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OF
JOHN LOCKE,
IN NINE VOLUMES.

THE NINTH EDITION.

VOLUME THE NINTH.

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THE WHOLE
HISTORY
OF
NAVIGATION
FROM ITS
ORIGINAL TO THIS TIME;

(1704.)

PREFIXED TO
CHURCHILL'S COLLECTION OF VOYAGES.

THE WHOLE
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OF all the inventions and improvements the wit and industry of man has discovered and brought to perfection, none seems to be so universally useful, profitable and necessary, as the art of navigation. There are those that will not allow it to be called the invention of man, but rather the execution of the direction given by Almighty God, since the first vessel we read of in the world, was the ark Noah built by the immediate command and appointment of the Almighty. But this is not a place to enter upon such a controversy, where some will ask, why it should be believed there were not ships before the flood as well as after, since doubtless those first men extending their lives to eight or nine hundred years, were more capable of improving the world than we whose days are reduced to fourscore years, and all beyond them only misery or dotage? It is impertinent to spend time upon such frivolous arguments, which only depend on opinion or fancy. If then we give any credit to history, on

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which all our knowledge of what is past depends, we shall find that navigation had but a mean and obscure original, that it was gradually and but very leisurely improved, since in many ages it scarce ventured out of sight of land; and that it did not receive its final perfection till these latter times, if we may be allowed to call that perfect which is still doubtless capable of a further improvement: but I give it that epithet only, with regard to the infinite advancement it has received since its first appearance in the world.

The first vessel ever known to have floated on the waters, was the ark made by God's appointment, in which Noah and his three sons were saved from the universal deluge. But this ark, ship, or whatever else it may be called, had neither oars, sails, masts, yards, rudder, or any sort of rigging whatsoever, being only guided by divine providence, and having no particular port, or coast to steer to, only to float upon the waters, till those being dried up, it rested on the mountains of Ararat, as we read in Gen. viii. 4. From this time till after the confusion of tongues there was no use of navigation, there being as yet no sufficient multitude to people the earth, and those men there were, having undertaken to build the tower of Babel, from thence were dispersed into all other parts of the known world. These first travellers doubtless met with many rivers before they came to the sea, as plainly appears by the situation of Babel, generally agreed upon by all that treat of scriptural geography; and those rivers they passed in a hollowed piece of timber, no better than a trough, or a sort of baskets covered over with raw hides, being the easiest that occurred to invention, and sufficient for their present purpose, which was only to pass on in their way to other parts, without the prospect of trade or commerce, which cannot be supposed to have then entered into their thoughts. What vessels they built when they came to the sea no history describes, and therefore it would be a rashness to pretend to any knowledge of them. That they were small, ill rigged, and only durst creep along the shores, is out of all dispute; if we consider that many
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succeeding ages were no better furnished, though they never failed from time to time to correct the defects they found in their shipping, and industriously laboured to improve the art of navigation. Not to speak therefore of what is absolutely fabulous, or only supposititious, let us come to the first sailors famed in history; and touching those times lightly, descend to matters of more certainty and better authority.

If we give credit to poets and poetical writers, we shall find Neptune covering the Mediterranean sea with his mighty fleets, as admiral under his father Saturn, supposed to be Noah, as Neptune is to be Japheth; and to him is ascribed the first building of ships, with sharp stems, or heads shod with iron or brass, to run against other ships, and split them, and with towers on them for men to fight when they came to lie board and board. Yet there are others that give the honour of inventing of ships, and steering them to Glaucus, affirming it was he that built and piloted the ship Argo in Jason's expedition against the tyrrhenians; which others attribute to Argos, making him the builder and pilot. These notions, or rather poetical fictions, are rejected by the learned Bochartus in his *Geographia Sacra*, p. 819, 820. where he shows that the ship Argo ought properly to be called Arco, which in the phœnician tongue signifies long, a name given it because it was the first long ship built by the greeks, who learned it of the phœnicians, and called it by their name, whereas all the vessels used by them before that time were round. This ship Argo, or rather galley, he says had fifty oars, that is twenty five on each side, and therefore must be fifty cubits in length. Here it appears that the greeks had round vessels before that time, and all that we can reasonably conclude is, that this ship or galley Argo, or Arco, was larger, and perhaps better built and contrived than any before it, and might perform the longer voyage, which rendered it famous, as if it had been the first ship. But it is certain there were many fleets, such as they were, before this time; for the argonauts expedition was about the year of the world 2801, which was after the flood 1144 years: whereas

whereas we find Semiramis built a fleet of two thousand sail on the coasts of Cyprus, Syria, and Phœnicia, and had them transported on carriages and camels backs to the river Indus, where they fought and defeated the fleet of Staurobates king of India, consisting of four thousand boats made of cane, as Diodorus Siculus writes. About the year of the world 2622, and 965 after the flood, Jupiter king of Crete, or Candia, with his fleet stole away Europa the daughter of Agenor king of the sidonians. In 2700 of the world, and after the flood 1043, Perseus went on the expedition by sea against Medusa in Afric. Now to return to the argonauts so much celebrated by the poets, upon the strictest examination into truth, we shall only find them inconsiderable coasters in the Mediterranean, and set out by the public to suppress pirates, though fabulous Greece has extolled their expedition beyond all measure. Next follows the trojan war about the year of the world 2871, and 1214 after the flood, where we find a fleet of one thousand one hundred and forty sail of all sorts, still creeping along the shores, without daring to venture out of sight of land,

Now leaving the Greeks it is fit we return to the phœnicians, who are the same the scripture calls the philistines or canaanites, as is largely proved by Bochartus, certainly the earliest and ablest mariners in those first ages: they made the greatest discoveries of any nation, they planted colonies of their own in most of those countries so discovered, and settled trade and commerce in the most distant regions. There can be no greater testimonies of their wealth and naval power than what we find in holy writ, Ezek. xxvii. where the prophet speaking of Tyre, says it is situate at the entrance of the sea, is a merchant for many isles, its ship-boards are of fir-trees of Senir, their masts of cedars, their oars of oak of Bashan, their benches of ivory, their sails of fine embroidered linen, and so goes on through most of the chapter, extolling its mariners, pilots, ships, all things belonging to them. This, though from the undeniable oracle of scripture, were no sufficient proof of their knowledge in this art, were not
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all histories full of their many expeditions. The first was on the coast of Afric, where they founded the most powerful city of Carthage, which so long contended with Rome for the sovereignty of the world: thence they extended their dominions into Spain, and not so satisfied, coasted it round, still pursuing their discoveries along the coast of France, and even into this island of Great Britain, where they afterwards had a settled trade for tin, and such other commodities as the country then afforded, as may be seen at large in Procopius, Strabo, Diodorus Siculus, and many other ancient authors. Pliny, lib. 2. cap. 69. with others affirms, that in the flourishing times of the republic of Carthage, Hanno being sent out from thence to discover southward, sailed quite round Afric into the Red-sea, and returned the same way; and that Kimilco setting out at the same time northwards, sailed as far as Thule or Iceland. Both these relations are in part rejected by most authors as fabulous, because it does not appear that the utmost extent of Afric was ever known till the portugueses in these latter times discovered it; and the very northern parts of Europe were not thoroughly discovered even in the time of the roman greatness. However, no doubt is to be made but that they sailed very far both ways, and might perhaps add something of their own invention, to gain the more reputation to their undertaking. Nor were they confined to the Mediterranean and westward ocean, it was they that conducted Solomon's fleets to Ophir; and we read in 1 Kings ix. 27. that Hiram (who was king of Tyre, and consequently his men phœnicians) sent in the navy his servants, shipmen that had knowledge of the sea. And again, chap. x. ver. 11. And the navy also of Hiram that brought gold from Ophir. Thus we see the phœnicians traded to Ophir before king Solomon, and for him. To enter into the controversy where this Ophir was, is not proper for this place, but the most probable opinions conclude it to be some part of the East-Indies, and indeed there is not the least show of reason to place it elsewhere. How they performed these long voyages without the help of the compass, or magnetical needle, would

would be another no less difficult inquiry, considering they could not always sail by day, and lie by at night, or continually keep within sight of land, whence tempests at least would often drive them into the open sea; but this is easily solved by all authors, who with one consent inform us, that they were directed by the course of the sun in the day, and by the stars at night. And in this knowledge of the heavens the phœnicians exceeded all other nations, as may be gathered from Pliny, lib. 5. c. 12, and 19. where he shows that mankind is obliged to the phœnicians for five things of the greatest use, viz. letters, the knowledge of the stars, the art of navigation, military discipline, and the building of many towns. By this their knowledge of the stars, they recovered themselves when lost in foul weather, and knew how to shape their course across spacious gulphs, and bays which would have spent them much time in coasting round. However it must not hence be inferred that they were capable of traversing the vast ocean betwixt Europe and America, as some would endeavour to make out; because it is well known that voyage even with the help of the compass was at first thought impracticable, and when discovered, for some time proved very difficult and dangerous, till time and experience had made it more familiar. The very reason alleged for the possibility of their sailing to the West-Indies, which is the certainty of the trade-winds blowing always at east within the tropics, makes against them, because had those winds carried them thither, the vast difficulty in returning the same way would deter them from that enterprise, they being altogether ignorant, and we may say incapable of coming away north, which was accidentally found out many years after the discovery of the West-Indies.

The greeks, though occasionally mentioned before them, were the next in order to the phœnicians in maritime affairs, and learned the art of them. They not only equalled their masters in this art, but soon excelled them, and gave them several notable overthrows on their own element; for we often find them, though

much inferiour in numbers, gaining glorious victories over the persians, whose fleets were all managed by phœnicians. One instance or two may serve for all; the first is the famous battle of Salamis, where the confederate greeks, whose whole force consisted but of three hundred and eighty ships, defeated thirteen hundred of the persians, with inconsiderable loss to themselves, and incredible to their enemies; as may be seen in Plutarch's lives of Themistocles and Aristides, in Diod. Sic. lib. XI. Herod. lib. VII, and VIII. and others. Again the athenian fleet commanded by Cimon lorded it along the coasts of Asia, where closely pursuing the persian admiral Titraustes, he obliged him to run his ships aground, of which he took two hundred, besides all that perished on the shore. And not so satisfied, Cimon proceeded to Hydroke, where he destroyed seventy sail, which were the peculiar squadron of the phœnicians; for which particulars see Thucyd. lib. I. cap. 11, and 12. Plutarch in vit. Cimon. and Diod. Sic. lib. XII. These victories were the bane of Greece, which growing rich with the spoils of the persians fell into those vices it had before been a stranger to, and which broke that union which had preserved it against the common enemy. Hence followed the war betwixt the athenians and lacedæmonians, and several others, where those little states confederating one against another set out many numerous fleets, and strove for the sovereignty of the sea, till having sufficiently weakened themselves they at length became a prey to others. Yet during their flourishing times, and even in adversity, when driven from home by disasters, they never ceased sending out colonies upon all the coasts of the Mediterranean, and particularly of Asia, Spain, France, Italy, and Sicily. In all which countries they so far extended their empire, that it would fill a volume to give but an indifferent account of them. Yet under Alexander the great, the founder of the grecian empire, there are some things so singular that they well deserve a place here. That these latter ages may not boast of the invention of fireships, we find in Curtius, lib. IV. that
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at the siege of Tyre, when a mole was carrying on to join that city to the continent, the inhabitants having loaded a large ship heavily a-stern with sand and stones, to the end the head might rise above the water, and prepared it for their purpose with combustible matter, they drove it violently with sails and oars against the mole, where they set fire to it, the seamen in it escaping in their boats. The mole being in a great measure made of wood, with wooden towers on it, was by this device utterly destroyed. Thus we see the tyrians successfully invented the first fireship we read of in history. The next thing remarkable in this mighty conqueror's reign in relation to navigation, was his sailing down the river Indus into the indian ocean, where we may by the by observe the wonderful ignorance, not only of his landmen, but even of the sailors, who, as Curtius, lib. IX. testifies, were all astonished and beside themselves at the ebbing and flowing of the river. From hence the same author tells us, Alexander sent his admiral Nearchus to coast along the ocean as far as he could, and return to him with an account of what he should discover. Nearchus accordingly keeping along the indian and persian shores, and entering the Persian Gulph, returned to him up the river Euphrates, which was then looked upon as a wonderful discovery, and a great masterpiece of that admiral, for which he received a crown of gold from Alexander. Thus much we have concerning this expedition in Curtius quoted above, and in Plutarch in vit. Alex. Purchas in his first vol. p. 86, 87, 88. gives a very particular account day by day of this voyage of Nearchus, taken out of Arianus, lib. VIII. who delivers it as Nearchus's journal of the expedition.

Next to the phœnicians and greeks, the romans became sovereigns of the sea; yet not all at once, but after hard struggling with the carthaginians, then in the height of their power, having by their naval force made themselves masters of the greatest part of Spain, and the coast of Afric, of many islands in the Mediterranean, and being intent upon the conquest of Sicily. This island furnished these mighty cities with an occasion

tion of trying their forces on pretence of protecting their allies, but in reality out of a desire of sovereignty. The romans were altogether unacquainted with naval affairs, insomuch that they knew not how to build a galley, but that the carthaginians cruizing on the coast of Italy, as we find in Polybius, lib. I. one of their quinquereme galleys happened to fall into the hands of the romans, who by that model built an hundred of the same sort, and twenty triremes. Whilst the galleys were building, they exercised the seamen in rowing upon the dry shore, causing them to sit in ranks as if they were aboard, with oars in their hands and an officer in the middle, who by signs instructed them how they should all at once dip their oars and recover them out of the water. When the fleet was launched, finding the galleys not artificially built, but sluggish and unweildy, they invented an engine to grapple fast with the enemy at the first shock, that so they might come to handy-strokes, at which they knew themselves superior, and prevent being circumvented by the swiftness of the carthaginian galleys, and experience of their mariners. This engine they called *corvus*, it consisted of a large piece of timber set upright on the prow of the vessel, about which was a stage of several ascents of boards well fastened with iron, and at the end of it two massive irons sharp pointed. The whole could be hoisted or lowered by a pulley at the top of the upright timber. This engine they hoisted to the top when the enemy drew near, and when they came to shock ship to ship, they let it run down again into the enemy's vessel, with which its own weight grappled it so fast that there was no breaking loose; and if the attack happened on the bow, the men went down two and two into the enemy's vessel by the help of the aforementioned scaffold; all which may be seen more fully described in Polybius above quoted. By the help of these engines Duillius the roman admiral overthrew Hannibal the carthaginian, though superior to him in number of vessels and experience in maritime affairs, taking his own septieme and fifty other vessels, with great slaughter of his men, though he himself escaped in his boat. This

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was in the year of Rome 493. In 497. M. Attilius Regulus, and L. Manlius Volso consuls, commanded another fleet, in which were above one hundred and forty thousand men; the Carthaginians had then in their fleet one hundred and fifty thousand men under the conduct of Hamilcar, who was intirely overthrown, fifty of his ships taken, and sixty four sunk. Thus far the sea had proved favourable to the romans; but in the year of Rome 499. having set out a fleet of quinqueremes, they lost one hundred and forty by storms, which made them resolve to lay aside all naval enterprises, keeping only seventy sail of ships to serve as transports, till in the year 503, perceiving their affairs in Sicily decline, the Carthaginians being absolute masters at sea, they again set out two hundred sail, and the following year received a mighty overthrow with the loss of ninety three galleys. Resolving now to put an end to the war, they again fit out two hundred quinqueremes, built by the model of a Rhodian they had before taken, and with them gave the carthaginians such a fatal overthrow, as reduced them to accept of a dishonourable peace. This was the rise of the roman power at sea, which they after not only held, but increased as long as their empire subsisted. Their actions are too many and too great for this place; those that desire to see more may read them in Livy, Plutarch, Appian, and many other authors who deliver them at large; thus much having been said only to deduce the succession of navigation from one people to another. Now though the Romans at this time gained the sovereignty of the seas, and held it for some ages, yet we do not find that they applied themselves to new discoveries, or ever exceeded the bounds of what the phœnicians had before made known, their greatest voyage being that which Pliny, lib. VI. cap. 23. gives an account of, being from Egypt to India beforementioned, to have been frequently performed by the phœnicians, and therefore had nothing new in it. What occurs in this place is, to say something of the several sorts of galleys called triremes, quadriremes, quinqueremes, and so forth, whereof mention was made above. Herodotus, Thucydides and Diodorus agree,
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that Aminocles the Corinthian was the first that invented the trireme galley, about three hundred years after the destruction of Troy. Pliny will have it that Aristotle a carthaginian first built a quadrireme, and Nefichton of Salamis a quinquereme; but Diodorus contradicts it, attributing the invention of the quinqueremes to Dionysius the sicilian. Pliny further adds, that Zenagoras the syracusan built the first vessel of six ranks, Nefigiton one of ten; Alexander the great is reported to have proceeded to twelve; Philostephanus makes Ptolomy Soter the first that made one of fifteen ranks, Demetrius the son of Antigonus of thirty, Ptolomy Philadelphus of forty, and Ptolomy Philopator of fifty. Thus we have the original of them all; but what sort of vessels these were, that is, how the several degrees or ranks of oars were disposed, has been much controverted, and is a most difficult point to be determined. The shortness of this discourse will not allow much canvassing of the point, yet a few words out of two or three learned authors will give some satisfaction to the curious. Morisotus in his *Orbis Maritimus*, p. 608. positively affirms that each of these vessels had its name from the number of ranks of oars placed one above another, so that the trireme had three, the quinquereme five ranks; and so every one according to its name, even till we come to Ptolomy Philopator's tesseraconteres, which he asserts, had forty ranks of oars placed one over another, wherein he agrees with Baifius, whom he quotes, as he does the emperor Leo, whose words are these; Every ship of war must be of its due length, having two ranks of oars, the one higher, and the other lower. This which to him seems concluding, to others appears of no force; for allowing there might be vessels that had two ranks of oars one above another, that does not at all prove the possibility of having twenty or forty, which must of necessity rise to such a height as would look more like a mountain than a ship; and those upper oars must be so long, and in proportion so large and unwieldy, that no strength of hands could ever manage them. Others will have these several ranks of oars to be taken lengthways, and not in

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height; that is, so many in the prow, so many in the midships, and so many in the poop; whence will follow that Ptolomy's galley had forty several ranks in length, with intervals betwixt them, in one line from stem to stern, which allowing but a small number of oars to each of these ranks, will quite outrun the length assigned that vessel, being two hundred and eighty cubits. This opinion is followed by Stewechius, Castilionius, and several others; but sir Henry Savil is of another mind, and supposes these ranks not to lie in length from head to stern, nor in height one above another, but athwart; which must appear preposterous, because allowing so many ranks this way, that is athwart the galley, its breadth would exceed all proportion. The fourth solution of this difficulty, and that very much received, is, that the vessel had its name from so many men tugging at one oar, that is three in a trireme, five in a quinquereme, and so of the rest; which indeed as far as six or seven men to an oar has the most resemblance of truth; but when we come to forty or fifty men to an oar, it will be difficult either to reconcile either to the breadth of the vessel, not to be supposed capable of eighty men in a rank, or to the height of the men, because though the first man next the side of the galley had the oar under hand, yet the end of it when it came to the fortieth must of necessity rise above his reach. These two objections are again answered, the first by allowing each oar to reach quite athwart the galley, and so the forty men to fill up the whole breadth, rowing as they do in our wherries or barges; and the second by allowing an ascent from one side of the galley to the other for each seat or standing of those that rowed; and for the soldiers and sailors, we must imagine a deck over the heads of the slaves at the oar. This carries much of reason, but little of ancient authority, for we find no ancient monuments that describe any thing of this nature. We will conclude this matter with the opinion of Schefferus de militia navali, lib. II. cap. 2. where allowing a competent distance according to the length of the vessel betwixt each bank of oars, he supposes the first row

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to be as in our galleys next the level of the water; then in the intervals another row, not distinguished by a deck, but raised so high by their seat that their feet rested against that which was the back of the bank below them, and so one above the other in those intervals, which takes off much of the height, that must have been, allowing them several decks, and consequently shortens the upper oars in proportion; yet cannot at all lessen the difficulty that will occur upon plying so many oars, which will come to dip so close together in the water, that it seems impracticable to avoid clattering of them, and falling into confusion, not to mention many more inconveniencies obvious enough to every man's reason that has seen any vessels of this nature: and therefore it is best to determine nothing amidst such uncertainties, but leave every one to approve that which shall best suit with his notion of the matter. Therefore leaving these obscurities, it is better to proceed upon the history of navigation where we left off, and see in what state it continued from the time of the romans last spoken of, till the fortunate discovery of the magnetical needle, from which time is to be dated its greatest advancement, as will be visible in that place.

As long as the roman empire continued in splendour, it supported what it had found of navigation, but added little or nothing to it, that people being altogether intent upon making new conquests, and finding still more work than they were able to compass upon dry land, without venturing far out to sea. But when the barbarous nations began to dismember that monarchy, this art instead of improving, doubtless declined, as did all others. The first of these barbarians were the goths and vandals, of whom no great actions appear on the sea, their farthest expeditions on this element being in the Mediterranean, betwixt Italy and Afric, Spain and the islands, where nothing occurs worth mentioning. The saracens were next to them as to order of time, though much superiour in naval power, yet contained within the same bounds, and consequently did nothing more memorable. After the saracens may be reckoned

the normans, who for several years infested the coasts of Britain and France with their fleets from Norway, till having settled themselves in Normandy, they ran out plundering all the coasts of Spain, and entering the streights conquered a great part of the kingdom of Naples, and the whole island of Sicily. Still these, though they undertook longer voyages, were but coasters, and satisfied with what they found, did not endeavour to add any thing to the art of navigation, especially for that they were as then but rude and barbarous, war and rapine being their only profession. Other nations famous at sea were the genoeses and venetians, betwixt whom there were bloody wars for several years; and the latter, till the portugueses discovered the way by sea to the East-Indies, had all the trade of those parts in their own hands, either brought up the Red sea into Egypt, or by caravans to the sea-port towns of Asia. We might here mention the expeditions of english, french, danes, dutch, and other nations, but should find nothing new in them all. They all in their turns were powerful at sea, they all ventured sometimes far from home, either to rob, conquer, or trade, but all in the same manner creeping along the shores, without daring to venture far out to sea, having no guides out of sight of land but the stars which in cloudy nights must fail them. It is therefore time to leave these blind sailors and come to the magnet or loadstone, and to the compass or magnetical needle, which has opened ways in the unknown ocean, and made them as plain and easy in the blackest night as in the brightest day. To come then to the point.

The loadstone, or magnet, so called from the latin word *magnes*, had this name given it because found in the country of Magnesia, which is a part of Lydia in Asia; or because the magnesians first discovered its virtue of attracting iron: for both these reasons are given by the learned Bochartus *Geogr. Sacr.* p. 717. What other virtues and qualities it has, does not belong to this place. But it is certain the magnet has two poles answering to the two poles of the world, and to which they naturally incline (if nothing obstructs) to lie parallel. This property is not confined to itself, but

but communicative, as daily experience shows us in the nautical needles, which by the touch of this stone partake so much of its nature, that the point so touched, unless otherwise hindered, will always look towards the north-pole. Let the learned naturalist plunge himself into the inscrutable abyfs of nature to find out reasons for this sympathy; it shall suffice here to show the benefits and advantages navigation, and in it mankind, has reaped by the discovery of this most wonderful secret. The magnesiæns, as was said above, were counted the first discoverers of the loadstone's virtue of attracting iron; but this greater virtue of pointing out the northpole, was never found till about the year 1300, if we will believe all the best modern inquirers into antiquity, who upon diligent search unanimously agree they cannot find the least ground to believe it was known before, rather than give credit to some few writers, who rather suppose such a thing to have been used by the phœnicians, than pretend to prove it, having nothing but their own fancies, raised upon weak and groundless surmises, to build upon. The great advocate I find for this opinion in Bochart. Geog. Sac. p. 716. and in Purchas's pilgrims, p. 26. is Fuller in his miscellanies, l. 4. c. 19. yet neither of them mentions any proof or strong argument he brings to corroborate his opinion, and therefore they both with reason reject him. These two authors, and Pancirol. lib. ii. tit. 11. do not forget the verse often urged out of Plautus in Mercat.

Hic secundus ventus nunc est, cape modo verforiam.

Which verforia some will have to be the compass. But there is nothing solid in this argument, it is only catching at straws, when all history and practice of former ages make against it. History, because it could not but have made some mention of a thing so universally useful and necessary; and practice, because it is well known no such voyages were then performed, as are now daily by the help of the compass. It has sufficiently been proved before, that in all former ages

they were but coasters, scarce daring to venture out of sight of land; that if out at night they had no other rule to go by but the stars: and what is still more, it is manifest they scarce ventured at all to sea in the winter months. That this is so, appears by Vegetius, lib. IV. where speaking of the months, he says, the seas are shut from the third of the ides of november to the sixth of the ides of march, and from that time till the ides of may it is dangerous venturing to sea. Thus much may suffice to show the compass was not known to antiquity; let us see when it first appeared in the world.

Its ancient use being rejected by general consent, there have still been some who have endeavoured to rob the discoverer of this honour: among them Goropius, quoted by Morisotus, will have this invention attributed to the cimbrians, teutonics or germans, for this weak reason, because the names of the thirty two winds about it are teutonic, and used by almost all europeans. Others will not allow this to be the product of any part of europe, and therefore go as far as China for it, alleging that M. Paulus Venetus brought it from thence about the year 1260: but this is asserted without any the least authority, only because Paulus Venetus travelled into China, and when afterwards the portugueses came thither, they found the use of the needle common among all those eastern nations, which they affirmed they had enjoyed for many ages. Not to dwell upon groundless suppositions, the general consent of the best authors on this subject is, that the magnetical needle or compass was first found out in Europe by one John Gioia, whom others call Flavio Gioia, of the city of Amalfi, on the coast of that part of the kingdom of Naples called Terra di Lavico. This happened about the year of our Lord 1300, and though the thing be of such stupendous advantage to the world, yet it did not prove so greatly profitable to the first finder, whose bare name is all that remains to posterity, without the least knowledge of his profession, or after what manner he made this wonderful discovery. So wonderful that it seems to contradict the opinion of Solomon, who so
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many ages since said there was nothing new under the sun; whereas this certainly appears, though so long after him, to be altogether new, and never so much as thought of before, which cannot so plainly be made out of any other of those we look upon as modern inventions or improvements. For to instance in a few things, we find the use of fire-ships among the tyrians in the time of Alexander the great, as was mentioned before out of Curtius, lib. IV. and therefore not repeated here. Our sea charts, on which latter times have so much valued themselves, are of such ancient date, that we cannot find their original; yet Morisotus, p. 12. says that Eolus gave Ulysses a sea chart drawn on a ram's skin, that is, a parchment. Again, p. 14. the same author out of Trogus observes, that Democedes the cratonian, employed by Darius Hystaspes to view the coasts of Greece, sent him charts of them all, with the ports, roads and strong holds exactly marked down. Then, p. 215. he shows out of Ælianus and Aristophanes, that there were maps of the world in Socrates's time. This, he says, was about the eightieth Olympiad, and then quotes Strabo, who from Eratosthenes affirms, Anaximander the milefian was the first that made geographical tables about the fiftieth Olympiad. Sheathing of ships is a thing in appearance so absolutely new, that scarce any will doubt to assert it altogether a modern invention; yet how vain this notion is, will soon appear in two instances. Leo Baptisti Alberti in his book of architecture, lib. V. cap. 12. has these words. But Trajan's ship weighed out of the lake of Riccia at this time, while I was compiling this work, where it had lain sunk and neglected for above thirteen hundred years; I observed that the pine and cypress of it had lasted most remarkably. On the outside it was built with double planks, daubed over with greek pitch, caulked with linen rags, and over all a sheet of lead fastened on with little copper nails. Raphael Volaterranus in his geography says, this ship was weighed by the order of cardinal Prospero Colonna. Here we have caulking and sheathing together above sixteen hundred years ago; for I suppose no man can

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doubt that the sheet of lead nailed over the outside with copper nails was sheathing, and that in great perfection, the copper nails being used rather than iron, which, when once rusted in the water, with the working of the ship soon lose their hold and drop out. The other instance we find in Purchas's pilgrims, vol. I. lib. IV. in captain Saris's voyage to the court of Japan, p. 371. where the captain giving an account of his voyage says, that rowing betwixt Firando and Fuccate, about eight or ten leagues on this side Xemina-seque, he found a great town where there lay in a dock a junk of eight or ten hundred tun burden, sheathed all with iron. This was in the year 1613, about which time the english came first acquainted with Japan; and it is evident, that nation had not learned the way of sheathing of them, or the portugueses, who were there before, but were themselves ignorant of the art of sheathing.

Now to return to the magnetical needle, or sea-compass; its discoverer, as has been said, appears to be Flavius, or John Gioia of Amalfi, and the time of its discovery about the year 1300. The reason of its tending to or pointing out the north, is what many natural philosophers have in vain laboured to find; and all their study has brought them only to be sensible of the imperfection of human knowledge, which when plunged into the inquiry after the secrets of nature, finds no other way to come off but by calling them occult qualities, which is no other than owning our ignorance, and granting they are things altogether unknown to us. Yet these are not all the wonders of this magnetic virtue. The variation of it is another as inscrutable a secret. This variation is when the needle does not point out the true pole, but inclines more or less either to the east or west; and is not certain, but differs according to places, yet holding always the same in the same place, and is found by observing the sun or stars. The cause of this variation some philosophers ascribe to magnetical mountains, some to the pole itself, some to the heavens, and some to a magnetical power even beyond the heavens; but these are all

all blind guesses, and fond ostentations of learning without any thing in them to convince one's reason. There is nothing of it certain but the variation itself. Nor is this variation alone, there is a variation of the variation, a subject to be handled by none but such as have made it a peculiar study, and which deserving a peculiar volume is daily expected from a most able pen. But let us leave these mysteries, and come to the historical part, as the principal scope of this discourse; where we shall find, that though the use of the needle was so long since found out, yet either through its being kept private by some few persons at first as a secret of great value, or through the dulness of sailors, at first not comprehending this wonderful phenomenon; or through fear of venturing too far out of the known shores; or lastly, out of a conceit that there could not be more habitable world to discover: whether for these, or any other cause, we do not find any considerable advantage made of this wonderful discovery for above an age after it: nay, what is more, it does not appear how the world received it, who first used it upon the sea, and how it spread abroad into other parts. This is not a little strange in a matter of such consequence, that the histories of nations should not mention when they received so great an advantage, or what benefit they found at first by it. But so it is; and therefore to show the advancement of navigation since the discovery of the magnetical needle, it will be absolutely necessary to begin several years after it, before which nothing appears to be done. This shall be performed with all possible brevity, and by way of annals, containing a summary account of all discoveries from year to year: yet lest the distance and variety of places should too much distract the reader, if all lay intermixed, the european northern discoveries shall be first run through in their order of years; next to them, as next in order of time, shall follow the african, and so the east-indian, or asiatic, the one being the consequence of the other; and in the last place shall appear the west-indian, or american. The first part of the northern european discoveries is all taken out of Hakluyt, beginning with the nearest after the discovery of
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the needle, quoting the authors out of him, and the page where they are to be found.

An. 1360. Nicholas de Linna, or of Linn, a friar of Oxford, who was an able astronomer, took a voyage with others into the most northern islands of the world; where leaving his company he travelled alone, and made draughts of all those northern parts, which at his return he presented to king Edward III. This friar made five voyages into those parts; for this he quotes Gerardus Mercator, and Mr. John Dee, Hak. p. 122. And this, though it is not there mentioned, being sixty years after the discovery of the compass, we may look upon as one of the first trials of this nature made upon the security of the magnetical direction in these northern seas. Yet after this for many years we find no other discovery attempted this way, but rather all such enterprises seemed to be wholly laid aside, till

An. 1553. and in the reign of king Edward VI. sir Hugh Willoughby was sent out with three ships to discover Cathay and other northern parts. He sailed in may, and having spent much time about the northern islands subject to Denmark, where he found no commodity but dried fish and train oil, he was forced about the middle of september, after losing the company of his other two ships, to put into a harbour in Lapland called Arzina, where they could find no inhabitants, but thinking to have wintered there were all frozen to death. However the Edward, which was the second ship in this expedition, and commanded by Richard Chancellor, who was chief pilot for the voyage, having lost sir Hugh Willoughby, made its way for the port of Wardhouse in Norway, where they had appointed to meet if parted by storms. Chancellor staid there seven days, and perceiving none of his company came to join him, proceeded on his voyage so fortunately, that within a few days he arrived in the bay of St. Nicholas on the coast of Muscovy, where he was friendly received by the natives, being the first ship that ever came upon that coast. Chancellor himself went to the court of Mosco, where he settled a trade betwixt England and Muscovy, with John Basilowitz the great duke,

duke, or czar, then reigning. This done, Chancellor returned home with the honour of the first discoverer of Russia.

