanel*, and two other *Frenchmen*. They left *Quebec* on the 22d of *August*, 1671, but by this time, one

Mr. Bailly, an *Englishman*, had been sent over by the company as governor, and he was attended by the abovementioned *Radisson*; so that when the three *Frenchmen*, conducted by the savages, arrived at the bay, which they did on the 17th of *September* that same year, they found the *English* there in full trade with the savages. This obliged the *Frenchmen* to send to *Quebec* for passports (we suppose, to prove that they were no pirates;) but before these could arrive, they lost the season for navigating the bay, and they were obliged to winter on the banks of lake *St. John*. On the 1st of *June*, 1672, they set out on their return for *Quebec*; but on the 13th, they were intercepted by eighteen canoes, filled with *Mistassin* savages. Father *Albanel* immediately accosted them, informing

Mr. Bailly,
governor.

them, that the *French* were their friends ; and that they had lately defeated their enemies the *Iroquois*, who were in no condition to molest them farther. The chief of the *Mistassins*, whose nation in general, it seems, had a hankering towards popery, or, what *Charlevoix* calls, christianity, returned the father thanks for his information, and he prevailed upon them to promise to trade upon the lake of St. John, where they were always sure to meet with merchandizes to barter, and a missionary to instruct them. The savages pressed *Albanel* to remain with them ; but he excused himself, and promised to return to lake St. John. After this, the *French* adventurers entered upon the lake of the *Mistassins*, and then reached the banks of the lake *Nemiscou*, and on the 1st of July, a place called *Miscoutenagechit*, where they were received by the natives with vast demonstrations of joy. Notwithstanding this, *Albanel* perceived that the natives carried on a beneficial trade with the *English*, which they were so determined not to forego, that *Albanel* was obliged again to assure them, that he and his companions had no farther view in the visit they paid them than the safety of their souls, and to inform them, that they had nothing to fear from their enemies the *Iroquois*. Some days after, the *French* adventurers left that village, visited the neighbourhood of lake *Nemiscou*, and embarking upon the river of the same name, they fell into the bay, where they took a sham possession ; but it had not the least influence upon the *English* commerce there.

WHILE the *French* were thus employed, the *English* ad-
 venturers had formed themselves into a regular company, at
 the head of which was prince *Rupert* : the other members
 were, Sir *James Hayes*, Mr. *William Young*, Mr. *Gerard*
Weymans, Mr. *Richard Cradock*, Mr. *John Letton*, *Christopher*
Wrenn, Esq; Mr. *Nicholas Hayward*. Mr. *Baily*, who was then
 governor, resided chiefly at the small fort, which had been
 built upon *Rupert's* river, but all the *English* inhabitants there
 did not exceed twenty : His neighbours were the *Indians*,
 whose princes and headmen, with their families, often came
 begging for mere subsistence, to the *English* ; for, as their
 means of living depended entirely on the success of their
 hunting, they were reduced to starve as often as that resource
 failed them. It may, however, be proper here to observe, that
 perhaps the neighbourhood of the *English*, and their hospita-
 lity, encouraged those barbarians, who are naturally the most
 indolent beings in the universe, to this practice of begging.
 The *English* themselves had but a precarious dependence for
 their subsistence, and waited for returns from *England* for all
 their food and necessaries, so barren and inhospitable was the
 neigh-

neighbouring country. Mr. *Baily* having relieved the prince, his cocamish or wife, and his great officers of state, by giving them victuals, attended them in a fishing expedition, in which they had but very indifferent success. In 1673, *Groselliers* arrived at port *Nelson*, where a kind of factory had been established, but under very discouraging circumstances, because the neighbouring *Indians* had been prevailed upon by the *French* to abandon the country. The governor himself, tho' he and the few *English* with him, carried on a gainful traffic with the distant *Indians*, was in a most miserable situation, being in danger of perishing in the crazy cabins they had erected, and they subsisted chiefly on fishing, and killing such wild fowl as came in their way. Towards the beginning of the year some *Indians* visited them, and brought along with them a little fresh meat. This afforded them a temporary relief from the scurvy, which the eating their salt provisions had introduced amongst them.

which is
supposed by
the French.

THE *French* knew the hardships, but, at the same time, the benefits of the trade. *Radisson* had married a daughter of Sir *David Kirk*, the same who had conquered *Quebec*, and not thinking himself sufficiently rewarded by the *English*, he had made his peace with the court of *France*, from which he had received several distinguishing favours, and settled in *Canada*. Here he formed what he called a company of the north, which was founded on a plan for dispossessing the *English* of *Hudson's-Bay*. At the head of this company *Radisson* and his companions were placed, as being best acquainted with the country and its trade. Nothing but the most insatiate desire of gain could have induced them to any attempt to disturb the miserable settlement of the *English* in *Hudson's-Bay*. Profit, or the prospect of it, recompensed governor *Baily* and his companions for all their hardships. By this time, some of the *Indians* were so well reconciled to the settlement, that they had built wigwams at the east end of the *English* fort, for the benefit of their trade. Those *Indians* went by the name of *Cuscudidabs*, and their king promised to wait upon the *English* governor, who, with his company, were now reduced to almost as melancholy a situation, as the savages themselves. The message of the *Indian* prince coming to the ears of the *French* jesuits, the latter animated the savages against the *English*, and the habitation of the *Cuscudidabs*, at the east end of the fort, was threatened with an invasion from the *French* *Indians*. This was attended with very serious consequences: the *French* leaving nothing unattempted to ruin the *English* trade, and to make a settlement, about eight days journey from that of the *English*. This introduced a debate amongst the *English*, whether

whether they ought not to remove to *Moose* river from fort *Rupert*, in order to prevent their trade with the natives being intercepted by the *French*. This happened in the year 1674, and it seems the result of the debate was, that the *English* should continue where they were, but to take all opportunities to cut the *French* out of the trade. By this time, the king *Cuscudidab* had enlarged his wigwam to the very walls of fort *Rupert*, to which they proved so troublesome and so dangerous neighbours, that Mr. *Baily* was obliged to order, that no *Indian* should enter the fort, except the king and his chief courtiers. On the 20th of *May*, twelve of the king *Cuscudidab*'s subjects came to the fort, and informed him, that few of the upland *Indians* would trade that year with the *English* in *Hudson's-Bay*; they having been persuaded by the *French* to traffic with their *Canadians*: upon this, Mr. *Baily* ordered his sloop to proceed up the river, that he might re-establish his interest among the upland *Indians*. Upon his landing, a feast of beaver and moose flesh, and other eatables, dressed in the *Indian* fashion, was served up in vast plenty; but we know of very little advantage which this visit produced to the *English*. They had better fortune in a voyage they afterwards made to the *Moose* river, where they discovered several whales, and were in danger of being attacked by the *Nodway Indians*; but this expedition proved profitable; for Mr. *Baily* returned with 1500 skins, and established a trade with the *Shechittawams*, from whose country he coasted along to port *Nelson*.

ALL the profits of the trade, however, could not ward off *Misery of* the danger of starving, which every day stared the *English* the Eng- full in the face. They had almost spent all their provisions, lish in as well as their powder and shot, upon which their very be- Hudson's ing depended, having no means of subsistence but by killing Bay. game. This danger being over, the governor of *Quebec*, on account of the great friendship then subsisting between the courts of *France* and *England*, as he pretended, sent a jesuit to *Rupert* fort, but in reality, to be a spy upon the strength and situation of the *English*. This jesuit brought letters for *Grosfilliers*, which, with some preceding circumstances of suspicion, confirmed the *English* in their opinion of his privately keeping a correspondence with his countrymen, the *French*. Notwithstanding this, Mr. *Baily* the governor, behaved himself towards this jesuit with the greatest humanity, by giving him cloaths, he having been stript by some of the savage nations. It appears, as if *Baily* had been so artful as to prevail with the jesuit to discover his real business; for he learned from him that the *Tabitte Indians*, whose country lay

lay within the bounds of the patent granted to the *Hudson's-Bay* company, traded with the *French*, who intended to pay the *English* at *Hudson's-Bay* a very disagreeable visit. They had practised upon the *Nodways*, and *Moose-River Indians* to keep up their commodities at an extravagant rate; and this, together with the difficulty of subsisting in that miserable climate, at last determined the governor to march for *Point Comfort*, and from thence to sail for *England*. All their flour and bread at this time did not exceed two hundred pound weight; and they had only two barrels of peas, and thirty geese in pickle, to support them during their voyage. Their sloop accordingly fell down to *Point Comfort*; but some firing being heard, they concluded it was from *English* ships, and delayed sailing. This delay served only to consume their provisions, and no *English* for some days appearing, they were overwhelmed with horror; but at last they understood that the ship prince *Rupert*, commanded by captain *Gillum*, with *William Lyddal*, Esq; a new governor, was arrived upon the coast. At the same time, captain *Shepherd*, in the *Shaftsbury*, arrived from *England*; where the profits of the trade became to be better understood. It was now the 18th of September; (in that country a late season) when Mr. *Bailey* delivered up all his authority to governor *Lyddal*, who finding the year too far advanced for the ships to return to *England*, employed their crews in felling timber for building houses and conveniencies for dwelling. It soon appeared, that the newly arrived ships had not brought with them a sufficiency of provisions for the subsistence of the settlers, so that they were reduced to vast straits. Mr. *Bailey* was happy enough to return to *England*, where he gave the company very great lights, as to their interest; and they encreased the settlement by an additional number of factories upon the rivers, which discharge themselves into the bay.

*They are
invaded by
the French.*

In the year 1682, the *French*, at *Quebec*, fitted out two miserably equipped ships for two purposes. The first was to drive the *English* from *Hudson's-Bay*, and the other to establish a peltry trade there among the natives. Proceeding to fort *Rupert*, they found it so well guarded, that they did not venture to attack it. They then cruised along the west coast of the bay, in search of a commodious situation for the fur-trade, and at last they arrived at port *Nelson*, where the two rivers of *Bourbon* and *St. Therese* join. *Radisson* was one of the adventurers in the expedition; and, when the *French* were wintering in the river of *St. Therese*, the *English* were encamped upon that of *Bourbon*; and that the *French* discovering the *English* so near them, though they were no more than

than twelve men, attacked the *English*, who were eighty in number, but all of them drunk, and made them prisoners, as they did six other sailors who were in a separate body. Father *Charlevoix*, however, ^h gives a very different account of this adventure. According to his information, upon the arrival of *Radisson* in the river *St. Therese*, a *Boston* vessel appeared at the mouth of the same river, not far from the place where the *French* were encamped. A few days after, a large ship from *London*, cast anchor at the same place, to the great dread of the *Boston* men, who, it seems, were little better than pirates, and of the *French* who were unprovided with the means of defence. The *English* large ship, however, was, by currents, driven from her anchors, and wrecked among the shoals of ice, without any possibility of being saved. Some of the crew got upon those shoals, which were driven towards the mouth of *St. Therese* river, where *Redisson* and *Grafeilliers* then commanded. The *French* seem to have made the utmost advantage of their misfortunes; for though they relieved the *English* with victuals, and suffered them to erect some booths on the banks of the river, to shelter them from the inclemency of the weather, yet they obliged the *English* commander to promise them in writing, to erect no fortifications there, and to do nothing prejudicial to the rights of his most christian majesty. The *English* are accused of having violated their promise, and of endeavouring to surprize the *French*, who secured them to prevent other consequences. Such is the lame and improbable narrative given by *Charlevoix* of this affair; but, like other *French* narratives of the same kind, it is full of absurdities, and rests upon no evidence. The truth is, one *John Bridger*, Esq; was appointed governor of the *Hudson's-Bay* company of the west main, from cape *Henrietta Maria*, which had been in Mr. *Lyddal's*, or the east main's patent. Mr. *Bridger* went to port *Nelson*, where captain *Gillam* had been settled, but was not strong enough to prevent the *French* from landing. Upon *Bridger's* ship appearing, the *French* commanded him to be gone; but, he landed his goods, and began a settlement, without any interruption from the *French*, with whom he lived in very good correspondence till *February* following; when the *French* treacherously surprized the *English*, and all their effects, and kept them in confinement till *August*, when they put the common men on board a rotten bark, which was taken up at sea by an *English* ship; but they carried *Bridger* and *Gillam* prisoners to *Quebec*, with all the *English*

The Eng-
lish reco-
ver their
settlement.

plunder.

