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978-1-108-07513-8 - The Arctic North-East and West Passage: Detectio Freti Hudsoni, or Hessel Gerritsz's Collection of Tracts by Himself, Massa and De Quir on the N.E. and W. Passage, Siberia and Australia

Hessel Gerritsz

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The Arctic North-East and West Passage

This short work contains texts and maps relating to early exploration and trade routes. Included here are descriptions of Russia and Siberia by Isaac Massa (1586–1643), a Dutch merchant and diplomat; one of the memorials relating to Pacific discoveries by the Portuguese explorer Pedro Fernandes de Queirós (c.1565–1615); and maps by the cartographer Hessel Gerritsz (c.1581–1632) showing the discoveries of the English navigator Henry Hudson (d.1611). Gerritsz originally compiled these materials and published them in Dutch, and they were soon translated into Latin to increase their readership. In the present work, first published in 1878, reproductions of the Dutch and Latin editions from 1612 and 1613 are presented together by Frederik Muller (1817–81). Muller also included an explanatory essay by his son Samuel Muller (1848–1922), and a new English translation.

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HESSEL GERRITSZ

TRANSLATED BY FRED. JOHN MILLARD



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The Arctic North-East and West Passage.

DETECTIO FRETI HUDSONI

OR

HESSEL GERRITSZ'S COLLECTION OF TRACTS

BY HIMSELF, MASSA AND DE QUIR

ON THE N. E. AND W. PASSAGE, SIBERIA AND AUSTRALIA

Reproduced, with the Maps, in *Photolithography*
in Dutch and Latin after the editions of 1612 and 1613.

AUGMENTED WITH A NEW ENGLISH TRANSLATION

by FRED. JOHN MILLARD,
English Translator at Amsterdam.

AND AN ESSAY ON THE ORIGIN AND DESIGN OF THIS COLLECTION

by S. MULLER Fz.
Keeper of the Records at Utrecht.

AMSTERDAM.
FREDERIK MULLER & Co.
1878.

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P R E F A C E.

The collection of tracts on Arctic discoveries by Hudson and the other Explorers, edited by Hessel Gerritsz. in 1612, has been often reprinted both in Dutch and in Latin. These texts, however, which present important variations, have not hitherto been printed together; nor in any edition have all the maps been given.

As this collection has been, and always will be, the principal source of our knowledge about these important researches, I have considered it advisable in the interest of science, to reproduce the very rare Dutch original; the Latin translation, and all the maps, thus utilising my good fortune as possessor of both editions.

A quite new and extremely careful translation into English has been added, the old one in the rare collection of Purchas, 1625, being incomplete, incorrect, and difficult to obtain.

As the various tracts in the book of Hessel Gerritsz have at first sight but slight internal connection, and as the idea of their combination and publication may be to many mind obscure, I have entreated Mr. S. Muller to explain the origin and design of the collection. Being the author of the „History of the Dutch Northern Company” he indeed, is the most competent authority upon the subject.

AMSTERDAM, June 1878.

FREDERIK MULLER.

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INTRODUCTION.

The little book we now beg to present to the public in its original form, is not only one of the rarest, but one of the most remarkable productions of the very fertile Netherland press in the beginning of the 17th century. However small and unassuming in appearance, it was not only the first publication issued concerning Hudsons most famous voyage, but contains also every thing we know of the plans of that great mariner. Mr. Murphy's clever essay indeed already directed the attention of the public to this side of the book. In it, and in Dr. Ashers learned disquisition concerning Hudson, the reader will find a detailed account respecting the great importance of what is here related from very good sources about Hudsons voyage, and of the maps which accompanies this description. Only this would be sufficient to justify a reprint of this little book, of which only three or four copies are known to exist. And more than this. Besides the accounts of Hudsons voyage,

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voyage, we here find a very extensive description of the oldest commercial connexions of Russia with the then so very mysterious Siberia; we also meet with a relation of the conquest of that country, which followed shortly after; an event which is so very imperfectly known, and finally a vast treasure of most interesting particulars in a geographical point of view respecting the north of Russia and Siberia, the coast of the Ice-sea, the trading-roads in use towards the close of the 16th century, and the customs and manners of the tribes residing there. And all this we have from the hand of an eye-witness, who was a man of a cultivated taste and had come to Russia with the definite object in view of obtaining a knowledge of the country and its traffic, — who did not even hesitate to expose his life to wrest this map from the hands of the mysterious Russians. Finally this varied collection contains a remarkable, though little noticed account, from the hand of the traveller himself, concerning an expedition for the discovery of the unknown south country undertaken by the famous Pedro Fernandez de Quiros, of whom Mr. Major recently testified, that: »he left behind him a name which for merit though not for success was second only to that of Columbus.”