An. 1556. Stephen Burrough was sent out in a small vessel to discover the river Ob: he sailed in april, and in may came upon the coast of Norway; whence continuing his voyage, in july he arrived at Nova Zembla, that is, the new land, where he received directions how to shape his course for the river Ob. He spent some time in search of it, but coming to the straits of Weygats found no passage, and the summer-season being almost spent, returned to Colmogro in Muscovy, where he wintered, designing to prosecute his voyage the next summer, but was countermanded, and so this was all the event of the expedition.

An. 1558. Anthony Jenkinson sailed for Muscovy with four ships under his command: he left his ships, and travelled by land to Mosco, where having been nobly entertained by the czar, he obtained his pass, and continued his journey through Muscovy across the kingdoms of Casan and Astracan, where shipping himself on the river Volga he sailed down into the Caspian sea, having travelled by land about six hundred leagues in the czar's dominions from Mosco. On the Caspian sea he spent twenty seven days, after which landing, he proceeded five days journey by land among a sort of wild tartars with a caravan of one thousand camels; then twenty days more through a desert, suffering much through hunger and thirst. This brought him again to another part of the Caspian sea, where formerly the river Oxus fell into it, which now he says runs into another river not far from hence called Ardock, which runs toward the north and under ground above five hundred miles, after which it rises again, and unburdens itself in the lake of Kitay. Hence he continued his discovery amidst those countries of tartars to Boghar in Bactria, whence he returned to Mosco.

An. 1561. He returned to Muscovy with letters from queen Elizabeth to the czar; and taking the same way as before down to the Caspian sea, crossed over it into Hircania, where being nobly entertained, and conducted
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by the princes of that country, he passed through to the court of the king of Persia at Casbin, where he obtained several privileges for the english nation, and returned home in safety the same way he went.

An. 1580. Mr. Arthur Pet, and Mr. Charles Jackman sailed in may from Harwich in two barks to make discoveries in the north-east beyond Weygats. In june they doubled the north cape of Norway, and having spent some days in that part of Norway, continued their voyage into the bay of Petzora; where Jackman's vessel being in no good sailing condition he left Pet, who proceeded on to the coast of Nova Zembla, where in july he met with much ice, yet making his way through part of it, though with great difficulty, he at last came to the straits of Weygats: there he drew as close as the shoal water would permit, coming into two fathom and a half water, and sending his boat to sound till he found there was not water enough even for the boat in the strait, and therefore returned the same way he came. A few days after Pet met with Jackman again in some distress, as not being able to steer, his ship's stern-post being broken, and the rudder hanging from the stern. Having remedied this the best they could for the present, they both stood northward to endeavour to find some passage that way; but meeting with much ice, they despaired of success, and resolved to turn again to Weygats, there to consult what was farther to be done. All the way thither they met with such quantities of ice, that some days they were not able to make any way. Being come again upon the Weygats, they made another attempt that way, but to as little purpose as before, the ice obstructing their progress. Wherefore winter now coming on, they found it necessary to quit their design for the present. Accordingly Pet being parted from Jackman, arrived safe in the river of Thames about the end of december this same year: Jackman put into a port in Norway betwixt Tronden and Rostock in october, where he wintered. In february following, he departed thence in company of a ship of the king of Denmark's towards Iceland, and was never more heard of. The
english

english having made these unsuccessful attempts, gave them over for many years; and the dutch growing powerful at sea, resolved to try their fortune, hoping the failures of the english might help to point out to them what course they were to avoid, and what to follow; and accordingly,

An. 1594. The states fitted out three ships, commanded by William Barentz, Cornelius Cornelissen and John Hugen: they all sailed together, but Barentz ran further up to the northward than the others, till he came into seventy eight degrees of latitude, and in august met with much ice and abundance of sea-monsters, at which the seamen being discouraged they resolved to return home. The other two ships discovered some islands, and at last a strait or passage capable of the greatest ships, and above five or six leagues in length: being passed it, they came into an open and warmer sea, and upon the coast of Tartary near the river Ob or Oby, a very fruitful country. This they called the strait of Nassau, and might have gone further but for want of provisions. This done, they came back the same way very joyful to Holland. Meteren hist. of the Low-countries, lib. XVIII. This we see positively delivered, but with how much of truth I dare not decide; only must think it strange, that if such a strait had been once found it should never be met with since, though often searched for, and once by the same persons that pretended to have been the first discoverers, as may be seen in the year 1596, yet we see this assertion repeated by the same author, who takes it from the relations of the sailors, and in the same place before quoted says, that

An. 1595. The states being much encouraged by the relation of these discoverers, fitted out seven ships, six of them to proceed on their voyage to China, Japan, &c. this way, and the seventh to bring back the news of their being passed the strait; but they met with too much ice at strait Nassau, coming to it too late by reason of the contrary winds they had in their passage thither: yet the inhabitants of the place told them many

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particulars more than they knew before: but they returned re infecta. Meteren. ubi sup.

An. 1596. The dutch not discouraged by the former disappointment, fitted out two ships under the command of William Barentsen and John Cornelissen, who sailed on the eighteenth of may, and on the nineteenth of june found themselves in the latitude of 80 degrees, and eleven minutes, where they found a country they supposed to be Greenland, with grafs, and beasts grazing like deer, &c. and less cold and ice than in 76 degrees: they turned back to an island they had before called the Island of Bears, because of the many bears they saw in it, and there parted company. Cornelissen went up again into 80 degrees of latitude, thinking to find a passage east of the land they had discovered, but returned home without doing any thing considerable. Barentsen made towards Nova Zembla, and coasted along it till he met with an island which he called Orange, in 77 degrees of latitude; thence he steered south and doubled a cape, but was stopped by ice, and making towards the land, on the last of august, was so inclosed that there was no stirring. They landed and built a house with timber and planks, into which they put all their provisions and goods, where they continued suffering much hardship all the winter. On the twenty second of june they set out from thence in two boats they had repaired, leaving their ship among the ice, and an account in writing of their being there. Thus with much difficulty, they arrived at Cola in Lapland on the second of october 1597, where they found Cornelissen, who had made a voyage to Holland in the mean while, and was returned thither. Barentsen died by the way, but the survivors arrived in Holland on the twenty ninth of october. Meteren. lib. XIX.

An. 1676. Captain John Wood in his majesty's ship the Speedwell, with the Prosperous Pink to attend him, sailed from the buoy of the Nore to discover the north east passage. June the fourth he anchored in the island of Shetland, and the tenth sailed out again, directing his course north north east, and north east by east,

east, till the twenty second, when at noon he saw ice right a head about a league from him, and sailed close to it, as they did the next day, entering into many openings which they perceived to be bays. Sometimes the weather proved foggy, and then they made little way; but as fast as the fog fell, it froze on their sails and rigging: they perceived the ice here joined to the land of Nova Zembla, and run out five leagues to sea. They continued coasting the ice to find a passage, till on the twenty ninth of june at near midnight the Prosperous Pink fired a gun and bore down upon the man of war, crying out, ice on the weather-bow; whereupon he clapped the helm hard a weather to come about, but before she could be brought upon the other tack struck upon a ledge of rocks that lay sunk, the pink got clear, but the ship stuck fast, and there being no getting her off, the men got all ashore in their boats with what provision they could save, some arms and other necessaries; only two men were lost with the pin-nace. Here they set up a tent, and saw no other inhabitants but white bears. The following days the ship broke and much wreck drove ashore, which was a great help to them, there being wood for firing, some meal, oil, brandy and beer. They killed a white bear and eat her, which they said was very good meat. Thus they continued, contriving to build a deck to their long boat to carry off some of the men, and others to travel afoot towards the Weygats; till on the eighth of july to their great joy they discovered the pink, and making a fire for a signal, she sent her boat to help bring them off, and by noon they all got aboard. They presently stood off to westward, and made the best of their way home, arriving on the twenty third of august at the buoy of the North. Taken out of captain Wood's own journal.

These are the principal discoveries attempted and performed at the north east, which have proved unsuccessful, as failing of the main design of finding a passage that way to the East-Indies.

Let us now leave the barren frozen north, where so many have miserably perished, and yet so little been
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discovered of what was intended; ice, shoals, rocks, darkness, and many other obstacles having disappointed the bold undertakings of so many daring sailors, and for so many losses made us no return but the bare trade of Russia, whilst our intentions were levelled at that of the mighty kingdom of Cathay, and a passage to China, Japan, and all the other eastern regions. Let us, I say, quit these unfortunate attempts, and come now to speak of those so successful, made towards the south and south-east, along the coast of Afric first, and then to those of the more frequented, as more profitable Asia. The first we find in this order, if the authority we have for it be good, is of an englishman, by name Macham, who

An. 1344. having stolen a woman, with whom he was in love, and intending to fly with her into Spain, was by a storm cast upon the island Madeira in 32 degrees of north-latitude. Going ashore there with his mistress to refresh her after the toils of the sea, the ship taking the opportunity of a favourable gale sailed away, leaving them behind. The lady soon died for grief of being left in that desolate island; and Macham with what companions he had, erected a little chapel and hermitage under the invocation of the name of Jesus, to bury her. This done, they contrived a boat made of one single tree, in which they got over to the coast of Afric, where they were taken by the moors, and presented to their king for the rarity of the accident. He for the same reason sent them to the king of Castile, where giving an account of what had befallen them, it moved many to venture out in search of this island. This story we find in Hakluyt, vol. II. part 2. p. 1. where he quotes Anthony Galvao a portuguese author for it; and D. Antonio Manoel in his works among his epanaforas, has one on this particular subject, which he calls epanafora amorosa. Upon this information, as was said, several adventurers went out, but to no effect that we can hear of, till

An. 1348. John Betancourt a frenchman, obtained a grant of king John the second of Castile, and went to conquer the Canary islands long before discovered, and
made

made himself master of five of them, but could not subdue the two greatest, as most populous and best defended. These were afterwards subdued by king Ferdinand, as may be seen in Mariana, lib. XVI. p. 29. These were small beginnings, and out of regular course; next follow the gradual discoveries made by the portugueses, which may be said to have been the ground work of all the ensuing navigations, which happened in this manner. King John of Portugal enjoying peace at home after his wars with Castile, was persuaded by his sons to undertake the conquest of Ceuta on the african shore. Prince Henry his fifth son accompanied him in this expedition, and at his return home brought with him a strong inclination to discover new seas and lands, and the more on account of the information he had received from several moors concerning the coasts of Afric to the southward, which were as yet unknown to europeans, who never pretended to venture beyond cape Nao, which had therefore this name given it, signifying in portuguese No, to imply there was no sailing further; and the reason was, because the cape running far out into sea, caused it to break and appear dangerous; and they as yet not daring to venture too far from land, were ignorant that by keeping off to sea they should avoid that danger. Prince Henry resolving to overcome all difficulties, fitted out two small vessels,

An. 1417. Commanding them to coast along Afric, and doubling that cape to discover further towards the equinoctial. They ventured to run sixty leagues beyond cape Nao, as far as cape Bojador, so called because it stretches itself out almost forty leagues to the westward, which in spanish they call Bojar. Here finding the difficulty of passing further, greater than at cape Nao, for the same reason of the sea's breaking upon the cape, they returned home satisfied with what they had done. The following year,

An. 1418. The prince sent John Gonzalez Zarco and Tristan Vaz, with orders to pass that cape; but before they could come upon the coast of Afric they were carried away by a storm, and not knowing where,
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they accidentally fell in with an island, which they called Porto Santo, or Holy Haven, because of their deliverance there after the storm. It is a small island a little to the northward of the Madera: thither the prince, being informed of what had happened, sent Bartholomew Perestrello with seeds to sow, and cattle to stock the place; but one couple of rabbits put in among the rest, increased so prodigiously, that all corn and plants being destroyed by them, it was found necessary to unpeople the island.

An. 1419. John Gonzalez and Tristan Vaz making another voyage by order of the prince, discovered the island Madera, before mentioned to have been accidentally found by Macham the englishman, and lost again till this time. The reason of calling it Madera was, because they found it all over-grown with trees, this word in portuguese signifying wood. They set fire to the woods to clear them, which are said to have burnt seven years continually, and since the greatest want is of wood. The following years were employed in peopling and furnishing the islands discovered, till

An. 1434. Gilianez was sent by the prince to pass that dreadful cape Bojador, though at the same time many blamed the attempt, imagining, that in case they should happen to pass much farther on those coasts, all that did it would turn black; others saying there was nothing there but deserts, like those of Lybia; and others alleging other absurdities of this nature, suitable to the ignorance the world was then in of all parts yet undiscovered. Gilianez was satisfied with sailing 30 leagues beyond the cape, giving name there to the bay called Angra de Ruyvas, or Bay of Gurnets, because he there found many of that sort of fish. The next year,

An. 1435. The same commanders passed twelve leagues further, where they also landed, but the people fled from them: whereupon they proceeded twelve leagues further, where they found a vast multitude of sea-wolves, of which they killed many, and returned home.

home with their skins, which was the greatest return made this voyage, they being valued for their rarity.

An. 1440. Antony Gonzalez. was sent to the place of the sea-wolves to load his vessel with their skins. He landed, took some of the natives, and killed others; then coasted on as far as Cabo Blanco, or White Cape, and returned to Portugal.

An. 1442. Antony Gonzalez returned and carrying these persons he had taken in his former voyage, exchanged them for some Guinea slaves and a quantity of gold dust; for which reason the river that there runs into the country was called Rio del Ora, or the River of Gold.

An. 1443. The gold above-mentioned sharpening mens appetites, Nunho Tristan undertook the voyage, and passing further than the others, discovered one of the islands of Arguim, called Adeget, and another De las Garzas, or of the Herons, because they saw many herons in it.

An. 1444. A small company was erected, paying an acknowledgment to the prince, to trade to those parts lately discovered, whither they sent six caravels; which coming to the isles of Arguim took there about two hundred slaves, which yielded them good profit in Portugal.

An. 1445. Gonzalo de Cintra sailed to the island of Arguim, and venturing up a creek in the night to surprise the inhabitants, the tide left his boat ashore; so that two hundred moors coming down upon him, he was killed with seven of his men, and from him the place was called Angra de Gonzalo de Cintra, fourteen leagues beyond Rio del Oro.

An. 1446. The caravels sailed for the same river to settle commerce, but effected nothing, and only brought away one of the natives, and left a portuguese there to view the country. But Dinis Fernandez the same year passed beyond the river Sanaga, which divides the Azanagi from Jalof, and discovered the famous cape called Cabo Verde, or the Green Cape.

An. 1447. Three caravels performed the same voyage without doing any thing remarkable, more than

taking up the portuguese left there before, whom they found in good health, and he gave them some account of the country. This year likewise Nunho Tristan sailed sixty leagues beyond Cabo Verde, and anchoring at the mouth of Rio Grande, or the great river, ventured up in his boat, where he and most of his men were killed by the blacks with their poisoned arrows. Alvaro Fernandez the same year went forty leagues beyond Rio Grande. Prince Henry the great encourager, or rather undertaker in all these discoveries, dying, they were afterwards managed by his nephew Alonso the fifth king of Portugal. Under him,

An. 1449. Gonfalo Vello discovered the islands called Azores, or of Hawks, because many of those birds were seen about them. They are eight in number, viz. S. Michael, S. Mary, Jesus or Tercera, Graciosa, Pico, Fayal, Flores and Corvo. They are near about the latitude of Lisbon. In the last of them was found the statue of a man on horse-back with a cloak, but no hat, his left-hand on the horse's mane, the right pointing to the west, and some characters carved on the rock under it, but not understood.

An. 1460. Antony Nole a genoeise in the portuguese service, discovered the islands of Cabo Verde, the names whereof are Fogo, Brava, Boavista, Sal, S. Nicholao, S. Lucia, S. Vincente, and S. Antonio. They lie about a hundred leagues west of Cabo Verde, and therefore take name from that cape. He also found the islands Maya, S. Philip, and S. Jacob. This same year Peter de Cintra, and Suero de Costa sailed as far as Serra Leona.

An. 1471. John de Santarem and Peter de Escobar advanced as far as the place they called Mina, or the Mine, because of the trade of gold there; and then proceeded to cape S. Catharine, thirty seven leagues beyond cape Lope Gonzalez in two degrees and a half of south latitude. Ferdinand Po the same year found the island by him called Hermosa, or Beautiful, which name it lost, and still keeps that of the discoverer. At the same time were found the islands of S. Thomas, Anno Bom, and Principe. Some years passed without
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going beyond what was known; but in the mean time king John the second, who succeeded his father Alonso, caused a fort to be built at Mina, which he called fort S. George, and settled a trade there.

An. 1480. James Cam proceeded as far as the river Congo in the kingdom of the same name, called by the natives Zayre, whence he continued his voyage as far as 22 degrees of south-latitude, and thence home again.

An. 1486. King John being informed by an embassador from the king of Benin on the coast of Afric, that there was a mighty prince two hundred and fifty leagues from his country, from whom his master received his confirmation in his throne; and imagining this to be the so much talked of Prester John, he sent Peter de Covillam and Alonso de Payva by land to get intelligence of this great potentate, and some account of India. They went together by the way of Grand Cair to Tor on the coast of Arabia, where they parted, Covillam for India, and Payva for Ethiopia, agreeing to meet by a certain time at Grand Cair: the first went to Cananor, Calicut and Goa, passed thence to Zofala in Afric, then to Aden at the mouth of the Red-sea on the side of Arabia, and at last to Grand Cair, where he found his companion had died. Hence he sent an account to the king of his proceedings by a jew come from Portugal, and with another embarked for Ormuz, then went over into Ethiopia, where he was kindly entertained, but never suffered to return home. At the same time these were sent away by land, Bartholomew Diaz put to sea with three ships, and out-going all that had been before him a hundred and twenty leagues, discovered the mountains he called Sierra Parda, and passed on in sight of the bay called De los Vaqueros, or of the Herdsmen, because of the great herds of cattle they saw there; beyond which he touched at the small island Santa Cruz, entered the mouth of the river called Del Infante, and at last came to the now famous, and till then unknown cape, which he called Tormentoso, because he there met with storms; but the king, in hopes of discovering the East-Indies,

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changed its name to that of Cabo de Buena Esperanza, or cape of Good Hope: this done he returned home, having discovered more than any man before him. The strange conceit which possessed the heads of the sailors, that there was no possibility of passing beyond Cabo Tormentoso, as they called it, and the great employment the kings of Portugal found in their great discoveries upon the coast of Afric, very much retarded the prosecution of further designs, so that nothing was advanced till

An. 1497. King Emanuel, who with the crown of Portugal had inherited the ambition of enlarging his dominions, and the desire of finding a way by sea to the East-Indies, appointed Vasco de Gama, a gentleman of an undaunted spirit, admiral of those ships he designed for this expedition, which were only three, and a tender; their names were the S. Gabriel, the S. Raphael and Berrio; the captains Vasco de Gama admiral, Paul de Gama his brother, and Nicholas Nunez, and Gonzalo Nunez of the tender, which was laden with provisions. Gama sailed from Lisbon on the eighth of july, and the first land he came to after almost five months sail was the bay of S. Helena, where he took some blacks. The twentieth of november he sailed thence, and doubled the cape of Good Hope, and on the twenty fifth touched at the bay of S. Blas, sixty leagues beyond the aforesaid cape, where he exchanged some merchandize with the natives. Here he took all the provisions out of the tender, and burnt it. On Christmas-day they saw the land; which for that reason they called Terra do Natol, that is Christmas-land; then the river they named De los Reyes, that is of the kings, because discovered on the feast of the epiphany; and after that cape Corrientes, passing fifty leagues beyond Zofala without seeing it, where they went up a river in which were boats with sails made of palm-tree leaves: the people were not so black as those they had seen before, and understood the arabic character, who said that to the eastward lived people who sailed in vessels like those of the portugueses. This river Gama called De Bons Sinays,
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or of good tokens, because it put him in hopes of finding what he came in search of. Sailing hence, he again came to an anchor among the islands of S. George opposite to Mozambique, and removing thence anchored again above the town of Mozambique, in 14 degrees and a half of south latitude; whence after a short stay, with the assistance of a moorish pilot, he touched at Quiloa and Monbaza; and having at Melinde settled a peace with the moorish king of that place, and taking in a guzarat pilot, he set sail for India, and crossing that great gulph of seven hundred leagues in twenty days, anchored two leagues below Calicut on the twentieth of may. To this place had Gama discovered twelve hundred leagues beyond what was known before, drawing a straight line from the river Del Infante, discovered by Bartholomew Diaz, to the port of Calicut, for in sailing about by the coast it is much more. Returning home not far from the coast, he fell in with the islands of Anchediva, signifying in the indian language five islands; because they are so many; and having had sight of Goa at a distance, sailed over again to the coast of Afric, and anchored near the town of Magadoxa. At Melinde he was friendly received by the king, but being again under sail, the ship S. Raphael struck ashore and was lost, giving her name to those sands: all the men were saved aboard the other two ships, which parted in a storm near Cabo Verde. Nicholas Coello arrived first at Lisbon, and soon after him Vasco de Gama, having spent in this voyage two years and almost two months. Of a hundred and sixty men he carried out, only fifty five returned home, who were all well rewarded,

An. 1500. King Emanuel, encouraged by the success of Vasco de Gama, fitted out a fleet of thirteen sail under the command of Peter Alvarez Cabral, and in it twelve hundred men, to gain footing in India. He sailed on the eighth of march, and meeting with violent storms was cast off from the coast of Afric so far, that on easter eve the fleet came into a port, which for the safety found in it was called Seguro, and the country at that time Santa Cruz, being the same now known by the name of Brazil, on the south continent of America. Hence the admiral sent back a ship to advertise

the king of the accidental new discovery, leaving two portugueſes aſhore to inquire into the cuſtoms and product of the land. Sailing thence on the twelfth of may for the cape of Good Hope, the fleet was for twenty days in a moſt dreadful ſtorm, inſomuch, that the ſea ſwallowed up four ſhips, and the admiral arrived with only fix at Zofala on the ſixteenth of july, and on the twentieth at Mozambique; where having refitted, he proſecuted his voyage to Quiloa, and thence to Melinde, whence the fleet ſtood over for India, and reached Anchediva on the twenty fourth of auguſt: then coming to Calicut, peace and commerce was there agreed on with Zamori, the king of Calicut, but as ſoon broken, and the portugueſes entered into ſtrict amity with the kings of Cochin and Cananor, where they took in their lading and returned to Portugal.

An. 1501. John de Nova departed from Liſbon with four ſhips and four hundred men, and in his way diſcovered the iſland of Conception, in 8 degrees of ſouth latitude, and on the eaſt ſide of Afric that which from him was called the iſland of John de Nova. At Cananor and Cochin he took in all his lading, deſtroying many veſſels of Calicut, and in his return home found the iſland of St. Helena in 15 degrees of ſouth latitude, diſtant fifteen hundred forty nine leagues from Goa, and eleven hundred from Liſbon, being then unpeopled, but ſince of great advantage to all that uſe the trade of India.

An. 1502. The king ſet out a fleet of twenty ſail commanded by the firſt diſcoverer of India, Vaſco de Gama, whoſe ſecond voyage this was. No new diſcoveries were made by him, but only trade ſecured at Cochin and Cananor, ſeveral ſhips of Calicut taken and deſtroyed, the king of Quiloa on the coaſt of Afric brought to ſubmit himſelf to Portugal, paying tribute; and ſo Vaſco de Gama returned home with nine ſhips richly laden, leaving Vincent Sodre behind with five ſhips to ſcour the coaſts of India, and ſecure the factories there.

An. 1503. Nine ſhips were ſent under three ſeveral commanders, Alſonſo de Albuquerque, Francis de Albuquerque,

buquerque, and Antony de Saldanha, each of them having three ships. The Albuquerque, with permission of that king, built a port at Cochin, burnt some towns, took many ships of Calicut, and then returned richly laden homewards, where Alfonso arrived safe with his ships, but Francis and his were never more heard of. Saldanha the third of these commanders, gave his name to a bay short of the cape of Good Hope, where he endeavoured to water; but it cost the blood of some of his men, and therefore the place was called Aguada de Saldanha, or Saldanha's watering-place. Thence proceeding on his voyage, he obliged the king of Monbaza on the other coast of Afric to accept of peace; and then went away to cruize upon the moors at the mouth of the Red-sea, which was the post appointed him.

An. 1504. Finding no good was to be done in India without a considerable force, king Emanuel fitted out thirteen ships, the biggest that had been yet built in Portugal, and in them twelve hundred men, all under the command of Lope Soarez, who made no further discoveries, only concluded a peace with Zamori, and returned rich home.

An. 1505. D. Francisco de Almeyda was sent to India, with the title of viceroy, carrying with him twenty two ships, and in them fifteen hundred men, with whom he attacked and took the town of Quiloa on the east coast of Afric, and in about 9 degrees of south latitude, where he built a fort; then burnt Monbaza on the same coast in four degrees, and sailing over to India erected another fort in the island Anchediva, and a third at Cananor on the Malabar coast.

An. 1506. James Fernandez Pereyra commander of one of the ships left to cruize upon the mouth of the Red-sea, returned to Lisbon with the news of his having discovered the island Zocotora, not far distant from the said mouth, and famous for producing the best aloes, from it called succotrina. In march this year sailed from Lisbon Alonso de Albuquerque, and Tristão da Cunha, with thirteen ships, and thirteen hundred men, the former to command the trading ships, the latter

latter to cruize on the coast of Arabia : in their passage they had a sight of cape S. Augustin in Brasil ; and standing over from thence for the cape of Good Hope, Tristan da Cunha ran far away to the south, and discovered the islands which still retain his name. Sailing hence, some discovery was made upon the island of Madagascar, that of Zocotora subdued, and the fleet sailed part for the coast of Arabia, and part for India. In the former Albuquerque took and plundered the town of Calayate, the same he did to Mascate, Soar submitted, and Orfuzam they found abandoned by the inhabitants. This done, Albuquerque sailed away to Ormuz, then first seen by europeans. This city is seated in an island called Gerum, at the mouth of the Persian gulph, so barren that it produces nothing but salt and sulphur, but it is one of the greatest marts in those countries. Hence Albuquerque sailed to India, where he served some time under the command of the viceroy Almeyda, till he was himself made governor of the portuguese conquests in those parts, which was in the year 1510, during which time the whole business was to settle trade, build forts, and erect factories along those coasts already known, that is all the east-side of Afric, the shores of Arabia, Persia, Guzarat, Cambaya, Decan, Canara and Malabar ; and indeed they had employment enough, if well followed, to have held them many more years. But avarice and ambition know no bounds ; the portugueses had not yet passed cape Comori, the utmost extent of the Malabar coast, and therefore

An. 1510. James Lopes de Sequeira was sent from Lisbon with orders to pass as far as Malaca : this is a city seated on that peninsula, formerly called Aurea Chersonesus, running out into the indian sea from the main land, to which it is joined by a narrow neck of land on the north, and on the south separated from the island of Sumatra by a small strait or channel : Malaca was at that time the greatest emporium of all the farther India. Thither Sequeira was sent to settle trade ; or rather to discover what advantages might be gained ; but the moors who watched to destroy him, having

having failed of their design to murder him at an entertainment, contrived to get thirty of his men ashore on pretence of loading spice, and then falling on them and the ships at the same time killed eight portugueses, took sixty, and the ships with difficulty got away. However here we have Malaca discovered, and a way open to all the further parts of India. In his way to Malaca, Sequeira made peace with the kings of Achem, Pedir and Pacem, all at that time small princes at the northwest end of the island Sumatra. Whilst Sequeira was thus employed, Albuquerque assaults the famous city of Goa, seated in a small island on the coast of Decan, and taking the inhabitants unprovided made himself master of it, but enjoyed it not long; for Hidalcarr the former owner returning with sixty thousand men, drove him out of it after a siege of twenty days: yet the next year he again took it by force, and it has ever since continued in the hands of the portugueses, and been the metropolis of all their dominions in the east, being made an archbishop's see, and the residence of the viceroy who has the government of all the conquests in those parts. Albuquerque flushed with this success, as soon as he had settled all safe at Goa, sailed for Malaca with fourteen hundred fighting men in nineteen ships. By the way he took five ships, and at his arrival at the coast of Sumatra was complimented by the kings of Pedir and Pacem. It is not unworthy relating in this place, that in one of the ships taken at this time was found Nehoadá Beeguea, one of the chief contrivers of the treachery against Sequeira; and though he had received several mortal wounds, yet not one drop of blood came from him; but as soon as a bracelet of bone was taken off his arm, the blood gushed out at all parts. The indians said this was the bone of a beast called cabis, which some will have to be found in Siam, and others in the island of Java, which has this strange virtue, but none has ever been found since. This being looked upon as a great treasure, was sent by Albuquerque to the king of Portugal, but the ship it went in was cast away, so that we have lost that rarity, if it be true there ever was any such.

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Albuquerque failing over to Malaca had the portugueses that had been taken from Sequeira delivered; but that not being all he came for, he landed his men, and at the second assault made himself master of the city, killing or driving out all the moors, and peopling it again with strangers and malays.

An. 1513. Albuquerque made an attempt upon the city of Aden, but failed, being repulsed with loss. This place is seated on the coast of Arabia Fœlix, near the mouth of the Red-sea, under the mountain Arzira, which is all a barren rock: it is rich, because resorted to by many merchants of several nations; but the soil excessive dry, so that it scarce produces any thing. Being disappointed here, Albuquerque steered his course towards the Red-sea, being the first european that ever entered it with european ships.

An. 1517. Lope Soarez de Albergoria governor of India sailed over to the island of Ceylon with seven galleys, two ships, and eight smaller vessels, carrying in them all seven hundred portuguese soldiers. This island had been before seen by the portugueses passing to Malaca, but not much known. Here Lope Soarez built a fort, and in process of time the portugueses made themselves masters of all the sea-coasts of this wealthy island.

About the same time John de Silveyra, who had the command of four sail, made a farther progress than had been done before in the discovery of the Maldivy islands, which are so many that the number of them is not yet known, lying in clusters, and these in a line, N. W. and S. E. and twelve of these clusters in the line, besides two other little parcels lying together east and west from one another at the south-end of the aforesaid twelve. These, though so numerous, are so very small, that no great account is made of them. From them he sailed to the kingdom of Bengala, lying in the upper part of the gulph of the same name in about 23 degrees of north latitude, being all the country about the mouth of the river Ganges. To this joins the kingdom of Arracam descending southward, then that of Pegu, and next to it that of Siam, which

which joins to the Aurea Chersonesus, or peninsula of Malaca. All these countries abound in wealth, producing infinite plenty of silk and cotton, of which last they make the finest callicoes and muslins, with much reason admired by all the nations of Europe. They have numerous droves of elephants, and consequently great plenty of ivory, besides plenty of black cattle and buffaloes.

An. 1517. Fernan Perez de Andrade, sent by the king of Portugal to make new discoveries, leaving all behind that had been before known, and passing the strait betwixt Malaca and the island Sumatra, came upon the coast of the kingdom of Camboia, whence he proceeded to that of Chiampa, where taking of fresh water had like to have cost him his life. He went on to Patane, and established peace and commerce with the governor there: which done, the season being unfit to proceed further, he returned to Malaca to refit. As soon as the weather was seasonable he set out again, and continued his discoveries till he arrived at Canton, or Quantung, the most remarkable sea-port town on the southern coast of the vast empire of China. He treated with the governor of Canton, and sent an ambassador to the emperor of China, and settled trade and commerce in that city for the present. Though this was not lasting, (for the very next portugueses that arrived behaved themselves so insolently, that the fleet of China attacked them, and they had much difficulty to get off; and their ambassador being sent back from Peking by the emperor of Canton unheard, was there put to death) nevertheless some years after the portugueses obtained leave to settle in a little island opposite to the port of Canton, where they built the city Macao, which they hold to this day, though subject to the emperor of China.