^h CHARLEVOIX, Vol. II. p. 300.

plunder. Here *Radisson* and *Groffilliers* quarrelled with the *French* northern company, who wanted to seize their cargoes, in right of their charter; upon which they went to *France*, where they found the ministry so much prepossessed against them, that they applied to lord *Preston*, the *English* ambassador at *Paris*. By his intervention they again compromised matters with the *English Hudson's-Bay* company, and *Radisson* received a pension from the court of *England*, which he held the remaining part of his life. In 1685, he sailed with two ships to secure the fort which he himself had built at the mouth of *St. Therese* river, and which was held by his nephew *Chouart*, son of *Groffilliers*, with a garrison of no more than eight men; and upon *Radisson's* appearing before it, it was immediately surrendered with all the effects in it, which, according to the *French* accounts, amounted to a very considerable sum.

NOTWITHSTANDING this blow, the *French* still continued to have a settlement on the river *St. Therese*; and it was agreed between the two courts, that the trade should be common to both nations. We have, in the history of *Canada*, given an account of the subsequent operations of the *French* from *Canada*, against the *English Hudson's-Bay* company; to such we refer our reader. Captain *John Abraham* was then the *English* governor of port *Nelson*, and *Henry Serjeant*, Esq; succeeded Mr. *Nixon*, as governor of *Rupert* river. By this time, the chief factory was removed from fort *Rupert* to *Chickewan*, now called *Albany* river, which the governor made the place of his residence. His instructions from the company were, that he should repair every spring to *Charleton* island, with all the goods he possibly could collect together, to be put on board the company's ships, who were to rendezvous there; and that he should be particularly watchful against any surprize from the *French*. The company, at the same time, ordered *Serjeant* to settle a factory at a place called *Hayes* island, at the bottom of the bay, and another on *Charleton* island, where he built a fort, and kept some men in it, with warehouses and other conveniencies for trade. The great gains which the company made, had, about this time, tempted many of its servants to be unfaithful to them; and they were removed. The expence of supplying their settlements with provisions, made them recommend it strongly to the factory, to endeavour to raise corn and vegetables; but, though repeated attempts were made for that purpose, yet they came to nothing. In 1686, we find, the *Hudson's-Bay* company in possession of five settlements; namely, *Albany* river, *Hayes* island, *Rupert's* river, fort *Nelson*, (or *York*) and
New

New Severn. Their trade at all those settlements was very gainful, and from *Albany* river alone, they generally brought home 3500 beavers a year. The manner in which this trade was destroyed by the *French* has been already related. It happened fortunately for the *English* settlements, that very little regard was paid to their court by the *American* chiefs, and both nations were equally disgusted with the arrangement that had been made of port *Nelson*, being in common to both. *Denonville*, the governor of *Canada*, gave it as his opinion to the court of *France*, that all the three forts which they had taken from the *English* should be restored to them, rather than suffer them to have any communication with fort *Nelson*. In 1687, the *English* attacked fort *Quitchitchouen*, then called fort *St. Anne*; but they were repulsed by *Iberville*, who burnt one of their vessels, and a storehouse they had erected on the banks of the river. Those hostilities gave great uneasiness to the two courts, and several conferences were held upon them; but nothing effectual was done, when the revolution, which happened in *England* in 1688, embroiled affairs more than ever. The *French* were the first who profited by the breach; for, apprehending that the agents of the *Hudson's-Bay* company would not be upon their guard, *Frontenac*, who was now governor of *Canada*, had orders to drive the *English* from all their posts there. The reader has been already informed as to the success of this plan, to which we shall confine ourselves, and which extended much farther than the conquest of *Hudson's-Bay*. Ibid. p. 48 and 49.

DURING the campaign of the year 1689, the *French* were unfortunate in all their enterprizes in *North America*, excepting at *Hudson's-Bay* alone, where *Iberville* commanded at fort *St. Lewis*, which lay at the bottom of the bay, and his lieutenant *la Ferte*, having taken prisoner one of the company's agents, found among his papers an order from the directors of his company, for proclaiming king *William* and queen *Mary*, and to maintain the company's right to the whole of the bay. According to the *French* account, this claim was supported by the appearance of two *English* ships, one of them of 18 guns, the other of 10, besides swivels, both of them loaded with a great number of small arms, and provisions of all kinds; the crews in the whole amounting to 83 men. Though the *French* had most infamously broken the capitulation which had been settled between the chevalier *de Troyes* and governor *Serjeant*, when they took fort *Albany*, and the company's other settlements, yet they exclaimed against the attempt of the *English* to retake them, as a scandalous breach of good faith. *Iberville's* garrison in fort *St. Anne*, Successes of the French in Hudson's-Bay.
other-

otherwise called fort *Albany*, was but inconsiderable when the *English* summoned it to surrender: *Iberville* gave no determinate answer, and acted with so much cunning, that he deceived the *English* into an opinion of his compliance: This rendered them so secure, that he found means to carry off twenty-one of their best men, their surgeon, and one of their principal officers, he then summoned them to surrender prisoners of war. The *English*, who were still forty able-bodied men, rejected the summons, tho' they were at that time in a miserable situation, being encamped on a small island, while their ships were jammed in by shoals of ice. *Iberville* ordered his brother *Maricourt* to harass them with a small party, both by land and on board their ships; and he himself in two days after supported them, and a cannonade ensued on both sides, without much loss to either. At last, *Iberville* renewed his summons for a surrender, and threatened, if it was not complied with, to give them no quarter. The *English*, in answer, pretended, that the fort belonged to them, and that the *French* had begun hostilities. *Iberville* paid no regard to those allegations, and demanded that not only the *English* should surrender prisoners of war, but that they should deliver up to him both their ships with their cargoes. After some consultation, this was agreed to, upon *Iberville* paying the officers their wages, which amounted to about 600 *l.* and upon his giving them a vessel, properly equipped, in which they might transport themselves elsewhere. *Iberville* took care that those officers should be attended by very few of their common men, and by none of their pilots, of whom they had eleven on board, carrying them all prisoners to *Quebec*, to which, with his two prizes, he repaired by an order from the governor of *Canada*. He arrived at *Quebec* on the 25th of *October*, 1689, having left his brother *Maricourt*, with no more than thirty-six men, to guard the posts at the bottom of the bay.

As we have little or no account of this expedition on the part of the *English*, we have been obliged to adopt the *French* account of it, though it is far from being satisfactory. There is, however, the greatest reason for believing that the company, perhaps, by their own fault and niggardly disposition, was very ill-served by their officers, which might be the true cause of *Iberville's* success. Fort *Nelson* was at this time in the hands of the *English*; and *Iberville* designed to attack it with two *French* ships of war, but it was too late in the year 1692, and the *English*, by this time, had even recovered fort *St. Anne*. According to *Charlevoix*, *Iberville* had acquired so much credit by his conduct in *Hudson's Bay*, that he gave
some

ome umbrage to *du Taft*, the *French* commandant, who had been sent with a strong Squadron, fitted out at the expence of the *French* northern company, to drive the *English* entirely from all their posts on that bay ; and who, out of jealousy to *Iberville*, declined the service, on pretence that it was too late in the season to attempt it. The court of *England* highly resented the proceedings of the *French*, whom they accused of having surprized the company's possessions on *Hudson's-Bay* in an infamous manner ; and they were mentioned as such by king *William* in his declaration of war against the *French* king. *Thomas Phipps*, Esq; was then governor of port *Nelson*, and upon the breaking out of the war with *France*, some troops had been granted to the *Hudson's-Bay* company for the defence of their remaining settlements. According to *Charlevoix*¹, fort *St. Anne*, which was then in the hands of the *French*, had no more than three men to defend it ; and they made their escape to *Quebec*, leaving a great booty of skins in the fort. This, together with many other advantages gained by the *English* in the bay, determined *Iberville* to run all risks in dispossessing them of fort *Nelson*. This service had been often projected, and as often miscarried, as the *French* governors and officers in *Canada* were by no means fond of so painful an expedition, and which, though successful, was to be attended with no profit, but to the *French* northern company. *Iberville*, however, had received such encouragement from them, that he and *Serigny*, notwithstanding all their discouragements from the ice, arrived with two ships of war at the mouth of the river *St. Therese*, and landing the same night, they made themselves masters of fort *Nelson*, the name of which they changed to that of *Bourbon* ; but they found there only a very inconsiderable booty ; and they lost so many of their men by the scurvy, and other diseases, that the conquest was not worth the expence. Ibid. p. 96.

In the year 1696, the government of *England* granted a new recruit of force to the *Hudson's-Bay* company ; and the *Bonaventure* and *Seaborse*, two men of war, were assigned to that service ; *La Foret*, with a garrison of 68 *Canadians*, commanded in fort *Bourbon*, and on the 24 of September, four *English* ships and a bomb-ketch appeared in view of the fort. They were followed by *Serigny* and *de la Motte Egron*, the former in a *French* man of war, and the latter in one of the *French* northern company's ships ; but, perceiving the strength of the *English*, they made the best of their way back, *Serigny* for *France*, and *de la Motte Egron* for *Quebec* ; but he was

¹ CHARLEVOIX, Vol. III. p. 196.

wrecked in his voyage thither and drowned. The fort was summoned, but refusing to surrender, a brisk cannonade began, which lasted for a whole day, and the *English*, in attempting to land, were at first repulsed by *Jeremy*, the ensign of the fort, and the same who has written a description of *Hudson's-Bay*, where he afterwards commanded himself for six years. The fort was then plied with bombs from the ketch, of which twenty-two fell into it, and *la Foret* was at last obliged to capitulate. If we are to believe *Charlevoix*, the *English* granted the capitulation required by the *French*, but afterwards violated it. The sequel of *Iberville's* expedition against *Hudson's-Bay*, with the bad success attending them, is to be found in a former part of this work. We are to inform the reader, that captain *Allen* was the commodore of the *English* squadron, and that upon his return, he fought a *French* privateer of 50 guns, but was killed in the engagement. The loss of fort *Bourbon*, and the other *French* settlements, roused their government, and *Iberville* was at last furnished with a sufficient force, with which he recovered them in his turn from the *English*. The *French* were far from making all the advantages that this conquest might have been attended with. The *English*, though dispossessed of their forts, still preserved a considerable footing in the bay, where they carried on almost the whole trade, but not for the benefit of the company, the most of it going through private hands. This is the chief reason why the accounts we have of this valuable trade are so barren; for the *French* private merchants in like manner never suffered their northern company and their government, at whose expences all their conquests there had been made, to enjoy its profits. The *English* found means still to keep possession of fort *Albany*, which indeed remained unmolested through the weak condition of the *French* in *Hudson's-Bay*, where they had no more than sixteen men, under the fleur *Jeremy*, to garrison all their posts. Matters remained in this situation during all the war with *France*, under queen *Anne*. *Jeremy* lived there in a kind of exile, without receiving the smallest assistance from the *French* northern company. Finding himself unable to garrison fort *Bourbon*, he built a smaller fort towards the north, to which he transported all his powder, stores, and ammunition, with a view of retreating to it, if he should be attacked, the *English*, notwithstanding the war, carrying on the most profitable branches of the trade. At last, *Jeremy* and his small garrison came to be in want of every thing, and he was forced to send his lieutenant and seven other of his men to hunt during the months of *July* and *August*. They pitched their camp near

Ibid. page
110 and
111.

a company of savages, who were reduced to the greatest misery for want of powder, by which they were deprived of all means of subsistence. They had, ever since the *Europeans* came among them, hunted a kind of a wild ass, called by the *French*, caribore. This creature is as swift as a deer, and is said to differ only in colour, from the famous rein deer of *Lapland*; but it is of the amphibious kind, and, according to *Jeremy's* account, between *Danish* river and fort *Nelson*, they are to be found for forty or fifty leagues, in herds of 10,000 at least. The savages of those parts depend upon this creature for their subsistence during a great part of the year; but having long lost the practice of bows and arrows, when they were destitute of powder, they could kill no game. They saw the *French*, on the other hand, hunting with great success, and destroying abundance, but without being so hospitable as to invite them to partake; and therefore, it was no wonder, if those wretches, over-loaded as they were with misery, laid a scheme for mastering them, and acquiring the spoils of those successful huntsmen. They invited two of them to a feast in their cabins, where they immediately murdered them: they then butchered five others, who were asleep in their tent; but a sixth, who was only wounded, escaped, though with the utmost difficulty, towards fort *Bourbon*, where he related to *Jeremy* the massacre of his companions. He found it in vain to think of guarding his two posts with no more than nine men; and therefore he shut himself up in fort *Bourbon*, while the savages, with great ease, made themselves masters of the other fort, and all the ammunition that was in it. In this uncomfortable situation, he maintained himself till the treaty of *Utrecht* took place, which provided for the restitution of *Hudson's-Bay*, in the following terms.