And how the favourable opinion we have of this remarkable collection increases, when we learn that the publisher was no other than the cartographer Hessel Gerritsz., a name which perfectly warrants the
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the reliability of the accounts given. Hessel Gerritsz., born in the Dutch village of Assum, belongs to the race of learned cartographers and printers, of whom the Netherland Republic was so justly proud. Well acquainted with such men as Plancius and Massa, Gerritsz. was, like his contemporaries Hondius and Blaeu, exactly the person fit to pronounce his verdict in the learned questions which are discussed in the little book he published. The fruits of his labour, among which stands foremost the little work here reprinted, testifies to his skill. We find of him moreover maps of Russia, Lithuania and other lands in the large atlass of Blaeu, — of America in the well-known work of De Laet, — of Spitsbergen and Novaya Zemlya in his own »Histoire du pays nommé Spitsbergen.» There exist also maps drawn by him of Batavia, of the Indian Archipelago and even of New-Guinea. His varied knowledge already attracted the attention of the East India Company, who appointed him in 1617 their cartographer, a position which he occupied till his death, which took place in the first days of 1634. It was of course to be expected that a man of such a stamp, as soon as he published a work of this character, on a ground where he felt himself quite at home, would produce something not only perfectly answering to the exigencies of the moment, but which might be likewise of great value in our own time to historical researches. And this is most especially the case with his first known publication
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entitled: »Description of the land of the Samoyeds.” That his work suited the taste of his contemporaries is not only evident from the four editions it passed through, but more especially from the innumerable versions it underwent in different languages, in nearly all the geographical works of the time. We shall soon perceive on a closer survey, that the book is likewise of great importance to ourselves. We beg however first to premise a few words about the time in which it appeared, and the particular object of its publication.

The year 1612 was cast in the very centre of a period, when the general interest felt in polar navigation was at its full zenith. The East India Company, that had been called into existence by the States General, ten years ago, was now in her prime. The treasures it imported from the East Indies, a region with which one was so very imperfectly acquainted, had gradually excited the envy of the excluded Hollanders and inhabitants of Zealand. Besides this, the aversion peculiarly felt by this nation to all kinds of monopoly must be taken into account, so that soon after the erection of the Company, enterprising merchants looked round in search of means to compete with their rival. And the danger impending over the East India navigation was not a little increased, when the Twelve years Truce had deprived the vast numbers of seamen and adventurers, with whom the mariners provinces swarmed, of a fair opportunity of giving full scope to their

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their wish to share the dangers and profits of long voyages and perilous battles. Also for them the remote provinces of the southern hemisphere were the only places where they could find the means of subsistence and at the same time deal the hated king of Spain, notwithstanding the Treaty, a rude blow. It is therefore at the commencement of the Treaty (1609) we perceive the efforts to vie with the East India Company assume their full vigour. Another circumstance however, likewise contributed to this state of things.

Earlier efforts, made by the enemies to the Company, had constantly proved futile from the impossibility of making an infraction on the charter of the Company; but during the last years before 1609 the general attention had again been directed to a vulnerable point, which this charter offered to the aggressors. It is a fact widely known, that the Netherlanders, who in the path of commerce and navigation generally followed with extraordinary boldness the tracks which the English had opened, had already towards the end of the 16th century also commenced the expeditions in the Ice-sea, first undertaken by their rivals. Olivier Brunel, a Netherlander, who had acquired a large fund of experience in Russian service, made the first trials; some years after followed the three world-renowned voyages of Linschoten and Barendsz., whereupon the Netherlanders, — again according to their wont, — left their English predecessors far behind them.