An. 1520. James Lopez de Sequira, then governor of India, sailed for the Red-sea with a fleet of twenty four ships, and in it eighteen hundred portugueses, and as many malabars and canarins. Coming to the island Mazua in the Red-sea, he found it forsaken by the inhabitants, who were fled over to Arquico, a port be-
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longing to Prester John, or the emperor of Ethiopia, which was now first discovered by sea. At this time it was a vast monarchy, and extended along the shores of the Red-sea above a hundred and twenty leagues, which was counted the least of its sides; but since then all the sea-coast has been taken from them by the turks. Here the portugueses in following years made some progress into the country; five hundred of them being sent under the command of D. Christopher de Gama to assist the emperor against his rebellious subjects, and his enemies the turks. The actions performed by this handful of men being all by land, do not belong to us; but they travelled a great part of the country, and opened a way for the jesuits, who for several years after continued there.

An. 1521. Antony de Brito was sent to the Molucco islands from Malaca. These had been before discovered by Antony de Abreu. The Molucco islands are five in number, their names, Ternate, Tidore, Moufel, Machien, Bacham. These islands were afterwards long struggled for by the portugueses and dutch, till at last the dutch prevailed, and continue in possession of that trade till this day. A few years now past without any considerable discoveries by sea, though still they found several little islands, and advanced far by land, too long for this discourse, designed only to show the progress of navigation. Let us then proceed to the next considerable voyage, which was

An. 1540. Which furnishes as remarkable a piece of sea-service as any we shall read undertaken by a private man. Peter do Faria governor of Malaca sent his kinsman Antony de Faria y Soufa, to secure a peace with the king of Patane. He carried with him goods to the value of twelve thousand ducats; and finding no sale for them there, sent them to Lugor in the kingdom of Siam, by one Christopher Borallo, who coming to an anchor in the mouth of that river was surprised by a moor of Guzarat called Coje Hazem; a sworn enemy to the portugueses. Borallo having lost his ship swam himself ashore, and carried the news of what had happened to Faria at Patane, who vowed never

to desist till he had destroyed that moor, and in order to it fitted out a small vessel with fifty men, in which he sailed from Patane towards the kingdom of Champa, to seek the pirate there. In the latitude of 3 degrees 20 minutes, he found the island of Pulo Condor, whence he sailed into the port of Bralapifam in the kingdom of Camboia, and so coasted long to the river Pulo Cambier, which divides the kingdoms of Camboia and Tsiompa. Coasting still along, he came to an anchor at the mouth of the river of Toobasoy, where he took two ships belonging to the pirate Similau, and burnt some others. The booty was very rich, besides the addition of strength, the ships being of considerable force. Thus increased, he goes on to the river Tinacoreu, or Varela, where the Siam and Malacca ships trading to China, barter their goods for gold, calamba wood and ivory. Hence he directed his course to the island Aynan on the coast of China, and passed in sight of Champiloo in the latitude of 13 degrees, and at the entrance of the bay of Cochinchina; then discovered the promontory Pulocampas, westward whereof is a river, near which spying a large vessel at anchor, and imagining it might be Coje Hazem, he fell upon and took it, but found it belonged to Quiay Tayjam a pirate. In this vessel were found seventy thousand quintals, or hundred weight of pepper, besides other spice, ivory, tin, wax and powder, the whole valued at sixty thousand crowns, besides several good pieces of cannon, and some plate. Then coasting along the island Aynan, he came to the river Tananquir, where two great vessels attacked him, both which he took, and burnt the one for want of men to sail her. Further on at C. Tilaure he surprised four small vessels, and then made to Mutipinam, where he sold his prizes for the value of two hundred thousand crowns of uncoined silver. Thence he sailed to the port of Madel in the island Aynan, where meeting Himilan a bold pirate, who exercised great cruelties towards christians, he took and practised the same on him. This done he run along that coast, discovering many large towns and a fruitful country. And now the men weary
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of seeking Coje Hazem in vain, demanded their share of the prizes to be gone, which was granted: but as they shaped their course for the kingdom of Siam, where the dividend was to be made, by a furious storm they were cast away on the island called de los Ladrones, which lies south of China, where of five hundred men only eighty six got ashore naked, whereof twenty eight were portugueses: here they continued fifteen days with scarce any thing to eat, the island not being inhabited. Being in despair of relief, they discovered a small vessel which made to the shore, and anchoring, sent thirty men for wood and water. These were chineses, whom the portugueses, upon a sign given as had been agreed, surprised, running on a sudden and possessing themselves of their boat and vessel; and leaving them ashore, directed their course towards Liampo, a sea-port town in the province of Chequiang in China, joining by the way a chinese pirate, who was a great friend to the portugueses, and had thirty of them aboard. At the river Anay they refitted and came to Chincheo, where Faria hired thirty five portugueses he found, and putting to sea met with eight more naked in a fisher-boat, who had their ship taken from them by the pirate Coje Hazem; which news of him rejoiced Faria, and he provided to fight him, having now four vessels with five hundred men, whereof ninety five were portugueses. He found his enemy in the river Tinlau, where he killed him and four hundred of his men, and took all his ships but one that sunk, with abundance of wealth: but it prospered very little, for the next night Faria's ship and another were cast away, and most of the goods aboard the others thrown over board, and one hundred and eleven men lost; Faria escaped, and taking another rich ship of pirates by the way, came at last to winter at Liampo, as was said before, a sea-port town in the province of Chequiang in China, but built by the portugueses, who governed there. Having spent five months here, he directed his course for the island Calempluy on the coast of China, where he was informed were the monuments of the ancient kings of China, which

which he designed to rob, being reported to be full of treasure. After many days sail through seas never before known to the portugueses, he came into the bay of Nanking, but durst not make any stay there, perceiving about three thousand sail lie at anchor about it. Here the chineses he had with him being ill used fled, but some natives informed him he was but ten leagues from the island Calempluy: he arrived there the next day, and intending to rob all the tombs, the old keepers of them gave the alarm, which prevented his design, and he was obliged to put to sea again, where having wandered a month he perished in a storm, both his ships being cast away, and only fourteen men saved. Thus ended this voyage, famous for several particulars, and especially for having discovered more of the north of China than was known before, though the design of the undertaker was only piracy. The city Liampo before mentioned was soon after utterly destroyed by the governor of the province of Chequiang, for the robberies and insolences committed in the country by the portugueses.

An. 1542. Antony de Mota, Francis Zeimoto, and Antony Peixoto sailing for China, were by storms drove upon the islands of Nipongi, or Nifon, by the chineses called Gipon, and by us Japan. Here they were well received, and had the honour, though accidentally, of being the first discoverers of these islands. Their situation is east of China, betwixt 30 and 40 degrees of north-latitude: there are many of them, but the principal is Nipongi, or Japan, in which the emperor keeps his court at the city of Meaco. The chief islands about it are Cikoko, Tokoesi, Sando, Sifime, Bacasa, Vuoqui, Saycock or Ximo, Goro, Ceuxima, Toy, Gifima, Jasima, Tanaxuma and Firando. Hitherto we have mentioned none but the portugueses, they being the only discoverers of all those parts, and all other nations having followed their track, yet not till some years after this time, as we shall soon see. I do not here mention the discovery of the Philippine islands, though properly belonging to the east, as not very remote from China, because they were discovered

and conquered the other way, that is from America; and therefore we shall speak of them in their place among the western discoveries. What have been hitherto said concerning these portuguese voyages is collected out of John de Barros's decads of India, Oforius's history of India, Alvarez of Abassia, and Faria's portuguese Asia. Having seen what has been done by these discoverers, let us next lightly touch upon the voyages of those who followed their footsteps.

An. 1551. We meet with the first english voyage on the coast of Afric, performed by Mr. Thomas Windham, but no particulars of it.

An. 1552. The same Windham returned with three sail, and traded at the ports of Zafim and Santa Cruz; the commodities he brought from thence being sugar, dates, almonds and molasses.

An. 1553. This Windham, with Antony Anes Pinteado, a portuguese and promoter of this voyage, sailed with three ships from Portsmouth: they traded for gold along the coast of Guinea, and from thence proceeded to the kingdom of Benin, where they were promised loading of pepper: but both the commanders and most of the men dying through the unseasonableness of the weather, the rest, being scarce forty, returned to Plymouth with but one ship and little wealth.

An. 1554. Mr. John Lock undertook a voyage for Guinea with three ships, and trading along that coast brought away a considerable quantity of gold and ivory, but proceeded no further. The following years Mr. William Towerfon and others performed several voyages to the coast of Guinea, which having nothing peculiar but a continuation of trade in the same parts, there is no occasion for giving any particulars of them. Nor do we find any account of a further progress made along this coast by the english, till we come to their voyages to the East-Indies, and those begun but late; for the first englishman we find in those parts was one Thomas Stephens, who

An. 1579. wrote an account of his voyage thither to his father in London; but he having sailed aboard a portuguese ship, this voyage makes nothing to the english

glish nation, whose first undertaking to India in ships of their own was,

An. 1591. Three stately ships called the Penelope, the Merchant Royal, and the Edward Bonaventure, were fitted out at Plymouth, and sailed thence under the command of Mr. George Raymond: they departed on the tenth of april, and on the first of august came to an anchor in the bay called Aguada de Saldanha, fifteen leagues north of the cape of Good Hope. Here they continued several days, and traded with the blacks for cattle, when finding many of their men had died, they thought fit to send back Mr. Abraham Kendal in the Royal Merchant with fifty men, there being too few to manage the three ships if they proceeded on their voyage: Kendal accordingly returned, and Raymond and Lancaster in the Penelope and Edward Bonaventure proceeded, and doubled the cape of Good Hope; but coming to cape Corrientes on the fourteenth of september, a violent storm parted them, and they never met again; for Raymond was never heard of, but Lancaster held on his voyage. Passing by Mozambique he came to the island Comera, where after much show of friendship, the moorish inhabitants killed thirty two of his men, and took his boat, which obliged him to hoist sail and be gone; and after much delay by contrary winds he doubled cape Comori, opposite to the island of Ceylon in India, in the month of may 1592. Thence in six days, with a large wind which blew hard, he came upon the island of Gomes Polo, which lies near the northermost point of the island Sumatra; and the winter season coming on, stood over to the island of Pulo Pinao, lying near the coast of Malaca, and betwixt it and the island Sumatra, in 7 degrees of north latitude, where he continued till the end of august refreshing his men the best the place would allow, which afforded little but fish, yet twenty six of them died there. Then the captain running along the coast of Malaca, and adjacent islands, more like a pirate than merchant or discoverer, took some prizes, and so thought to have returned home: but his provisions being spent when they came to cross the equinoctial,

where he was staid by calms and contrary winds six weeks; he ran away to the West-Indies to get some supply, where after touching at several places, the captain and eighteen men went ashore in the little island Mōna, lying betwixt those of Portorico and Hispaniola, but five men and a boy left in the ship cut the cable and sailed away. Lancaster and eleven of his men some days after spying a sail, made a fire; upon which signal the frenchman, for such a one it proved to be, took in his topsails, and drawing near the island received them aboard, treating them with extraordinary civility, and so brought them to Diepe in Normandy, whence they passed over to Rye in Suffex, and landed there in may 1594, having spent three years, six weeks, and two days in this voyage. Hitherto Hakluyt, vol. II.

An. 1595. The dutch resolving to try their fortune in the East-Indies, fitted out four ships at Amsterdam under the command of Cornelius Hootman, which sailed on the second of april, and on the fourth of august anchored in the bay of S. Blase, about forty five leagues beyond the cape of Good Hope, where they continued some days trading with the natives for cattle in exchange for iron. August the eleventh they departed that place, and coasting along part of the island of Madagascar, came at last into the bay of S. Augustin, where they exchanged pewter spoons and other trifles with the natives for cattle, till they fell at variance; and the natives keeping away, no more provisions were to be had: and therefore on the tenth of december they weighed, directing their course for Java, but meeting with bad weather and strong currents were kept back till the tenth of january, when they were forced for want of refreshments to put into the island of S. Mary, lying on the eastern coast of Madagascar in 17 degrees of south latitude, whence they removed to the great bay of Antongil, and continued there till the twelfth of february: then putting to sea again, they arrived on the coast of the great island Sumatra on the eleventh of june, and spending some days along that coast, came at last to Bantam in the island of Java. They lay
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here, very favourably entertained by the emperor of Java, till falling at variance many hostilities passed betwixt them; and in november the dutch removed from before Bantam to Jacatra, which is no great distance. In january finding themselves much weakened by loss of men, and the Amsterdam one of the biggest ships leaky, they unladed and burnt her. Having thoughts of sailing for the Molucco islands, they ran along as far as the strait of Balambuon at the east end of Java; but the seamen refusing to pass any further, they made through the strait, and on the twenty seventh of february sailed along the coast of Java towards the cape of Good Hope; and three of their four ships, besides the pinnace that was a tender, and eighty nine seamen, being all that were left of four hundred and forty nine, returned to Holland in august following, having been abroad twenty nine months. This and the voyage soon after following in 1598, may seem to be mistaken, because it is said in both, that the commander in chief was Cornelius Hootman; but it must be observed, they differ not only in time, but in all other circumstances, and this is certainly the first voyage the dutch made to India, whereas in the other there is mention of those people having been there before. This is to be seen at large in the collection of voyages undertaken by the dutch East-India company, printed this present year 1703.

An. 1596. Sir Robert Dudley, as principal adventurer, set out three ships under the command of Benjamin Wood, designing to trade in China; for which purpose he carried letters from queen Elizabeth to the emperor of China: but these ships and the men all perished, so we have no account of their voyage. Purchas, vol. I. p. 110.

An. 1598. Three merchants of Middleburgh fitted out two ships under the command of Cornelius Houteman for the East-Indies, which sailed on the fifteenth of march. In november they put into the bay of Saldanha on the coast of Afric, in 34 degrees of south latitude, and ten leagues from the cape of Good Hope. Here pretending to trade with the natives, they

offered them some violence; to revenge which, three days after they came down in great numbers, and surprizing the dutch flew thirteen of them, and drove the rest to their ship. January the third they again anchored in the bay of S. Augustin in the south-west part of the island Madagafcar, and 23 degrees of south latitude, where the natives would not trade with them; and being in great want of provisions, they sailed to the island Magotta, or S. Christopher, on the north of Madagafcar, and having got some relief went on to Anfwame, or Angovan, another small island, where they took in more provisions. Then proceeding on their voyage, they passed by the Maldivy islands, thence by Cochin, and in june arrived in Sumatra at the port of Achen, where after being kindly received by the king, he sent many men aboard on pretence of friendship, but with a design to surprize the ships, which they had near accomplished, but were with difficulty beaten off, yet so that the dutch lost sixty eight of their men, two pinnaces of twenty tun each, and one of their boats. Sailing hence they watered and refreshed at Pulo Batun off Quêda, which is on the coast of Malacca; and having spent much time about those parts, in november anchored at the islands of Nicobar in 8 degrees of latitude, where they had some refreshment, but little; to remedy which, in their way towards Ceylon, they took a ship of Negapatan and plundered it. Then directing their course home in march 1600, they doubled the cape of Good Hope, and in july returned to Middleburg. Purchas, vol. I. p. 116.

This same year 1598, the Holland East-India company set out six great ships and two yatches for India under the command of Cornelius Hemskirke, which sailed out of the Texel on the first of may, and coming together to the cape of Good Hope in august, were there separated by a terrible storm: four of them and a yatch put into the island Maurice east of Madagafcar; the other two ships and yatch put into the island S. Mary on the east also of Madagafcar, where they made no stay, but sailing thence arrived on the twenty sixth of november 1598, before Bantam; and a month after

after them came the other four ships and a yatch from the island Maurice. The first comers having got their lading, departed from before Bantam on the eleventh of january 1599, and arrived happily in the Texel on the ninth of june 1599, richly laden with pepper, cloves, mace, nutmegs and cinnamon, having spent but fifteen months in the whole voyage. The other four ships and yatch left in India under the command of Wybrant, sailed from Bantam along the north side of Javan to the east end of it, where the town of Arofoya is seated. Here the natives, in revenge for some of their people killed by the dutch in their first voyage, seized seventeen of them that were sent ashore for provisions; and fifty more being sent to their relief in sloops and boats, were all of them killed, drowned, or taken. The prisoners were ransomed for two thousand pieces of eight, and then the ships put to sea, and on the third of march 1599, came into the strait of Amboina, where they anchored before a small town in that island, called Itan. This is near the Moluccos, and produces plenty of cloves. There being lading but for two ships here, the other two were sent to Banda, where they took their lading of cloves, nutmegs and mace, and returned home in april 1600. The other two ships left behind at Amboina having taken in what lading of cloves they could get, sailed away to get what they wanted at the Moluccos, and anchored at Ternate, where having got the rest of their lading, they departed thence on the nineteenth of august 1599, and came to Jacatra in the island Java on the thirteenth of november, being then reduced to extremity for want of provisions: whence after a few days stay they proceeded to Bantam, and thence on the twenty first of january for Holland, where after a tedious voyage they arrived in safety, having lost many men through sickness and want of provisions. Every year after the dutch failed not to set out new fleets, being allured by the vast returns they made; yet there was nothing in these voyages but trade, and some encounters with the spaniards, and therefore it will be needless to mention them all in particular, till in the

year 1606, the dutch possessed themselves of Tidore, one of the Molucco islands, and Amboina, expelling the portugueses first, and afterwards the english. In 1608 the dutch admiral Matelief laid siege to Malaca, but without success. Soon after they grew formidable at Jacatra, or Batavia, on the island Java, where they continue to this day, that being the chief seat of all their dominions in the east. Not so satisfied, they at length made themselves masters of Malaca, and expelled the portugueses the island of Ceylon, by which means they are possessed of the most considerable trade of the east, all the cinnamon, nutmegs and cloves being entirely in their own hands. Nor is this all, for they have conquered the island Formosa on the coast of China, whence they trade to Japan, with the exclusion of all christian nations from that island. And here we will leave the dutch, to give some further relation of the english proceedings, and so conclude with the East-Indies.

An. 1600. A company of merchant adventurers was by patent from queen Elizabeth authorized to trade in the East-Indies, and accordingly in january 16⁰⁰ they fitted out four great ships and a victualler, all under the command of captain James Lancaster, who sailed out of the river of Thames on the thirteenth of february; having four hundred and eighty men aboard his ships, yet got not beyond Torbay till the second of april, and on the first of november doubled the cape of Good Hope. In april following they anchored at the islands of Nicobar, north east of the great island of Sumatra, and in june came before Achem, where they had a good reception, and settled peace and commerce with that king; but having little to trade with, put to sea, and took a great portuguese ship richly laden; and returned to Achem, whence they sailed to Bantam in the island of Java: here they had also good entertainment, and liberty of trade was agreed on; and having taken in what more lading was wanting, which consisted in pepper and cloves, on the twentieth of february they set sail in order to return for England, but meeting with violent storms were carried into 40 degrees

grees of south latitude, where Lancaster lost his rudder, which was restored with much labour, and so they arrived at the island of St. Helena in june, and having refreshed themselves there put to sea again, and returned safe to England in august. Purchas; vol. I. p. 147.

An. 1604. The aforesaid company sent four ships more to the East-Indies under the command of sir Henry Middleton, who sailed on the second of april, and arrived at Bantam on the twenty third of december. Two of the ships loaded pepper at Bantam; sir Henry with the others sailed to the isles of Banda, where he continued twenty one weeks, and then returned to Bantam, and arrived in the Downs on the sixth of may 1606. The same year captain John Davis and sir Edward Michelburn with one ship and a pinnace sailed into the East-Indies, trading at Bantam, and taking some prizes, but performed nothing else remarkable. Purchas, vol. I. p. 185.

An. 1607. The company fitted out their third voyage, being three ships under the command of William Keeling, but only two of them kept company; and setting out in april, arrived not at Priaman in the island Sumatra till july the following year; having spent all this time along the coasts of Afric, and beating at sea against contrary winds. Here they took in some pepper, and then sailed to Bantam, where a Siam embassador invited them to settle commerce in his master's dominions; and so they proceeded to Banda, where they were hindered taking in their lading of spice by the dutch, who had built a fort on that island. So being disappointed they returned to Bantam, loaded pepper, and settled a factory there, which continued in prosperity till overthrown by the dutch. Purchas, vol. I. p. 188.

The third ship mentioned above, which did not keep company with the other two, but set out at the same time, after touching at the bay of Saldanha on the coast of Afric, and at Bantam in the island of Java, proceeded to the Molucco islands, where with the permission of the Spaniards then possessed of those islands, they

they had a trade for some days, but were afterwards commanded away. Then sailing towards the island Celebes at the island Button, or Buton, they were friendly entertained by the king, and brought their full loading of cloves; which done, they returned to Bantam, and thence to England. Purchas, vol. I. p. 226.

An. 1608. The East-India company for its fourth voyage set out two ships, the Union and Ascension, commanded by Alexander Sharpey and Richard Rowles, who sailed on the fourteenth of march; and having spent above a year by the way, and lost the Union in a storm, the Ascension came on the eighth of april 1609 to an anchor before the city Aden on the coast of Arabia Felix, whence they sailed into the Red-sea, being the first english ship that ever entered it, and on the eleventh of june anchored in the road of the city of Mocha; and having made a short stay to refit, sailed away for the coast of Cambaya, where refusing to take in a pilot the ship was lost on the shoals, but all the men saved in two boats, who got ashore at the small town of Gandeval, about forty miles from Surat, whither they travelled by land, and were relieved by the english factor there. The captain and most of the company went from thence to Agra the court of the mogul, resolving to take their journey through Persia to return into Europe. But Thomas Jones, the author of this account, with three others, committed themselves to a portuguese religious man, who promised to send them home, and accordingly carried them through Damam and Chaul to Goa, where in january they were shipped aboard the admiral of four portuguese ships homeward bound, and arrived at Lisbon in august, where embarking in an english ship they came safe into England in september 1610. The rest of the company that went with the captain dispersed, and few of them came home.

The Union, mentioned before to be separated from the Ascension in a storm, touched at the bay of St. Augustin in the island Madagascar, where the captain and five more going ashore upon friendly invitation were killed by the natives, who thought to have sur-

prized the ship with their boats, but were beaten off with great loss. So sailing hence, they directed their course to Achem on the island Sumatra, where and at Priaman they took in their lading of bafts and pepper, and directed their course to return home. But their voyage proved so unfortunate, that all her men died by the way, except three english and an indian, who were scarce alive; and not being able to hand the sails, the ship was carried upon the coast of Britany in France, where the french conveyed her into harbour, and most of the lading was saved for the company.

An. 1609. The English East-India company for its fifth voyage set out but one ship, commanded by David Middleton, who arriving at Banda was by the dutch there hindered loading any spice, and therefore sailed to Puloway a small island not far distant, where with much difficulty and hazard he got loading of spice, and returned home safe. Purchas, vol. I. p. 238.

An. 1610. Sir Henry Middleton sailed with three ships under his command; and being informed by the natives of the island Zocotora, that he would be friendly received at Mocha in the Red-sea, and find good vent for his goods, he ventured up thither, and after much deceitful kindness shown him by the turks, was himself with many of his men secured, and sent up the country several miles to another bassâ. Some men were also killed by the infidels, who attempted to surprize one of the ships, and were possessed of the upper decks, till the seamen blew up some, shot others, and drove the rest into the sea, so that only one of them that hid himself escaped, and was afterwards received to mercy. After much solicitation sir Henry Middleton and his men were sent back to Mocha, where most of them made their escape aboard their ships. Many fruitless contests having afterwards passed with the bassas about the restitution of the goods taken; at last he sailed to Surat, where he arrived in september 1611, and having, notwithstanding the opposition made by the portugueſes, sold some of his goods, and departing thence to Dabul, had some more trade in that place, yet not so much as to dispose of
all

all he had. Whereupon he resolved to return to the Red-sea, there to traffic with the ships of India, which usually resort to those parts; he detained many of them by force, and bartered with them as he thought fit, the indians being under restraint, and in no condition to oppose whatever was offered them. Being thus furnished, he sailed for Sumatra, where he got loading of spice, and sent one ship home with her burden, his own having been on a rock, and therefore unfit for the voyage till repaired, which could not be done so soon. This ship arrived safe in England, but sir Henry Middleton and his were cast away in India. Purchas, vol. I. p. 247. Other ships sailed the latter end of the year 1610, and beginning of 1611, which still ran much the same course with the former, and have nothing singular to relate. But,

An. 1611. In april sailed captain John Saris with three ships, who having run the same course all the rest had done severally before, entering the Red-sea, and touching at Java, he received a letter from one Adams an englishman, who sailed aboard some dutch ships to Japan, and was there detained, in which he gave an account of that country. Captain Saris dismissing his other two ships, directed his course for that island; and passing by those of Bouro, Xula, Bachian, Celebes, Silolo, the Moluccos, and others, came to an anchor on the eleventh of june 1613, at the small island and port of Firando, lying southwest of the southwest point of the great island of Japan. This and several other small islands about it are subject to petty kings, who all acknowledge the emperor of Japan for their sovereign. These little princes showed all imaginable kindness to the english, being the first that ever appeared in those parts. Captain Saris, with the assistance of the king of Firando, was conducted to the emperor's court at Meaco, where he had audience of him, and settled peace and commerce in as authentic manner as if he had been sent from England only upon that errand; the emperor granting to the english free liberty of trade, and several privileges and immunities for their encouragement. All things being settled there,

there, captain Saris returned to Firando well pleased with his success; and there the goods he brought being not yet all disposed of, he erected a factory, leaving in it eight english, three Japaneses for interpreters, and two servants. These were to dispose of the goods left behind, and provide loading for such ships as were to continue the trade now begun. This done, he left Firando on the fifth of december, and stood for the coast of China, along which he kept to that of Cochinchina and Camboya, whence he struck over to the southward, and came into Bantam road, where he continued some time, and lastly put into Plymouth in september 1614. Purchas, vol. I. p. 334. Thus have we brought the english to Japan, the furthest extent of what vulgarly is comprehended under the name of the East-Indies, and therefore think it needless to prosecute their voyages this way any longer, since they can afford nothing new; nor indeed have these hitherto added any thing to what was discovered by the portugueses, to whom all these countries were well known long before, as has been made appear. Of the dutch navigations this way somewhat has been said, and it seems needless to add any thing concerning the french, who are not so considerable there as any of those nations already mentioned, besides that they came thither the latest, and therefore not as discoverers, but tracing the beaten road; so that all that can be said of them will be only a repetition of things already spoken of. Having thus given an account of the first discoverers, and the success of all the first voyages to Afric and Asia, it now remains to show what a vast extent of land is by these means made known, which before Europe was wholly a stranger to, and the commodities it supplies us with; which is one great point of this discourse, viz. to show what benefit is reaped by navigation, and the vast improvement it has received since the discovery of the magnetical needle, or sea compass. Then having performed this with all possible brevity, it will be fit to proceed to give the like relation of the discovery and other affairs of America, or the new world, which
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will lead us to the voyages round the globe, where this discourse will end.

To begin then where the discoveries commenced, that is, at cape Nam, or Nao, which is on the coast of the kingdom of Morocco, and in the twenty eighth degree of latitude; we find the extent made known from thence, taking it only from north to south, from 18 degrees of north latitude to 35 degrees of south latitude, in all 53 degrees in length, at twenty leagues to a degree, to be one thousand sixty leagues; but very much more if we run along the coast, especially upon that of Guinea, which lies east and west for above 25 degrees, which at the same rate as before amounts to five hundred leagues. So that we have here a coast, only reckoning to the cape of Good Hope, of above fifteen hundred leagues in length made known to us, and in it the further Lybia, the country of the Blacks, Guinea, the kingdoms of Benin, Conga, Angola, and the western coast of the Cafres. These are the general names by which these vast regions are known. The natives are for the most part black, or else inclining to it. All the commodities brought from thence, are gold-dust, ivory, and slaves; those black people selling one another, which is a very considerable trade, and has been a great support to all the American plantations. This is all that mighty continent affords for exportation, the greatest part of it being scorched under the torrid zone, and the natives almost naked, no where industrious, and for the most part scarce civilized. In the southermost parts among the wild cafres, there is plenty of good cattle, which the first traders to India used to buy for knives and other toys at the bay of Saldanha, and other places thereabouts. The portugueses here have the largest dominions on this coast of any nation, which are in the kingdoms of Congo and Angola. The english and dutch have some small forts on the coast of Guinea, and the dutch, a large strong town, with all manner of improvements about it, at the cape of Good Hope. From this cape of Good Hope to cape Guardafu at the entrance into the Red-sea,

sea, the coast running north east and south west, extends above twelve hundred leagues in a straight line, containing the eastern Cafres and Zanguebar, which are the two great divisions of this side; the latter of these subdivided into the kingdoms of Mozambique, Pemba, Quiloa, Monbaca, Melinde, Magadoxa and Adel. Of these the portugueses possess the town and fort of Mozambique, having lost Monbaca within these few years, taken from them by the moors. No other european nation has any dominions on this coast, which is all in the possession of the natives or moors. The commodities here are the same as on the west side of Afric, gold, ivory and slaves. All this vast continent produces many sorts of fruit and grain unknown to us, as also beasts and fowl, which being no part of trade, are not mentioned here. Yet before we leave this coast we must not omit to mention the island Zocotora, famous for producing the best aloes, and situate not far distant from cape Guardafu. Next in course follows the Red-sea, the mouth whereof is about a hundred and twenty leagues from cape Guardafu, and its length from the mouth to Suez at the bottom of it above four hundred leagues, lying north west and south west: on one side of it is the coast of Aben and Egypt, on the other that of Arabia Petrea, and Arabia Felix, all in the possession of the turks, and not at all resorted to by any european nation, but somewhat known to them by the way of Egypt, before the discovery of India. From the mouth of the Red-sea to the gulph of Persia lies the coast of Arabia, extending about four hundred leagues north east and south west to cape Rosalgate at the entrance into the bay of Ormuz. This coast is partly subject to the turk, and partly to arabian princes; and its principal commodities are rich gums, and coffee. Turning cape Rosalgate to the north west is the great bay of Ormuz, along which runs still the coast of Arabia, where stands Mascate, once possessed by the portugueses, now by the arabs. Next we come into the gulph of Bazora, or of Persia, almost two hundred leagues in length, and enclosed by Arabia on the one side, and Persia on the other. At the mouth
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of this bay in a small island is the famous city Ormuz, conquered and kept many years by the portugueses, but at last taken from them by the Persians, with the assistance of the english. Within the bay on the arabian side is the island Baharem, famous for a great fishery of pearls. From the mouth of the persian gulph to that of Indus are about three hundred and forty leagues, being the coast of Persia, where no prince possesses any thing but that great monarch. The chiefest commodities here are raw silk, rhubarb, wormseed, carpets of all sorts, wrought and plain silks, silks wrought with gold or silver, half silks and half cottons. From the mouth of Indus to cape Comori, taking in the bend of the coast from Indus to Cambaya, lying north west and south east, and from that bay to the cape almost north and south, are near four hundred leagues, including the shores of Guzarat, Cambaya, Decan, Canara and Malabar: of these Guzarat and Cambaya, with part of Decan, are subject to the great Mogul, the other parts to several indian princes. Yet the portugueses have the fort of Diu in Guzarat, Damam in Cambaya, and the great city of Goa in Decan, besides other forts of lesser consequence: the english the island of Bombaim, and the dutch some forts. Doubling cape Comori, and running in a straight line north east, there are about four hundred and forty leagues to the bottom of the bay of Bengala; and turning thence south east, somewhat more than the same number of leagues to the southermost point of the Aurea Chersonesus, or the coast of Malaca; and in this space the shores of Coromandel, Bishnagar, Golconda, Orixá, Bengala, Arracan, Pegu, Martaban, and the Aurea Chersonesus, or Peninsula of Malaca. Hence we will make but one line more for brevity sake up to Japan on the northern coast of China, which in a straight line, without allowing any thing for the bays of Siam and Cochinchina, is at least eight hundred leagues, and in it the east side of the Peninsula of Malaca, the kingdoms of Siam, Camboia, Chiampa, and Cochinchina, and the vast empire of China. All these immense regions from Persia east-ward are vulgarly, though