“ARTICLE X. The said Most Christian king shall restore to the kingdom and queen of *Great Britain*, to be possessed in full right for ever, the bay and streights of *Hudson*, together with all lands, seas, sea-coasts, rivers, and places, England situate in the said bay and streights, and which belong thereto, no tracts of land or sea being excepted, which are at present possessed by the subjects of *France*. All which, as well as any buildings there made, in the condition they now are, and likewise all fortresses there erected, either before or since the *French* seized the same, shall, within six months, from the ratification of the present treaty, or sooner, if possible, be well and truly delivered to the *British* subjects, having commission from the queen of *Great Britain*, to demand and receive the same, intire and undemolished, together with all the cannon, and cannon ball, and with the other provisions

sion of war usually belonging to cannon. It is, however, provided, that it may be entirely free for the company of *Quebec*, and all the other subjects of the Most Christian king whatsoever, to go by land or by sea, whithersoever they please, out of the lands of the said bay; together with all their goods, merchandize, arms, and effects, of what nature or condition soever, except such things as above reserved in this article.

“ARTICLE XI. The abovementioned Most Christian king shall take care that satisfaction be given, according to the rule of justice and equity, to the *English* company, traders to the bay of *Hudson*, for all damage and spoil done to their colonies, ships, persons, and goods, by the hostile incursions and depredations of the *French* in time of peace, an estimate to be made thereof by commissaries to be named at the reduction of each party.”

SINCE that time the company has remained in full possession of this important trade, which has prospered in their hands more, perhaps, than any in the *British* dominions. Before the time of the peace of *Utrecht*, the value of it was but little known, on account of the losses and interruptions it met with; but it has since improved so greatly, that several attempts have been made to abridge their privileges, though hitherto without effect, and the trade encreased every day, as well as the profits of the company, till the last peace of *Aix la Chapelle*. This bay is famous for the attempts it has given rise to towards finding out the northwest passage to the *East-Indies* and *China*; and as we have observed, its discovery was owing to such attempts. It is therefore proper, in this place, to lay before our readers an historical account of that made by the *English*; but in doing this, we shall avoid, as much as possible, all philosophical and geographical disquisitions.

*History of
attempts
for a north
east pas-
sage,*

THE irregularity of tides in *Hudson's-Bay* is one great argument, that it receives more water than comes from the streights, or any inlet into it hitherto discovered; and it is likewise probable, that those tides come by the west, but whether by an open practicable passage, or by a frozen impracticable one is the great doubt. We shall not trouble our readers with many conjectures, though some of them bear a great face of probability, that have been published in almost all languages concerning the reality of this passage, in the early times of improved *European* navigation. Sir *Martin Frobisher* is the first *Englishman* upon whose attempts to find out this passage we can rely with any solidity. In the year 1576, he arrived at the height of sixty-two degrees of north

north latitude, where he discovered the freights which since bear his name, and he sailed up them for sixty leagues with land on each side. This land was inhabited, and the natives sailed in those seal-skin canoes that are safe in the most tempestuous seas. They traded with the *English* crew, whom they furnished with fish in exchange for toys, and the *English* brought off from them some ore, which, upon trial, was found to contain only black-lead. Upon *Forbisher's* return, *by For-* he reported, that he had discovered a silver mine, but that *bisher,* it lay too deep to be wrought. In 1577, he undertook a second voyage, and gave *English* names to the places he touched at, or saw; and next year a third, in five vessels. On the 10th of *May*, he discovered what he called *Western England*, being the same with *West Friesland*, which had been before discovered by the *Venetians*; and he took possession of it in queen *Elizabeth's* name. In 1579, Sir *Francis Drake* assured *Sir Fran-* queen *Elizabeth*, that he had sailed some leagues up the *cis Drake,* freights of *Anjan*, and discovered *New Albion* to the north of *California*; but of this country we have very inadequate ideas; nor were *Drake's* discoveries afterwards improved. In 1580, *Arthur Pratt* and *Charles Jackman*, by queen *Elizabeth's* orders, pursued a discovery, which was said to have been made before one *Stephen Barroughs* an *Englishman*, towards finding out the northwest passage; but their voyage proved unsuccessful by the vast shoals of ice, and other difficulties they encountered.

WE have already more than once mentioned the voyage *Gilbert*, that Sir *Humphrey Gilbert*, by the direction of *Sir Francis and others.* *Walsingham*, made to *Newfoundland*; which he took possession of in queen *Elizabeth's* name. He undertook it upon the information of a *Greek* mariner, who had affirmed, that he had passed through a great strait into the north of *Virginia*. But he died before he came to *England*; and we hear nothing farther of the attempt; *Gilbert*, in settling the *Newfoundland* trade, having performed a great and a beneficial service to his country. In 1585, Mr. *John Davis*, in two barks, discovered cape *Desolation*, which is supposed to be a part of *Greenland*, and after trading with the natives for peltry-ware and fish, he proceeded as far as the latitude of 64 deg. 40 min. where he discovered mount *Raleigh*, *Totnes's* found, and other places to which he gave names. Next year, he sailed towards the west; and the year after, he advanced as far as latitude 72 deg. 12 min. the compass varying 82 deg. to the westward. He here discovered a coast, to which he gave the name of *London*, and the strait which is still called after himself. *Hudson*, the discoverer of the freights we

are now to describe, did not apply to find out a north-west passage, till he had failed in discovering a south-east one. He is said to have proceeded an hundred leagues farther than any had done before. He gave the names of the then royal family to several capes he discovered, and fanciful names to others; such as, *Desire-Provokes*, *God's-Mercy*, and the like; but he could do nothing effectual, being prevented by the ice, and the discontents of his crew. In 1611, Sir *Thomas Button*, at the desire, and command, of *Henry* prince of *Wales*, sailed through *Hudson's-Strights*, and wintered at port *Nelson*, in search of the north-west passage; but all he could do was to discover the bay which goes by his own name, and a tract of land which he called *Cary's-Swan's-nest*.

THOSE discoveries seemed but to excite a farther spirit in the *English* for finding out the so much desired passage. In this the merchants had a secondary view; for the expence of the attempt was amply repaid by the vast profits attending the voyage, from their commerce with the savages. In 1612, 1615, and 1616, *James Hall* and *William Baffin* proceeded farther towards the north-west than any navigator had ever done before, and gave *English* names to the places they discovered. At this time, the *English* had thirteen or fourteen ships employed in those seas; but it does not appear that they made any settlements, or, indeed, that they could have made any in those inhospitable and almost uninhabitable tracts. *Baffin's-Bay* was discovered by Sir *William Baffin*, in 1622, though some say sooner; and lies to the north of *Davis's-Strights*. In 1630, king *Charles I.* sent captain *Luke Fox* out in one of his pinnaces, named the *Charles*, victualled for eighteen months: he followed the traces of former navigators, and had their difficulties to struggle with. In port *Nelson*, he found some remains of former *English* navigators, and he there built a pinnacle. Next year, captain *James* was fitted out by the merchants of *Bristol* for the same purpose; and, running over a large bay to the westward of port *Nelson*, he named the land about it *New South-Wales*. Hereabouts he met with captain *Fox*, but they were soon separated by bad weather. *James*, before his return, discovered cape *Henrietta Maria*, with various other islands, to which he gave the name of *English* favourites about court; and wintering in lat. 52, he there built a pinnacle out of his ship, in which he returned home in 1632. This *James* was one of the most able and judicious navigators that ever sailed from *England*, or any other country; and his voyages to the north were printed in 1633. As they are still held in vast esteem, having been since

*Voyage of
captain
James, and
his opinion
against the
passage;*

since reprinted, we shall in the notes (O) give our reader his very weighty reasons for believing that no such passage exists;

(O) What has been long ago fabled by some *Portuguese*, says he, that should have come this way out of the *South Sea*, the mere shadows of whole mistaken relations have come to us, I leave to be confuted by their own vanity. These hopes have stirred up, from time to time, the more active spirits of this kingdom to research this merely imagined passage. For my own part, I give no credit to them at all; and, as little to the vicious and abusive wits of later *Portuguese* and *Spaniards*, who never speak of any difficulties, as shoal-water, ice, nor sight of land, but, as if they had been brought home in a dream, or engine. And, indeed, their discourses are found absurd; and the maps, by which some of them have practised to deceive the world, mere falsities; making sea where there is known to be main land, and land where there is nothing but sea.

"Most certain it is, that, by the industry of our own nation, those northern parts of *America* have been discovered to the latitude of 80 degrees and upwards. And it has been so curiously done, the labours of several men being joined together, that the main land has been both seen and searched, and they have brought this supposed passage to this pass, that it must be to the north of 66 degrees of latitude: a cold climate, pestered with ice, and other inconveniencies; and where the *Spaniards* dispositions, and their weak ships, can hardly endure it: and withal, it is

known, that the entrance of *Hudson's-Streights* is but fifteen leagues broad, in the middle not so much; and between *Salisbury* island and the main land is but eight leagues. Then proceeding to the northward, towards the forementioned latitude, it is but fifteen leagues from main to main: this in length is about 140 leagues, and infinitely pestered with ice, until *August*, and some years not passable then; and I believe the streight is never entirely clear of ice. Now it is most probable there is no passage, for the following reasons:

"First, There is a constant tide, flood and ebb, setting into *Hudson's-Streights*, the flood still coming from the eastward; which, as it proceeds correspondent to the distance, it alters its time at full sea. This also, entering into bays, and broken grounds, becomes distracted, and reverses with half tides.

"Secondly, here are no small fish, as cod, and very few great ones, which are rarely to be seen: nor are there any bones of whales, sea-horses, or other great fish, to be found on the shore; nor any drift-wood.

"Thirdly, we found the ice, in latitude 65. 30. to be lying all over the sea, in rands; and I am most certain, that the shoals and shoals-bays are the mother of it. Had there been any ocean beyond, it would have been broke all to pieces; for so we found it coming from the streight into the sea to the eastward.

"Fourthly, the ice seeks its way

or, if it does, that the discovery of it would not be attended with those advantages that are commonly believed. Those reasons, however, have been attempted to be answered. There

way to the eastward, and so drives out at *Hudson's-strait*; which I have often observed upon the island of *Desolation*, and driving among the ice in the strait.