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them. Since that time however, the misery endured by Heemskerck and Barendsz. on their third voyage, had intimidated their fellow countrymen from making similar vain attempts as they were then thought to be. The English had likewise long given up trying to find that way; but after some fruitless expeditions to the north-west Henry Hudson had again drawn the public attention to the Ice-Sea. His two voyages, undertaken in 1607 and 1608 to Spitzbergen and Novaya Zemlya, had again given birth to new hopes to find out the passage, and the report of his expeditions had also penetrated as far as the Netherlands. Immediately the competitors of the East India Company were ready to try this chance. The Company's license was only available for two roads: the one round the Cape of Good Hope, the other through the Strait of Magellan. If a third way was found out, a fair opportunity for competition would be opened. The Company and her enemies both resolved upon seeking out that one. In 1609 two expeditions sailed out from the Netherland harbours towards the North. The East India Company sent Hudson, and the wellknown Isaac le Maire took in his service a sea-captain renowned for his boldness Melchior van Kerckhoven. Both vessels took a too easterly direction and struck upon the masses of ice, which encircle Novaya Zemlya and the Strait of Nassau. But the unlucky issue did not intimidate the Netherlanders. Hudsons plans were again studied and his proposal was hailed with avidity, to endeavour

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endeavour according to the plans already laid down by a certain Robert Thorne in 1527, to sail straight across the pole through the open Polar-sea to East India. As early as 1611, a new expedition for the execution of this plan was ready at the expense of the Amsterdam Admiralty: Jan Cornelisz. May again sailed to the north. He neither succeeded this year nor the following in finding a passage, but this unhappy issue did not in the least diminish the zeal of the Netherlanders, witness the voyages of Pieter Franz. to the north-west (1613), of Jan Jacobsz. May straight on to the north (1614), of the well known cartographer Mr. Joris Carolus, as mate on a vessel of the North Company to the Strait of Davis (1615) and of Wybe Jansz. again to the north-west (1616). Also in England, it was exactly at this time the searching of a passage was again zealously undertaken. In 1610 Hudson had commenced his last voyage; in 1612 two expeditions, one under Button and another under Hall, were again set afloat, and in 1615 and 1616 Bylot and Baffin performed their world-renowned voyages.

It is indeed no surprising matter, that at a time when expeditions for the discovery of the northern passage, formed the general topic of the day, the public opinion was highly interested in favour of this plan. A violent dispute was kept up among learned men concerning the plausibility of the several plans. The one would, just like Linschoten, follow the line of
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the Russian coast and hoped, through the Strait of Nassau, to get into a sea free of ice; another gave the preference to the plans of Hudson, who boasted a good deal of all he knew about an open polar sea; a third recommended, not without hesitation, the hitherto unfrequented north-west, as the place where it was most likely an ice-free passage might be found. Hessel Gerritsz. judged it necessary to enlighten his countrymen upon this subject. From his rich experience he wished to communicate, what the expeditions of the last years had brought to light concerning the relative superiority of the three plans. But as a professional nautical man, he did not at the same time wish to conceal the circumstance that he for himself felt only sanguine with respect to the north-west passage. The plans of Linschoten might perhaps still hold out a slender chance of success; but the opinion, entertained by so many, that the way round the Pole was the best, — an opinion which was again held up to notice in 1610 by a pamphlet issued by a certain Dr. Röslin, — he considered to be a mere fancy of the brain. Thorne might, in 1527, still have fostered similar adventurous plans, the voyages of Barendsz. and Hudson had, according to Gerritsz., sufficiently proved the folly of expecting any favourable result from that passage. It is even not unlikely that Plancius too, who in the supposition that Novaya Zemlya's north-eastern point was joined to the Russian continent, had just like Barendsz. zealously recommended the

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the sailing round that island, — like his friend Gerritsz., at that time despaired of the practicability of his old plan. At all events it is certain, that both Plancius and Gerritsz. expected much from the new road, which Hudson, after the frustration of his first plan, had pursued, — in the search of which Davis had already, in 1580, reaped many a laurel and on which Hudson himself had placed many an important step onward: the passage in the north-west. This opinion was to find more and more adherents among the public, and with this object Gerritsz. published in 1612, the little work now reprinted and placed behind this. Two particulars were, of course, to be discussed in it: the little chance of success the way by the north-east offered, and the great advantages which the discovery of the north-west passage promised to the discoverers. Concerning the practicability of this plan, it was necessary to state at the same time, what the most recent voyages had brought to light in this respect.

Gerritsz. himself undertook to recommend the north-western passage; for the obtaining of information concerning the north-eastern road he applied to his countryman Isaac Massa, who, by the rich store of knowledge he had amassed in Russia itself, had come to the same conclusion Hessel Gerritsz. had.