though improperly, comprehended under the name of the East-Indies. The product of these countries is no less to be admired, being all sorts of metals, all beasts and birds, and the most delicious of fruits. But to speak by way of trade, the commodities here are diamonds, silk raw and wrought in prodigious quantities, cotton unwrought, and infinite plenty of it in callicoes and muslins, all sorts of sweet and rich woods, all the gums, drugs and dyes, all the precious plants, and rich perfumes, not to mention the spices, which I leave to the islands; in fine, all that is precious, delightful, or useful: insomuch, that though here be mines of silver and gold, yet none is sent abroad, but hither it flows from all other parts and is here swallowed up. But something must be said of the islands belonging to this great continent, for the value of them is immense, as well as their number, and the extent of some of them. The first in order that are any thing considerable, are the Maldivy islands, rather remarkable for their multitude than any other thing, being so many that the number is not known, yet so small, that no great account is made of them: they lie south east of cape Comori, betwixt three and 8 degrees of north latitude; for so far they run, being disposed in twelve several clusters or parcels that lie north west and south east, at the south end whereof lie two other less clusters or parcels east and west from one another. As for trade, or commerce, though these islands are very fruitful, they have not any thing considerable to promote it, especially to supply Europe, which is the thing here to be considered. Next to these is the great and rich island of Ceylon beyond cape Comori, formerly divided into several petty kingdoms, till the portugueses first reduced all the sea coasts under their dominion, and were afterwards dispossessed by the dutch, who still remain masters of them, but could never yet conquer the inland. This is a place of mighty traffick, for it produces the best cinnamon in the world, and supplies all Europe: here are also found the finest rubies, and several other sorts of precious stones. The elephants of this island are counted the best in all India, and as

such coveted by all the eastern princes, who, though they have herds of them in their own dominions, do not spare to give considerable prices for these, which is a great enriching of the country. The islands of Sunda, or the Sound, are that great parcel lying south and south east of Malaca, the principal whereof are Sumatra, Borneo and Java; the two first directly under the line, Sumatra above three hundred leagues in length, lying north west and south east, and about sixty in breadth in the widest place; Borneo is almost round, and about six hundred in circumference; Java the last of them lies betwixt 7 and 10 degrees of south latitude, is about two hundred leagues in length from east to west, and not above forty in breadth in the widest place from north to south. There are many more, but all small in comparison of these, unless we reckon Celebes, lying under the line, near an hundred and eighty leagues in length, the longest way north east and south west, and about eighty in breadth in the broadest place from east to west: as also Gilolo, under the equator as well as the last, of an irregular shape, and not above one fourth part of the bigness of Celebes. All these islands have a prodigious trade, being resorted to from all parts, not only of India, but even from Europe. Their wealth is incredible, for they produce whatsoever man can wish; but the principal commodities exported are ginger, pepper, camphor, agaric, cassia, wax, honey, silk, cotton; they have also mines of gold, tin, iron and sulphur, all sorts of cattle and fowl, but no vines nor olive-trees. In Sumatra the dutch have some forts, and are very powerful, but much more in Java, where Batavia, a populous city, is the metropolis of their eastern dominions. The english had a great trade and factory at Bantam in the same island, but were expelled by the dutch in the year 1682. After these follow the Molucco islands, which are five in number properly so called, viz. Ternate, Tidore, Machian, Moutil or Moufil, and Bachian: they lie along the west side of Gilolo, so near the equinoctial, that the last of them lies 24 or 25 minutes south, and the first of them about 50 minutes north of it. They are so small, that all
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of them do not take up above 1 degree, and 10 or 15 minutes of latitude. Ternate is the northermost, and in order from it lie to the south Tidore, Moutil, Machian and Bachian. The whole product of these islands is cloves, which are scarce found elsewhere, and here little besides them; which is the reason why the dutch have possessed themselves of them, expelling the portugueses, who after long contests had bought out the spaniards claim to them. With the Moluccos may be reckoned the islands of Amboina and Banda: the first of these produces cloves like the other, and was once much resorted to by the english, till the dutch destroyed their factory, of which action there are particular printed accounts. Banda is a larger island than any of the others, and in five degrees of south latitude, possessed also by the dutch, who have here all the trade of nutmegs and mace, which scarce grow any where but in this and two or three neighbouring islands. A vast multitude of other little islands are scattered about this sea, but those already mentioned are the most considerable; for though those of Chiram and Papous be large, there is very little of them known, by which it is natural to guess they are not of much value; for if they were, the same avarice that has carried so many european nations into their neighbourhood to destroy not only the natives, but one another, would have made them long since as familiar to us as the rest. Of Japan enough was said when first discovered by the portugueses, and in captain Saris's voyage thither, where the reader may satisfy his curiosity. All that needs be added is, that it produces some gold, and great plenty of silver. For other commodities, here is abundance of hemp, excellent dyes, red, blue and green, rice, brimstone, salt-petre, cotton, and the most excellent varnish in the world, commonly called Japan, whereof abundance of cabinets, tables, and many other things are brought into Europe. Thus are we come to Japan the utmost of these eastern discoveries, omitting to say any thing of the Philippine islands, and those called De las Ladrones, though within this compass, because they were discovered from the West-Indies; and therefore they are

left to be treated of among the american affairs, as are the illes of Solomon, whereof hitherto the world has had but a very imperfect account. This summary shows the improvement of navigation on this side the world since the discovery of the magnetical needle, or sea-compass, it having made known to us as much of the coast of Afric and Asia, as running along only the greatest turnings and windings, amounts to about five thousand leagues; an incredible extent of land, were it not so universally known to be true, and so very demonstrable. The benefit we reap is so visible, it seems not to require any thing should be said of it. For now all Europe abounds in all such things as those vast, wealthy, exuberant eastern regions can afford; whereas before these discoveries it had nothing but what it received by retail, and at excessive rates from the venetians, who took in the precious drugs, rich spices, and other valuable commodities of the east in Egypt, or the coast of Turkey, whither it was brought from India, either by caravans or up the Red-sea; and they supplied all other countries with them at their own prices. But now the sea is open, every nation has the liberty of supplying itself from the fountain-head; and if some have encroached upon others, and confined them to a narrower trade in those parts, yet the returns from thence are yearly so great, that all those goods may be purchased here at the second-hand infinitely cheaper than they could when one nation had the supplying of all the rest, and that by so expensive a way, as being themselves served by caravans, and a few small ships on the Red-sea. To conclude; these parts, the discovery whereof has been the subject of this discourse, supply the christian world with all gums, drugs, spices, silks and cottons, precious stones, sulphur, gold, salt-petre, rice, tea, china-ware, coffee, japan varnished works, all sorts of dyes, of cordials, and perfumes, pearls, ivory, ostrich-feathers, parrots, monkeys, and an endless number of necessaries, conveniences, curiosities, and other comforts and supports of human life, whereof enough has been said for the intended brevity of this discourse. It is now time to proceed

ceed to a still greater part, greater in extent of land, as reaching from north to south, and its bounds not yet known, and greater in wealth, as containing the inexhaustible treasures of the silver mines of Peru and Mexico, and of the gold mines of Chile, and very many other parts. A fourth part of the world, not much inferior to the other three in extent, and no way yielding to them for all the blessings nature could bestow upon the earth. A world concealed from the rest for above five thousand years, and reserved by providence to be made known three hundred years ago. A region yet not wholly known, the extent being so immense, that three hundred years have not been a sufficient time to lay it all open. A portion of the universe wonderful in all respects: 1. For that being so large it could lie so long hid. 2. For that being well inhabited, the wit of man cannot conclude which way those people could come thither, and that none others could find the way since. 3. For its endless sources of gold and silver, which supplying all parts, since their first discovery, are so far from being impoverished, that they only want more hands to draw out more. 4. For its mighty rivers, so far exceeding all others, that they look like little seas, compared with the greatest in other parts. 5. For its prodigious mountains, running many hundred leagues, and whose tops are almost inaccessible. 6. For the strange variety of seasons, and temperature of air to be found at very few leagues distance. And lastly, For its stupendous fertility of soil, producing all sorts of fruits and plants which the other parts of the world afford; in greater perfection than in their native land, besides an infinity of others which will not come to perfection elsewhere.

To come to the discovery of this fourth and greatest part of the earth, it was undertaken and performed by Christopher Columbus, a genoeze, excellently skilled in sea-affairs, an able cosmographer, and well versed in all those parts of the mathematics, which might capacitate him for such an enterprise. This person being convinced by natural reason, that so great a part of the world as till then was unknown could not be all sea, or created to no purpose; and believing that the earth

being round, a shorter way might be found to India by the west, than by compassing all Afric to the southward, as the portugueses were then attempting to do; he resolved to apply himself wholly to the discovery of those rich countries, which he positively concluded must extend, from what was known of the East-Indies, still to the east-ward one way, and to be the easier met with by sailing round to the westward. Having been long fully possessed with this notion, and provided to answer all objections that might be started against it, he thought the undertaking too great for any less than a sovereign prince, or state; and therefore, not to be unjust to his country, he first proposed it to the state of Genoa, where it was rather ridiculed than any way encouraged. This repulse made him have recourse to king John the second of Portugal, who having caused the matter to be examined by those that had the direction of the discoveries along the coast of Afric, by their advice he held him in hand till he had sent out a caravel with private orders to attempt this discovery. This caravel having wandered long in the wide ocean, and suffered much by storms, returned without finding any thing. Columbus understanding what had been done, resented it so highly, that in hatred to Portugal he resolved to go over to Castile and offer his service there; but for fear of any disappointment, at the same time he sent his brother Bartholomew Columbus into England, to make the same overture to king Henry the seventh. His brother had the ill fortune to be taken at sea by pirates, which much retarded his coming to the court of England; where when at last he came, being poor and destitute of friends, it was long before he could be heard, or at least be looked upon; so that in fine, Columbus was gone before he returned to Spain with his answer. Columbus in the mean while stole away out of Portugal, and coming to the court of Ferdinand and Isabel, king and queen of Castile and Aragon, he there spent eight years soliciting with little hopes, and many difficulties; till at last, when he had utterly despaired of success, he met with it, through the assistance of some few friends he had gained at court. At his earnest suit he had all the
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conditions he required granted, which were, that he should be admiral of all those seas he discovered, and viceroy and governor general of all the lands; that he should have the tenth of all things whatsoever brought from those parts, and that he might at all times be an eighth part in all fleets sent thither, and to receive the eighth of all the returns. This to him and his heirs for ever. With these titles, and sufficient power from the queen, who espoused the undertaking, he repaired to the port of Palos de Moguer, on the coast of Andaluzia, where there was furnished for him a ship called the S. Mary, and two caravels, the one called la Pinta, commanded by Martin Alonzo Pinzon, and the other la Nina, by Vincent Yanez Pinzon. In these vessels he had ninety men, and provisions for a year; and thus equipped he sailed from Palos de Moguer.

An. 1492. On the twenty third of august, directing his course to the Canary islands, where he made a new rudder to the caravel Pinta, which had hers broke off at sea, he took in fresh provisions, wood, and water with all possible expedition; and on the sixth of september put to sea again, steering due west, and on the seventh lost sight of land. The eleventh, at a hundred and fifty leagues distance from the island of Ferro, they saw a great piece of a mast drove by the current, which set strong towards the north; and the fourteenth the admiral observed the variation of the needle to the westward about two points. On sunday the sixteenth the men were surpris'd to see green and yellow weeds scattered about in small parcels on the superficies of the water, as if it had been newly torn off from some island or rock; and the next day they saw much more, which made some conclude they were near land, and others supposing it only to be rocks or shoals, began to mutter. Every day they saw some birds flying to the ships, and abundance of weeds in the water, which still made them conceive hopes of land; but when these failed, then they began again to murmur, so that the admiral was forced to use all his art to keep them quiet, sometimes with fair words, and sometimes with threats and severity, they imagining, that since for the most part they sailed before the wind, it would

be impossible for them ever to return. Thus their mutinous temper daily increased, and began to appear more open, some being so bold as to advise throwing the admiral over board. The first of october the pilot told the admiral, he found by his account they were five hundred and eighty eight leagues west of the island of Ferro, which is the westernmost of the Canaries; who answered, his reckoning was five hundred and eighty four, whereas in reality his computation was seven hundred and seven; and on the third the pilot of the caravel Nina reckoned six hundred and fifty, he of the caravel Pinta six hundred and thirty four: but they were out, and Columbus made it less for fear of discouraging the men, who nevertheless continued very mutinous, but were somewhat appeased on the fourth, seeing above forty sparrows fly about the ships, besides other birds. The eleventh of october there appeared manifest tokens of their being near land; for from the admiral's ship they saw a green rush in the water, from the Nina they saw a cane and a stick, and took up another that was artificially wrought, and a little board, besides abundance of weeds fresh pulled up; from the Pinta they beheld such-like tokens, and a branch of a thorn-tree with the berries on it: besides that, sounding they found bottom, and the wind grew variable. For these reasons the admiral ordered, they should make but little sail at night, for fear of being aground in the dark, and about ten of the clock that night the admiral himself saw a light, and showed it to others. About two in the morning the caravel Pinta, which was furthest a-head, gave the signal of land; and when day appeared, they perceived it was an island about fifteen leagues in length, plain, well wooded and watered, and very populous; the natives standing on the shore, admiring what the ships were. The admiral and captains went ashore in their boats, and called that island S. Salvador, the natives calling it Guanahani, and is one of the Lucayos in about 26 degrees of north latitude, nine hundred and fifty leagues west of the Canaries, and discovered the thirty third day after they sailed from them. Columbus took possession for the king and queen
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of Spain, and all the spaniards joyfully took an oath to him, as their admiral and viceroy. He gave the indians, who stood in admiration to see him and his men, some red caps, glass-beads, and other trifles, which they valued at a high rate. The admiral returning aboard, the natives followed, some swimming, others in their canoes, carrying with them bottoms of spun cotton, parrots and javelins pointed with fish-bones, to exchange for glass baubles and horse-bells. Both men and women were all naked, their hair short and tied with a cotton string, and well enough featured, of a middle stature, well shaped, and of an olive colour, some painted white, some black, and some red. They knew nothing of iron, and did all their work with sharp stones. No beasts, or fowl were seen here but only parrots. Being asked by signs, whence they had the gold, whereof they wore little plates hanging at their noses, they pointed to the south. The admiral understanding there were other countries not far off, resolved to seek them out; and taking seven indians that they might learn spanish, sailed on the fifteenth to another island, which he called the Conception, seven leagues from the other. The sixteenth he proceeded to another island, and called it Ferdinanda, and so to a fourth, to which he gave the name of Isabella; but finding nothing more in these than in the first, he proceeded on to the island of Cuba, which he called Juana, and entered the port on the east end called Baracoa, whence after sending two men to discover without finding what he sought for, he went on to Hispaniola, and anchored on the north side of it. Here the admiral finding there were gold mines, and plenty of cotton, the people simple, and one of the caciques, or princes, showing all tokens of love and affection; and having lost his own ship, which through the carelessness of the sailors in the night run upon a sand, he resolved to build a fort, which with the assistance of the indians was performed in ten days, and called the Nativity: here he left thirty nine men, with provisions for a year, seeds to sow, baubles to trade with the natives; all the cannon and arms belonging
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to his own ship, and the boat. This done, he departed the port of the Nativity on the fourth of January 1493, steering eastward, and the sixth discovered the caravel *Pinta*, which had left him some days before, the captain hoping to get much gold to himself. Columbus having sailed some days along the coast of the island, discovered more of it, and trafficking with the natives, and seeing some other islands at a distance, at length launched out to sea to return for Spain. In the way they struggled with the dreadfulest storms any of them had ever seen, which separated the admiral from the caravel *Pinta*, so that he saw her no more; but at last it pleased God to bring his shattered caravel into the river of Lisbon, where the people flocked with admiration to see him, and some advised the king of Portugal to murder him, but he having entertained him generously dismissed him; and he putting to sea again, arrived safe at Palos de Moguer, from whence he set out on the fifteenth of March, having been out six months and a half upon his discovery. The court was then at Barcelona, whither the admiral repaired, carrying with him the Indians he brought, some gold, and other samples of what the discovery afforded. The king and queen received him with all possible demonstrations of honour, making him sit down in their presence, and ordering all the privileges and titles before granted him to be confirmed. After some time spent in these entertainments, the admiral desired to be fitted out as became his dignity, to conquer and plant those new countries; which was granted, and he departed for Seville to set out on his second voyage, which we are to speak of next; we have been very particular in this, because being the first, it required a more exact account to be given of it, and shall therefore be more succinct in those that follow.

An. 1493. A fleet of seventeen sail of all sorts was fitted out at Seville, well furnished with provisions, ammunition, cannon, corn, feeds, mares and horses, tools to work in the gold mines, and abundance of commodities to barter with the natives. There were aboard fifteen hundred men, many of them labouring people,

people, and artificers, several gentlemen, and twenty horse. With this fleet Columbus set sail from Seville on the fifteenth of September the aforesaid year, and on the fifth of october came to the Gomeru, one of the Canary islands, where he took in wood and water, as also cattle, calves, sheep, goats and swine to stock the Indies, besides hens and garden-seeds. Sailing hence more to the southward than the first voyage, on the third of november in the morning, all the fleet spied an island, which Columbus called Dominica, because discovered on a sunday, and soon after many others, the first of which he called Marigalanti, the name of the ship he was in, the next Guadalupe, then Montferrate, Santa Maria Redonda, Santa Maria el Antigua, S. Martin, Santa Cruz; these are the Caribbe islands. Next he came to the large island, which he called S. John Baptist, but the indians Borriquen, and it is now known by the name of Puerto Rico. November the twenty second the fleet arrived on the coast of Hispaniola, where they found the fort burnt down, and none of the spaniards, they being all destroyed either by discord among themselves, or by the indians. Not liking the place he had chosen the first voyage to plant his colony, he turned back to the eastward, and finding a seat to his mind, landed and built a little town which he called Isabella, in honour of Isabel then queen of Castile. Then keeping five ships of the fleet with him for his use there, he sent back twelve to Spain, under the command of Antony de Torres, with some quantity of gold, and a full account of what had been done. Thus ended this year 1493, and here it must be observed, that all the actions done ashore must be omitted, as too great for this discourse, and in reality no way belonging to it, the design of it being only to show what advantages have been made by sea since the discovery of the magnetical needle, as has been declared before.

An. 1494. Columbus sailed from his new colony of Isabella with one great ship and two caravels on the twenty fourth of april, directing his course westward, and came upon the point of Cuba on the eighteenth of may,

may, where sailing along the coast he saw an infinite number of small islands; so that it being impossible to give them all names, he in general called them the Queen's Garden. Thus he proceeded as far as the island de Pinos, near the westernmost end of Cuba, having discovered 330 leagues to the westward from his colony of Isabella. He suffered very much in this voyage by the continual storms of rain, wind, thunder and lightning; and therefore resolved to return, taking his way more to the southward, and on the twenty second of july found the island of Jamaica; whence he directed his course to Hispaniola, and coasting about it, arrived at the town of Isabella on the twenty ninth of september, where he found his brother Bartholomew Columbus, who was come with four ships from Spain. The admiral built many forts in the island, and being much offended at the ill behaviour of many of the spaniards, who began to use him disrespectfully, and sent complaints against him to court, returned into Spain to justify his proceedings, and secure his authority. Thus far out of Herrera's first decade, lib. I, II, and III.

The fame of these mighty discoveries being spread abroad throughout Europe, Sebastian Cabot, a venetian, but residing in England, made application to king Henry the seventh, to be employed in finding out a passage to the East-Indies through the north-west. The king admitted of his proposal, and

An. 1497. Ordered him two ships provided with all necessaries for such an undertaking, with which he sailed from Bristol in the beginning of summer (for here does not appear a particular journal) and directing his course north-west came into 56, Herrera says 68 degrees of north latitude, where he discovered land running still to the northward, which made him despair of finding a passage that way, as he had projected, and therefore came about to the southward, hoping to meet it in less latitude. Thus he soon fell in upon the now much frequented island of Newfoundland, reaching from 54 to 48 degrees, where he found a wild people clad in skins of beasts, and armed with bows and arrows, as also bears and stags, and great plenty of fish,

fish, but the earth yielding little fruit. Here he took three of the savages, whom at his return he carried into England, where they lived long after. Hence he continued his course along the american coast as far as 38 degrees of latitude, where his provisions beginning to fall short he returned to England. Hakluyt, vol. III. p. 6. & seq. This imperfect account is all we have of this voyage, which was not prosecuted by the english in many years after; and Cabot finding little encouragement went away into Spain, where he was entertained,

An. 1498. On the thirtieth of may admiral Columbus having been again well received and honoured by the king and queen of Castile and Aragon, and provided as he desired, sailed from S. Lucar with six ships upon new discoveries, and coming to the island Gomera, one of the Canaries, on the nineteenth, sent thence three of his ships with provisions to sail directly for Hispaniola. He with the other three made the islands of Cabo Verde, resolving to sail southward as far as the equinoctial; and therefore steering south west on the thirteenth of july he felt such violent heat, that they all thought they should there have ended their days: and this continued till the nineteenth, when the wind freshening they stood away to the westward, and the first of august came to an anchor in the island which he called La Trinidad, near the continent of south America, in about 11 degrees of north latitude. Discovering land from this place, which he supposed to be another island, but it was the continent, he sailed over and came upon the point of Paria, and run many leagues along the coast of the continent, without knowing it was so, trading with the indians for gold and abundance of pearls. However thinking his presence necessary at Hispaniola, he could not continue his discovery, but returned the same way he came to the island Trinidad, and found that he called Margarita, where was afterwards the great pearl-fishery, and that of Cubagua, besides many others of less note, and arrived at Santo Domingo, a town newly built on the
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south coast of the island Hispaniola on the twenty second of august. Herrera, dec. 1. lib. IV.

An. 1499. The news having been brought to Spain of the discovery Columbus had made on the continent, though it was not yet certainly known whether it was continent or an island; Alonso de Ojeda and some other private men fitted out four ships to make discoveries, and sailed from port S. Mary on the twentieth of may. John de la Cosa, a biscainer, went with him as pilot, and Americus Vespucius as merchant. They took their course to the south west, and in twenty seven days had sight of land, which they supposed to be the continent. Being within a league of the shore, they sent some men in the boat, who saw abundance of naked people, who presently fled to the mountains; and therefore they followed the coast to find some harbour, which they found two days after, with multitudes of natives, thronging to see the ships. They were of a middle stature, well shaped, broad faced, and of a ruddy complexion: they covered their nakedness with leaves or cotton clouts. Their wealth consisted in fine feathers, fish-bones, and green and white stones, but they had neither gold nor pearls. Ojeda ran along this coast till he came to a town seated like Venice in the water, but containing only twenty six great houses; for which reason he called it Venezuela, or little Venice, in about 11 degrees of north latitude. Still he kept along the coast of Paria, before discovered by Columbus, for the space of two hundred leagues, and then proceeded two hundred further to the point called Cabo de la Vela. Then turning back he came to the island Margarita, where he careened, and on the fifth of november arrived at the island of Hispaniola, where we may put an end to his discovery.

This same year Peter Alonso Nino and Christopher Guevara sailed from Sevil with one ship to discover, but did nothing more than had been done before, trading along the coast where Columbus and Ojeda had been. Herrera, dec. 1. lib. IV.

An. 1500, Vincent Yanez Pinzon, who was with Columbus the first voyage, set out four ships at his own

own charge, and sailing to the southward was the first Spaniard that ever cut the equinoctial line. Then sailing to the westward, on the twenty sixth of January he discovered land at a distance, which was the point of land now called cape S. Augustin, on the coast of Brasil, where he took possession for the king of Spain: but not being able to bring the natives to trade with him, he passed on to a river, where landing, eight of his men were killed by the indians; which made him remove again down to the mouth of the river Maranon, which is thirty leagues over, and runs with such force, that the water is fresh forty leagues out at sea. Finding no benefit could be made along this coast, he held on his course to Paria, whence he sailed over to the islands in the way to Hispaniola; and being at an anchor among them, a furious storm sunk two of their ships downright, the other two escaping repaired to Hispaniola, and having refitted returned to Spain. In this voyage they discovered six hundred leagues along the coast lying south east from Paria.

In december this same year James de Lepe sailed from Palos de Moguer to discover, and went some way to the southward of cape S. Augustin, but did little considerable. Herrera, dec. 1. lib. IV.

This year also Emanuel king of Portugal fitted out a fleet of thirteen sail for the East-Indies, commanded by Peter Alvarez Cabral, who sailing from Lisbon in march, to avoid the calms on the coast of Guinea, stood out far to sea; and being carried away further to the westward than he intended by a storm, on the twenty fourth of april fell in upon the coast of Brasil in America, in 10 degrees of south latitude. He sailed along it one day, and going ashore found a tawny people; but the weather still forced him to the southward, to a harbour he called Porto Seguro, in 17 degrees of south latitude, where he landed, and found the country abounding in cotton and indian wheat. Here he erected a cross in token of possession, and therefore called the country Santa Cruz, but the name of Brasil prevailed, because of that sort of wood brought from thence. Peter Alvarez sent a ship to Portugal to give advice of this discovery,

covery, and he with the rest prosecuted his voyage to the East-Indies, as may be seen in the account of them, Herrera ubi sup. and Faria in Asia, part I. p. 53.

Again this year 1500, Gasper de Cortereal a portuguese, sailed to the north parts of America with two caravels, where he run along a great part of what was said before to have been discovered by Cabot, and gave his name to some small islands about the north of Newfoundland, bringing away sixty of the natives. He made a second voyage into those parts, but was cast away. Herrera, dec. 1. lib. VI.

An. 1501. Roderick de Bastidas fitted out two ships at Cadiz, and taking John de la Cosa, who was best acquainted with the western seas for his pilot, put to sea in the beginning of february, following the same course Columbus had taken when he discovered the continent; and coasting all along where he and the others had been, he traded with the indians. Not so satisfied, he run to the westward, and discovered Santa Marta, Carthagená, and as far as Nombre de Dios, being above an hundred leagues more than was known before. His ships being now leaky and worm-eaten, so that they could not long keep the sea, and having traded for a considerable quantity of gold and pearls, he with difficulty made over to Xaragua in Hispaniola, where his ships sunk after saving the treasure; and he after being imprisoned in this island got over into Spain with his wealth. He carried some indians from the continent to Hispaniola, who went stark naked, only carrying their privities in a gold case made like a funnel. Herrera ubi sup.

An. 1502. Admiral Columbus, being through the malicious insinuations of his enemies removed from the government of Hispaniola, but still fed by the king with fair words, obtained of him four ships to go upon some new discovery, and sailed with them from Cadiz on the ninth of may. On the twenty ninth of june he came before Santo Domingo in the island Hispaniola, where the governor refused to admit him into the port. On the fourteenth of july he sailed away to the westward, and after driving some days with the currents in calms,

calms, struggled for sixty days with violent storms; after which he discovered the little island Guanaja, northward of cape Honduras, in 19 degrees of latitude. He sent his brother ashore, who met with a canoe as long as a spanish galley, and eight foot wide, covered with mats, and in it many men, women and children, with abundance of commodities to barter, which were large cotton cloths of several colours, short cotton shirts without sleeves curiously wrought, clouts of the same to cover their privities, wooden swords edged with flint, copper hatchets to cut wood, horse-bells of the same metal, and broad flat plates of it, crucibles to melt the copper, cocoa-nuts, bread made of indian wheat, and drink of the same. Being carried aboard the admiral, he exchanged some commodities with them, and then dismissed them, only keeping an old man, of whom when he inquired for gold, he pointed eastward, which made Columbus alter his design of sailing westward. Therefore taking the way he was directed, the first land he came to was cape Casinas on the continent of the province of Honduras, where his brother landed and took possession, the natives coming down in peaceable manner, wearing short jackets of cotton, and clouts of the same before their privy-parts, and bringing him plenty of provisions. Sailing hence many days to the eastward against the wind, he came to a great point of land, from which perceiving the shore run to the southward, he called it Cabo de Gracias a Dios, or cape Thanks be to God, because then the easterly winds would carry him down the coast. He run along trading with the natives, and touched at Porto Bello, Nombre de Dios, Belen and Veragua, where he heard there were gold mines, and sent his brother up the country, who returned to him with a considerable quantity of that metal, exchanged for inconsiderable trifles. Upon this encouragement Columbus resolved to leave his brother there with eighty men, and accordingly built houses for them; yet after all, the indians becoming their enemies, and the spaniards mutinous, he was forced to take them aboard again, and then sailed away for Hispaniola. The ships being quite shaken with the many storms, and eaten through with

the worms, could not reach that island, and therefore he was forced to run them a-ground on the coast of Jamaica, close board and board by one another, shoring them up with piles drove in the sand, and making huts on the decks for the men to live in, because they were full of water up to the deck. Hence with incredible difficulty and danger he sent messengers in a canoe over to Hispaniola for some vessels to carry him and his men away, and after suffering much was at last transported to that island, and thence into Spain, where he died. Herrera, dec. 1. lib. V, VI. So that we have here an end of his discoveries, and all the continent of America made known from cape Honduras in 18 degrees of north latitude, to Porto Seguro on the coast of Brasil in 17 degrees of south latitude, being above fifteen hundred leagues, taking only the greater windings of the coast.

An. 1506. The news of Columbus's new discovery being spread abroad in Castile, John Diaz de Solis, and Vincent Yanez Pinzon resolved to prosecute what he had begun; and coming to the island Guanaja, whence Columbus had turned back to the eastward, they held on their course still westward, running along the coast of Honduras till they came to the bottom of that deep bay, which they called Baia de Navidad, now called the gulph of Honduras. Then turning to the north-east, they discovered a great part of the province of Yucatan, whereof little was afterwards known till the discovery of New-Spain.

An. 1507. It being still unknown whether Cuba was an island or part of the continent, Nicholas de Obando governor of Hispaniola sent Sebastian de Ocampo to discover it: he sailed along the north side of it, touching at several places and careened his ships at the port now well known by the name of the Havana, which then he called de Carenas. Then continuing his voyage to the westernmost end of the island now called Cabo de S. Anton, he turned to the eastward along the south coast of the island, and put into the port of Xagua, which is one of the best in the world, and capable of containing a thousand ships. Here he was most courteously

teously entertained, and supplied with abundance of partridges and good fish. Having rested here a few days, he held on his way along the coast, and returned to Hispaniola, with the certain news of Cuba's being an island. Herrera, dec. 1. lib. VII.

An. 1508. John Ponce de Leon sailed over from Hispaniola to the island called by the indians Borriquen, by the spaniards S. Juan de Puerto Rico, and by the english Porto Rico: it is but fifteen leagues distant from Hispaniola, has a good harbour, which with the plenty of gold found in it gave it the name of Puerto Rico, or the Rich Harbour. Herrera, dec. 1. lib. VII.

The same year 1508. John Diaz de Solís, and Vincent Yanez Pinzon, who before discovered the gulph of Honduras, sailed with two caravels fitted out at the king's expence to discover the south coast of America; and coming upon cape S. Augustin in about 11 degrees of south latitude, continued thence their navigation along the coast, often landing and trading with the natives till they came into 40 degrees of the same latitude, whence they returned with an account of what they had found into Spain. Herrera, dec. 1. lib. VII.

An. 1509. John de Esquibel was sent from Hispaniola, by the admiral James Columbus, son to Christopher Columbus, with seventy men to settle a colony in the island of Jamaica.

This same year John de la Cosa sailed from Spain with one ship and two brigantines, to join Alonso de Ojeda in the island Hispaniola, thence to go and settle on the continent. James de Nicuesa set out soon after him with four ships upon the same design. After some dispute about the limits of their provinces, they agreed that the river of Darien should part them, and then they set out towards their several governments. Herrera, dec. 1. lib. VII.