"Admit there were a passage, yet it is known that it is narrow, for 140 leagues, and infinitely pestered with ice, as every one has found, who has gone that way. Comparing, therefore some observations taken at *Bantam*, *Gilolo*, and *Firando* in *Japan*, and the distance between *Japan* and the western part of *California*, with the observations taken at *Charleton* island, referring all to the meridian of *London*, and then the distance between the meridian of cape *Charles*, and the western part of *California* will be found to be about 500 leagues, in latitude 66. where yet the meridians incline very much together.

"To this may be added, that about cape *Charles* the variation is 29 deg. to the west; which is a probable argument, that there is much land to the westward; and that this strait must be very long; and you have no time to pass it, but in *August* and *September*, when the nights are so long, and the weather so cold, that it will not be durable.

"Add to this, that no great ships, which are fit for carrying of merchandize, can endure the ice, and other inconveniencies, without extraordinary danger.

"Moreover, 1000 leagues are sooner sailed to the south-

ward, and about the cape *de Bona Speranza* (of *Good-Hope*) where the winds are constant, and that with safety, than 100 leagues in these seas, where you must daily run the hazard of losing ship and lives. Put hereunto, that no comfort for the sick, nor refreshment for your men, is to be had in these quarters. Towards the latter end of *August*, and in *September*, the weather grows tempestuous, and the winds incline to be westerly; so that there will be but small hope of performing your voyage this way.

"But let us, by way of imagination only, enlarge this strait in this latitude, and free it of ice; yet what advantage in speedy performance, will be got by this passage, if the winds be withal considered? To *Japan*, *China*, and the northern parts of *Asia*, it may be the nearer cut. But in navigation, the farthest way about is well known in fewer days to be performed, yea, with lesser pains, and more safety of ships and goods.

"Again; to the *East-Indies*, and other parts, where we have the greatest commerce, and employment of shipping, the other way is as near. What benefit of trade might have been obtained in those northern parts of *Asia*, I will not presume to speak of; holding, that there is a great difference betwixt those parts and the northern parts of *America*; whereas I am sure there is none in any place, where I have been all this voyage."

being

being no north-west passage, is still a matter of doubt, and cannot well be cleared up, unless colonies were fixed upon the lands adjoining to *Hudson's Bay*, with a reward for making discoveries both by land and water; and the reasoning built upon the tides, is said not only to be conclusive, but to afford strong arguments for the passage. As to his second argument, that no fish, especially whales, are to be met with in those seas, the reasoning holds good only about *Charleton* island. Latter voyagers have indisputably proved, that many whales are to be seen in those parts, especially at the opening of *Wager* river, which affords a presumption, that such a passage may open on the north-west part of *Hudson's Bay*. As to his reasoning against the passage; because the ice in latitude 65°. 30'. lying along the shore as sands, and drives eastward, as he calls them, the same thing is said to happen in *Magellan* streights, which open a passage to the *South Seas*; and their existence was formerly as much doubted of by the famous *Americus Vespucius*, as that of the north was by captain *James*. Granting all the captain says to be true, about the commodiousness of the passage by the way of the Cape of *Good Hope*, yet, according to his own confession, it would be nearer to the *South Seas* and the northern part of *China*. Add to this, that the hardships of the voyage towards the north-west are now but inconsiderable in comparison of what captain *James* represents them.

WITH regard to other circumstances in this much disputed point, it is certain, that a factory has subsisted for some years at fort *Churchill*, which is in a higher latitude than *Charleton* island, beyond which captain *James* thought no settlement could be made. It appears now, that the continent, west and north-west from *Charleton* island, is inhabited, and that in many places the *Indians* there are better clothed, and more civilized than they were in any part of *North America*, before the arrival of the *French* and *English*. One of those nations, called *Mosemlecks*, deserve particular notice, as they lie upon the remote parts of *Hudson's Bay*. They are, in consequence of their being civilized, rational and conversable; and they have always stuck to their assertion, that to the north-west of them lie a people, who live in towns, who trade with one another upon a large lake, in vessels, each of them twenty times as big as their canoes. Beyond those people, they pretend to give no account of any inhabitants. Could those accounts be relied on, they would go far towards justifying even farther attempts towards a north-west passage; but as there is some likelihood that the *French Canadian* jesuits

have

have had an intercourse with those *Mosemlecks*, we have the less dependence upon their reports.

History of
Mr.
Dobbs's
and cap-
tain Mid-
dleton's
attempt.

FROM the time of captain *James* to about the year 1730, the probability of a north-west passage was always mentioned as a speculation, with few attempts to carry it into practice. At the above time, Mr. *Dobbs*, an *Irish* gentleman, collected together all the voyages that had been made for this discovery, and laid an abstract of them, by way of letter, before colonel *Bladen*, then one of the commissioners of trade and plantations, with an intention to prevail with the *South-Sea* company to try the whale-fishery at the *Welcome*, that they might there have an opportunity of discovering a north-west passage. The extent of the privileges granted to the *Hudson's-Bay* company proved an invincible obstacle to this proposal; and soon after, the *South-Sea* company quitted all thoughts of the whale fishing, which till then they had carried on in *Davis's* streights, and by which they lost money. In 1733, Mr. *Dobbs* laid before Sir *Charles Wager*, who was then first lord-commissioner of the admiralty, his reasons for a probability of finding out the passage, which Sir *Charles*, who was himself a very able navigator, thought so feasible, that he mentioned them to Mr. *Jones*, then deputy-governor of the *Hudson's-Bay* company. The latter endeavoured all he could to dissuade him from prosecuting the project, and, among other reasons, informed Sir *Charles*, that in 1719, the company had fitted out two ships, under one *Parlow*, for the discovery of the passage, but that they had never after been heard of; that their wrecks were afterwards seen in latitude 62, by the crew of a sloop they sent to enquire after them.

MR. *Dobbs* receiving this intelligence from *Wager*, was, by his recommendation, introduced to Mr. *Jones*; but easily found from him, that either no such attempt had been made, or that the gentlemen of the *Hudson's-Bay* company were very glad it had miscarried; as such a discovery would have been, by no means, for their interest. Upon Mr. *Dobbs's* perusing the *Hudson's-Bay* company's charter in 1735, (an extract of which we have already given) he was surprized to find it so extensive; but at the same time considering that the benefit of all discoveries was to result to the company, he applied to Sir *Bilby Lake*, who was perpetual governor of the same, and laid before him the same manuscript which he had communicated to colonel *Bladen*. Sir *Bilby*, without entering much into the merits of the question, informed *Dobbs*, that the company having already lost 7 or 8000 *l.* upon the discovery, were resolved to be at no farther expence about it. At last, upon *Dobbs's* remonstrances, he agreed, that one or two small

small ships, as the voyage would cost nothing, should go from *Churchill* to *Ne Ultra*, or the *Welcome*, and there try the height and directions of the tides; and if they there found a passage free from the ice, with a westerly direction, they might proceed fifty or sixty leagues farther; and if they there met with a tide of flood, they might return, and by sending home duplicates of their journal, the matter might be determined. As the company was then about erecting a stone fort at *Churchill*, being apprehensive of a *French* war, they delayed the execution of the project at that time, but promised to take the first opportunity of putting it in practice.

Mr. *Dobbs* made use of this interval to get acquainted with one captain *Middleton*, who had been very conversant in those seas, and in all the measures that had been taken towards discovering a north-west passage. From him he learned, that one *Scroggs* had commanded the sloop that was sent to enquire after *Barlow's* ships: and Mr. *Dobbs*, in the year 1739, obtained a sight of the journal kept by *Scroggs*, who, according to *Middleton*, was a man very unfit for such an undertaking; and the reader will in the notes meet with an extract of the journal (P), which is very curious, and published

(P) "June 22d, 1722, he sailed from *Churchill*, in 59 north, and longitude from the meridian of *London* 95 west. In the latitude 62. he traded with the *Indians* for whalebone and sea-horse teeth. Monday, July the 9th, in the evening, he anchored in twelve fathoms. The weather for several days before had been hazy and thick, and he drove into this depth. When it cleared up, he found himself about nine or ten miles from the north side of the *Welcome*, in latitude, by account, 64. 33. north. He saw several islands bearing from the south-west by west, to the south-west by south, and a head-land at the same time, which bore east-north-east about three leagues distant. This he named *Whalebone-Point*, after the name of his sloop. July the 10th, at seven in the morning, he sent

his six oared boat on shore, with seven hands, and two northern *Indians*. Mr. *Norton*, who is now governor at *Churchill*, was then pateroon of the boat, and spoke the northern *Indian* tongue: the two *Indians* had been entertained at the factory all the foregoing winter, upon the account of this discovery. They gave us intimation of a rich copper mine, that lay near the surface of the earth, and said, they could direct the sloop or ship to lie by it, where she might load very soon. We had several pieces of copper brought down to *Churchill*, which made it evident there is a mine somewhere in that country. These *Indians* sketched out the land with charcoal, upon a skin of parchment, before they left the factory; and as far as the sloop went, they found it agree very well.

"*Scroggs*

Hudson's Bay companies here, because companies in general are far from being communicative of papers of that kind which may affect them-
pany a-
curse to it.

" *Scroggs* says, he saw both sides of the *Welcome*, from the south back to the west, being up in the very cod of the *Welcome*, as he terms it. The land is as high as in *Hudson's freights*, as he and his men all agreed, and that land we can see very well, in clear weather, fifteen or twenty leagues off. Where he continued at anchor, he mentions it was very good ground. He always continued the variation the same as at *Churcbill*, for he knew not how to observe it. It was then 26 deg. west, and is now but 20 deg. west at *Churcbill*; though we find in the same latitude, 50 or 60 leagues to the eastward, almost 50 degrees variation westerly, which makes the *Welcome* above two points nearer the meridian.

" *Tuesday*, *July* the 10th, he continued at anchor in the same place; and the boat returned on board at six o'clock in the afternoon. He says, they saw several black and white whales here. At four the next morning, they went on shore again, with the aforesaid *Indians*, and came back about five in the evening. They found none of the natives, but plenty of deer, wild geese, and ducks: some of the deer they killed. He says, it ebbs five fathoms where he lay at anchor; for they anchored in twelve fathoms of high-water, as *Mr. Norton* this year also confirmed to me; and they found but seven fathoms at low-water. At noon, he and his mate observed the latitude to be 64. 56.

Here he named the southernmost island, that bore south-west by south, *cape Fullerton*, after one of our directors.

" *Wednesday*, *July* the 10th, continued in the same place at anchor. He observed the latitude again, and found it as before, 64. 56. north, by a good observation. His mate, he tells us, agreed with him. He sent the boat up to the cod of the bay, as he terms it, to sound, and the two northern *Indians* went in her. One of them, he says, had a desire to go home, which he told them was but three or four days journey from them, but they detained him by fair words and promises.

" *Tuesday*, the 12th of *July*, at four in the afternoon, the boat returned from the shore. He gives us no account of the soundings, though they were sent for that purpose; but he asserts, there was a bar cross the *Welcome*, and that they could go no farther. All the men agreed, when they returned, that they were at least ten leagues from what he would have to be a bar. At five in the afternoon, he weighed from that place, where he laid at anchor ever since the 9th instant, and steered out south-east by compass for two miles, and then south-west by ditto, about four or five miles more. Here he sounded in 45 fathoms, and continued sailing to the south-west quarter.