The name of Isaac Massa is, as many others we have just mentioned, only but recently placed in the honourable light it deserves. In 1864, a short biographical

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graphical sketch of his life appeared, which clearly points out the many claims he has to the gratitude of posterity. Isaac Massa, born at Haarlem in 1587, was sent, about 1600, to Russia to acquire a knowledge of business there. During a residence of eight years he obtained an extensive knowledge of that empire, at that time nearly quite unknown. That he, subsequently, availed himself of that knowledge, for the forming of commercial relations between his native country and the land in which he sojourned, — that he afterwards resided for a series of years, as an agent of the States-General at Moscou, — that his economical merits were by no means of an inferior kind, are particulars which it would be out of place here to dwell upon. Our attention is now rather more especially directed to Massa's great merit in having supplied us with works, which are nearly the only source from which we derive the knowledge of Russia's geographical and social position, during the first years of the 17th century. Massa himself already saw the great importance, which the reports collected by him concerning Russia's northern coast and Siberia, — but only just conquered by the Czars —, might have for the discovery of the north passage to East-India, so ardently hoped for.

He had already, previous to the year 1612, expressed his desire to Prince Maurice, that he might be of some service to his country, as Heemskerck and others had already been;” he had even carried on negotiations

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negotiations with Isaac Le Maire, concerning a plan to accompany the expedition himself on the vessel, fitted out by Le Maire, and which was undertaken by Van Kerckhoven with so unhappy a result. But both plans proved equally fallacious. Massa, who believed that the south part of Novaya Zemlya, which was only known to him, was nothing else than the farthest advancing point of America's northern coast, expected, of course, only something good from enterprises, which, in conformity with the first Netherland north-polar voyages, followed the line of the Russian coast, and endeavoured to reach the far east through the strait of Nassau. The difficulties, connected with that voyage, were too well known to him, from personal observation, not to advise undertaking the expedition only with the greatest caution and after long preparation. Taught by the experience of the Russians, he soon considered it indispensable to pass the winter in the north; while, at the same time, he even then conscientiously desisted from holding out any promises, as to the successful issue of the voyage. That part of the coast which was situated beyond the Ob was unknown to him, and he even not without reason doubted, whether that more remote part would offer any passage at all to East-India. It was therefore a matter of course, that the negotiations with Massa about a north-polar expedition led to no result; but, on the other hand, he was the very man, who could be of great service to

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Hessel Gerritsz. He did not believe in the possibility of finding the passage to the north of Novaya Zemlya; nor expected great results from voyages undertaken according to the plans of Linschoten; and thought nothing more desirable than to have his views on the subject made widely known.

Massa had already, during his stay in Russia, with great difficulty obtained possession of a map of the coast of the Ice-Sea from some one who had himself been in Siberia, on which was pointed out the coast of the Ice-Sea, and which had probably been drawn between 1604 and 1608 at Moscow. This map was, in 1609, provided by him with Dutch names, and he had added from some Russian annotations an account of every thing that could be communicated concerning the places delineated in it. In two little works entitled: »Description of the lands of Siberia, Samoyeda and Tingoesa," and: »A short account of the ways and rivers from Muscovy eastwards and north-eastwards by land," he had related what he knew of the first commercial relations of the Russians with Siberia and the conquest of that land which soon followed. At the same time, he had noted down the ways in which the Russians had obtained their aim, and what was the condition of the lands they had visited.

That the cartographer Hessel Gerritsz. was the right man, immediately to see the importance of these two compositions, needs no demonstration. He had no sooner become acquainted with their existence, when

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when he immediately set to work, augmented what Massa had collected with a few additional notes and had this printed. He then added a map of the discoveries of Hudson in the north-west, which he had composed after an English original copy. He augmented the same with a short relation of the expeditions of the traveller, which he borrowed from the accounts of Plancius. Finally, a short account of the able voyager, Pedro Fernandez De Quiros, was added, in which the latter largely commented on the wonders of a country discovered by him, which was generally believed to be the long sought-for, but as yet unknown southern continent, and which seemed to be easily accessible along the road discovered by Hudson, even since the way through the strait of Magellan was closed to competitors of the East-India Company. Hessel Gerritsz. himself wrote a short introduction, in which he gave a short survey of the origin of the relations of the Netherlanders with Russia, and the far off north-easterly countries, and of the expeditions already made for the discovery of the northern passage.