An. 1510. Ojeda landed at Carthagena, where after endeavouring to gain the indians by fair means without success he came to a battle with them, in which John de la Cosa was killed, and he escaped by flight having lost seventy spaniards. Nicuesa arrived a few days

after, and joining the other spaniards belonging to Ojeda, revenged the death of the former seventy, and took a great booty. However Ojeda removed thence to the gulph of Uraba, where he founded the town of S. Sebastian, being the second built on the continent, if we reckon that before founded by Columbus near the same place, which did not stand as has been mentioned, nor did this continue long at that time, being removed after most of the spaniards were consumed to Darien. Hence the indians carried swine, salt and fish up the country, and in return brought home gold and cotton-cloth. Nicuesa with his ships sailed to Veragua, and after many miseries and calamities, at last founded the town of Nombre de Dios on the small isthmus that joins the two continents of north and south America. Herrera, dec. 1. lib. VII, VIII.

An. 1511. The admiral James Columbus from the island Hispaniola sent James Velasquez with about three hundred men to plant in the island of Cuba, where no settlement had yet been made.

An. 1512. John Ponce de Leon, before mentioned as first planter of the island of Puerto Rico, being grown rich, fitted out three ships in that island, resolving to discover to the northward. He sailed on the third of march, steering north-west and by north, and on the eighth anchored at Baxos de Babueca, near the island del Viejo, in 22 degrees and a half of north latitude, and on the fourteenth at the island Guanahani, which was the first discovered by Columbus. Hence he directed his course north-west, and on the twenty seventh, being Easter Sunday, discovered an island not known before; whence he proceeded, west-north-west, till the second of april, when they came to an anchor near a part of the continent they had run along in 30 degrees and eight minutes of north latitude, which he believed to be an island, and called Florida, that is, flowry, or flourishing, both because it looked green and pleasant, and because it was easter time, which the spaniards call pasqua florida. After landing to take possession, he sailed south and by east till the twenty first of april, when he met so strong a current, that though they had
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the wind large, his ships could not stem it, which obliged him to come to an anchor; this being the now well known channel of Bahama, through which most ships return out of those parts into Europe. Here he landed, and had a skirmish with the indians who were warlike. On the eighth of may he doubled the point of Florida, which he called cape Corrientes, because of the great strength of the current there. Being come about, they spent many days along the coast and neighbouring islands, watering and careening, and dealing with the indians for hides and guanines, which are plates of a mixture of gold and copper. In june he had two battles with the indians, who in their canoes came out to draw his ships ashore, or at least to cut his cables. Having beaten them off he came upon the coast of Cuba, though he knew it not to be that island, and thence returned to Puerto Rico, whence he sailed into Spain to beg of the king the government of what he had discovered. Herrera, dec. 1. lib. IX.

An. 1513. Basco Nunez de Balboa, who had subtly wound himself into the government of the spaniards, who were before mentioned to have built the town of Darien, having used all his endeavours as others did to find out more gold, and being told by an indian, that there was a mighty prince beyond the mountains who had a vast plenty of it, and that there was also an open sea, he resolved to venture over to find these treasures, and gain the honour of being the first that found this so long looked for sea. Accordingly he set out from Darien in september with indian guides, and others given him by the caciques his friends to carry burdens. Entering upon the mountains, he had a fight with a cacique that would have stopped him, in which he killed the cacique and six hundred of his men. On the twenty fifth of september he reached the top of the mountains, from whence, to his unspeakable joy, he saw the south sea; with this satisfaction he went down, and coming to the shore walked into the sea to take possession of it for the king of Spain. This done, he with eighty of his men, and a cacique his friend,

friend, went into nine canoes, and put out to sea, where a storm rising, they had all like to have perished; however, with much difficulty they got into a small island, where some of their canoes were beaten to pieces and all their provisions lost. The next day with what canoes remained they landed on the further side of the bay, where after some opposition from the indians they made peace, and the cacique brought a good quantity of gold as a present, and two hundred and forty large pearls; and seeing the spaniards valued them, he sent some indians to fish, who in four days brought twelve mark-weight of them, each mark being eight ounces. Basco Nunez would have gone over to the island of pearls, five leagues distant, but was advised by the indians his friends to put it off till summer, because of the danger of the sea at that time. Here he had some information of the wealth of Peru, and was assured that the coast ran along to the southward without end, as the indians thought. Basco Nunez having made so great a discovery, and gathered much wealth, returned over the mountains to Darien, whence he presently sent advice to the king of what he had found. Herrera, dec. 1. lib. X.

An. 1515. John Diaz de Solis was sent out by the king to discover to the southward: he sailed on the eighth of october, and came to Rio de Janeiro on the coast of Brasil in 22 degrees twenty minutes of south latitude, whence he continued his course down the coast which lies south-west to cape S. Mary in 35 degrees of latitude, where he landed and took possession. Then turning with one of his caravels into the river of Plate, which because it was so large and fresh, they called the fresh sea, and by another name, the river of Solis, he spied along the shore abundance of houses of indians, and the people coming down to gaze at the ships, and offering what they had. Solis landed with as many men as his boat could carry, who going a little up from the shore, were set upon by the natives, who lay in ambush in the woods, and every man of them killed, notwithstanding the cannon fired from aboard. When they had killed the men they removed them

them further from the shore, yet not so far but that the spaniards aboard might see them, where cutting off their heads, arms and legs, they roasted the whole bodies and eat them. Having seen this dismal sight, the caravel returned to the other vessel, and both together repaired to capé S. Augustin, where having loaded with Brasil wood, they sailed back to Spain. Thus ended the famous seaman John Diaz de Solis. Herrera, dec. 2. lib. I.

An. 1516. Padrarias governor of Darien before spoken of, sent the licentiate Espinosa with a good body of men over the mountains to Panama, who had some encounters with the indians in those parts, and made some considerable discoveries along that coast. But having gathered a great quantity of gold, and abundance of slaves, he returned to Darien, leaving Hernan Ponce de Leon with a small force at Panama. This commander lost no time, though he had no good vessels but some small barks, for in them he ventured to run up to the north-west as far as the port of Nicoya in the province of Nicaragua, a hundred and forty leagues from Nata, which is at the mouth of the bay of Panama; where finding the people in arms, and that they fled to the mountains upon the first firing, he concluded there was not much good to be done there at that time, and returned to Panama. At the same time Basco Nunez de Balboa, who first discovered the South-sea, cut timber at Ada on the north-sea, and having hewed it out fit to put together, had it all carried up twelve leagues to the top of the mountains by indians, blacks and spaniards, and thence down to the South-sea, which was an incredible labour, there being all the timber, iron-work and rigging for two brigantines. Herrera, dec. 2. lib. II.

This same year 1516. Hackluyt mentions a voyage made by sir Thomas Pert and Sebastian Cabot, by order of king Henry the eighth of England, to Brasil, but gives no particulars of it. Hackluyt, vol. III. p. 498.

An. 1517. James Velasquez, governor of Hispaniola, gave commission to Francis Hernandez de Cordova to make some further discovery on the continent. He

bought two ships and a brigantine, furnished them with all necessaries, and a hundred and ten men, and sailed from Havana on the eighth of february to the westward. At the end of twenty one days they saw land, and drawing near perceived a town. Five canoes came to the ship, and thirty men went aboard, wearing short jackets without sleeves, and clouts about their waists instead of breeches, who being well entertained were dismissed: and the next day twelve canoes came with a cacique, who said coneze cotoche, that is, come to my house; and the spaniards not understanding it, called that point of land cape Cotoche, being the westernmost of the province of Yucatan, in 22 degrees of latitude. The spaniards going ashore with this invitation, were set upon by indians that lay in ambush, whom they put to flight. Here they found three structures like little temples with idols, built with lime and stone, which were the first that had been seen in America. Returning to their ships, they kept along the coast westward till they came to Campeche, where they took water out of a well, there being no other, and retired to their ships, the indians pursuing at their heels, yet without engaging. Further on at a place called Potonchan, being ashore again to water, they were beset by the indians, who killed fifty of them, and the rest, whereof many were wounded, with much difficulty got aboard their ships. Wanting hands for them all they burnt one, and with the other two vessels in great want of water, stood over for the coast of Florida, where as they were watering the indians fell on them and killed four or five more, but were put to flight, so that the spaniards had time to carry off their water, and so returned to Cuba, where James Fernandez the commander died of his wounds. Herrera, dec. 2. lib. II.

An. 1518. The report of the discovery made in Yucatan pleasing the undertaker James Velasquez governor of Cuba, he provided three ships and a brigantine, with two hundred and fifty men, to prosecute that enterprise, under the command of John de Grijalva, who sailed from Cuba on the eighth of april, and driving to the southward with the currents came upon the island
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of Cozumel, in the 20th degree of latitude, not known before, and south of the cape of Cotoche; where keeping along its coast, they anchored at a place they called Santa Cruz, because that was the third of may and the feast of the finding of the cross. Landing he could not prevail with any of the natives to come to trade, yet found in the island good honey, swine with their navels on their backs, and several small temples of stone, as also an indian woman of Jamaica, who went aboard, and was afterwards of great use to them. Grijalva sailed on to Potonchan, where Francis Hernandez, the first discoverer of that country, had been; and after defeating the natives held on to the river of his own name, saying this country was like a new Spain, because of the many structures he saw of lime and stone, whence the name remained to the adjacent kingdom of Mexico. Coming to the river of Tabasco, he treated with the natives, and a cacique there with his own hand put upon Grijalva a suit of complete armour all of beaten gold, besides many other rich presents he gave him. Then coasting along, he saw the great mountains of S. Martin, and the rivers of Alvarado and Banderas on the coast of New-Spain, at which last place he was supplied with provisions, and traded for much gold with the governor, who had received orders so to do from Montezuma the great monarch of Mexico, upon the news brought him of the first ships that appeared on that coast. He spent seven days at S. John de Ulva, trading with the natives, and then went on as far as the province of Panuco, from whence he returned to Cuba, having in this voyage discovered all the coast of New-Spain, almost as far as the province of Florida. Herrera, dec. 2. lib. III.

This same year the licentiate Espinosa, by order of Peter Arias Davila governor of Darien, founded the town of Panama on the South-sea. Ibid.

An. 1519. Ferdinand Cortes, with eleven sail fitted out at the charge of James Velasquez, sailed from Cuba in february, and landing on the coast of New-Spain before discovered by Grijalva, marched up to Mexico, made himself master of that mighty city, and subdued

subdued all the provinces about it till he came to the South-sea. Here were found those rich mines of silver, which with the others of Peru have ever since enriched the universe, not to speak of the abundance of cotton, and very many other precious commodities. In fine, his actions and the wealth of this country are the subject of large volumes, and too great for so short a discourse. Therefore we will proceed to the discoveries. *Ibid.*

This year also Ferdinand Magalhaens, or as we call him, Magellan, sailed from Spain to discover the strait of his name, the particulars of which voyage are the subject of the first of those round the world, to be found together at the latter end of this discourse, and therefore need not be repeated at this place, for there the reader may find it at large, with an account of those southern parts of America.

This same year 1519. an english ship of two hundred and fifty tun came to the island of Puerto Rico, pretending it came out with another to discover a passage to Tartary, and had been at Newfoundland, where there were fifty spanish, french and portuguese ships fishing, and that offering to go ashore their pilot was killed. They further said they came to load Brasil wood, and carry the king of England an account of those countries. Hence they sailed over to Hispaniola, where being fired at from the castle they returned to Puerto Rico, where they traded with the inhabitants, and going thence were never more heard of. *Herrera, dec. 2. lib. V. Hackluyt, vol. III. p. 499.* gives the same account out of Ramusio, only differing in that he says it was in the year 1517.

An. 1522. Cortes having subdued the mighty kingdom of Mexico, and greatest part of the provinces of Mechoacan, Panuco, Guaxaca, Tabasco and Soconusco, a conquest above two hundred leagues in length, above a hundred and fifty in breadth in the widest part, and lying betwixt 14 and 24 degrees of north latitude; and having discovered the South-sea, which washes the shores of several of the provinces mentioned, he resolved that way to send to the Molucco islands,

islands, and in order to it sent ship-wrights to the port of Zacatula to build two ships to discover along the coast, and two caravels to sail to the Moluccos, causing all the iron-work, sails and rigging to be carried upon mens backs from Vera Cruz across the country, which is at least a hundred and forty leagues.

Whilst these vessels were preparing in New-Spain, Giles Gonzalez Davila with incredible labour had built four in the island Tarrarequi, not far from Panama, whence he sailed on the twenty first of january this same year 1522, taking Andrew Nino along with him as his pilot. Having sailed an hundred leagues along the coast to the northwest, they were forced to send to Panama for necessaries to refit their ships, which being brought they proceeded. At Nicoya Giles Gonzales landed, and travelled into the province of Nicaragua, where abundance of indians with their cacique submitted themselves: but afterwards meeting with a more warlike nation, he was forced to retire to the sea. Whilst Gonzales travelled by land, Andrew Nino had sailed along the coast as far as the bay of Fonseca in the province of Guatimala, discovering three hundred leagues that way further than was known before; which done, they both returned to Panama with great wealth in gold and pearls. Herrera, dec. 3. lib. IV.

An. 1524. Francis the first, king of France, employed John Varrazona a florentine, to make some discovery to the north-west. He set out from Diep with four ships, and after some time spent privateering on the coast of Spain, he steered to the island of Madera, whence dismissing the rest, he departed with one ship and fifty men upon his enterprize. The first twenty five days he ran five hundred leagues to the westward, after which followed a dreadful storm; and that ceasing, in twenty five days more ran four hundred leagues, and then discovered a land before unknown, which was low and well peopled, running to the southward. He sailed fifty leagues along the coast to the south without finding any harbour, which made him stand about to the northward, and at last come to an anchor, where he traded with the indians, who

who went naked, covering only their privities with furs like sables, and garlands about their heads made of fine feathers; their complexion like the other indians, their hair black and long, tied up behind like a tail. His short stay there gave him not leisure to learn any thing of their customs, but the country seemed delightful, with pleasant plains, and plenty of woods of several sorts of trees, great variety of beasts and birds, and some tokens of gold. This country was in 34 degrees of north latitude, a temperate climate, and is the northern part of the province of Florida. Sailing hence fifty leagues to the north-east, they came upon another coast, where they took a boy, and so run on, seeing all the way abundance of trees, variety of herbs and flowers for two hundred leagues, where they again anchored, and were well entertained by the natives, a cacique coming often aboard, and seeming well pleased with the french. Hence they held on their course above a hundred leagues, and saw people cloathed with feathers, and a very pleasant country; but passed on still to a great island, and anchored betwixt it and the continent, where the people were still naked, with only furs before their privities, and valued copper beyond gold. Thus he proceeded, landing and taking a view of the shores, till he came into fifty degrees of north latitude, where his provisions falling short, he resolved to return into France, having discovered seven hundred leagues along the coast, and giving it the name of New-France. Herrera, dec. 3. lib. VI. Hackluyt, vol. III. p. 295. Purchas, vol. IV. p. 1603.

The same year 1524. Francis Pizarro sailed from Panama in november with one ship and two canoes, in which were eighty spaniards, and four horses to discover to the southward. Coming under the equinoctial, which was further than any had discovered on that side, he landed, and provisions failing sent back the ship for them, remaining himself ashore with most of the men, where they were drove to such extremities, that twenty seven of them died for want, and therefore they called this place Puerto de Lahambre, that is, Port Famine. The ship returning with provisions, they
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proceeded on their voyage to the port they called De la Candelaria, where they again went ashore and travelled up the country; but all the people fled from them, and the continual rains rotted their clothes. Though all the rest of his actions in this expedition were in the ensuing years, yet the summary of them shall here be delivered together, to avoid the confusion that might be caused by the dismembering of them. Hence they went on to a place they called Pueblo Quemado, where they had two bloody encounters with the indians, and therefore proceeded to Chicama, whence they again sent back the ship to Panama for provisions. Whilst the ship was returning, James de Almagro, who was at the chief expence of this enterprize, went out of Panama with a ship full of provisions, and sixty men in it, and running along the coast, at length found Pizarro at Chicama; and having relieved and conferred with him, returned to Panama for more men, whence he brought two ships and two canoes with arms, men, ammunition and provisions. Leaving Chicama, they proceeded along the coast; and after many delays, and several times sending back to Panama, during which time the rest of the men were left ashore, and suffered incredible hardships, Pizarro came to Tumbez, where he sent men ashore, who were friendly entertained by the natives, supplied with provisions, and returned aboard with the joyful news, that they had seen stately palaces, and all sorts of vessels of silver and gold. Here he was invited ashore, and went twice, having much discourse with the indians, who gave him an account of the great city of Cusco, and of the immense wealth of the mighty monarch of Guaynacapa. This done, having gathered a good quantity of gold, and got some of the large peru sheep, and other things to show the wealth of the country, he returned to Panama to gather a force sufficient to make a conquest in that rich country, he had discovered. In this voyage he reached as far as the port of Santa in 9 degrees of south latitude, having run above two hundred leagues, in which he spent three years, being detained so long by the misfortunes and wants above-mentioned, besides many more too tedious to insert here. The conquest and further

discoveries shall fall in their due place. Herrera, dec. 3. lib. VII, VIII, and X. and dec. 4. lib. II.

An. 1525. The emperor Charles the fifth fitted out six ships and a tender at Corunna, under the command of D. Garcia Jofre de Loayfa, and well furnished with provisions, ammunition and commodities to trade, as also four hundred and fifty spaniards. These ships were to pass through the straits of Magellan to the Molucco islands, and sailed from Corunna in july. On the fifth of december they came upon the coast of Brasil in 21 degrees and a half of south latitude. December the twenty eighth the ships were parted in a storm, but met all again except the admiral. January the fifth they came to cape Blanco in 37 degrees, and thence to Santa Cruz in 51 degrees, where the admiral and another ship being missing, they put up some signs to direct them. Coming to the mouth of the straits, one of the ships was cast away in a storm, the other three with much difficulty got into the strait. January the twenty sixth the admiral, with the other ship that was missing, and the tender came to the mouth of the strait, where it was near perishing in a storm: and on the fifth of april the five ships being again joined, put into the strait, whence the foul weather had beaten them out. May the twenty fifth they came out into the South-sea, where a violent storm parted them all; and the tender being left alone with very little provision sailed to the northward, till it came upon the coast of New-Spain, where the men were plentifully relieved by the indians for the present, and afterwards by Cortes from Mexico. The admiral was parted from the other ships, and never saw them more, for he died on this side the line, and soon after him John Sebastian Cano his successor, who had brought the ship called the Victory home, after sailing round the world in the voyage undertaken by Magellan. Then they chose Toribio Alonso de Salazar for their admiral, and so directing their course for the islands Ladrones, on the thirteenth of september discovered an island, which they called S. Bartholomew; and the wind not permitting them to come near it, followed on their course to the Ladrones, and came to the two southermost of them, where there came to
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them a spaniard that had been left there when a ship of Magellan's company left at the Moluccos attempted to return to New Spain, as may be seen in that voyage. Five days this which was the admiral's ship continued in the island Bataha, and then prosecuted its voyage to the Moluccos on the tenth of september 1526, and on the second of october came to the great island Mindanao, one of the Philippines, where they got some fresh provisions, and then sailed away towards the Moluccos, and arrived safe at Tidore on the last day of december, and there built a fort, whence for a long time after they made war with the portugueses of Ternate; where we will leave them, having ended their navigation, and shall hear of them again in the following years. Herrera, dec. 3. lib. VII, VIII, IX. and dec. 4. lib. I.

An. 1526. Sebastian Cabot, who made the great discovery in north America for king Henry the seventh of England, being now in the spanish service, sailed from Cadiz with four ships, designing for the Moluccos through the strait of Magellan: but when he came upon the coast of Brasil, his provisions began to fail, and the men to mutiny, both which things obliged him to lay aside his first design, and run up the river then called of Solis, now of Plate; and going up it thirty leagues, he came to the island of S. Gabriel, and seven leagues above it to the river S. Salvador, where he landed and built a fort, in which he left some men, whilst he discovered higher. Thirty leagues further up he found the river of Zarcarana, and erected another fort, which was called by his name. Then continuing the same course, after running up two hundred leagues he came to the river Paraguay, up which he turned leaving the great river, and at the end of thirty leagues found a people that tilled the ground, which he had not seen before, and they opposed him so vigorously, that he was forced to return down the river after losing twenty eight of his men: where we must leave him a-while, to show that this same year James Garcia was sent from Galicia with one ship, a small tender, and a brigantine to discover this same river of Plate, and came upon that part of the coast of Brasil which for
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its many rocks and shoals is called Abrelojo, or Open your Eyes, at the end of the year.

An. 1527. At the beginning of the year he came into the river of Plate, and there found two of Cabot's ships, but sent back his own to carry slaves into Portugal. Then he run up the river, and found Cabot in that of Paraguay, where we said he lost his men, whence they returned together to the ships. Cabot sent one of them back into Spain, with an account of what he had discovered, the reasons why he went not to the Moluccos, and some silver and gold, desiring to be reinforced, and to have leave to plant there, which was not done till some time after, when it shall be mentioned in its place. Herrera, dec. 3. lib. IX. and dec. 4. lib. I.

This same year Cortes fitted out three ships on the coast of New Spain in the South sea, and sent them to the Molucco islands, where they joined the spaniards before-mentioned, and prosecuted the war with the portugueses. One of the ships attempted to return with cloves to New Spain, but was beaten back to Tidore by contrary winds, where the continual wars reduced the spaniards to only twenty, who were forced to put themselves into the power of the portugueses, and by them were carried into India, where some of them returned into Spain. These ships were in several of the Philippine islands, and took possession of them for the king of Spain. Herrera, dec. 4. lib. I.

This year also Francis de Montejo sailed from Sevil with three ships, and five hundred men in them, to conquer the province of Yucatan, and Peter de Alvarado for that of Guatimala. Of the discovery of both something has been said already, and therefore there needs no repetition.

The same year still Pamphilo de Narvaez sailed from Sanlucar on the seventeenth of june with five vessels, and in them seven hundred men, and spent much time at Hispaniola and Cuba, where after escaping a dreadful storm, he was forced to winter. In march following he put to sea with four ships and above four hundred

hundred men, and on the twelfth of april after many storms and dangers came upon the coast of Florida; he landed his men and forty horses, and then travelled with them by land, sending the ships at the same time to coast along and find a safe harbour where they might settle a town. Those that marched by land, after incredible suffering ashore, and losing their ships, built some barks to carry them off, making sails of their shirts, and ropes of their horses tails and manes. By the twenty second of september they had eaten all their horses, and then went aboard their barks: they crept along the shore seven days in those creeks almost starved, till they found some dry fish in an indian house, but after this suffered such extremity of thirst, that five of them died with drinking of salt water. They landed again and got some refreshment, but the indians proving treacherous, they lost some men, and so put to sea again, where they ranged many days in foul weather, and were all parted. At last all the barks were cast upon the shore and several men drowned, those that escaped almost naked and starved met with charitable indians, who came down and lamented their misfortune with tears, fetching wood to make fire to warm them, carrying them to their houses, and giving them all the best they had; but this lasted not long; for the indians though so loving were poor, and soon after suffered extreme want themselves, so that the spaniards dispersed to shift, and the sixty that landed were soon reduced to fifteen. Such was their misery, that five of them who had kept together ate up one another till only one was left. Three or four that survived these calamities travelled some hundreds of leagues across the country, and with incredible hardships at length came to New Spain, the rest with their officers all perished; and this was the end of the expedition. Herrera, dec. 4. lib. II, IV.

Before we proceed, it must be here noted, that this same year king Henry the eighth of England sent out two ships to discover to the northward, which sailed out of the Thames on the twentieth of may, and entering between the north of Newfoundland and the continent one of them was cast away. The other di-

rected its course towards cape Breton, and the coast of Arambec, often sending men ashore to get information of the country, and returned home in october; which is all the account we have of this voyage. Hackluyt, vol. III. p. 129.

An. 1530. Francis Pizarro having been in Spain, and obtained many favours of the emperor, and power to conquer what he had discovered, sailed from Panama with a hundred and eighty five spaniards, and thirty seven horses. At the bay of S. Matthew he landed the horses and most of the men to march along the shore, whilst the ships coasted; and falling upon the town of Quapel, he took a vast booty of gold, silver, and emeralds: then he sent three ships to Panama and Nicaragua to bring recruits of men and provisions. Being reduced to great straits, and ready to abandon the country, a ship arrived with supplies. Hence they sailed to the island Puna, which lies between three and four degrees of south latitude; where after much feigned friendship from the indians, he came to a battle with them, and having gained the victory, continued there, setting at liberty six hundred indians of Tumbez, kept there in slavery, which gained him the affection of those people. Two ships coming to him with recruits from Panama, Pizarro sailed over to Tumbez, of which place he possessed himself after killing many indians, who used all means by open force and treachery to destroy him. Here inquiring into the affairs of the country, he was informed of the greatness and infinite wealth of the city of Cuzco, and of the vast power and large dominion of the emperor of Peru. Then moving still to the southward, he founded the city of S. Michael, and staid there long to settle that new colony, to get more supplies and further intelligence into the affairs of the country; and though these things happened in the following years, we will conclude with them at once, according to the intended brevity. At that time two brothers contended for the monarchy of Peru, these were Atahaulpa and Guascar, of whom the former had been successful in several battles. Pizarro resolved to make his advantage of their divisions. He therefore
marched

marched into the country with scarce two hundred men, and coming to Caxamalca, whence Atahaulpa drew out with his army, he sent to invite him back. The inga came with an infinite multitude of indians; and having filled the great market of Caxamalca, he ordered they should seize all the spaniards, and take care that not one escaped: upon which as his horns and other warlike instruments began to make a dreadful noise, Pizarro gave the signal in like manner; and falling on, routed that multitude, and took the inga prisoner, and with him an incredible treasure of gold, silver, and cotton cloth. The inga being prisoner, offered for his ransom ten thousand ingots of gold, and a great room full to the top of silver; which he had almost performed, when new troubles arising, he was put to death. After which Pizarro marched to the great city of Cuzco, near two hundred leagues from Caxamalca, to the south-east; whence moving to the sea, he founded the city of Lima in 18 degrees of south latitude, and subdued all that vast empire of Peru. Herrera, dec. 4. lib. VII. and IX. and dec. 5. throughout the greatest part of it.

An. 1532. Nunho de Guzman, sent out by Cortes from Mexico by land to reduce the province of Mechoacan, discovered and subdued the provinces of Culiacan and Cinaloa, extending to 28 degrees of north latitude on the coast of the south sea, and opposite to the south end of California; all which was done by land, and a consequence of the former navigations. Herrera, dec. 5. lib. I.

Some ships were sent out these years by Cortes from New-Spain, to discover to the north-west; but they having gone no further than has been already mentioned, it is needless to give any account of them.

An. 1534. Simon de Alcazova, a portuguese in the king of Spain's service, undertook to discover to the southward of Peru; passing the strait of Magellan, and fitting out two good ships with two hundred and fifty men, he sailed from S. Lucar on the twenty first of september, and entered the mouth of the straits of Magellan in january following. Having spent some

time in it, and being half way through, the violent storms, which lasted many days, were the occasion that his men in a mutinous manner obliged him to turn back out of the strait, and put into port Lobos, a little above the mouth of it. Here he landed a hundred men to discover up the country, appointing his lieutenant to command them, because he could not himself, by reason of his indisposition. They marched ninety leagues through a desert country, seeing scarce any inhabitants, and being ready to perish sometimes for want of water; and by this time all the provisions they brought from aboard were spent, the country affording little or nothing. This done, they returned towards the ships, and some of them mutinying by the way, secured those that opposed their wicked designs; and coming aboard, murdered Alcazova their commander in chief and his pilot, designing to leave the rest that had opposed them on shore, and turn pirates. But being divided among themselves, the loyal party took the advantage to possess themselves of the ships, and executed many of them. This done they directed their course for the islands of America. The greatest ship was cast away on the coast of Brasil, the other in much distress arrived at the island Hispaniola. Thus ended this enterprise. Herrera, dec. 5. lib. VII. and VIII.

This same year 1534. Jaques Cartier sailed from the port of S. Malo, by order of Francis I. king of France, to discover the north part of America. He set out on the twentieth of april, and on the tenth of may put into the port of S. Catherine in Newfoundland; where having spent some days in refitting, he sailed all the length of the island from cape Raz to cape de Grace; and entering between the island and the continent, run to the westward along the shore, till at the mouth of the great river Canada, he turned to the southward, came to the bay called du Chaleur, and traded with the natives in a very peaceable manner, as they did all along those shores on the back of Newfoundland, viewing all the creeks and harbours; till the fifteenth of august, when they departed thence homeward, and arrived at S. Malo,

Malo on the fifth of september. Hackluyt; vol. III. p. 201.

An. 1535. The same Jaques Cartier sailed again from S. Malo, may the nineteenth, with three ships upon the same discovery; and after suffering much by storms, which parted them, Cartier upon the twenty fifth of june came upon the coast of Newfoundland, in 49 degrees and 40 minutes of latitude, and staying some days, was there joined by his other two ships. Then they all together entered the great bay on the back of Newfoundland, sailing to the westward, and foul weather coming on, anchored in the port of S. Nicholas, where they staid till the seventh of august; and then steering to the southward, on the fifteenth came upon the island of the Assumption. Thence he turned again into the great river, and coasting along it, came to the island he called of Orleans, in the country of Canada, where he traded amicably with the indians; and leaving the ships there, with fifty men in the boats, he ran fifty leagues higher, where he saw the town of Hochelaga, consisting of about fifty great houses, each capable of a great number of people, and the town inclosed with a triple fence, all of timber. Returning hence to his ships, he went to Stadacona, a town about a league from them, to visit the prince of that part of Canada. In these parts he found much fish, indian wheat, and tobacco. He continued here all the winter, discovering what was nearest, and inquiring into the further parts of the country; and in may following returned home with a particular account of the great river of Canada, and the whole country called by that name, or New-France. Hackluyt; vol. III. p. 212.

This year D. Peter de Mendoza sailed from S. Lucar with eleven ships and eight hundred men in them, for the river of Plate, where he happily arrived, and settled the colony of Buenos Ayres, which continues and is famous to this day; though the greatest part of his people perished there for want, before they were relieved from Spain. Herrera, dec. 5. lib. IX.

An. 1536. Two ships were fitted out at London, under the command of Mr. Hore, with a hundred and

twenty men, for north America; of whom we find no account that they did any more than get to Newfoundland, where they were in such want, that they eat up one another; and those that were left, surprised a french ship that came into those parts, and so returned home. Hackluyt, vol. III. p. 129.

An. 1539. F. Mark de Niza, with his companion F. Honoratus, a black, whose name was Stephen, and some indians for interpreters, set out on the seventh of march from the town of Culiacan at the entrance into the strait of California on the South-sea shore, to discover the country to the northward by land. F. Honoratus fell sick, and was left behind; and F. Mark proceeded to Petathen, sixty leagues from Culiacan; the people there and all the way paying him extraordinary respect, and supplying him plentifully with all necessaries. Hence he went on to Vacapa, and sent the black towards the sea to discover that port, who soon after sent messengers, desiring the father to come speedily to him, because he had received information of a country called Cibola, where there were seven great cities, built with stone two stories high, and the people well clad; and that it was but thirty days journey from the place where he then was. F. Mark set out towards this country, and all the way he went, the people offered him not only provisions, but turky stones, earthen dishes, and other things, whereof he would receive nothing, but what was barely for his and his company's maintenance. He passed through a desert of four days journey, and coming out of it, the people of the first towns ran to meet him all clad in cotton cloth, or skins, with collars and other ornaments of turky stones. Having travelled a hundred and twenty leagues from Vacapa, he came into a most delightful plain, all inhabited by very civilized people, and six days journey over; and then entered into a desert of fifteen days journey, where an indian brought him the news that Stephen his black, who had gone all the way before, was killed at Cibola by the governor's order; which was confirmed by other indians that went with him, and had escaped. F. Mark having
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with much difficulty persuaded some few indians to follow him, went on till he came in sight of Cibola, which he viewed from a rising ground, and afterwards declared it was the best city he had seen in America, the houses being two or three stories high, and very beautiful; but durst not go into it, for fear if they should kill him, there would be none to carry back an account of that discovery. He therefore returned, having seen many good towns in his way, and found people very much civilized; whereof he sent an account to the viceroy. He also was informed, that beyond Cibola there were three great and powerful kingdoms, called Marata, Acus, and Tonteac, where the people lived very politely, wove cloth, and had great riches. Cibola lies in about 38 or 39 degrees of north latitude. Herrera, dec. 6. lib. VII.