" *July* the 13th, observed the latitude at noon to be 64.

selves. From the perusal of this journal, Mr. *Dobbs* was confirmed in his opinion, that a north-west passage might be found out about the *Welcome*, on the north-west part of *Hudson's-Bay*, about the latitude of 64 degrees, and for the following reasons : first, because the coast in those parts consisted of broken lands and islands, with large openings between them ; secondly, because the tides set strongly from the west and north-west ; and, thirdly, because the black whales, which were often seen there, must come from the western ocean ; as none such had ever been discovered in any part of the bay. In *January*, 1735-6, the *Hudson's-Bay* company seeming inclined to encourage the prosecution of the discovery, Mr. *Dobbs*, in the *April* following, laid before Sir *Bibye Lake* his sentiments of the manner in which it ought to be prosecuted. He was of opinion, that two small sloops, neither of them drawing above four feet water, were necessary, and that they ought to keep particular journals of their course till they came to the latitude of 64. They were there to be extremely curious and exact in their observations upon the nature of the tides, the appearances of the land, the quantities of ice they discovered, and the fish and whales they met with. " And if, said he, they find an open sea to the westward, after they pass 63 degrees, and the land should fall away to the westward, and the tide of flood meets them, and an earlier moon makes full sea, then the passage is gained ; and they may not

39. and had forty to fifty fathoms water. The next day, the 14th, returning home, he found the latitude, by observation, to be 64. 20. and the soundings sixty to seventy fathoms. These soundings he called the mid-channel. In latitude 64. 13. by observation at noon, on the south, or rather east side of the *Welcome*, the flood came on so strong, and hove them so near the said south, or east, shore, that he was obliged to come to an anchor in ten fathoms. He does not say from whence the flood came, nor does he ever give his opinion of it, during his whole voyage in his journal ; but being set on to the east-side, it must come from the northward,

according to the course of the *Welcome*.

" *July* the 15th, he crossed the *Welcome* in seventy fathoms, and observed the latitude to be 64. 15. He makes the *Welcome* to be fifteen or twenty leagues broad in this latitude, from side to side, by computing the distance from his log-book. He saw many whales in latitude 64. 8.

" Governor *Kelsey*, in his journal 1720, takes notice, that in latitude 63. on the west-side of the *Welcome*, the tide comes strong from the north-east, which is near the course of the *Welcome*. He calls it a soaking tide, and says it flows neap and spring-tides from twelve to seventeen feet.

only

only sail 50 or 100 leagues farther westward; and look out for a harbour for ships, which may go next season, and then return to *Churchill*, for fear of any disaster; and send over a journal to the company of their observations. By proceeding after this manner, a discovery may be made for a trifling expence; as one summer may ascertain, whether there is a passage or not."

THIS discovery became a matter of so much importance, that in 1737, the company sent out two sloops upon it: but besides their being very improperly manned, they only proceeded to the 32d, one 4th degree north; and though they returned without making any great discoveries, yet the abundance of black whales they saw, and the tides they met with, flowing from the northward, raised the expectation of all concerned, that the discovery might be completed. The truth is, the expedition undertaken by those two sloops, seems to have been no other than a sham contrived by the company, in compliance with the impatience of the public, which became now very inquisitive about the discovery. Mr. *Dobbs* more than suspected this, and thought he had a right to demand, which he did, a sight of the journal of the two sloops, from Sir *Doby Lake*. All the satisfaction he could obtain was, that the two sloops, well manned, and well victualled, had set sail early in the spring from *Churchill*; but that, though they remained out till the 22d of *August*, they could find no inlets on the western coast to the north of that fort. He, at the same time, excused himself to Mr. *Dobbs*, from intermeddling any farther in an affair, for which he had already incurred some blame from the company, as it had cost them so much money. This convinced Mr. *Dobbs* and his friends, that the company were averse to any such discovery, though it is certain, that the intention of granting them their charter, with such ample powers and privileges as it contained, was chiefly with a view of making that discovery. Mr. *Dobbs* very justly remarked, that the commanders of the sloops either had received no serious orders for the purposes they pretended to set about, or that they trifled away their time; as it appeared, that from the beginning of the spring to the 22d of *August*, they had not sailed 200 leagues, which is no more than the distance between *Churchill* and *Ne Ultra*, and that it was ridiculous for them to pretend to be afraid of entering latitude 66, as the whale-fishers at *Spitzbergen* and *Baffin's Bay*, sail every year to 78 and 80 degrees.

Mr.
Dobbs
applies to
the go-
vernment.

MR. *Dobbs* now resolved to apply elsewhere for encouragement to his favourite scheme. He received a letter from Mr. *Middleton*, informing him confidentially, that he did not apprehend

prehend that the company were friends to the discovery, and that therefore it must be undertaken under the protection and encouragement of the government, by an able man ; but that, for his own part, having an allowance from the company, he could not engage in such an undertaking, but upon a certainty. Upon the whole, however, Mr. *Middleton* was of opinion, that the discovery was practicable, if properly attended to. Mr. *Dobbs* now applied to the fountain-head. He informed Sir *Charles Wager*, the first lord of the admiralty, Mr. *Horace Walpole*, who was auditor-general of *America*, and colonel *Bladen*, of the usage he had received from the company ; and acquainted Sir *Charles*, that he despaired of success, unless the admiralty sent out two sloops. The reader will find in the notes a very sensible answer (Q);

(Q) " Sir,

I received the favour of your letter of the 20th inst. I believe you judge very right, that all the *Hudson's Bay* company do not desire to have any body interfere with them in the fur-trade in those parts : they seem to be content with what they have, and make (I believe) a more considerable profit by it than if it should be farther extended, which might be the case, if a farther discovery was made : for though they should not find a navigable passage through into the *South-Sea*, they might, probably, find *Indian* nations, from whom furs might be bought cheaper than they are bought in *Hudson's Bay*; and that would be a disadvantage to their trade.

" The probabilities of finding a passage as you propose, seem to be very strong; the flood coming that way is almost a demonstration : what difficulties may be in the execution cannot be foreseen. If a passage could be found into the *South-Sea*, it would open a very large field; and, very probably, of a very profitable commerce : but the first projectors, let the affair suc-

ceed never so well, have seldom, if ever, found their account in it. However, that should not hinder others from exerting themselves in the discovering any thing that may be advantageous to the publick ; but a spirit of that kind seems to have been asleep for many years. War may have, perhaps, prevented, in some measure, and diverted men's thoughts from any enterprize of that nature. I confess, I have myself had thoughts of that kind, and especially, since I read your manuscript of a probability of a north-west passage to the *South-Sea* ; but I have found but very few that were willing to bestow any thoughts about it. I remember lord *Granard* and I have talked about it sometimes, but it was but talk ; other things, and business nearer home, have employed our time and thoughts too. I think the best way to undertake such a discovery, is to have, as you propose, two proper vessels, to go at a proper time of the year, and to winter there, if it was found necessary ; and to carry with them a cargo, not a great one, of goods

Middle-
ton's in-
structions,

which Sir Charles, according to his usual affability and public spirit, returned to Mr. Dobbs's application; but as *Great Britain* was then in the eve of a war with *Spain*, the government had neither men, money, nor ships, to spare for the discovery. In the mean while, Mr. Dobbs received another letter from Mr. Middleton, acquainting him, that he had that year been at *Churchill* factory, where the governor, Mr. Norton, who had sailed with *Scroggs*, was of opinion, that the discovery was practicable, and that very year some of the natives, who had come down to trade at *Churchill*, and had never before been at any *English* settlement, informed them, that they frequently traded with *Europeans* on the west parts of *America*, in the latitude of *Churchill*, which Mr. Middleton thought confirmed the opinion that the two seas must unite. Mr. Dobbs, upon this, procured a commission for captain Middleton to command the *Furnace* sloop, which was fitted out by the government for the discovery of the north-west passage, and which was to be attended by the *Discovery* pink, *William Moor*, master. Middleton's instructions were to proceed from the *Orkney* islands directly to *Hudson's-Streights*, from thence to *Cary's Swan's-Nest*, and then to the *Welcome*. Being come up with the *Whalebone-Point*, in

goods proper to trade with the *Indians* they meet with; and capable and honest people to be employed, if such are to be found in the world, which I doubt; and ten or a dozen persons, or more, if thought proper, engaged in it, who would advance money sufficient to carry it on; who may, in time, if it should succeed, be better intitled to the name of the North-west or *South-sea* company, than the present *South-sea* company is to that name, who are not permitted to trade in any one place within the limits of their charter, which made such an éclat, at the first establishing it. If this should be once agreed on, and proper persons be found to join in it, it may then be considered what authority may be proper to ob-

tain from the crown, that the first who go and succeed, may not only beat the bush, and others come afterwards to catch the hare: for though I do not much like exclusive companies, where it is not absolutely necessary; yet I would not have the advantages that may be found by some, be given away to others. As to vessels being sent at the publick expence, though it would not be great, yet the parliament may think, especially at this time, that we ought not to play with the money they give us, for other and particular services. However, if Sir Robert Walpole, or some other proper persons, should think that the government should attempt it at the publick expence, I shall not be against it. I am, &c."

65, he was to try the best passage in doubling that land, whether to the eastward or westward, in case it were an island; and on which side soever he should meet the tide of flood, to direct his course north, so as to meet the tide, whether westerly or southerly. If after doubling that cape, he found either a streight, or an open, sea, he was to keep on his course, still meeting the tide of flood; and if it were so wide as to lose sight of land, then to keep the larboard, or *American* shore, steering south-westerly, so as to take the bearings of the land, and soundings; and observe whether there were any inlets, bays, or rivers, to shelter the ships, in case bad weather, or contrary winds, obliged him to take harbour: and there he was to make the best plans he could of such harbours and charts of the coast^k. When he came to the southward of 60 degrees north, if he continued to find an open sea, he was to make more observations of the same kind, till he made the latitude of 50 degrees, or any more southerly, in case he found it convenient to winter on the western side of *America*: but if he should find it more convenient to return into the bay to winter, or could secure a passage home in time, after making a discovery of a passage to the western ocean of *America*, in order to prosecute the discovery to advantage next summer, then he was to proceed no farther southerly than 50 or 60 degrees north latitude, and to make all proper observations. If he found any inhabitants, he was to cultivate a friendship with them, but cautiously. If he wintered on the other side of the passage, it was not to be more northerly than latitude 42. He was to take with him seeds of fruit-trees, plants, grain, and pulse, for sowing. If he met with inhabitants, he was to make purchases for the crown of *Great Britain*; but in places where no inhabitants were found, he was to take possession by setting up proper inscriptions. If, in his passage, he met with any ships from which he apprehended danger, he was to proceed no farther, but return, till a sufficient force could be sent out to begin a trade, and make a settlement; and in all cases not provided for by his instructions, he was to consult with his officers.

We know of no accidents Mr. *Middleton* met with till his arrival at *Churchill*, from whence he sailed the 1st of *July*, 1742, and from thence he proceeded to the north side of the *Welcome*, where he saw a great deal of ice on shore, and continued to make his observations according to his instructions. Soon after he found himself and his companion pink jammed

^k System of Geography, Vol. II. p. 795.

in with the ice, which reached for ten leagues to the windward. In this condition they lay two or three days in great danger of being forced ashore ; but at last the ice separated, and left him room for a kind of traverse-sailing, till they discovered a head-land to the northward of *Whalebone-Point*, in the latitude of 65 degrees, 10 minutes north, which he named *Cape Dobbs*. Seeing there a fair opening, bearing north-west, he stood in for it, in the terms of his instructions, being surrounded all the time with what he calls sailing ice, or ice parted into shoals, with openings between them. Proceeding a little way, he was in great danger of those shoals ; and finding it impossible to keep afloat among them, he sent off his lieutenant in the boat to look out for a securer place for the ship. In the mean while, some *Esquimaux Indians* came on board of him, as he was then very near the shore ; and they having nothing to trade in, were civilly dismissed, with some presents, by the captain. His ship was at last secured, but with great difficulty ; but while he lay there, he found, for three weeks successively, the flood constantly to come from the eastward, and that he had got into a large river, so full of ice as to render the navigation impracticable as well as dangerous. From thence he sent his lieutenant and master to look out for a harbour towards the mouth of the river ; but they found none : and it was next to a miracle that they ever again got on board.