Upon the news of this great discovery by land, Cortes set out three ships from New Spain, under the command of D. Francisco de Ulloa; who directed his course to the north-west, run along the back of California, searching all that coast as far as cape Enganho in the latitude of 30 degrees: but here was no discovery of any consequence made, and Ulloa resolving to go further, was never more heard of; another of his three ships had been lost before, and the third, which now left him, returned to New Spain. Herrera, dec. 6. lib. IX.

An. 1540. Don Antony Mendoza viceroy of Mexico, upon the information above given by F. Mark of the country of Cibola, ordered Francis Vasquez de Coronado, governor of New Galicia, to march thither with some forces, and plant colonies where he thought convenient. Coronado set out from Culiacan in may, with an hundred and fifty horse and two hundred foot, and store of ammunition and provisions. He directed his course almost north-east, and after a long march of many days came to the first town, where Stephen the black above-mentioned was killed. Here they saw five towns, each of about two hundred inhabitants, and the houses of stone and mud, and flat at the top; the country cold, but plentiful, the people clad in skins of
G g 4 beasts.

beasts. Five days journey to the north-east of Cibola is a province called Tucayan. All these places gave the spaniards friendly reception, except the first town of Cibola. They travelled seven days further still north-east, and came to the river Cicuique, where they found abundance of cows, and then proceeded twenty days without knowing where they were. Here Cornado ordered all his forces to stay, except thirty men, and with them he travelled thirty days to the northward always among abundance of cattle, and on the feast of St. Peter and Paul came to the river to which he gave those names. Hence they turned into the province of Quivira, which is a finer country than most in Europe, and where they saw grapes and several sorts of european fruits, as also flax growing wild. Having taken an account of all this country, he returned to his government. In his way outwards he travelled three hundred and thirty leagues, and but two hundred in his return, because he came back the direct way. Quivira is in 40 degrees of latitude. Cornado was out two years upon his discovery, and was blamed at his return for not having planted a colony.

The same year the viceroy of Mexico set out two ships at Acapulco on the South-sea, to discover on that element, whilst Cornado travelled by land, and gave the command of them to Ferdinand de Alarcon, who set sail on the ninth of may. Coming to the flats at the entrance of the strait of California, he sent his boats before to sound, and yet run aground; but the tide rising, brought him off, and he run up till he came to a great river, up which he went with his boats, and traded with the indians for provisions and hides. Having gone very far up this river, Alarcon heard tidings of Cibola, which was what he looked for, and of the death of Stephen the black. He called the river Buena Guia, and returning to his ships, put aboard his boats abundance of provisions and commodities to trade with; resolving to join Francis Vasquez de Cornado that way. Alarcon went up this river eighty five leagues, and then hearing no news of Cornado,
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in search of whom he went, he took down the river again to his ships. He proceeded on his voyage many days after up the coast, inquiring for Cornado and Cibola, till perceiving at last there were no hopes of finding them, he returned to New Spain; having sailed 4 degrees further than the ships sent by Cortes. Herrera, dec. 6. lib. IX.

This year still, James Cartier before mentioned sailed from S. Malo with five ships on the twenty third of may for the coast of Canada and Saguenay; and meeting with very bad weather at sea, were parted, and came together again after long beating at sea, in the port of Carpont in Newfoundland; and on the twenty third of august put into the haven of Santa Croix, or the holy cross in Canada. Hence the lord of Roberval sailed four leagues further, where he thought a convenient place, and there erected a fort, into which he landed the provisions and ammunition; and keeping three ships with him, sent back the other two into France. This is the first colony I find in north America, and the first in all that continent of any nation, except the spaniards or portugueses. Hackluyt, vol. 3. p. 232.

There occurs another navigation this year, no less remarkable in its way, than any of those already mentioned. Pizarro having conquered the mighty empire of Peru, guided by his boundless ambition, travelled up into the inland, and wanting provisions, sent captain Orellana down the river of the Amazons with eighty men in a boat and several canoes. He set out about the latter end of this year, and being carried two hundred leagues from the place where he entered, the violence of the current driving the boats twenty five leagues a day, he thought he was too far gone to return against the stream, and therefore held on his way, till in january for want of provisions his men eat all the leather they had. Being ready to perish, they came to an indian town, where they found provisions, the indians abandoning it at first; but Orellana speaking to some in the indian tongue, they all returned, and plentifully furnished him with turkeys, partridges, fish, and other necessaries. Finding these indians sincere, they staid here twenty days; in which time they
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built a brigantine, and set out again on candlemas day, and ran two hundred leagues farther without seeing any town; when being again in great want, they spied some indian dwellings, where they civilly asked for some sustenance, and had abundance of tortoises and parrots given them. In the way hence they saw good towns, and the next day two canoes came aboard, bringing tortoises and good partridges, and much fish, which they gave to Orellana, who in return gave them such things as he had. Then he landed, and all the caciques of the country about came to see and present him with provisions: so that he staid here thirty five days, and built another brigantine, which he caulked with cotton, and was supplied by the indians with pitch for it. They left this place on the twenty fourth of april, and running eighty leagues without meeting any warlike indians, came to a desert country. May the twelfth they came to the province of Machiparo, where many canoes full of indians set upon them; yet they landed some men, who brought provisions from the town in spite of the multitude of natives that opposed it, and repulsed the indians from their boats. Yet when he went off, they pursued him two days and two nights, and therefore when they left him, he rested three days in a town, whence he drove the inhabitants, and found much provision, whereof he laid in good store. Two days after he came to another town as plentiful as the last, and where they saw much silver and gold, but valued it not, being now intent only upon saving their lives. In fine, with such like accidents he run down this vast river, seeing many towns and large rivers that fell into this: fighting often with the indians, till he came into the North-sea. These spaniards judged the mouth of the river to be fifty leagues over, that the fresh water ran twenty leagues into the sea, that the tide rises and falls five or six fathoms, and that they had run along this vast river eighteen hundred leagues, reckoning all the windings. Being out at sea, they coasted along by guess with their small vessels, and after many labours and sufferings, arrived at last in september at the island Cubagua on the coast of Paria, where

where was then a spanish town, and great pearl-fishery. Herrera, dec. 6. lib. IX.

An. 1542. John Francis de la Roche, lord of Roberval, whom Francis I. king of France had constituted his lieutenant in the countries of Canada, Saguenay, and Hochelaga, sailed from Rochel with three ships, and in them two hundred persons, as well women as men, on the sixteenth of april; and by reason of contrary winds did not reach Newfoundland till the seventh of june. Here he made some stay to refit, and there came into the same port James Cartier with all his company, who we mentioned went into Canada two years before. He left the country because he was too weak to withstand the natives; and Roberval commanding him now to return with him who had strength enough, he stole away in the night, and returned into France. The last of june the general sailed out of port S. John in Newfoundland, and run up the river of Canada, till four leagues above the island of Orleans, the place now called Quebec. Finding here a convenient harbour, he landed and erected a strong and beautiful fort, into which he conveyed his men, provisions, and all necessaries, sending two ships back into France with the account of his proceedings. Being settled in this place they suffered much hardship, their provisions falling short, but were relieved by the natives. Roberval took a journey into the country of Saguenay to discover, but we have no particulars of this his expedition. Hackluyt, vol. III. p. 240.

The same year 1542. D. Antony de Mendoza, viceroy of Mexico, fitted out two ships on the coast of the South-sea to discover to the northward, under the command of John Rodriguez Cabrillo a portuguese. He sailed from the port of Navidad on the twenty seventh of june, and on the twentieth of august came up with cape Engano on the back of California in 31 degrees of latitude, where Cortes his discoverers had been before. September the fourteenth they anchored at a cape they called de la Cruz, or of the crosses, in 33 degrees of latitude. October the tenth they traded with some peaceable indians in 35 degrees 20 minutes, and called those
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the towns of the canoes, because they saw many there. On the eighteenth of the said month they anchored at cape Galera, and above it in a port they called Of Possession, trading with the natives, who go naked, have their faces painted in chequers, and are all fishermen. From this time they had many storms, which obliged them to turn back to the island Of Possession, where they continued many days by reason of the foul weather. At length they put to sea again, and sailed to the northward as far as 44 degrees, where the cold was so intense they could not bear it; and their provisions now failing, they returned to New-Spain; having sailed further to the northward, than any had done on that side. Herrera, dec. 7. lib. V.

An. 1543. The viceroy last mentioned gave the command of two ships, a galley, and two small tenders, to Ruy Lopez de Villalobos, to discover the islands to the westward. He sailed from the coast of New-Spain on the first of november, and having run a hundred and eighty leagues in 18 degrees and a half of latitude, came to two desert islands about twelve leagues distant from one another, which he called S. Thoma and Anublada. Eighty leagues further they saw another, and called it Roca Portida. Seventy two leagues beyond it they found an Archipelago of small islands inhabited by a poor people, where they watered; and on the sixth of january passed by ten other islands, which for their pleasantness they called the Gardens, all of them in about 9 or 10 degrees of latitude. January the 10th, after a great storm, in which they lost their galley, they discovered another island, from which some indians came in boats making the sign of the cross, and bidding them good-morrow in spanish. February the second they came to an island they called Cæsarea Caroli, about fifteen hundred leagues from New-Spain, where Villalobos would have planted a colony, but forbore because the place was unwholesome. This island by its bigness, for he coasted along it sixty leagues to the south, must be Luzon or Manila, the biggest of the Philippines, and he says it is three hundred and fifty leagues in compass. In a small island near to it
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he found china ware, musk, amber, civet, benjamin, storax, and other perfumes, as also some gold. Here they resolved to stay, and sowed some grain, which being little they were reduced to extremity. Hence they removed to the island of Gilolo near the Moluccos, at the invitation of the king of it; whence they sent two ships at several times to carry news of them to New-Spain, which were both forced back by contrary winds. Between the Moluccos and Philippine islands the spaniards were long tossed, sometimes removing to one, sometimes to another, ever persecuted by the portugueses, and suffering great wants: till being quite spent and without hopes of relief, they put themselves into the hands of the portugueses, and were by them sent through India into Spain. Herrera, dec. 7. lib. V.

An. 1562. The french admiral Chastillon fitted out two of the king's ships under the command of captain John Ribault who sailed with them on the eighteenth of february, and two months after arrived on the coast of Florida, where he landed at cape Francois in about 30 degrees of latitude, but made no stay. Running hence to the northward, he came into the river of May, where he was friendly entertained by the indians, who presented him with fish, indian wheat, curious baskets, and skins. He proceeded still northward to the river of Port Royal, about which he saw turkey-cocks, partridges, and several other sorts of birds and wild beasts. The mouth of the river is three leagues over, and he sailed twelve leagues up it, where landing, the natives presented him chamois skins, fine baskets, and some pearls; and here he erected a pillar with the arms of France. Having taken a view of all the shores of this river, he built a fort here but sixteen fathom in length and thirteen in breadth, with proportionable flanks, in which he left only twenty six men with provisions, ammunition, and all other necessaries, and called it Charles Fort. This done, he sailed some leagues further along the coast, and finding it dangerous, and his provisions almost spent, returned to France. Those left in the new fort discovered up the river, and contracted

tracted great friendship with five indian princes, whose subjects, when their provisions failed them, gave them all they had; and when that was spent guided them to other princes southward, who freely presented them with what they wanted. The fort happening accidentally to be burnt down, the indians of their own accord rebuilt it. The french had lived long in a peaceable manner, and having no enemy abroad they fell out among themselves, and murdered their captain choosing another in his stead. After which growing weary of the place, they built a small bark and put to sea in it; but their provisions failing, they were all like to perish, and eat one of their company. In this distress they met an english vessel which set some of them ashore, and carried the rest into England. Hackluyt, vol. III. p. 308.

This same year Mr. Hawkins made a voyage to Guinea, where having got three hundred blacks, he sailed over with them to Hispaniola, and sold them at good rates. But this being a trading voyage, and not upon discovery, deserves no further mention. Hackluyt, vol. III. p. 500.

An. 1564. Captain Laudonniere had the command of three ships given him by the king of France, and sailed with them on the twenty second of april for Florida. He passed by the islands Antilles, and arrived on the coast of Florida on the twenty second of june. After spending some days along the coast, every where entertained with the greatest tokens of affection by the indians, he sailed up the river of May, and finding a convenient place erected a fort, which he called Caroline in honour of Charles king of France. The fort finished, Laudonniere sent some of his men up the river, who at several times run eighty leagues, always meeting with natives that courted their friendship. After some time many mutinies happened among the french, of whom several went away with two brigantines to the spanish islands, and having committed some rapine were closely pursued and drove back to Florida, where four of them were hanged. Whilst these mutineers were abroad, Laudonniere sent some of his men
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up the river, who discovered as far as the great lake out of which it runs, and the mountain Apalache, in which the indians said there were rich mines. The following winter the french having exchanged away all their commodities, the indians forsook them, and they were reduced to great straits, being obliged to use force to get provisions. In the height of their distress, when they had thoughts of venturing to return to France in a small vessel scarce able to contain them, with very slender provisions; Mr. Hawkins beforementioned, who this same year had made another voyage to Guinea, and thence to the West-Indies to sell blacks, and in his way home run along the coast of Florida, coming to the river of May found the french in this distress, and therefore sold them a ship upon credit, generously supplying them with all they wanted, which done, he sailed away and returned into England. The french were now preparing to depart for France, this being

An. 1565. When in august captain John Ribault arrived with seven sail of french ships to take possession of that country. A few days after six great spanish ships came upon the coast, and gave chase to four of Ribault's that were without the port, which being better sailers escaped; and Ribault made out with the other three after them, leaving Laudonniere in the fort with eighty five men, where the spaniards attacked him, and made themselves masters of the fort. Laudonniere with some of his men escaped aboard two ships they had in the river, in one of which he arrived in England, and thence into France. Ribault with his ships as soon as he was out of May river met with a dreadful storm, which wrecked them all on the coast of Florida, where abundance of his men saved themselves from the sea, but were afterwards destroyed by the spaniards. Hackluyt, vol. III. p. 319. and 349. and Purchas, vol. IV. p. 1604.

An. 1567. Captain Gourgues sailed from France with three ships, and coming to the river of May in Florida, revenged the death of his countrymen, killing all the Spaniards he found there, but did nothing as to
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discoveries. Hackluyt, vol. III. p. 356. Purchas, vol. IV. p. 1604.

An. 1576. Mr. Martin Forbisher with two barks and a pinnace set out from Gravesend for the discovery of a passage to China and Cathay by the north-west, on the twelfth of june. Sailing about the north of Scotland, on the twenty eighth of july, and in 62 degrees of latitude, he discovered land which he supposed to be the continent of America, called *Tierra de Labrador*, with abundance of ice about it. Within a cable's length of the shore he found an hundred fathom water, and not being able to anchor stood to the north-east, as the coast there lies, and by reason of the ice could not come within five leagues of the shore. The tenth of august he landed on a desert island: the eleventh in 63 degrees and 8 minutes latitude he entered a strait which is called by his own name; the twelfth he came to S. Gabriel's island, and anchored in a bay which he called Prior's sound. The eighteenth having sailed north-north-west, he came to Butcher's island, where landing they spied seven boats. These people came aboard and looked like tartars, with long black hair, broad faces and flat noses, of a tawny complexion, clad in seal-skins, the boats also made of seal-skins with a wooden keel. The twenty sixth one of those men came aboard, and the boat going to set him ashore, was taken by those savages with all the men. Having staid a day in hopes to recover them, and no signs appearing, he sailed homewards, and arrived at Harwich on the first of october. Hackluyt, vol. III. p. 29, 57.

An. 1577. Mr. Forbisher sailed the second time on the twenty sixth of may with a ship of two hundred tons and two barks, and in them an hundred and forty men, upon the same discovery he had attempted the foregoing year. June the seventh he arrived at the isles of Orkney, and july the fourth at Friesland: the sixteenth he came to his strait discovered the last year, and much ice appearing durst not venture in with his ship, but went with two pinnaces, and took one of the savages ashore. July the nineteenth the ice driving
away

away the ships, he run into the strait, and anchored in a bay which they called Jackman's sound: here he landed with most of his men, and having travelled some way and found nothing to satisfy his desires, he coasted a little in the barks and boats both east and west; and though he saw several people, could take none but a woman and her child; and therefore on the fourth of august came to that he called Anne Warwick's sound and island. Here he used all possible means to bring the natives to trade, or give some account of themselves, but they were so wild, that they only studied how to destroy the english. Forbisher this year did not run above thirty leagues up the strait, and the winter drawing on returned into England, having loaded his vessels with a sort of shining sand and stones, which he imagined to be gold, but it proved a fallacy. Hackluyt, vol. III. p. 32, 60.

An. 1578. The noise of gold pretended to be found, and the hopes of a passage, encouraged people to prosecute this voyage; and fifteen sail of ships provided for it met at Harwich, carrying a wooden fort ready framed to be set up in the golden country discovered, and an hundred men that were to be left there. The thirty first of may they left Harwich, and the second of july came into Forbisher's strait, which they found choaked up with ice, and as they struggled to work through it, a sudden storm arose, and so inclosed them with mountains of ice, that it was wonderful they did not all perish. One vessel of an hundred tons was lost, but the men saved; two others had not been seen in twenty days before, and four that were farthest out at sea best escaped the danger of the ice, clearing themselves of it in time. Being got out of this danger by the wind turning to the north-west, and into sea-room, they were driven down by the current to the southward of Forbisher's strait, and run into another about 60 leagues; without knowing where they were, the cloudy weather obstructing their making an observation. Returning out of it again, most of the scattered fleet met and made for Forbisher's strait, in hopes of those golden mountains, but found others of ice to obstruct their passage. After many other difficulties Forbisher with

most of the ships worked his way through, and on the thirty first of july reached his long desired port of the countess of Warwick's found. Here they landed, and thought of erecting the house or fort brought from England; but part of it being lost in the ship cast away, and more of it, as also of the provisions not yet come, being in four ships, the design of inhabiting there was laid aside. The other ships that had been missing, after hard struggling with ice and storms, joined the fleet. Here they set their miners to work, and loaded abundance of ore, which done they directed their course for England, whither they returned in safety. Hackluyt, vol. III. p. 39, 74.

The same year 1582. Francis de Ovalle sailed from Acapulco, and running to the westward about eighteen hundred leagues, came to the island del Engano, the farthest of those called de los Ladrones, in thirteen degrees of north latitude: thence he held on his course westward two hundred and eighty leagues, to Cabo del Espiritu Santo, or the cape of the Holy Ghost in the island of Tandaya, the first of the Philippines. He spent several days in the narrow channels among these islands, shaping his course diversly as they would permit; and coming out into the open sea run up into the bay of Manila, now the metropolis of the Philippine islands, lying in 14 degrees and a quarter. Returning out of this bay, he made over to the coast of China, and arrived in the port of Macao. Here he furnished himself with necessaries, and turning again to the eastward passed through the islands called Lequios, whence he held his course east, and east by north, never touching any where, or meeting with any land till he came upon the coast of California in 38 degrees and a half of latitude. From this place he ran south-east, and south-east and by south to cape S. Lucas, which is five hundred leagues from the north cape called Mendocino, whence he continued his voyage successfully back to the port of Acapulco. Hackluyt, vol. III. p. 442. This voyage is inserted because it is the first from New-Spain to China, and the first that found the way of returning to New Spain by the north-ward; for want of which knowledge, many ships that attempted to return from the Moluccos

luccos to America, were still beaten back, there being no possibility of returning the way they go, which is near the line, where the easterly winds continually reign.

An. 1583. On the eleventh of june sir Humphrey Gilbert sailed from the west of England with five vessels, and in them two hundred and sixty men, designing to plant a colony in some part of north America. On the thirteenth the biggest ship stole away by night, and returned to Plymouth, there being a contagious distemper among the men. July the thirtieth he came upon the back of Newfoundland, which is about fifty leagues from the coast, and has at least twenty five or thirty fathom water, and about ten leagues over, lying like a long ridge of mountains in the sea, for on each side of it there are above two hundred fathom water. He came upon the coast, and running along it put into S. John's harbour, where he anchored among abundance of fishermen of several countries, who were there before. Here he went ashore and took possession. One of his ships had before played the pirate at sea, robbing a french vessel, and here his men run away with a ship laden with fish, and others hid themselves; so that finding too few men for his ships, some being sick, he put them into one of his vessels, and sent it home, remaining now with only three. August the twentieth he sailed from port S. John, and the next day came up with cape Raz in 46 degrees 25 minutes latitude. Turning from hence to the westward towards cape Breton, eighty seven leagues distant, they spent eight days in the passage; and coming among the flats, the biggest ship of the three was cast away, and nothing saved except a few men in the boat. Sir Humphrey Gilbert was not aboard the ship cast away: the other two left resolved to return home, but by the way the small vessel sir Humphrey was in perished, the other arrived safe at Dartmouth. Hackluyt, vol. III. p. 143.

An. 1584. Mr. Philip Amadas and Mr. Arthur Barlow sailed on the twenty seventh of april from the west of England in two barks, to discover in America. On the tenth of june they came among the islands of America, much more to the southward than they had de-

signed. July the fourth they discovered the continent, and sailed along the coast four leagues till they came to a river on the thirteenth, where they anchored, and going ashore took possession. This place they afterwards found to be the island of Wokoken, on the coast of Virginia, in 34 degrees of latitude, and in it deer, rabbits, hares, fowl, vines, cedars, pines, sassafras, cypress and mastich trees. The natives from the continent repaired to the ships, and exchanged several sorts of skins, white coral, and some pearls, for tin things, and other trifles. The country is fruitful, producing all things in a very short time. The natives called it Wingandacao, and the english Virginia. Going ashore they were entertained with extraordinary civility at a little village, and heard news of a great city up the country, but saw it not. They made no long stay here, nor proceeded any further upon discovery, only just to the neighbouring parts in their boats, and returned to England in september, bringing two of the natives with them. Hackluyt, vol. III. p. 246.

An. 1585. On the ninth of april sir Richard Greenvil departed from Plymouth with seven sail; and after touching at the islands of Puerto Rico, and Hispaniola, on the twenty sixth of june came to an anchor at the island Wokoken in Virginia, where the admiral's ship was lost through the ignorance of the pilot. Here Mr. Lane was set ashore with above an hundred men to settle a colony, with all necessaries for that purpose. Then the admiral returned to England, and the new planters made several discoveries up the country, finding it every where plentiful and pleasant. Here they continued a year, at the end whereof the natives conspiring to destroy them, and no relief as yet coming from England, they returned home on board sir Francis Drake's ships, which happened to touch there after his expedition to the spanish plantations. Hackluyt, vol. III. p. 251. Purch. vol. IV. p. 1645.

The same year 1585, on the seventh of june, Mr. John Davis sailed from Dartmouth with two barks for the discovery of the north-west passage to China. July the nineteenth they met with much ice, and on the twenty ninth discovered land bearing north-east of them
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in 64 degrees 15 minutes latitude. Here they went ashore, and found a tractable sort of people, with whom they dealt for seal skins, and several sorts of leather. August the first they proceeded on their discovery to the north-west, and on the sixth came into 66 degrees and 40 minutes free from ice, and landed under a hill which they called mount Raleigh, where they saw no inhabitants, but many white bears. The eighth they coasted on, and the eleventh found themselves in a passage twenty leagues wide, and free from ice, along which they sailed sixty leagues; and searching all about found many islands and several harbours, with all appearances of a further passage, yet the winds proving contrary to proceed, they returned for England, and arrived at Dartmouth on the thirtieth of september. Hackluyt, vol. III. p. 98.

An. 1586. Mr. Davis sailed the second time on the seventh of may with one ship, two barks, and a small pinnace, upon the same discovery. The fifteenth of june he discovered land in the latitude of 60 degrees, but could not come near it for ice, till the twenty ninth he came to land in 64 degrees latitude, and went ashore on an island, where he traded very friendly with the natives for seals, stags, and white hares skins, and dried fish and some fowl. Here he continued some days trading with the natives who were very thievish; at his departure he brought away one of them with him. He run into 66 degrees 20 minutes latitude, and then coasted southward again to 56 degrees, where in a good harbour he continued till september; and sailing thence in 54 degrees found an open sea tending westward, which they hoped might be the passage so long sought for; but the weather proving tempestuous, they returned to England in october. Hackluyt, vol. III. p. 103.

The same year 1586, sir Richard Greenville returned to Virginia with three ships to relieve the colony left by him there; which being gone, as was said before, he left fifteen men on the island Roanoak with provisions for two years, and then returned to England. Hackluyt, vol. III. p. 265.

This year also was begun the voyage round the world by sir Thomas Candish, which may be seen among the voyages about the globe after these West-India discoveries.

An 1587. Mr. John Davis on the nineteenth of may sailed with three small vessels, upon his third voyage for his discovery of a passage to the north-west. June the eighteenth they came to an anchor on the northern American coast, and the twentieth were in 67 degrees 40 minutes latitude in an open sea; and then steering westward ran forty leagues, where meeting with much ice, and the north wind driving them from their intended northerly course, they were forced to seek the open sea again. The twentieth they had sight of the strait they discovered the year before, and sailed up it 60 leagues; and having landed without finding any thing more than the year before, came out again to the wide sea: then they coasted along to the southward as far as 52 degrees of latitude, whence they returned home, without doing any thing of note. Hackluyt, vol. III. p. 111.

The same year 1587, sir Walter Raleigh provided three vessels to carry over to Virginia a hundred and fifty men to settle a colony there under the command of John White. They sailed from Plymouth on the eighth of may, and having spent several days among the spanish american islands, arrived at last on the twenty second of july at Hatorask in Virginia; whence crossing over to the island Roanoak, they found the fifteen english left there the year before were killed by the natives. Here the new planters were set ashore with all their provisions, goods, and ammunition, and the ships returned into England, carrying with them the governor to solicit for speedy supplies to be sent to the new colony. Hackluyt, vol. III. p. 280.

An. 1590. John White returned to Virginia to the place where he had left the colony, but found none of the men; only an inscription on a tree, signifying they were removed to Croatoan, another island on the coast, and many chests broke up, and some lumber belonging to them, scattered about the place. In going ashore

here

here a boat was overfet, and a captain with fix men drowned; the reft with much difficulty got aboard again, leaving behind them feveral casks they had carried to fill with freſh water. They had ſpent much time before they came hither, ranging about the ſpaniſh iſlands; and the ſeaſon being now ſtormy, they were forced to return to England, without ſo much as knowing what was become of the colony. Hackluyt, vol. III. p. 288.

An. 1602. Captain Goſnols failed from Falmouth on the twenty fixth of march, and on the fourteenth of april diſcovered land in about 40 degrees of north latitude; and having ſpent ſome days founding along the coaſt, on the twenty fourth came upon Elizabeth's iſland, in 41 degrees 10 minutes, and four leagues from the continent. This iſland was not inhabited, but over-grown with trees and ſhrubs of all ſorts, and in it a pool of freſh water, about two miles in compaſs, one ſide of it not above thirty yards from the ſea, and in the miſt of it a ſmall rocky iſland about an acre in extent, all covered with wood, where the captain deſigned to build a fort, and leave ſome men. The thirty firſt he went over to take a view of the continent, which he found a moſt delicious and fruitful country, and the natives peaceable and friendly. Having taken this ſmall view of the country, and the men refuſing to be left on that deſart place, he returned for England. Purchas, vol. IV. p. 1651.

An. 1603. Captain Samuel Champlain of Brouage, failed from the port of Honfleur in Normandy on the fifth of march for Canada. The ſecond of may they came upon the bank of Newfoundland in 44 degrees 20 minutes of latitude. The twelfth they came upon cape S. Mary, and the twentieth to the iſland of the Aſſumption, at the mouth of the river of Canada. He run up it a hundred leagues to the little port of Tadouſſac on the north ſide of Canada, and at the mouth of Saguenay river, where they contracted ſtrict friendſhip with the natives. He ran twelve leagues up the river Sanguenay, all which way is a mountainous country, and the river deep and wide. Next they run up the great river of Canada as far as that of the Iroquois,

quois, and thence to the first great fall of the river, which tumbles down there about two fathom with an incredible fury; and the indians told them there were ten more falls, though not so great, beyond the first. After discovering thus much, and getting information of several great lakes up the country, and of a boundless ocean at four hundred leagues distance westward, they returned to Tadoussac, and spending some days more in searching the great and lesser rivers, and getting intelligence of the country, they sailed back into France. Purchas, vol. IV. p. 1605.

The same year 1603. Two vessels of Bristol, and one of London, made their voyages to Virginia, in which there was nothing remarkable, except that the last of them run up into Chesapeac bay in about 37 degrees of latitude, where the captain going ashore, was killed with four men; upon which the rest presently returned home. Purchas, vol. IV. p. 1654, and 1656.

An. 1604. Monsieur de Monts having obtained a patent from Henry IV. king of France for peopling the countries of Acadie and Canada, he sailed for those parts with two ships well manned, and monsieur de Potrincourt with him. They were kept long at sea by contrary winds, and met with much ice; but on the sixth of may they put into a port in the south of Acadie, which they called Rossignol, because there they took a french ship, commanded by a captain of that name, being confiscate for trading there contrary to the king's patent. Then doubling cape Sable, the southermost of that country, they ran up to the northward in a large bay to that of S. Mary, and thence to a convenient harbour, which they called Port Royal; which monsieur de Potrincourt demanded a grant of, to settle a colony and inhabit there, and had it given him. They proceeded still further up to cape Mines, so called because of some found there, and into the river of S. John; and then turning back, erected a fort in a small island twenty leagues from the said river, resolving to settle there, and calling it the island of Sante Croix, or the Holy Cross. It is small but very fruitful, and lies as it were among many others. Here
winter

winter coming on, and the fort being ill seated as exposed to the north, the men suffered very much through extremity of cold and deep snows; and being forced to cross a great river for water and wood, many of them were dangerously sick. This hard season being over, monsieur de Monts searched all the coast in a small vessel he built to discover a more convenient place to settle, and at last pitched upon Port Royal, where he left part of his men, and returned himself to France. Purchas, vol. IV. p. 1620.

An. 1605. and on the last day of march, captain George Weymouth with one ship sailed from the Downs, and on the eighteenth of may came to an anchor in S. George's island on the coast of Virginia, where he found great plenty of fish; and two days after removed into an excellent port, which he called Pentecost harbour. Then he run up a great river twenty six miles, and found it fit to receive and secure any number of ships. The natives of this coast traded in a friendly manner for several days, but were found at last to be treacherous, as only contriving by their fair show of kindness to draw the english into their power; who being aware of them in time broke off the correspondence, and returned into England without making any considerable advantage of this small discovery. Purchas, vol. IV. p. 1659.

An. 1606. Monsieur de Monts and monsieur de Portincourt sailed again from Rochel with one ship of an hundred and fifty tun. The twenty eighth of june they came upon the bank of Newfoundland, and making the shore, coasted all along to Port Royal, where they had before left their colony, and anchored at the mouth of the harbour on the twenty sixth of july. Here they found but two frenchmen, the rest being gone with their small vessel towards Newfoundland; but soon returned, being met by a pinnace belonging to this last come ship, left to coast along close by the shore. Here they settled a-new, viewed all the country about for a more convenient seat for their town, were most obligingly treated by the natives, and planted, and had crops of all sorts of european grain and garden-stuff: yet after
all,

all, the colony was forsaken, not for any defect in the country, as may appear by what has been said; but because new measures were taken in France, and the supplies that should have been sent them were employed another way. Purchas, vol. IV. p. 1627.

The same year 1606, on the twentieth of december, three ships sailed from London, commanded by captain Newport, to settle a colony in Virginia; and passing among the spanish american islands, on the twenty sixth of april came into the bay of Chesapeac, where they presently landed, and had some men hurt in skirmish with the natives. The twenty seventh they marched eight miles up the country, and the twenty eighth went up the bay in their boats, where they always found shallow water; but returning, they fell into a channel six, eight, and ten fathom deep, which was a satisfaction, and therefore they called the point of land next it cape Comfort. The point at the mouth of the bay they called cape Henry. The following days they surveyed all the shores in their boats, being civilly treated every where by the indians; and running up Powhatan river, found a place where their ships could lie moored to the trees in six fathom water. Here on the fourteenth of may they landed all their men, and fell to work to fortify themselves, resolving to settle their colony, as they did, giving it the name of James Town; which is the first plantation of the english in Virginia that continued, as it does to this day. June the twenty second captain Newport in the admiral was sent back into England. In the colony were left an hundred and four men with little provision, and therefore they were soon reduced to great extremities; many also dying of diseases peculiar to that country. But in their greatest distress, the natives, who before had been their enemies, supplied them with plenty of all sorts of victuals, which recovered the sick men, and was the saving of the colony. Every year after ships arrived from England with supplies, till the new town grew to a considerable body, and sent out other colonies to the parts adjacent, where they were thought necessary, till they made themselves masters of
that

that northern part of America. The relation is too long any more than to be hinted as above, but to be seen at large in Purchas, vol. IV. p. 1705.

An. 1610. Mr. Hudson again undertook the discovery of a north-west passage, which had been laid aside for some years, and proceeded an hundred leagues further than any before him had done, giving names to some places, to be seen in the maps; as Desire provokes, Isle of God's Mercies, Prince Henry's Cape, King James's Cape, and Queen Anne's Cape: but he could proceed no farther for ice.

An. 1611. Sir Thomas Button, at the instigation of prince Henry, whose servant he was, pursued the north-west discovery. He passed Hudson's strait, and leaving Hudson's bay to the south, sailed above two hundred leagues to the south-westward, through a sea above eighty fathom deep, and discovered a great continent called by him New-Wales; where after much misery and sickness, wintering at port Nelson, he carefully searched all the bay, from him called Button's bay, back again almost to Digg's island. He discovered the great land called Cary's Swansnest. He lost many men during his stay in the river called Port Nelson, in 57 degrees 10 minutes of north latitude; though he kept three fires in his ship all winter, and had great store of white partridges, and other fowl, besides deer, bears and foxes.

An. 1612. Mr. Richard Moore was sent in april with one ship and sixty men to inhabit the Summer islands, otherwise called Bermudas, long before discovered by the spaniards, who after some attempts to settle there, abandoned them; and were after accidentally found by sir Thomas Gate and sir George Summers, who were shipwrecked upon them, and lived there nine months, during which time they built a ship and a pinnace, and the cedar growing there, and in 1610 sailed away to Virginia, leaving only two men in the great land. The ship sent thither from Virginia left only three men on the island, who found there amber-green to the value of nine or ten thousand pounds. Mr. Moore, when he coming this year found those three men in possession

health. He settled a colony, and continued there three years, being relieved from time to time, till they amounted to above six hundred inhabitants, who built several forts, but had like to have been themselves destroyed by an infinite number of rats, which increased from a few coming ashore out of a ship, and continued for four years devouring all the growth of the country, notwithstanding all possible means were used to destroy them.

An. 1612. James Hall and William Baffin returned into England, having discovered Cockin's sound in 65 degrees 2 minutes latitude, and tried the mine at Cunningham's River, which they found to be worth nothing.

An. 1615. Mr. Baffin went again, and the chief thing he discovered was, that there is no passage in the north of Davis's Strait.

An. 1616. Mr. Baffin was sent the third time, and entered Sir Thomas Smith's bay in 78 degrees of latitude; and returned, despairing of finding any passage that way.

An. 1620. A ship sailed from Plymouth for New England on the sixth of september; though we have not the commander's name, nor what force his ship was of. It is also here to be observed, that all the northern coast from about 60 to 40 degrees of north latitude, was first discovered by Sebastian Cabot, and afterwards at several times by Cortereal a portuguese, as has been set down in their proper places, and by sundry english and french discoverers; to particularize every one of whose voyages would swell a volume, and therefore only the principal discoveries and plantations are here set down, as most suitable to the nature of this discourse, and the intended brevity. This ship we now speak of, anchored in the bay of cape Cod in New England, and in 41 degrees and a half of north latitude on the eleventh of november. Here they put out their boat, and landed men, who went some miles into the country several ways without meeting any people, and only found some little indian wheat buried, the boat coasting along the shore. This they continued for several days,

days, seeking out some proper place to settle. At length on the twenty third of december, they pitched upon a place to their mind, and fell to work to building their houses, dividing themselves into nineteen families, that the fewer houses might serve. About this place they found no people, but were told by an indian, who came to them from the next part inhabited, that the natives there had all died lately of a plague. This savage brought some of the neighbouring people to them, by whom they were conducted to their king, a very poor one, with whom they concluded peace and amity. The following year this new colony was reinforced with thirty five men from England, and supplied with provisions and necessaries, and called New Plymouth in New England. A war soon breaking out with another indian prince, the english fortified their colony to secure themselves against all attempts of their enemies. From hence all other colonies were by degrees sent into other parts of the country; of which it were too tedious to give any further account. Purchas, vol. IV. p. 1842.

An. 1631. Captain James sailing into the north-west, was much pestered with ice in june and july; and entering a great bay near port Nelson, he named the land New South-Wales. Roving up and down these seas, he gave names to these places discovered by him, viz. cape Henrietta Maria, Lord Weston's Island, Earl of Bristol's Island, Sir Thomas Roe's Island, Earl of Danby's Island, and Charlton Island. He wintered there in 52 degrees 3 minutes latitude, and returned home the following year 1632, having discovered much beyond Hudson, Button, and Baffin. The danes have attempted to discover in these northern parts, but there is nothing remarkable in their actions.

An. 1667. Zachariah Gillam in the Nonsuch ketch passed through Hudson's Strait, and then into Baffin's bay to 75 degrees of latitude, and thence southerly into 51 degrees; where in a river called Prince Rupert's River, he had a friendly correspondence with the natives, built a fort, which he called Charles Fort, and returned with success; having laid the foundation of an advantageous trade in those parts.

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An. 1669. Captain John Narbrough, afterwards fir John Narbrough, failed in the Sweepstakes, a man of war of three hundred tun, thirty fix guns, and eighty men and boys, with a pink of seventy tun and nineteen men, both fet out at the charge of his majesty king Charles II. and his royal highness the duke of York, to make a farther discovery on the coast of Chile. On the twenty first of october the year following; he came to the mouth of the straits of Magellan, and through them to the South-sea, about the middle of november; having taken a most exact survey of that passage, which is made public in his voyage. On the twenty fixth of november he went ashore on the small island called Neustra Senora del Socorro, or Our Lady of Succour; where he watered, but found no people. Holding on his course to the northward, on the fifteenth of december he sent his boat, with the lieutenant in her, ashore on the south side of port Baldivia, which is in 39 degrees 56 minutes of south latitude. Here the lieutenant and three others going ashore to a spanish fort, were detained, and the ship failed away without them. From hence captain Narbrough turned again to the southward, and through the strait of Magellan returned into England; where he arrived in june following, having been out above two years.

An. 1673. On the thirteenth of may F. Marquette a jesuit, with only fix other frenchmen, fet out in two canoes from the Lac des Puans, or the Stinking Lake, in the province of Canada in North America; and passing through the provinces of Folle Avoine and Iliquois, indians in peace with France, sometimes carrying their boats by land, and sometimes being carried in them, they came at length to the great river Mississipi. They ran many leagues along this river through a desert country, their course always south, though sometimes bending east, and sometimes west. At the end of several days solitude, they came among savage indians, were friendly received, and heard that the sea was within two or three days sail of them; which was the gulph of Mexico. Thus he discovered all that inland part of North-America along the river, from 38
to

to 34 degrees of north latitude, lying on the back of Canada, Virginia, &c. down to Florida. The particulars of this voyage may be seen in Thevenot's small collection of voyages in octavo.

An. 1680, and 1681. Captain Sharp having been buccaneering in the South-sea, and not able to recover the strait of Magellan to return home, he ran further to the south beyond le Maire's and Brower's, till he came into 60 degrees of south latitude; meeting with many islands of ice, and abundance of snow, frost, and whales, and called a small place he found the Duke of York's island. Thus he came into the north sea a new way, and made it appear that the land in the straits of le Maire and Brower must be islands, and not joined to any continent. Introduction to the account of several late discoveries printed in 1694. p. 13.

Here we may conclude with the american voyages and discoveries, having run along from north to south on the east side of that new world, or along that commonly called the north sea; and back from south to north along the west side, or South-sea. It follows next, as was done after the eastern discoveries, to show the extent of this vast tract of land thus found, and what benefits the world has received by this navigation. The whole length of what has been discovered, is from 78 degrees of north latitude, in which sir Thomas Smith's bay lies, to 60 degrees of south latitude, in all a hundred and thirty eight degrees; which, allowing twenty leagues to a degree, in a strait line amounts to two thousand seven hundred and sixty leagues, a thing almost incredible, were it not so well known, and stupendous that so great a part of the world should lie concealed so many ages; being never known since the creation, till about three hundred years ago. Now to descend to particulars; from 80 to almost 50 degrees of north latitude being 30 degrees, and according to the rate above of twenty leagues to a degree, six hundred leagues; the extremity of the cold, which is there more fierce than in the parts of Europe under the like elevation, renders that part little regarded, and consequently not inhabited by any european nation, though much of it be peopled by savages,

vages, living there little better than brutes: and all the advantage made of those northern nations is the fishery of whales and morfes; the former for their oil and bone, and the latter for their teeth, which are finer than ivory. The next division beginning above 50 degrees of north latitude, and reaching to about 44, is Canada or New-France; running up the river of Canada above two hundred leagues into the continent, and possessed by the french, who have there several colonies, and trade with the natives for furs. Next to Canada is New England, lying along the sea-coast north-east, and south-west about 70 miles, subject to the crown of England, and their chief trade furs, flax, hemp, and some corn. After it follows New-York, the trade much the same with those spoken of. Then comes Pensylvania, Virginia, and Maryland, almost north and south for above a hundred leagues of english conquest, and the principal commodity tobacco. Carolina is next in course, being a part of the great province of Florida, lying between 29 and 36 degrees of latitude, and therefore about a hundred and forty leagues in length; it has been possessed by the english but of later years, in the reign of king Charles II. from whom it took the name; and being so lately subdued, the returns of it are not yet great, but much is hoped from it. Florida is a vast part of the continent, reaching above two hundred and fifty leagues from north to south, and above four hundred from east to west, besides a large province of it shooting out into the sea, where begins the channel of Bahama: part of it is subject to the spaniards, and a greater part not yet conquered; so that it affords no great profit. But now follows the great and wealthy kingdom of Mexico, running above a hundred and thirty leagues almost north and south, and about the same length upon a turn it makes in the south part towards the east, including the great peninsula of Yucatan, above three hundred leagues in compass. In this vast dominion, entirely subject to Spain, is to be found in great plenty all that is necessary and convenient for human life, except wine and oil; and from it Europe is supplied with great store of silver, cochineal,

cochineal, indigo, cacao, bairullas, cotton, mechoacan, and many other precious commodities. Whence to Porto Bello the coast runs partly near east and west, and partly almost north and south, above three hundred and fifty leagues of countries incredibly rich, and affording all the commodities abovementioned, more plenty of gold, and many other precious things. From Nombre de Dios to Cabo de Galera, taking it in a straight line, the coast runs east and west about four hundred and fifty leagues, all still spanish, and abounding in wealth; particularly the pearl-fishery on the coast of Paria, and the rich emeralds up the inland. From cape Galera to Cabo de Conde, along the coast of Caribana, lying south-east and north-west about two hundred and fifty leagues, and thence to Caparare more southerly about a hundred and twenty leagues, in all three hundred and seventy; all this for the most part unconquered, and peopled by savage indians. From cape Caparare to Cabo do Natal about four hundred leagues east and west, somewhat southerly, and from Cabo do Natal to Rio de Janeiro almost north and south near four hundred leagues, and so to Lagoa de Pernaba a hundred and fifty leagues, in all nine hundred leagues; all this tract of land, commonly known by the name of Brasil, and subject to the crown of Portugal, yielding abundance of tobacco and sugar, infinite quantities of brasil wood, which gives the name to the country, and of late years a gold mine found in it, which yields considerable treasure. From Lagoa de Pernaba to the river of Plate, about three hundred leagues south-west and north-east, under the dominion of Spain. From the mouth of the river of Plate, running up the continent on the back of Brasil, the spanish dominions reach quite across to Peru, being at least four hundred leagues, and above as much north and south in the inland; being fruitful countries, almost overrun with flocks and herds of all sorts of cattle, whence they send abundance of hides to Spain, and much silver, which they have from Peru by way of trade. From the mouth of the river of Plate, to the entrance into the strait of Magellan, south-west and north-east four hundred leagues; all this country is inhabited only by

savage indians, and was never subdued by any european nation: therefore yielding no profit, though fruitful and good land. Terra del Fuogo, or terra Magellanica lying to the south of the strait, is little known, and not worth conquering by reason of its coldness, and therefore no more needs be said of it. The strait of Magellan is about a hundred leagues in length, and coming out of it into the South-sea, from cape Victoria to Rio de los Gallegos, about two hundred leagues; all still the country of the patagones, never inhabited by christians, nor yielding them any benefit. But here begins the coast of Chile, extending above three hundred leagues; a country infinitely rich in gold, for which the silver is neglected, though it has plenty of it, and yielding the most precious natural balsam in the world; all subject to Spain, as is the whole coast on the South-sea up to 40 degrees of north latitude, for which reason it will be needless to repeat it. Peru reaches four hundred leagues north-west and south-east, well known for its inexhaustible silver mines of Potosi and Porco. Next is the province of Quito, about an hundred leagues along the coast north and south. Then the firm land, or continent so called peculiarly, and provinces of Panama and Veragua, above an hundred leagues north-east and south-west, and north-west and south-east. After this follows the government of Guatemala, near three hundred and fifty leagues along the coast north-west and south-east; and then that of Mexico two hundred and fifty leagues, abounding in gold, silver, all useful woods, rich drugs, cotton, and many other precious commodities. Lastly, New-Mexico reaching up to 40 degrees of north latitude, being about four hundred leagues; a rich country in silver mines, and plentiful in cattle, corn, and all other blessings for human life. Having run along both sides of America, and given a particular of each division, as to extent, product, and by whom possessed, as far as the brevity of this discourse would permit; it is fit to note that all the lengths are here taken in a straight line, and not winding with the shores, which would make them double what is computed; and, as in such vast extents, not pretended to be measured to exactness, but according
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ing to the general computation of failors. The total thus amounts to fix thousand five hundred leagues, taking only the greatest windings of the coast, and this along what is conquered by europeans; excepting only the seven hundred leagues of the land of the Patagones about the strait of Magellan, and two hundred and fifty or thereabouts, of Caribana, not so well subdued. And to sum up the commodities we have from these countries; the principal are gold, silver, pearls, emeralds, amethists, cochineal of several sorts, indigo, anatto, logwood, brasil, Nicaragua wood, brafilette, fustic, lignum vitæ, sugar, ginger, cacao, bairullas, cotton, red wool, tobacco of various sorts, snuff, hides raw and tanned, amber-greece of all sorts, bezoar, balsam of Tolu, of Peru, and of Chile, jesuit's bark, jalap, mechoacan, sarsaparilla, sassafras, tamarinds, cassia, and many other things of lesser note. It only remains now to add a word concerning the islands belonging to this mighty continent. The first of these beginning northerly, is Newfoundland, above three hundred leagues in compass, peopled by french and english, who have some colonies in it fruitful enough, were it well cultivated; yet it yields no commodity to export from the land: but the sea is an inexhausted treasure, furnishing all Europe with salt and dried fish; which yield a mighty profit to those that follow the fishery, and is a general benefit to all men. The next are the Bermudas, or Summer-islands, lying above three hundred leagues east from the coast of Virginia; the biggest of them is not twenty miles long, and not above two or three in breadth, the others much smaller: yet here is a strong colony of english, the land being delightful to live in, producing all things for human life plentifully, and the trade is some cochineal, ambergreece and pearl: it used to send abroad the fairest oranges in these parts, but they have failed of late years. Off the coast of Florida are the islands called Lucayos, the first discovered by Columbus; but they are small and of no account. South of the point of Florida is Cuba, above two hundred leagues in length, and about forty in breadth in the widest place;

a pleasant place, has gold and copper mines, and yields tobacco, sugar and cotton. East of Cuba lies Hispaniola an hundred and fifty leagues in length, and about sixty in breadth, producing the same commodities as Cuba; and both subject to Spain. Jamaica lies south of Cuba, about seventy leagues in length, and twenty in breadth, possessed by the english, and producing sugar, indigo and cotton. The island of Puerto Rico is less than Jamaica, yields the same commodities, and belongs to Spain. The Caribbe islands are many, but small; some of them possessed by the english, french and dutch, others not inhabited: they produce sugar, indigo, cotton and tobacco, and run from the coast of Paria to Puerto Rico. The Leeward-islands lie along the coast of Paria, the most remarkable of them being Margarita, and Cubagua, famous for the pearl fishery. La Trinidad is a large island before the gulph of Paria, near which there are many small ones, but not considerable. All the coast southward has no island of any note, till we come to the strait of Magellan, the south part whereof is made by Terra del Fuego and other islands, of which little is known. Nor is there any ascending again northward worth speaking of, till the mouth of the bay of Panama, where are the islands of Pearls, so called from a pearl-fishery there; they are small, and of no consideration in any other respect. The only great island on this side America is California, found to be so but of late years, running from the tropic of cancer to 45 degrees of north latitude, northwest and south-east, above five hundred leagues in length, and an hundred in breadth in the northern part, whence it runs tapering down to the south. It has hitherto yielded no great profit to the spaniards, who have not had leisure to build colonies there till within these very few years, and not above two as yet. This is all that belongs to America; it remains to add some few voyages to the isles of Solomon, Terra Australis incognita, and the land of Yesso, or Jedso; which being properly no part of the East or West-Indies, and but little of them as yet known, they have been reserved to be spoke of by themselves.

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An. 1595. Alvaro de Mendana with the title of governor and lord-lieutenant, set out from Peru for the islands of Solomon, whereof some uncertain knowledge was had before by ships that accidentally had seen some of them: he had four sail, with men and women, and all other necessaries to settle a colony. In about 9 or 10 degrees of south latitude, and fifteen hundred leagues west of the city of Lima in Peru, he discovered four small islands inhabited by very handsome and civilized people. Hence holding on his course still westward, he found several other more considerable islands, where he intended to have settled his colony, but was hindered by many misfortunes, and among the rest sickness. All that is extant of this relation, is only a fragment in Spanish taken out of Thevenot's second volume; which being inserted in this collection, it will be needless to add any more in this place, only that three of the ships perished; two were never heard of, a third cast away on the Philippine islands, the men saved; and the fourth, being the admiral, arrived at Manila, with the men almost starved: and thus this enterprize was disappointed.

An. 1600. Four ships sailing from Peru for the Philippine islands, were by northerly winds driven south of the equinoctial, where they fell upon several rich countries and islands, not far from the isles of Solomon: they called one place Monte de Plata, or Mountain of Silver, because they found plenty of it there. After which a captain of note went out on purpose, and saw these discoveries. This is all we have of it in Purchas, vol. IV. p. 1432; only he adds two petitions of captain Peter Fernandez de Quiros to the king of Spain, suing to be employed in conducting colonies to those southern parts, alleging the vast extent and riches of the continent, and great value of the islands, which he speaks of as an eye-witness, and by the report of natives he brought away from thence, as may be seen more at large in Purchas, vol. IV. p. 1422.

An. 1628. On the twenty eighth of october, the dutch set out eleven sail for India, among which was the Batavia, commanded by captain Francis Pelsart, which

being parted from the rest was cast away on the rocks near some small islands not inhabited, and having no fresh water, in upwards of 38 degrees of south latitude, but all the people saved on the islands. This want obliged them to build a deck to their long boat and put out to sea, where they soon discovered the continent, bearing north and by west about six miles from them. This was on the eighth of june,

An. 1629, and the weather being rough, and the coast high, they were forced to beat at sea till the fourteenth, when they found themselves in 24 degrees of south latitude; and six men swimming ashore, saw four savages quite naked, who fled from them: they went to seek fresh water, but finding none, swam back to their boat. The fifteenth the boat made into shore, and found no fresh water, but the remains of the rain that lay in the hollow of the rocks, which relieved them, being almost choaked. The sixteenth they went ashore again, but found no water, the latitude here 22 degrees; the twentieth in 19 degrees, the twenty second in 16 degrees 10 minutes. Thus Pelsart sailed along this coast to the northward till he came among the indian islands, and then struck over to Java, where he met two dutch ships, which carried him to Batavia, whence he returned with a vessel to save as much as might be of the wreck. Thevenot, vol. 1.

An. 1642. Abel Jansen Tasman set sail from Batavia in the island of Java with a yacht and a flyboat, and september the fifth anchored at the island Mauritius in 20 degrees of south latitude. The eighth they departed thence south till 40 or 41 degrees, then bore away east somewhat southerly, till the sixth of november they were in 49 degrees. The twenty fourth in 42 degrees 25 minutes they saw land east and by north at ten miles distance, and called it Antony van Diemen's land, and after running along the coast came to an anchor on the first of december in a bay they named Frederick Hendrick's bay: they heard some noise as of people, but saw none, and only the footing of wild beasts, and some smokes. Departing hence, on the thirteenth of december they anchored in the country called in the maps

maps New-Zealand; here they saw some natives lusty people, and half naked, who coming aboard on pretence to traffic, fell upon the men in the boat and killed four of them, for which reason it was called Murderers Bay. Here they seemed to be embayed, but on the fourth of January 1643, came up with the N. W. cape of this land, and finding an island there, called it Three Kings Island; and going thither to refresh, they saw some large men, but could not understand them. Hence they directed their course north-east, till in 22 degrees 35 minutes they saw a small island, which they could not come at, but called it Piilstreet's island. Jan. 21 in 21 degrees 20 minutes they called two islands, the one Amsterdamburg, the other Zealand: on the first they got many hogs, hens, and all sorts of fruit. The inhabitants were friendly, had no weapons, and seemed to know no evil, but that they would steal. In the latter of these islands they saw gardens with square beds and trees regularly planted. Leaving this place they saw many islands as they stood north-ward, and in 17 degrees 19 minutes they run among eighteen or twenty islands, which in the charts are called Prince William's Islands, or Hemskirk's Shoals. Directing their course now N. or N. N. W. after much foul weather, on the twenty second of March in 5 degrees 2 minutes south latitude they had sight of land four miles west of them, being about twenty islands, called in the charts Onthong Java, about ninety miles from the coast of New-Guinea. March the twenty fifth in 4 degrees 35 minutes they were up with the islands of Mark, found before by William Schouten, and John le Mair: the natives are savage and have their hair tied up. March the twenty ninth they passed by Green-Island, the thirtieth by S. John's Island, and April the first in 4 degrees 30 minutes they reached the coast of New-Guinea at a cape called by the Spaniards, Santa Maria, and run along the coast to the promontory called Struis Hook, where the land bends to the south and south-east, as they did to find a passage to the south, but were forced to turn to the west. April the twenty eighth they came to the burning island, where they

saw a great fire come out of the hill, and sailing betwixt the island and the main saw many fires. At the islands Jama and Moa they got refreshment. May the twelfth in only 54 minutes of south latitude, they sailed along the side of William Schouten's island, which seems to be well inhabited; and the eighteenth they came to the west-end of New-Guinea, and on the fifteenth of june returned to Batavia, having finished the voyage in ten months. Thevenot, vol. 2.

An. 1643. A dutch ship sailing to the northward of Japan, came upon a coast in 39 degrees 45 minutes latitude. Running up as far as 43 degrees, they saw several villages near one another, and say there are about them many mines of silver. The land in some places seemed to bear no grafs, but the sea was very full of fish. In 44 degrees 30 minutes, they went ashore in a mountainous country, supposed to be full of silver mines. In 46 degrees the land resembled the coast of England, the soil being good, but the natives do not till it. In 48 degrees there are small hills covered with short grafs. In 45 degrees 50 minutes is an island which the dutch call Staten island, and beyond it the companies land, another island: in this they found a sort of mineral earth, that looked as if it had been all silver. In 45 degrees they observed, that though the land was not cultivated it yielded very good fruit of several sorts, the sea-shore was covered with rose-trees, and on the rocks many large oysters, but on the land they saw no beast but one bear. The inhabitants of this land of Eso or Yedso, for so it is called, are all strong set, thick, with long hair and beards, good features, no flat noses, black eyes, a fallow complexion, and very hairy about their bodies: the women are not so black as the men, some of them cut their hair, and others tie it up. They seem to have no religion nor government, every man has two wives, who serve him at home and abroad: they are very jealous of their women, love drinking, look like savages, but yet are very civil and obliging to strangers: their houses are only small cottages, and but a few of them together: they eat the fat and oil of whales, all sorts of fish and herbs, and rose-buds
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are their greatest dainty. Their clothes are some of silk and some of the skins of beasts. They use bows and arrows to kill wild beasts, and they spin hemp. They trade with the japonese, whom they furnish with train-oil, whales tongues smoaked, furs, several sorts of feathers, for which they receive rice, sugar, silk, and other coarser garments, copper-pipes, tobacco-boxes, and varnished dishes and vessels for their meat and drink, pendants for their ears, copper ear-rings, hatchets, knives, &c. The capital of the country is small, they call it Matsmay, where the prince or governor of the country resides, who every year goes over to pay his respects to the emperor of Japan, and carry him presents. This is what the dutch discovered, but a japonese told them this land of Eso or Yedso, was an island. Thevenot, tom. 1.

Anno 169⁸/₉. On the fourteenth of january captain Dampier, in his majesty's ship the *Roe-Buck*, sailed from the Downs upon a new discovery, touched at the Canaries and isles of Cabo Verde, and the twenty fifth of march came to an anchor in Bakia de Todos Santos, or the Bay of all Saints in Brasil. April the third he left this place, and the twenty third of april saw the land about the cape of Good Hope. August the first having run from Brasil a hundred and fourteen degrees, he made in to the shore of New-Holland in 26 degrees south latitude, thinking to put into some harbour; but finding rocks and foul ground, stood out to sea again till august the sixth, when he came to an anchor in 25 degrees at an opening, which he called Sharks Bay, where he could get no fresh water, but plenty of wood, and refreshed the men with racoons, tortoises, sharks, and other fish, and some sorts of fowl. He sounded most of this bay, and on the fourteenth sailed out of it, coasting as the weather would permit to the north-ward, and then to the north-east, as the coast runs, where in 20 degrees 21 minutes he found several islands, and going ashore on some of them could get no fresh water, nor see any inhabitants; so he continued along the shore as near as could be with safety, till on the thirtieth he anchored in eight fathom water, where

where he saw some of the natives, but could not take any. Looking for water none was found, and digging pits they got some that was brackish and not fit to drink. Finding no water or other refreshment on this coast, in the beginning of september he stood over for the island Timor, where he took in fresh water, and on the third of december arrived on the coast of New-Guinea, and had some commerce with the inhabitants of an island called Pulo Sabuti. Then passing to the northward, and to the easternmost part of New-Guinea, he found it did not join to the main land of New-Guinea, but was an island which he called New-Britain. Having discovered thus far, and being unprovided to proceed, he returned by Timor and Java, so to the cape of Good Hope, and island of S. Helena. At the island of the Ascension his ship foundered, but the men were saved, and returned to England aboard the east-india ship called the Canterbury. Dampier's voyage to New-Holland, being his third volume.

The voyages round the world, which, for so many thousand years as past from the creation till the discovery of the West-Indies, could never so much as enter into the thoughts of man, and which after they were performed gave just subject of admiration, do well deserve to be mentioned apart from all others, as being the boldest action that could be undertaken, and to be performed but one way, though several attempts have been made to find out others, as has been showed in the fruitless voyages for discovery of the north-east and north-west passages: for this reason they have been reserved for this place, where something shall be said of all hitherto performed, but more particularly of the first, as the most glorious and honourable, because it showed the way to all that followed. This wonderful enterprize was undertaken and performed after this manner.

An. 1519. Ferdinand de Magalhaens, or as we corruptly call him, Magellan, by nation a portuguese, by descent a gentleman, and by profession a soldier and seaman, having served his prince well both in Afric and India, and being ill rewarded, renounced his country, disnaturalizing himself as the custom then was,
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and offered his service to the emperor Charles the fifth then king of Spain. He had long before conceived an opinion, that another way might be found to India, and particularly to the Molucco islands, besides the common track by the cape of Good Hope followed by the portugueſes. This he propoſed to the emperor with ſuch aſſurance of performing what he promiſed, that he had the command of five ſhips given him, and in them two hundred and fifty men: with this ſquadron he ſailed from S. Lucar de Barrameda on the twentieth of ſeptember, the aforeſaid year 1519. Being come to the river called Rio de Janeiro on the coaſt of Braſil, and near 23 degrees of ſouth latitude, ſome diſcontent began to appear among the men, which was ſoon blown over; but proceeding to the bay of S. Julian in 49 degrees of latitude, where they were forced to winter, the mutiny grew ſo high, three of the captains and moſt of the men being engaged, that Magellan having in vain endeavoured to appeaſe it by fair means, was forced to uſe his authority, executing two of the ſaid captains, and ſetting the third with a prieſt who had ſided with them aſhore among the wild indians. This done, he proceeded on his voyage, and on the twenty firſt of october 1520, having been out above a year diſcovered the cape, which he called Cabo de la Virgines, or the Virgin's Cape, becauſe that day was the feaſt of S. Urſula and the eleven thouſand virgins; and there turned into the ſtrait he went in ſearch of, which from him to this day is called the ſtrait of Magellan: it lies in 52 degrees of ſouth latitude, is about a hundred leagues in length, in ſome parts a league wide, in ſome more, in ſome leſs, but all narrow, and enclosed with high land on both ſides, ſome bare, ſome covered with woods, and ſome of the loſtiest mountains with ſnow. Having ſailed about fifty leagues in this ſtrait, they diſcovered another branch of it, and Magellan ſent one of his ſhips to bring him ſome account of it; but the ſea-men being parted from him took the opportunity, and conſigning their captain for oppoſing their deſign, returned into Spain, ſpending eight months in their return. Magellan having expected beyond the time appointed,

pointed, and finding they did not return to him, proceeded through the strait, and came into the South-sea with only three ships, having lost one in his passage, but all the men saved, and another as was said being stolen away from him. The last land of the strait he called Cabo Deseado, or the Desired Cape, because it was the end of his desired passage to the South-sea. The cold being somewhat sharp, he thought good to draw nearer to the equinoctial, and accordingly steered west north-west. In this manner he sailed three months and twenty days without seeing land, which reduced them to such straits, that they were forced to eat all the old leather they had aboard, and to drink stinking water, of which nineteen men died, and near thirty were so weak, that they could do no service. After fifteen hundred leagues sailing he found a small island in 18 degrees of south latitude, and two hundred leagues further another, but nothing considerable in them; and therefore held on his course, till in about 12 degrees of north latitude, he came to those islands which he called De los Ladrones, or of Thieves, because the natives hovered about his ships in their boats, and coming aboard stole every thing they could lay hold of. Finding no good to be done here, he sailed again, and discovered a great number of islands together, he gave that sea the name of Archipelago de S. Lazaro, the islands being those we now call the Philippines. On the twenty eighth of march he anchored by the island of Buthuan, where he was friendly received, and got some gold; then removed to the isle of Mesiana, at a small distance from the other, and thence to that of Cebu. Magellan having hitherto succeeded so well, stood over to the island Matan, where not agreeing with the natives he came to a battle, and was killed in it with eight of his men. After this disaster the rest sailed over to the island Bohol, and being too weak to carry home their three ships, burnt one of them, after taking out the cannon and all that could be of use to them. Being now reduced to two ships, they made away to the south-west in search of the Molucco islands, and instead of them fell in with the great one of Borneo, where

where they made some short stay, being friendly received: and departing thence, with the assistance of indian pilots arrived at length at the Moluccòs on the eighth of november 1521, in the twenty seventh month after their departure from Spain, and anchored in the port of Tidore, one of the chief of those islands, where they were lovingly treated by the king, who concluded a peace, and took an oath ever to continue in amity with the king of Spain. Here they traded for cloves, exchanging the commodities they brought to their own content: when they were to depart, finding one of the ships leaky, and unfit for so long a voyage, they left her behind to refit, and then sailed for Spain as soon as possible. The other ship called the Victory, commanded by John Sebastian Cano, and carrying forty six spaniards, and thirteen indians, took its course to the south-west, and coming to the island Malva, near that of Timor, in 11 degrees of south latitude, staid there fifteen days to stop some leaks they discovered in her. On the twenty fifth of january 1522, they left this place, and the next day touched at Timor, whence they went not till the eleventh of february, when they took their way to the southward, resolving to leave all India, and the islands to the northward, to avoid meeting the portugueses, who were powerful in those seas, and would obstruct their passage: therefore they run into 40 degrees of south latitude before they doubled the cape of Good Hope, about which they spent seven weeks beating it out against contrary winds, so that their provisions began to fail, and many men grew sick, which made some entertain thoughts of turning back to Mozambique, but others opposed it. In fine, after two months more hardships, in which they lost twenty one of their company, they were forced to put into the island of S. James, being one of those of Cabo Verde, where with much intreaty they obtained some small relief of provisions; but thirteen of them going ashore again for some rice the portugueses had promised to supply them with, were detained ashore, which made those that were left aboard the ship hoist sail and put to sea, fearing the like treachery might surprize them, and
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on the seventh of september arrived safe at S. Lucar, below the city Sevil, where after firing all their guns for joy, they repaired to the great church in their shirts and barefoot to return thanks to God. The ship that performed this wonderful voyage was called the Victory, as was said before, the commander's name was John Sebastian Cano, who was well rewarded and honoured by the emperor. This was the first voyage round the world, which we shall soon see followed by other nations; and this was the discovery of the strait of Magellan, which made the voyage practicable. The other spanish ship we mentioned to be left at the Moluccos to stop her leaks, attempted to return the way it came to Panama, but after struggling above four months with the easterly winds, most of the men dying, and the rest being almost starved, it went back to the Moluccos, where it was taken by the portugueses; and the few men that survived after being kept two years in India, were sent to Spain in the portugueses ships. Herrera, dec. 2. lib. IV, IX. and dec. 3. lib. I. IV. Hackluyt, vol. III. and Purchas, vol. I.