*He sends
Indians on
shore.*

MIDDLETON having some *Indians* on board, sent them on shore to try if they knew any thing of the land ; but appearing totally ignorant of it, he was obliged to continue there for three weeks, and employed that time in taking draughts of the river, to which he gave the name of *Wager*. The river being a little cleared of ice, he got into the latitude of 66 degrees, 14 minutes, where he saw a head-land, which he named *Cape Hope*, thinking it to be the northernmost part of all *America*. They then proceeded with great spirits till they got into the latitude of 66 degrees and 40 minutes ; and here the captain, according to his own account, found himself imbayed, and neither ebb nor flood, but deep water. From this he concluded, that he had overshot the streights on the north-east shore, from whence the flood came, and where he resolved to search for a streight or opening. After this, the captain, according to his own account, went on shore, and making the most accurate searches both by sea and land that he could, he found the whole extent of the streight, which was 16 or 18 leagues, and 6 or 7 broad, with very high lands on both sides, and small islands both in the middle and towards the shores. But all was froze

from side to side, with no appearance of its being cleared of the ice that year; and the water close to the shore being so deep as to afford no anchoring to the ships, and at the same time vast shoals of ice driving with the ebb and flood, while they were every minute expecting thick weather. From all those considerations it was resolved in council, to 'make the best of their way out of that dangerous narrow freight, and to take observation: between the 64th and 62d degree of latitude. He accordingly bore away, and tried the tides on the other side of the *Welcome*, but met with little encouragement, though he saw some small islands and deep bays, and some black whales, of the right whalebone kind. While he was thus working off and on *Brook Cobham*, an island so called, finding the floods still came from the eastward, he sent the northern *Indians* on shore upon it; and they reported, that it did not lie far from their own country, to which they had a great desire to return, they being tired of a sea-life. The captain accordingly furnished them with a small boat, well fitted with sails and oars, which they knew how to handle, it being laden with fire-arms, powder, shot, hatchets, and whatever could be desirable to them. That same evening, being the 15th of *August*, he bore away for *England*, where he arrived with his company, greatly afflicted with the scurvy and other disorders.

SUCH was the event of this celebrated voyage; and Mr. *Middleton*'s report seemed at first satisfactory to the public, and to Mr. *Dobbs* himself; till, upon farther enquiry, some doubts arose, that *Middleton* was too much in the interest of the *Hudson's Bay* company for him to be hearty in the discovery. When *Dobbs* examined his journal, and compared it with other informations, he concluded, that *Middleton* actually had been in the passage, and that what he called *Wager's* river, was not a fresh water river, but a freight, and the mouth of the passage itself. This opinion received great countenance from lieutenant *Rankin*, and the petty officers of the *Furnace*, whose papers proved that many material circumstances, particularly with regard to the ice and the fresh water, had been altered or misrepresented. *Rankin's* report was as follows; "July the 29th, 1742, I was ordered with the master to take the six-oared boat, and go up *Savage-Sound*, as high as *Deer-Sound*, and try the tides. I find that the flood there comes from the river *Wager*; it flowed there ten feet water. We then sailed from *Deer-Sound* for the high bluff land, on the north-west side of the river *Wager*. The course from the islands off the north side of *Deer-Sound*, is north-west, and north-west by north, by compass. We sounded all the way

reasons
why.

over, and had no ground with a line of 68 fathoms, to the high bluff land. We then run up a branch of the main river, and sounded, and found 30 fathoms one third over the branch. There were several islands in it. Sounded about a league off the north side, and found 30 fathoms water. In running between the islands and the supposed main, which was on the west side of that branch, the tide or freshes suddenly turned against us, the boat altering the land very much before. Sounded near some of the islands, and had no ground at 68 fathoms. As we run up, we sounded near a small island, and had 29 fathoms. We steered west-north-west between the islands and the west land by compass, there being several islands in the fair way, and no ground in the middle of the channel at 68 fathoms. We went about 15 leagues above *Deer-Sound*, and saw a fresh or run of water coming against us; and the wind being fair, I was afraid to stay any longer for fear of hindering the ships from going to sea. There is a great probability of an opening to the west side, by the coming in of the whales; but I could not go higher up, for the above-mentioned reason. We went to the top of a high mountainous land, from whence we saw a great run or fall of water between the west land and the islands. It was very dangerous, seemingly not a mile broad; and at the same time saw a fair channel or freight to the northward of the islands, with land on both sides, as high as the *Cape of Good Hope*, running away to the westward, with many bluff points and broken lands. In coming down we saw several very large black whales playing about the boat and in shore."

THIS information was greatly strengthened by the declaration which *Robert Wilson*, master of the *Furnace*, made to Mr. *Dobbs* himself, in which he owned, "That he was drove out in the boat with the lieutenant by the tide of ebb, quite round *Cape Dobbs*, to the southward: that, upon his return, when he went up to *Deer-Sound*, and from thence to the bluff on the west side, he had an open sea, free from ice, and no soundings all the way over at sixty eight fathoms; but near an island they had thirty fathoms: that he saw a great many large true black whales, as great as any he had seen in *Greenland*; and that they never came in at the east entrance of *Wager* river, otherwise they must have been seen by them somewhere below; but he never saw any in other parts of the bay or freights, but near *Brook Cobham*; where he apprehends, from the great tides there, that there is an opening or freight from the westward: that when he came to the west bluff, thirty leagues up *Wager* river, the mid-channel lay then west-south-west, the true course; that he

tasted

tasted the water there, which was as salt as any he had tasted in those seas : that the fall about a league from them, or rapid current, he would fain have gone to, but does not know whether it was fresh-water or not ; but it was not in the main channel ; that he and another man went much higher up the mountains than the lieutenant, and killed two deer : that from thence he overlooked the islands which were betwixt them and the main channel, and saw a large streight four or five leagues wide, free from ice, which ran directly south-west, with high mountainous land on both sides, which he had a great inclination to have gone to, and moved it to the lieutenant ; but their provisions being spent, and having already gone fifteen leagues beyond their warrant, which limited them, the lieutenant was unwilling to disobey his orders, by going further. Upon which the master said, To what purpose did they go there, if it was not to make the discovery ? Upon their return, at *Brook Cobham*, the captain sent the master ashore to get water, and said he would send him again : that he then observed that there had been very high tides, of which he acquainted the captain upon his return, and desired to go ashore again, to make observations ; but the captain, upon pretence that he had staid too long on shore before, told him, he should not go on shore again, whilst he was in the bay ; and ordered others to go : so he could make no farther observations there. From thence they bore away for *England* the 15th of *August*."

THE reader will in the notes find fresh reasons from authentic informations for suspecting Mr. *Middleton's* sincerity in the pursuit of this discovery (R). One particular circumstance

(R) Here follows a copy of some other papers published by Mr. *Dobbs*, as they were delivered to lieutenant *Rankin* by *Alex. Morrison*, *John Armount*, and *Abraham Humble*, petty officers on board the *Furnace*, signed and attested by themselves and others, which relate to part of the voyage. "When I, *Alexander Morrison*, (whose name is undermentioned) was up the *Wager's* streights with the lieutenant, I could not see any ice nigh the opening opposite to *Deer-Sound*. We saw a great many black whales,

of the whalebone-kind, come into *Deer-Sound* every tide. I cannot believe that those whales come in at the mouth of *Wager's* streights, as the captain and some other creatures would willingly make people believe, in order to answer his own end ; for the strong rapid tide we saw near *Brook Cobham*, (and a great many whales of the right whalebone kind) where I very well remember, that in bringing up the ice-boat to try the tide, (Mr. *Wilbart* the mate was in the boat) the tide broke the deep sea lead-line, and lost a lead

ought not to be omitted, which is, that when three bottles of water, filled in three different places, were tasted by cap-

lead of fifty pound weight. The captain went into the boat himself, in a very great passion, to try the tide, when he saw every body staring so very eagerly at the rapidness of it; and, at his return on board, said, it ran but two miles six fathoms. I was at the cond the same time, and I am very certain the tide ran above six miles an hour; and have heard the officers say so many times. The number of whales we saw there, and off *Deer-Sound*, all of the right whalebone kind, gives me reason to believe that there is a passage thereabouts from some western ocean, and one that comes into *Wager's Straights*, opposite to *Deer-Sound*; for the ice was gone at that opening opposite to *Deer-Sound*, long before it was in the middle of the *Straights*. The 27th of July, when I was up the *Straights* with the lieutenant, there was no ice to be seen in that opening opposite to *Deer-Sound*, nor so much as one piece of ice to be seen above the high bluff point, to the highest we went up. The *Straight* is eleven or twelve leagues broad, the water was very salt all the way up, and actually so within three miles of the fall or rippling we saw. As to the captain's affidavit of men's drinking fresh water three leagues above *Deer Sound*, it will scarce prove it a fresh-water river; for ham and veal, with strong beer, flip and punch, they eat and drank, might hurt and enfeeble their memories; though, indeed, several of them

were never up the *Straights* at all, and swear by hear-say. I have many times drank the water where our ships lay in winter within two miles of the sea, and many of our men I have seen do the same; which plainly shews that their affidavits are no reason to prove *Wager's Straights* a fresh water river, as captain *Middleton* would make the world believe.

"August the 6th, I steered the boat with the lieutenant to the low beach point, and the tide, I very well remember, was falling, and had ebbed about two feet by the beach point, and set so very strong about the point to the south-west, that we were like to be drove round the point, which the lieutenant was very much vexed with, and struck me, because I could not keep right against the tide, it run so very strong. He, as he said, had no victuals for himself nor us, if we had been forced round the point, as we had like to have been. When we got on board, I heard him tell the captain, that the tide had ebbed two feet on the point at three of the clock, when they made signal for the boat; but the captain, to answer his own end, set it in the log-book, *he found it to be the flood-tide, and it came from the eastward*; which is very false. I very well remember, that we passed by what he called the *Frozen Straights*, within two or three miles of the islands in the mouth of it. Neither the lieutenant, nor any of the boat's crew, could see any appearance
of

tain Middleton himself, he pronounced that to be the falsest which had been filled the highest up the river or streight,

of any opening; yet the captain has named that a *Frozen Streight*; and *Wager's Streight*, that is above three times broader, must pass with him for a river; which shews his design to impose upon the publick, and answer his own ends. I never saw any whales in the streight or bay, nor ever heard of any, but since we came home, but near *Brook Cobham*, and *Deer-Sound*; and all of them of the right whalebone kind, as I very well understand them, having been a whale-fishing in *Greenland* before in the merchants' service. All this I can make affidavit to, to be real fact, as well as several more can do, beside us undermentioned: signed *Alexander Morrison*, *John Armand*, *Abraham Humble*. Witness, *Robert Fiske*, *John Seward*, midshipmen on board the *Prince's Royal*."

Another paper, signed by the lieutenant, and attested by others. "The soundings up the east channel, between the island and the east side or island, is 45, 40, 39, and 25 fathoms, soft ground in the middle of the channel, and from sixteen to six fathoms within a quarter of a cable's length to some of the islands, and good soundings through in many channels between those islands. The depth of water is eighteen fathoms where I sounded, and seven or eight fathoms within half a cable's length of the islands. The channel between the islands and the east side is three or four miles broad. We went into a

bay or cove on the east side, good clear ground. Soundings from thirty to five fathoms. The tide came from the south-westward of the islands, and flowed thirteen feet; the northernmost island bearing north by west, distance four or five miles. The soundings from the bay or cove, to the northernmost point on this side the bluff, is 45, 40, 30, 20 fathoms, according to the distance we were off the shore. Above the islands, from the east side to the south-west side, is six or seven leagues broad. The land runs north-west by west, the tide flowed nearest north-west by west, along the shore. We ran into a bay or cove at the north end of the point, on this side the high bluff; the soundings from 20 to 15, 12, 10, 8, 6 fathoms, good clear ground, and clear of ice. The tide of flood came from the southward, and flowed thirteen feet and a half. The streight above the islands is six or seven leagues broad. I went up the highest land on the east side, and set the land by compass. There is a bluff point on the south side, with three low islands off it; and a low point at the back of it, that bore south by west, with that opening to us. The land ran from the south by west to the north-west, a high mountainous land, and round again to the high bluff point, this appearing to me from the high land I was upon. It being about one quarter flood, or more, by the tide that came through the streights, I saw the

The History of America.