The second voyage round the world was begun

An. 1577. By Mr. Francis, afterwards sir Francis Drake, with five ships and barks, and a hundred and sixty four men, who sailed from Plymouth on the thirteenth of december, and on the twenty fifth of the same month touched at cape Cantin on the African coast, in 31 degrees of north latitude; on the seventeenth of january 1578, at cape Blanco on the same coast, and twenty one degrees of latitude, and then at the islands of Cabo Verde. Departing thence, they sailed fifty four days without seeing land, and on the fifth of april came upon the coast of Brasil, where they watered, and proceeded to the mouth of the river of Plate in 36 degrees of south latitude. Sailing hence, on the twenty seventh of april they put into a port in the latitude of 46 degrees, where Drake burnt a flyboat that attended him, after saving all that could be of use. On the twentieth of june he again put into a good harbour, called Port S. Julian, in the latitude of 49 degrees, and continued there till the seventeenth of august, when

when putting to sea again, he entered the straits of Magellan on the twenty first of the same month. What sort of straits these are was described in Magellan's voyage, and therefore needs no repetition. Here on an island they found fowl that could not fly, as big as geese, whereof they killed three thousand, which was good provision; and they entered the South-sea on the sixth of september. Hence they were drove by a storm to the southward as far as the latitude of 57 degrees 20 minutes, and anchored among certain islands; whence removing to a good bay, they saw many men and women naked in canoes, and traded with them for such things as they had. Steering away again to the northward, they found three islands, and in one of them an incredible quantity of fowl; but on the eighth of october they lost sight of one of their ships commanded by Mr. Winter, which the rest supposed to be cast away, but it was put back by the tempest into the strait of Magellan, and returned home the same way it came. Drake with the rest sailed for the coast of Chile, and sending for water at the island of Mocha, two of his men were killed by the indians, which made him depart without it. This island is on the coast of Chile in 39 degrees of south latitude. Coasting still along, he came to the bay of Valparaíso, where he found a spanish ship with only eight spaniards and three blacks in her, whom he surprised and took, and then going ashore plundered nine houses, being all there were in that which they called the town of Santiago. At Coquimbo in 29 degrees 30 minutes of latitude fourteen men landing, one of them was killed by the spaniards, the rest fled back to their ships. Not far from thence landing for fresh water, they met one single spaniard and an indian boy driving eight lamas, or peru sheep loaded with silver, which they took. Running on thence to Arica on the coast of Peru in 18 degrees 30 minutes latitude, he plundered three barks, in which was some quantity of silver, but not one man. Hence he advanced to the port of Lima in 12 degrees of latitude, and after rifling what little was in them cut the cables of 12 vessels that lay there, letting them drive where-

wheresoever the water would carry them, there being no man aboard, as having never seen an enemy in those seas. Near cape S. Francis in one degree of north latitude he took a rich ship called Cacafuego, and a little further another. Then he plundered Guatulco, and after refitting his ship in a small island run away to the northward in 43 degrees of latitude, where feeling much cold he returned into 38 degrees, and there put into a large bay on the coast of California, which Drake called Nova Albion. Here he was well received by the people, and continued some time, and sailing hence directed his course for the Molucco islands, seeing no land till the thirtieth of october, when he discovered the islands de los Ladrones in eight degrees of north latitude. On the fourteenth of november he fell in with the Molucco islands, and came to an anchor in that of Ternate, the king whereof came aboard Drake's ship, offering him all the island could afford; and he having taken in what was most necessary and could be had there, went over to a small island south of Celebes, where he graved his ship, and fitted her to return home, which took him up twenty six days. Thinking to return to the Moluccos, they were drove by contrary winds to the northward of the island Celebes, till turning again to the southward for fear of the many small islands in that sea, the ship on a sudden sat upon a rock, where it was feared she would have perished; but lightening her of three tun of cloves, eight guns and some provisions, she got off. On the eighth of february 1579, they fell in with the island Barateve, where they refreshed themselves after their fatigues, and took in store of such provisions as the place afforded, the natives proving very friendly, and bartering their commodities for linen. Being well furnished with all necessaries, they left this place, and again made some stay at the island of Java, the natives by their civility inviting them to it. Thence they steered directly for the cape of Good Hope, which was the first land they came near from Java, yet touched not there, nor at any other place till they came to Sierra Leona, the westernmost point of Guinea, in 8 degrees of north latitude

tude, on the twenty second of july, and there recruited themselves with provisions. Departing thence on the twenty fourth, they arrived in England on the third of november 1580, and the third year after their departure. This relation is to be seen at large in Hackluyt, vol. III. p. 742. and in Purchas, vol. I. lib. II. p. 46.

An. 1586. Mr. Thomas, afterwards sir Thomas Candish, undertook the third voyage round the world with three small vessels, one of a hundred and twenty, the second of sixty, and the third of forty tuns burden, all fitted out at his own charges; and sailed from Plymouth on the twenty first of july 1586. On the twenty third of august he put into a bay on the coast of Afric, and destroyed there a village of the blacks, because they killed a man with a poisoned arrow. After some days spent about this place, he sailed away south-west, and on the first of november put in between the island of S. Sebastian, and the continent of Brasil, in 24 degrees of south latitude, where the men were set to work ashore to build a pinnace, make hoops for the casks, and fill fresh water, which took them up till the twenty third of the month, when sailing again on the seventeenth of december, they entered port Desire, in 47 degrees and a half of latitude, and that being a convenient place for the purpose careened their ships, and refitted what was amiss. The third day of january 1587, they anchored at the mouth of the straits of Magellan, the weather being very stormy, which lasted three days, all which time they continued there, but lost an anchor, and the sixth day entered the strait. The seventh, as they drew near the narrow part of the strait, they took a spaniard, being one of the twenty three that still remained alive, which were all then left of five hundred there three years before to guard the strait, the rest being dead with hunger. These had built a town, which they called king Philip's city, and fortified it, but they could make no works against famine, which consumed them all to those before mentioned, who except him that was taken were gone along the coast, hoping to get to the river of Plate. Candish

having wooded and watered here, called this place Port Famine. The weather proving very boisterous and foul, he was forced to ride it out often at anchor, and therefore did not get out into the South-sea till the twenty fourth of february. On the first of march a violent storm parted the bark of forty tuns from the other two ships, and they met not before the fifteenth betwixt the island of S. Mary and the continent of Chile, in 37 degrees and a half of south latitude. Here they took in as much corn as they would have, and abundance of potatoes, all which had been laid up in the island for the spaniards, besides as many hogs as they could salt, abundance of hens, and five hundred dried dog-fishes. The eighteenth they left this place, and on the last of the month landed at Punta de Quenuro in 33 degrees of latitude, but saw no man, though they travelled some miles, only spied some herds of very wild cattle; but the first of april going to water, the men were set upon by the spaniards, and twelve of them cut off. Proceeding hence along the coast of Chile and Peru, they took some coasting vessels carrying provisions from one place to another. In this manner they ran along to the island Puna, in about 3 degrees of south latitude, being a famous place for supplying all those coasts with cables. Here the english took what they found for their use, the island being inhabited by none but indians, except some few spaniards that lived in the chief town, who killed twelve of the english, but were put to flight, and the town burnt, as was the church particularly, and the bells carried away. This second loss of men obliged Candish to sink his bark of forty tun, that had attended him out of England. On the twelfth of june they cut the equinoctial line, and holding on their course to the northward all that month, on the first of july came upon the coast of New-Spain; where on the ninth they took and burnt a ship with seven men in her, and soon after a bark, whose men were fled to shore. The twenty sixth day they anchored at Copalita, in 16 degrees of north latitude, whence they went with thirty men to Aguatulco a small indian town, which they burnt and rifled. Then keeping along that coast, they

continued

continued ravaging the indian towns, till they came to a small island in 23 degrees of latitude, and eleven leagues from the city Chiametlan; where having watered, and staid till the ninth of november, they then stood over to cape S. Lucar, which is the southernmost point of California, and beating about it till the fourth of november, met then with the S. Anne, being the spanish galeon bound from the Philippine islands to the port of Acapulco in New-Spain. After a fight of six hours the galeon was taken and carried into the port called Puerto Seguro; where setting ashore the spaniards, and taking out what goods they could carry, they burnt the galeon, and on the nineteenth of november sailed thence towards India. This night Candish, who was in the Desire, lost his other ship called the Content, and never saw her after. Being thus left alone he sailed before the wind, as is usual there, for the space of forty five days, and on the third of january 1588, came up with the islands de los Ladrones, having run about eighteen hundred leagues; on the fourteenth with cape Espiritu Santo, a great head-land of one of the Philippine islands to the westward in 13 degrees of latitude, and about three hundred leagues from the islands Ladrones. At the island Cabul he continued some days getting fresh provisions, and then sailing amidst all those islands south-west and by south, on the eighth of february discovered the island Batochina near Gilolo, in 1 degree of south latitude; whence he steered to the south side of the great island of Java, and touching there on the twelfth of march, traded with the natives for provisions, which were brought him in great plenty. On the sixteenth he set sail for the cape of Good Hope, and doubled it about the middle of may; having spent nine weeks betwixt the island of Java and this place, which is about eighteen hundred leagues distance. On the ninth of june he anchored at the island of S. Helena, about five hundred leagues distant from the cape of Good Hope, lying betwixt the coast of Afric and Brasil, in about 15 degrees of south latitude. This island is generally touched at by ships going to and returning from the East-Indies, because

of the conveniency of watering, besides the great plenty it produces of excellent fruit, as also abundance of fowl, swine, and goats, the place being extremely pleasant, but very small. Having taken in wood and water here, and made clean the ship, on the twentieth of june, Candish sailed for England; on the twenty fourth of august he discovered the islands Flores and Corvo, two of the Azores, and on the ninth of september after a terrible storm, which carried away part of his sails, put into the port of Plymouth. Hackluyt, vol. III. p. 803. and Purchas, vol. I. lib. II. p. 57.

An. 1598. The dutch resolving to perform as much as had been done before by Magellan's ship, and by sir Francis Drake and sir Thomas Candish, they fitted out four ships under the command of captain Oliver d'Oirt, as Van Meteren calls him, or Oliver Noort, according to Purchas. The rest proceeded on their voyage upon the nineteenth of july; and to omit particulars of less moment, and their touching at places not material, on the tenth of december they came to the Prince's Island, or Ilha do Principe on the coast of Congo, in 2 degrees of north latitude; where the portugueses killed some of their men, and the dutch commander in revenge assaulting their fort, was repulsed with greater loss. This made him desist; and sailing thence, on the fifth of february 1599, came on the coast of Brasil. Here they spent much time, seeking refreshment and water along the shore, and being much shaken by a storm, and abundance of the men sick, besides, that it was the winter season there, they put into a little island called S. Clare, on the coast of Brasil, in about 21 degrees of south latitude. Here the sick men being set ashore, some of them presently died; the rest ailing nothing but the scurvy, were cured with eating four plumbs they found there. One of the ships being very leaky, was here burnt, after all that could be of use had been taken out of her. On the sixteenth of july they left this place, steering for Port Desire in 47 degrees; and after many storms put into it on the twentieth of september, careened their ships, and took abundance
of

of fowl. Some men were here killed by the indians. Departing hence on the twenty ninth, they came to cape Virgines at the mouth of the strait of Magellan, on the fourth of november; where they met with storms of wind, rain, hail, and snow, besides much sickness and contention among themselves, having been from home fifteen months, before they could get into the strait; so that it was the last of february 1600, before they came into the South-sea. March the twelfth they lost sight of the vice-admiral, and sailed without him to the island Mocha, in 38 degrees south. Another ship missing the island of S. Maries, and being drove by necessity to make the continent for provisions, lost most of its men ashore, the rest putting to sea with the vessel. Being now in fear of the spanish men of war, he directed his course with the two ships he had left for the islands de los Ladrones, which he had sight of on the fifteenth of september; and on the fourteenth of october discovered the island of Luzon or Manila, the chief of the Philippines. Near this island he met the two spanish ships bound thence for New-Spain; and after a desperate fight, Noort sunk one of them; but at the same time the other took his second ship, and he made all haste away to Borneo, but made no stay there for fear of the natives, who attempted to cut his cable; and therefore sailing hence, he traded for pepper at Java, and at length returned by the cape of Good Hope, and isle of S. Helena, arriving at Amsterdam on the twenty sixth of august 1601. Purchas, vol. I. lib. 2. p. 71. Van Meteren, lib. XXIII.

An. 1614. George Spilbergen, commander of five dutch ships, sailed out of the Texel on the eighth of august, and entered the strait of Magellan on the twenty eighth of march 1615, but being drove out again by contrary winds, he re-entered on the second of april. In the strait they continued going ashore on the south side upon the land called Tierra del Fuego, known since to be an island, till the sixth of may, when they came out into the South-sea, which received them with storms, and on the twenty sixth came up with the island

la Mocha, on the coast of Chile, mentioned in all the former voyages. Here they traded with the indians, exchanging hatchets, and other utensils, as also coral, for large peru sheep, which serve not only to eat, but to carry burdens. Landing at the island of S. Mary on the 29th, they had a skirmish with some few spaniards, and got some booty of sheep. Running along the coast, they touched at Valparaíso, cape Quintero, and other places; but finding the spaniards everywhere had taken the alarm, they durst not do any thing ashore. July the seventeenth keeping along the shores of Peru, they discovered eight spanish ships set out to engage them. That very night they engaged, and after a hot dispute, three of the spanish ships sunk. In this action they had forty men killed, and sixty wounded. Drawing too near the shore at Callao the port of Lima, the Huntsman, one of the dutch ships, was almost sunk with a thirty six pounder, which made them keep further off: and holding their course to the northward, they took the little town of Peita. Therefore august the twenty first they set out to sea again, and beat about in bad weather till the eleventh of october, when they put into the harbour of Acapulco in New-Spain, and there exchanged the prisoners they had taken for provisions. Which done, they run up into twenty degrees of north latitude, and on the twenty sixth of november stood over for the islands de los Ladrones. In january following, which was the year 1616, many of the men died of diseases. On the twenty third of the same month they discovered the Ladrones, and on the ninth of february cape Espiritu Santo, the easternmost point of the Philippine islands to the northward; passing among which, they arrived at Ternatē, the chief of the Moluccos, on the twenty ninth of march, which the dutch in the island reckoned the twenty eighth; the fleet by following the course of the sun having lost a day, whereas they that sail round to the eastward gain a day. About these islands they continued some months, and arrived at Jacatra in the island of Java on the fiftenth of september, on the thirtieth of march

1617 at the island of S. Helena, and in july following in Zealand. Purchas, vol. I. lib. 2. p. 80.

An. 1615. Isaac le Maire a merchant of Amsterdam, and William Cornelison Schouten of Horn, resolving to find out a new way to the East Indies, besides those already known by the cape of Good Hope and strait of Magellan; at their own charges fitted out a good ship of three hundred and sixty tun and twenty guns, and a smaller of an hundred and ten tun and eight guns, in which they sailed themselves out of the Texel on the sixteenth of june in the aforesaid year, resolving to find another passage into the South-sea, to the southward of the strait of Magellan; which their design they kept secret, till they came near the line, where they discovered it to the seamen, who were well pleased with the undertaking. To pass by all other particulars, as too like those in the foregoing voyages, on the ninth of december they sailed up into Port Desire, on the coast of America, in 47 degrees and 40 minutes of south latitude: where bringing their ships ashore to clean them, as they were burning reeds under the lesser of them, she took fire, and burnt till the tide coming up, quenched the flame; yet so that nothing of her could be saved, but a little wood for fuel and the iron-work. The thirteenth of january 1616, the great ship now left alone sailed out of Port Desire, and the twenty fifth discovered the island they called Staten-land to the eastward, and the point of Tierra del Fuego to the westward, which they called Maurice-land, in almost 55 degrees of south latitude. Entering betwixt these two lands, they steered south south-west, till coming under 55 degrees 36 minutes, they stood south-west and then south. Thus the twenty sixth they came under 57 degrees, and the twenty ninth discovered those they called Barnevelts islands. The third of february they were under 59 degrees 25 minutes, and the twelfth found the straits of Magellan lay east of them; and therefore being satisfied that they were in the South-sea, they called the new-found passage the strait of le Maire. March the first they came near the islands of John Fernandez, in 33 degrees 40 minutes of south latitude, and at some
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distance from the coast of Chile: but though they endeavoured it, could never come near enough to anchor, being still beaten off by the wind and current, and therefore steered away to the westward to prosecute their voyage; and in april they discovered several small islands inhabited by naked people, none of whom would come aboard, nor could they come to an anchor. These islands were in about 14 and 15 degrees of south latitude. Sailing on still westward, they saw many more islands in may, and had some trade with the natives, who attempted to surprize the ship, or at least the boat; but were soon scared away by the fire arms, when they saw they did execution, for before they thought they had only made a noise. Finding no continent, and perceiving they were at least sixteen hundred leagues to the westward of Chile or Peru, they steered to the northward, for fear they should fall south of New-Guinea, and perhaps not be able to clear themselves of the coast, the winds being always at east. Many more islands are mentioned in the journal, at some of which they touched and got refreshment; but on the first of july they anchored near the coast of New-Guinea, whence they sailed still along the shore, and amidst a multitude of islands, till they came into half a degree of south latitude, where they saw a small island off the shore of the land of Papous, and called it William Schouten's Island, after the captain's name, and the westernmost point of it the cape of Good Hope. September the 17th they arrived at the island Ternate, and thence in october to Jacatra, or Batavia in the island of Java; where the president of the dutch east-india company seized the ship and goods. Whereupon William Cornelison Schouten the master, Jacob le Maire the merchant, and ten seamen put themselves aboard the Amsterdam, a dutch ship homeward bound, and twelve others aboard the Zealand, and arrived in safety at Amsterdam in july; having discovered the new strait called le Maire, as was said before, and performed the voyage round the world in two years and eighteen days. Purchas, vol. I. lib. 2. p. 88.

An. 1643. Brewer, or Brower, went another way into the South-sea, by a passage called after his own name, which is east of le Maire's strait; but whether this was a strait with land on each side, or an open sea, is not known, his diary not being made public; but most maps make it a new strait.

An. 1683. One John Cook sailed from Virginia in a ship of eight guns and fifty two men a buccaneering; and with him one Cowley, as master. On the coast of Guinea they took a ship of forty guns by surprise, in which they sailed away to the South-sea, meeting by the way another ship commanded by one Eaton, who joined them to follow the same trade. They ran into 60 degrees of south latitude, and passed that way into the South-sea, where Cowley says they discovered several islands about the line. Thence they sailed over to the Ladrones, whence they continued their course, and anchored at Canton in China. Departing from Canton, they came to the island Borneo, where Cowley, the author of this relation, with nineteen others, got a great boat in which they went away to Java. At Batavia the author, with two others, shipped himself on board a dutch vessel, and so returned to Europe. The relation of this voyage is shortened, because there have been so many voyages round the world before, and all of them performed in the same ship; whereas in this there was much shifting. Those that desire may see it at large in the collection of original voyages, published by captain William Hack, An. 1699.

Captain Dampier in his first book of voyages gives an account of this same last mentioned, but more at large, he being aboard with the same Cook; and therefore no more needs be said of it, though there may be many circumstances which this discourse cannot descend to: wherefore here shall end the voyages round the world, it being time to proceed to what remains.

After so long a discourse of voyages and discoveries, it may seem superfluous to treat of the advantages the public receives by navigation, and the faithful journals and accounts of travellers. The matter is natural, and no man can read the one without being sensible of the other;

other; and therefore a few words may suffice on this subject, to avoid cloying the judicious reader with what is so visible and plain, and to save running out this introduction to an unreasonable length. What was cosmography before these discoveries, but an imperfect fragment of a science, scarce deserving so good a name? When all the known world was only Europe, a small part of Afric, and the lesser portion of Asia; so that of this terraqueous globe not one sixth part had ever been seen or heard of. Nay, so great was the ignorance of man in this particular, that learned persons made a doubt of its being round; others no less knowing imagined all they were not acquainted with, desert and uninhabitable. But now geography and hydrography have received some perfection by the pains of so many mariners and travellers, who to evince the rotundity of the earth and water, have sailed and travelled round it, as has been here made appear; to show there is no part uninhabitable, unless the frozen polar regions, have visited all other countries, though never so remote, which they have found well peopled, and most of them rich and delightful; and to demonstrate the antipodes, have pointed them out to us. Astronomy has received the addition of many constellations never seen before. Natural and moral history is embellished with the most beneficial increase of so many thousands of plants it had never before received, so many drugs and spices, such variety of beasts, birds, and fishes, such rarities in minerals, mountains and waters, such unaccountable diversity of climates and men, and in them of complexions, tempers, habits, manners, politics, and religions. Trade is raised to the highest pitch, each part of the world supplying the other with what it wants, and bringing home what is accounted most precious and valuable; and this not in a niggard and scanty manner, as when the venetians served all Europe with spice and drugs from India by the way of Turkey and the Red-sea; or, as when gold and silver were only drawn from some poor european and african mines; but with plenty and affluence, as we now see, most nations resorting freely to the East-Indies, and the West, yearly sending forth

forth prodigious quantities of the most esteemed and valuable metals. To conclude, the empire of Europe is now extended to the utmost bounds of the earth where several of its nations have conquests and colonies. These and many more are the advantages drawn from the labours of those who expose themselves to the dangers of the vast ocean, and of unknown nations; which those who sit still at home abundantly reap in every kind: and the relation of one traveller is an incentive to stir up another to imitate him, whilst the rest of mankind, in their accounts, without stirring a foot, compass the earth and seas, visit all countries, and converse with all nations.

It only remains to give some few directions for such as go on long voyages; which shall be those drawn up by Mr. Rook, a fellow of the Royal Society, and geometry professor of gresham college, by order of the said society, and published in the philosophical transactions of the eighth of january 1665-6, being Numb. 8. They are as follow:

1. To observe the declination of the compass, or its variation from the meridian of the place, frequently; marking withal the latitude and longitude of the place where such observation is made, as exactly as may be, and setting down the method by which they made them.

2. To carry dipping needles with them, and observe the inclination of the needle in like manner.

3. To remark carefully the ebblings and flowings of the sea in as many places as they can, together with all the accidents ordinary and extraordinary of the tides; as, their precise time of ebbing and flowing in rivers, at promontories or capes, which way the current runs, what perpendicular distance there is between the highest tide and lowest ebb, during the spring tides and neep tides, what day of the moon's age, and what times of the year the highest and lowest tides fall out: and all other considerable accidents they can observe in the tides, chiefly near ports, and about islands, as in S. Helena's island, and the three rivers there, at the Bermudas, &c.

4. To

4. To make plots and draughts of prospect of coasts, promontories, islands and ports, marking the bearings and distances as near as they can.

5. To sound and mark the depth of coasts and ports, and such other places near the shore as they shall think fit.

6. To take notice of the nature of the ground at the bottom of the sea, in all soundings, whether it be clay, sand, rock, &c.

7. To keep a register of all changes of wind and weather at all hours, by night and by day, showing the point the wind blows from, whether strong or weak: the rains, hail, snow, and the like; the precise times of their beginnings and continuance, especially hurricanes and spouts; but above all, to take exact care to observe the trade-winds, about what degree of latitude and longitude they first begin, where and when they cease or change, or grow stronger or weaker, and how much, as near and exact as may be.

8. To observe and record all extraordinary meteors, lightnings, thunders, ignes fatui, comets, &c. marking still the places and times of their appearing, continuance, &c.

9. To carry with them good scales, and glass-vials of a pint, or so, with very narrow mouths, which are to be filled with sea-water in different degrees of latitude, as often as they please, and the weight of the vial full of water taken exactly at every time, and recorded, marking withal the degree of latitude, and the day of the month; and that as well of water near the top, as at a greater depth.

This may suffice for sea-voyages; but in regard it may be expected something should be said for those who travel by land, a few instructions have been collected from experienced travellers, who are best able to direct such as design to follow them into remote countries. We will therefore begin with monsieur de Bourges, who with the bishop of Berytus made a journey through Turkey, Persia and India, as far as Cochinchina. He advises such as intend for those parts so to order their
affairs

affairs, that they may come into Turkey in october, to avoid the excessive heats of those countries for four or five months before that time. If our traveller will hold on his journey to Persia, he must go with the caravan from Aleppo to Babylon, or Bagdat, which will take him up a month; thence he embarks upon the river Euphrates, which carries him down to Bassora, whence he proceeds by sea to Bander, where he may find convenience by land to Ispahan, the capital of Persia: from Ispahan the difficulties of travelling by land to India are almost invincible, and therefore the proper way is to repair to the port of Gomrom, whence there is a constant and safe passage to Suratte, or any other part of India. All persons that travel in Turkey must change their habit into that of the country, and must lay aside the hat, and wear a turbant, and the meaner the habit the safer they will be from extortions and robberies: they must endeavour to have a turkish interpreter on the road with them, who may own whatever goods they carry, and protect them against any affronts that may be offered them; but above all, they must endeavour to be well recommended to the captain of the caravan, which will be their greatest safeguard. This recommendation must be from some of the christian consuls, but generally the best from the french, who are much regarded in those parts. Such as will not carry all their stock in ready money, must be careful to carry those commodities that will turn to best account, amongst which the brightest yellow amber, and the largest red coral, are in great esteem. These, though not wrought, are profitable; and to avoid the duties paid at several places, may be carried in a bag, or portmanteau on the horse the traveller rides, for those are not searched. The best money they can carry are spanish pieces of eight, provided they be full weight, and not of Peru, which are not so fine silver as the others. By this money they will have seven or eight per cent. profit in some parts, and ten per cent. in others, and the same in french crowns. As for gold, the greatest profit is made of the venetian and hungarian, and it is very considerable. There is so great an
advantage

advantage to be made by those who rightly understand the best coins and their value, that those who are well instructed in it can travel for a very inconsiderable expence. It is absolutely necessary to carry good arms to defend themselves upon all occasions, but more particularly to fight the arabs, and other rovers. Above all, it is requisite in Turkey that travellers be armed with patience to bear many affronts the infidels will put upon them, and with prudence and moderation to prevent, as much as possibly may be, any such insolencies. They will do well never to go without provisions, because the caravans never stop to bait, and very often at night have no other inn but the open fields, where they lie in tents, and eat what they carry. When they travel with the caravan, they must take care never to be far from it, for fear of being devoured by wild beasts, or by the wilder arabs. This in Turkey, for in Persia it is quite otherwise; here we may travel in the european habit, and wear hats, which are better against the heat than turbants; the roads are safe, and the persians courteous to strangers, especially the better sort. However the traveller must watch the servants, and meaner sort of people of the country, who else will impose on him in matter of payments, of buying and selling; and therefore his best way is, where there are missionaries to repair to them, who will assist and instruct him. He must carry no gold into Persia, because it bears a low price, and he will be a great loser by it: the best way is to change his money on the turkish frontiers into persian coin, or else to carry a quantity of good amber and coral, which will yield profit, as will also good watches. In India spanish gold yields some profit, though small, which the traveller may take notice of, in case he has no goods to carry that may yield a greater profit: this at Suratte; but further in India, and particularly at Golconda, gold yields more, and especially old gold: however, at Siam again there is great loss in spanish gold, and all other sorts, for there it is lower than in any other part of the East-Indies nearer to us, and still decreases beyond it, as in Cochinchina, Tonquin and China. In India the way
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of travelling by land is commonly in carts drawn by oxen, and in some parts on elephants, but in China the most common carriage is in palankenes, or chairs on mens shoulders, who travel swift and cheap.

These particulars may serve in relation to the eastern nations; and as for Europe, the methods of travelling are too well known to require any particular instructions, therefore it only remains to set down some general rules which may concern all travellers to observe. They are in the first place to consider, that they do not go into other countries to pass through them, and divert themselves with the present sight of such curiosities as they meet with, nor to learn the vices of those people, for which they need not take the pains of going abroad, nor to observe their faults that they may have matter to rail when they come home. If they will make an advantage of their trouble and cost, they must not pass through a country as if they carried an exprefs, but make a reasonable stay at all places where there are antiquities, or any rarities to be observed; and not think that because others have writ on that subject, there is no more to be said; for upon comparing their observations with other mens, they will often find a very considerable difference. Let them therefore always have a table-book at hand to set down every thing worth remembering, and then at night more methodically transcribe the notes they have taken in the day. The principal heads by which to regulate their observations are these, the climate, government, power, places of strength, cities of note, religion, language, coins, trade, manufactures, wealth, bishoprics, universities, antiquities, libraries, collections of rarities, arts and artists, public structures, roads, bridges, woods, mountains, customs, habits, laws, privileges, strange adventures, surprizing accidents, rarities both natural and artificial, the soil, plants, animals, and whatsoever may be curious, diverting or profitable. It is not amiss, if it may be, to view all rarities in the company of other strangers, because many together are apt to remark more than one alone can do. Every traveller ought to carry about him several sorts of measures, to
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take the dimensions of such things as require it; a watch by which, and the pace he travels, he may give some guess at the distances of places, or rather at the length of the computed leagues, or miles; a prospective-glass, or rather a great one and a less, to take views of objects at greater and less distances; a small sea compass or needle, to observe the situation of places, and a parcel of the best maps to make curious remarks of their exactness, and note down where they are faulty. In fine, a traveller must endeavour to see the courts of princes, to keep the best company, and to converse with the most celebrated men in all arts and sciences. Thus much for travellers; but that every man may have his due, as we owned the instructions for the eastern countries to be those given by monsieur de Bourges, so we must here confess, that most of these general rules may be found in monsieur Misson's travels. Having given an account of the advancement of navigation, and all discoveries made by help of it, of the countries so discovered, of the advantages the public receives by the relations of travellers, and some directions for them; it now only remains to subjoin a catalogue and character of books of travels, for the information of such as take delight in this sort of pleasant and profitable reading.