This experiment seems to silence all that can be said on the probability of the place where *Middleton* was being a fresh water river. The examinations which passed on this head before the lords of the admiralty, afforded farther reasons for believing, that what is called *Wager* river is in reality a freight, that in the opening it is six or seven miles wide, and the water from fourteen to sixteen fathoms deep; that in sailing up the same, the width, the depth, and the saltness of the water encreased; that the freight, most probably, leads into the western or north-western ocean, from the number of whales seen there, which could not come in at the mouth of the freight, as no whales were ever seen in the bay, but on the broken coast of the south-westward of the *Welcome*, which, very probably, led to a passage still more easy. The height and rapidity of the tides is another argument for proving *Wager* river a freight to lead to the ocean, as they could not come from *Hudson's* freights; and lieutenant *Rankin* declared, that the tide of flood came from the southward. There is, likewise, the highest probability, from the nature of the tides, that the freight cannot be above an hundred leagues long, and that if it was navigated through, the adventurers would find themselves in a more moderate climate than that of *Deer-Sound*; for the freight was seen from eminences to bend away to the southward of the west. From all this it follows, that there is a possibility of a passage to the southward from *Brook Cobham*, on account of the number of

ice break up, and set round the point I stood upon with some force; so that all the ice was presently in motion in the middle of the channel against the flood, and was almost clear in the middle this morning. It is nine or ten leagues broad. July the 16th, 1742. *John Rankin.*"

The following paper, which is a confirmation of this, is signed by the same persons who signed *Morrijon's* account, and runs thus: "All this is matter of fact; for I was with the lieutenant upon the high land, and with a perspective-glass set that opening opposite to *Deer-Point* by compass, and

and found it bear as is here set down. The next time I was upon the said high land with the lieutenant, we saw the ice clear of the opening, although there was much ice driving in the middle of the channel, but none to interrupt the boat in her passage up the freights; and I am very sure the water was as salt as it could be among so much ice as was in the freight at that time, and such quantities of snow as were melting upon the high land. All this is true, as we are ready to make affidavit of, if required; as witness my hand, as well as those underwritten, this 22d day of November, 1743."

whales

whales seen there, and no where else, except about *Deer-Sound*, and from the rapidity of the tide at that place, which appears to flow into *Wager* river, and to come from a sea different from that which fills *Hudson's-Bay*. The broken appearance of the coast, from latitude 62 to latitude 65, is an additional argument of a passage thereabouts into the western ocean, or the *South-Sea*. It was likewise urged against Mr. *Middleton*, that his ~~own~~ great log-book disproved his searching exactly all the western shore from cape *Frigid* to *Brook Cobham*; and it came out, upon examination of the officers, that after standing in with the headland of *Brook Cobham*, being informed of a fair opening there, and a strong tide of flood from the westward, he would not let it be tried.

UPON the whole, the arguments for a north-west passage were so convincing, that the legislature, in 1744, passed an act of parliament to encourage the discovery of the same. The preamble of the act takes notice, that, "As the discovering a north-west passage through *Hudson's-Streight* to the western *American* ocean, would be of great benefit and advantage to this kingdom; and that it would be a great encouragement to adventurers to attempt the same, if a publick reward was given to such persons as should make a perfect discovery of the said passage: It is therefore enacted, That if any ships or vessels, belonging to his majesty's subjects, shall find out and sail through any passage by sea between *Hudson's-Bay* and the western ocean of *America*, the owners of such ships or vessels shall be intitled to receive, as a reward for such discovery, the sum of twenty thousand pounds." Commissioners are appointed by the same act for examining the claim that may be made under it; and a proviso is added, "That nothing in this act shall extend to prejudice the estate, rights, or privileges, of the governor and company of the adventurers of *England* trading into *Hudson's-Bay*." In consequence of this act, two ships, the *California* and the *Dobbs*, were fitted out, and sailed in quest of the so much desired passage, in the beginning of *May*, 1746; but we do not hear that it is yet discovered.

According to Mr. *Dobbs*, who has given us the best account of *Hudson's-Bay*, it may be esteemed from 51 deg. to 65 deg. north lat. and from 78 deg. to 95 deg. west long. from *London*. The whole of its extent in length may be about six hundred miles, and its northern boundary may be reckoned at *Davis's* streights; the country lying to the north of that being claimed by the *Danes*. The entrance of the streights is variously represented. At *Resolution-Island*, it is

An act of parliament encouraging the discovery of a north-west passage.

Account of Hudson's-Bay.

said

said to be twelve or thirteen leagues wide, but others make it not half so much. As to the freights themselves, they are said to be an hundred and twenty leagues in length; the shores, on both sides, being inhabited by a most savage race. At the mouth of the freights lies *Resolution-Island*; and in the freights themselves lie the islands *Charles*, *Salisbury*, and *Nottingham*; and *Mansfield-Island* is situated in the mouth of the bay. The truth is, the whole of this vast country is so inhospitable, and great part of it so uninhabitable, that the geography of it is very uncertain. We shall, however, present our reader with the general description of it from the best authorities.

The south coast of *Hudson's-freights* is known by the name of *Terra de Labrador*, and is by some called *New Britain*. It extends from the 50th to the 63d degree of latitude, and from the 51st to the 79th degree of longitude, west from *London*; its form being triangular. The inland parts of this country are but little known, and are inhabited by the *Esquimaux Indians*, the most untamed and intractable people in *America*. They were first discovered by the *Danes*, but no settlement has ever yet been made in their country. They have no settled habitation, nor do we know of any villages or towns among them. To what we have already said of those savages, we are to add, that they are thought to be so numerous, that they can bring 30,000 fighting men to the field; but though mischievous, untameable, and treacherous, they are excessively cowardly; and sometimes, in the night-time, they cut the cables of ships that they may enjoy their wrecks in the morning. The *French* have several times built forts and little towns upon their frontiers, in hopes of enticing them to traffic with them, but all hitherto has been to no purpose; for even the zeal of the missionaries could make no impression upon their barbarous manners. The only commodities they trade in are furs, which they exchange for knives, scissars, pots, ketiles, and the like hardware; but if an *European* ship should suffer them to come near it in too great numbers, they will, if they can, master the crew and plunder the vessel. As to the other savages in the neighbourhood, we have already mentioned them. Mr. *Moll*, however, has given a very different account of this country. He tells us, that the inhabitants of the inland parts of it are industrious, and that the country itself produces gold. Something of that kind is not at all improbable, as we cannot account how so great a number of people can be maintained in a country so rude and savage, and so unproductive of every necessary of life as this is represented to be, with-

See Vol.
XXXIX.
P. 395.

Ibid.

without some kind of industry in the inhabitants. Add to this, that we are informed that the *Hudson's-Bay* company intend to settle a factory on the *Labrador* coast for trading with the *Indians* and the *Esquimaux*, near the opening from their bay and the *Atlantic* ocean, which we can scarcely suppose the company would attempt without some probability of success.

ON the other side of *Hudson's-Straits*, to the north of *The North Labrador*, lies what is called the *North Main*, which is bounded Main. on the east by *Davis's-Straits*, and on the north by *Baffin's-Bay*, and on the west by a nameless freight. Some geographers have imagined the whole of this country to be an island, stretching from the 62d to the 75th degree of latitude. Some call it *James Island*; others suppose it to consist of three small islands, that on the north-west being cut through by *Cumberland Bay*, the mouth of which lies under the arctic circle, and runs to the north-west. *White-Bear-Bay* separates the isle on the south-east from that on the south-west. *Cape Atury*, by some called *Charles Cape*, lies on the south-west shore of the last mentioned island, and *Smith's-Bay* and *Cape Baffin* on the western coast; but all writers seem to agree in acknowledging their ignorance of the inland parts. *North-Bay* lies to the south of the isle lying to the east of *White-Bear-Bay*. On the south-east point of it are the isles of *Resolution*, and *Lumley's-Inlet* lies on the eastern coast. The isle that lies to the north-east of *Cumberland-Bay* has *Cape Walsingham* on the south, to the east of which stands *Mount Raleigh*, and *Cape Bedford* is higher up. The *Cumberland Islands* lie in the bay of that name.

WE have already mentioned the discovery of the *Straits* of *Davis*, who, in 1585, came to the south-west cape of *Greenland*, in the latitude of 62 degrees, which he called *Cape Desolation*. Here he traded with the natives for peltry ware, small cod and muscles. He afterwards sailed to the latitude of 64 degrees, 15 minutes, and from thence to that of 66 degrees, 40 minutes. In 1586, in a second voyage which he made to the same coast, he discovered many places to the west; and the following year he proceeded as far as 72 degrees, 12 minutes. But what goes by the name of his freights, extends to the 75th degree of longitude; and there it communicates with *Baffin's-Bay*, or rather what is called *Christian-Sea*. To the north of this *Christian-Sea* lies *Sir Thomas Smith's Bay*, in the 78th degree of north latitude. But though it appears to run northward, we have no particular description of it. On the western coast of *Baffin's-Bay* are two sounds or inlets; the northernmost in latitude 76,

is

is called *Alderman Jones's Sound*; and the other, which is in latitude 74 degrees and 20 minutes, is termed *Sir James Lancaster's Sound*; the country lying round *Baffin's-Bay* goes by the name of *Prince William's Land*; but we know nothing more of it.

New
North
Wales.

To the south of *Prince William's Land* lies *New North Wales*, which has on its south *New Denmark*, and on its west another land, but both of them unknown. *Wager's-Streights* being already described, and the *Welcome*, or *Ne Ultra*, is a narrow streight between the 62d and 63d degree of north latitude. Captain *Middleton* meeting with land there, which trenched away from east by north to north by west, was in hopes that it was the extreme part of *America*, and he therefore called it *Cape Hope*; but, to his disappointment, he met with a deep bay, which he called *Repulse Bay*, and which, though in the month of *August*, was full of broken ice. In that bay, about latitude 66 degrees, 45 minutes, lies *Cape Frigid*, so called from lying on a frozen streight; but it is not clear whether this was an island, or the main land. As to the streight itself, it seems to be no more than an arm of the sea, three leagues wide, and full of islands. From the tides of flood observed here, it is probable there is a north-west passage into the western ocean. We know very little or nothing of the land between the *Welcome* and part of *Baffin's-Bay*, only that it is barren and inhospitable; and by some it is laid down as an island. From *Cape Hope* to the mouth of *Wager's-Streights*, or *River*, the country is unknown. The mouth of *Wager's-Streights*, lying in latitude 65 degrees, 23 minutes, is not above two or three miles wide; but five or six miles within its entrance, it extends to six or eight miles. It is full of islands and rocks, but the lands on both sides are high, as has been already observed. In latitude 65 degrees, 50 minutes, is the entrance of a small river; but how far it runs inland, is not known. The great plenty of deer that appeared on its banks, gave it the name of *Deer-Sound*, and in the vallies there are said to be large fresh lakes, with plenty of grafs, deer, and water-fowl; but the highlands contain only a kind of a rocky marble. In this sound some whales were likewise seen. The southermost cape at the entrance of *Wager's-Streight*, is called *Cape Dobbs*. South-westward, in latitude 65, lie *Whalebone-Point* and *Cape Fullerton*. *Brook-Cobham*, or *Marble-Island*, which lies in latitude 63, has to the west of it an opening within land, called *Rankin's-Inlet*. To the south are two other openings, called *Whale-Cove*, and *Love-Grove*. It is thought by many, that those openings, though yet but very imperfectly known, lead

lead to the *South-Sea*, which, if true, would be a discovery of the highest importance. The country, from *Wager's-Streights* to *Seal-River*, the mouth of which lies in latitude 60 degrees, 30 minutes, is called *New Denmark*, so termed, from its being taken possession of by the *Danes* by captain *Monck*.

THIS captain *Monck* was employed by *Christiern* the IVth, *Discoverer* of *Denmark*, to find out a passage between *Greenland* ^{ries of cap-} and *America*, so as to facilitate the voyage to the *East-Indies*, ^{tain} soon after Mr. *Hudson* had miscarried in the same attempt. *Monck*; He sailed from the *Sound* on the 16th of *May*, 1619, with two ships, one carrying 48, and the other 16 men. On the 20th of *June* following, he reached *Cape Farewell*, which he found situated in 62 degrees, 30 minutes latitude, but covered with ice and snow. According to *Monck's* account, he steered from thence towards *Hudson's Streights*; and on the 18th of *June* at night, his sails were rendered useless by ¹ the ice adhering to them; but next day, the afternoon proved so hot, that his sailors were obliged to strip themselves to their shirts. On the 17th of *July*, he arrived in *Hudson's-Streights*, to which he attempted to give the name of *Christiern's-Streight*, and landed on an island, (as he supposes) opposite to *Greenland*. Here with some difficulty he met with savages, who seemed shy, and the *Danes* seized their arms, but returned them, upon the savages informing them by signs, that they had no other means of subsistence but the game which they killed with their arrows. They seemed in other respects to be a harmless, simple people; and *Monck* was detained here for some time by the ice. The savages, however, had disappeared; nor could all the stratagems of the *Danes* bring them back. It was with the utmost difficulty, while *Monck* remained at *Reen-Sund*, (for so he called the island where he was) he defended his ship from the vast shoals of ice which every where surrounded him. He found several other islands in *Hudson's-Streights* and wherever he landed, he set up the arms of *Denmark*, and took possession in that king's name. He afterwards visited several coasts and seas, to all which he assigned new names, in honour of his royal master, though they had before received names from *Hudson* and other *Englishmen*. Continuing his course west-north-west, he came to 63 degrees, 20 minutes; where, being surrounded by the ice, he was obliged to winter in a place which he called *Monck's Winter-Harbour*, and the country round it he called *New Denmark*. On the 7th of *October*, having secu-

¹ CHURCHILL'S Voyages, Vol. I. p. 560.

red his ships in a creek, he discovered a river; and attempted to sail up it; but could make no progress, because of the vast shoals of ice which he encountered. He then attempted a passage by land, but meeting with no inhabitants, he returned another way. In his progress, he perceived many druidical kind of altars, with bones near them, and other indications that the country was not destitute of inhabitants, tho' he could bring none of them to traffick with him; and he concluded that they led a wandering life, like the *Tartars* and the *Loplanders*.

THE miseries from the cold and frost which those *Danes* suffered during the winter, were inexpressible; and so many of them died, that captain *Monck* was obliged to do the duty of a common man. At last, their provision of bread failed them. Towards the end of *May* they saw abundance of wild fowl of all kinds; but they were too weak to catch them. The captain himself by this time fell ill, and of sixty-four men he sailed out with, only two were alive. These three had the courage to go on board the smaller ship; but on the 8th of *September* they were overtaken by a tempest, which drove them upon the coast of *Norway*, and from thence, with great difficulty, they reached *Denmark*. *Monck*, after returning to his own country, was so fully convinced that there was a passage between *Greenland* and *America* to the *East-Indies*, that he persuaded some persons of great distinction to fit out two other ships, in which he proposed to try another voyage. *Christiern* the IVth, king of *Denmark*, a prince of a brutish nature, hearing of this, sent for *Monck*, and reproached him with the ill success of his last voyage, and the loss of his two ships; and upon *Monck's* returning a hasty answer, he received a blow of his majesty's cane, which he took so much amiss, that he went home, and starved himself to death.

SEVERAL islands lie on the coast of *Labrador*; and the country from *Baffin's Bay* southward and eastward, as far as *Labrador* is called *New South-Wales*. This vast country from north-west to south-east, extends three hundred miles. It is bounded on the east and south by *Canada*, and on the west by vast tracts of countries, whose inhabitants trade with the *English*, who are the only *Europeans* who have plantations or settlements within land. How far those countries extend, or where they terminate, is unknown. The *English* settlements consist of forts or houses lying on the coasts, chiefly calculated to protect them against the inclemencies of the weather. They are directed as to the situation of those forts by the mouths of the rivers which are most proper for trading with the *Indians*: the chief on the western continent are

are *Churchill River*, *Nelson's-River*, *Severn-River*, *Albany-River*, and *Moose-River*. *Churchill-River*, at the mouth of which is built the *Prince of Wales's* fort, is most northerly, and situated on the west part of *Hudson's-Bay*. The company here keeps about twenty-eight men. The river is navigable for 150 leagues, and about 20,000 beaver-skins every year are returned at this fort. *Fort York*, or *Fort Nelson*, but *Farther* by the *French* called *Fort Bourbon*, is situated upon *Nelson's- description* *River*, in the 57th degree of north latitude. Here about of *Hud-* twenty-five of the company's men reside; and the river it- son's-Bay. self is the largest and finest in the bay, by means of its communications with the great lakes and the trading rivers. *New Severn River* lies in the 55th degree of north latitude; but is at present neglected. *Albany-River* lies in the 52d degree, and the company there keep twenty-five in the fort. From the middle of *May* to the middle of *September*, the weather here is mild and warm; and in the year 1731, no fewer than one hundred and eighteen canoes traded with the fort. *Moose-River*, which is larger than that of *Albany*, lies in the 51st degree of north latitude, and the company has at their fort here twenty-five men. *Prince Rupert-River* lies in the same latitude, but on the east-side of the bay; and the fort there is at present gone to ruin. At the fort upon *Shude-River*, which lies on the east-side of the bay, the company keep no more than eight or nine men.

ABOUT five or six leagues from the *West-main*, lies the little rocky isle, which, tho' no more than a heap of rocks and stones, shelters great numbers of gulls and water-fowl. The soil of *Charleton-island* is a light white sand, producing juniper and other shrub-trees. In the spring, this island is noted for the beautiful appearance it makes to voyagers, who for months before have been accustomed to the most savage inhospitable scenes in nature; though at the bottom of the bay, the latitude is nearer the sun than *London* itself; yet the climate is excessively cold for nine months in the year; but, excepting, when a north-wind blows, the other three months are very hot. As to the soil in general of the counties bordering on *Hudson's-Bay*, it is very barren, scarce any grain growing upon it, but upon *Prince Rupert-River* there grows some gooseberries, strawberries, and the like dwarf-fruits.

NOTWITHSTANDING all those discouragements, it is cer- *An account* tain that the advantages of the trade to *Hudson's-Bay* are im- of its mense. The commodities most proper for trade here are *trade.* guns, powder, shot, cloth, hatchets, kettles, and tobacco. These are exchanged with the natives for furs, beavers, martin, fox, moose, and other peltry ware; and the prodigious profits

profits of the company may be estimated by the following standard of commerce, which formerly was fixed by them for their goods bartered on the southern part of the bay.

GUNS, one with the other, ten good skins, that is, winter-beaver; twelve skins for the biggest fort, ten for the mean, and eight for the smallest. Powder, a beaver for half a pound. Shot, a beaver for four pounds. Hatchets, a beaver for a great and little hatchet. Knives, a beaver for six great knives, or eight jackknives. Beads, a beaver for half a pound of beads. Laced coats, six beavers for one good laced coat. Plain coats, five beaver-skins for one red plain coat. Coats for women, laced, two yards, six beavers. Coats for women plain, five beavers. Tobacco, a beaver for one pound. Powder-horns, a beaver for a large powder-horn, and two small ones. Kettles, a beaver for one pound of kettle. Looking-glasses and combs, two skins.

THE reader who understands trade, must readily be sensible of the vast gains of such a commerce as the above, especially as it is but in a few hands, and carried on with very little expence. It is true, the trade for several years before the treaty of *Utrecht*, and for some years after, was but inconsiderable; but it is well known, that during the late war their profits were greater than that of any commerce carried on by *British* subjects. It is said,^m that the annual exports were about 3000 l. value, and their half-yearly sales about 25,000 l. and that nine-tenths of the stock have been engrossed by eight or nine merchants. They are supposed to be at the charge of one hundred and twenty servants a year, and about an hundred and twenty men on board the two or three annual ships which they employ in time of war. Their imports are deer-skins, castorum or beaver-stone, feathers, whalebone and blubber; but beaver-skin is two-thirds of the whole. Some writers, Mr. *Dobbs* in particular, who is well acquainted with the country, and the state of its trade, have been of opinion, that the privileges of this company are so extensive, that its charter ought to be vacated, and the trade laid open. It has likewise been said, with what justice we cannot determine, that this company has always been averse to the discovery of the north-west passage, though their endeavouring to make such a discovery is one of the conditions on which their charter was granted.

PERHAPS none of the natives of *North America* are so rude and savage as the *Indians* inhabiting the neighbourhood of *Rupert-River*, and other places in the bay. This may

^m DOUGLAS'S Summary, Vol. I. p. 218;

asily be accounted for, as they have no opportunities like the *Canadian* savages, or those in the neighbourhood of the *English* plantations, of seeing any places of great resort. Their intercourse is confined to little forts and booths, where they deal with *Europeans* who have no other conversation, or ideas, but to make the best bargains they can. In general, however, they are peaceable, only the *Nodways* are a tribe more savage than the rest; upon whom they sometimes make incursions, and after killing eight or ten people, retire in triumph. The rivers, which in that country are very plentiful, are commonly the boundaries of those savage tribes. Though it does not appear, that they have any notions of subordination in government, yet each tribe has its okimah, or orator, who presides in their public meetings every spring and fall, where they adjust their boundaries for hunting, fowling, and fishing, and mark out the space which each family is to occupy during the season. This okimah makes their harangues to the *English*, and nothing but the danger of starving can prevail with the several families to quit the bounds allotted to them. They have some notion of two manitous (as the *Canadians* call them) or spirits, one the author of good, the other of bad; and they express some rude signs of worship or devotion at their feasts and dances.

S E C T. XIII.

*Containing the History of the BRITISH and other
ISLANDS in the American West Indies.*

C H A P. I.

The History of BARBADOS.

*First discovery of
Barbados.*

IT is surprising that the *English* in general are so much in the dark as they are with regard to their original possession of this valuable island ; nor can it be otherwise accounted for, than by the first colonists being so much immersed in commercial pursuits, that they gave very little attention to matters of mere curiosity. As to the history of the natives of this island there can be none, because, by the best accounts we have, it was entirely uninhabited when the *Portuguese*, who certainly were its original discoverers, first landed upon it. It is probable, however, that it was visited at certain times by the neighbouring *Caribbees*, or savages, in their canoes. Even the origin of the name is uncertain, some attributing it to a tree, the leaves and fruit of which at a distance somewhat resemble a human beard ; others with more probability think, that it was called *Barbados* by the *Portuguese*, on account of the barbarous, uncultivated prospect it presented. As the *Portuguese*, long before the *English* took possession of *Barbados*, had used to sail to the *Brazils*, there can be little or no doubt of their being acquainted with this island ; and we learn from some good authorities, that they left hogs there to serve them for a stock of fresh provisions, and that when the *English* took possession of the island, those hogs had multiplied extremely. As the *Portuguese* had discovered *Brazil* in 1501, *Barbados* was probably known to them many years before the *English* took possession of it, which undoubtedly must have been before the death of *James the First*, which happened in the year 1625. The author of the *Complete System of Geography*ⁿ informs us, that where the great fire happened at *Bridge-Town*, in 1666, some papers were saved, which were afterwards printed on the island, and by them it appeared, that an *English* ship, called the *Oliver*, homeward-bound from *Guiney*, touched here ; and, landing some men, they set up a cross in or about St. *James's*

ⁿ Vol. II. p. 747.

town,