So the little book, which thus made its appearance at the commencement of 1612, consists of several parts which, at first sight, seem to bear but little relation to each other, but, on a closer inspection, severally appear to have only one object in view: that of recommending the finding out of a northern passage, and more particularly one in the direction approved of by Hessel Gerritsz. We find in this collection:

1. Introduction

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1. Introduction by Hessel Gerritsz. (6 pages).
2. Massa's Description of Siberia (8 pages.)
3. Massa's Short account of the roads and rivers from Muscovy (14 pages).
4. Statement of a certain Memorial presented to his Majesty by the Captain Pedro Fernandez De Quiros (9. pages).
5. A map of the world by Hessel Gerritsz. in which the discoveries of Hudson and De Quiros are pointed out.
6. A map of Hudson's discoveries by Hessel Gerritsz.; on the reverse of which a short account of Hudson's fourth voyage in 1610, by Gerritsz.
7. The map of Russia's northern coast by Isaac Massa, amplified on the reverse with notes by Hessel Gerritsz.

We beg to add a word or two on each of these works in particular.

The introduction sketches in broad outlines how Europe first became acquainted with Russia by Herbersteyn's work, — how the trade of the Netherlanders with Russia was established since, by Olivier Brunel; and how that establishment gradually enticed them further, and induced them, again in the footsteps of Brunel, to engage in enterprises to East-India, which have rendered Linschoten's and Barentsz.' memory immortal. The inference drawn from these several facts is, that the finding of a passage in this direction,

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direction is improbable, and with vehemence Gerritsz. then attacks the plans which gave rise to the voyage of Jan Cornelisz. May, in 1611 and 1612, and of which the result was still unknown (1). The attention is finally directed to the route, which Hudson had first chosen with great success; many reasons are enumerated to show the probability of the discovery of that

(1) It must however be acknowledged, that Gerritsz., in his annotations on the back of Massa's map, owned he had been rather too sharp in his judgment; and that after the return of the travellers, — in the edition of 1613, — he gave a detailed account of the expedition, which clearly show his appreciation of their endeavours. Gerritsz. retracts his insolence to May in a rather remarkable way. He wrote in the preface of his „Description of the land of the „Samoyedes“: „returning to his winterquarters the author of the „voyage or supercargo, by divine providence, (at it appears) received „the reward of his folly.“ Already on the back of Massa's map he hastened to state: „I must note down, that I spoke rather too decidedly in the preface, of the accident happened in Nova Francia to the supercargo from Amersfoort, for a matter sometimes proves to be very different from what they appear at first sight, and as the causes, why things happen, are nearly always unknown to us, they could not have been spoken of positively at all.“ But his conscience and perhaps the reproof of May's friends terrified Gerritsz. so much, that he resolved to paste in the copies of the book still in his possession, on the unhappy words a slip of paper, and made the sentence run thus: „They retreated to their winterquarters, where they searched nearly the whole coast to the Norenberga, where one of their supercargoes and six of his companions were killed with arrows.“ This last version is re-produced in this edition, so that the above mentioned words, on the back of Massa's map, are unintelligible.

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that new route; and among the advantages resulting from it, Gerritsz. points out, especially, the opportunity of visiting the almost unknown southern continent.

After this introduction, which bears right on to the object Gerritsz. had in view, follow the two pieces of Massa. It has already been stated above, that the first work treats of the oldest commercial relations of Russia with Siberia, and of the conquest which then soon followed of that country. Other particulars of this matter may be found in the interesting work of Dr. Hamel entitled »Tradescant der Aeltere in Russland, 1618." Massa's second composition, more extensive than the first, mentions the commercial roads from Russia to Siberia and describes the manners and customs of the tribes living there. According to the title it is »translated from the Russian language anno 1609." From the contents it appears that this »translation" is very free. Massa speaks in it of things which have happened to himself, and among others of Le Maire's request to be a sharer himself in the north-polar expedition of 1609. It is therefore most probable that, in the composition of the work, he had before him the above mentioned notes of the brother of his Russian landlord, who had himself been present at the subjugating expedition. Of a printed original Russian copy there can be no question here, considering the well-known secrecy of the Russian government of those days, alluded to by
Massa

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Massa himself, in every thing relating to Russian, and especially to Siberian geography.

After Massa's writings follows in the work of Hessel Gerritsz. a petition of Pedro Fernandez De Quiros, presented to Philip III. It is necessary to say a few words about this little work. Who were the first discoverers of Australia, when and how that discovery took place, is likely to remain a secret. The uncertainty prevailing on this point is still increased by the fact, that the first reporters generally do not distinguish at all, between Australia and the little known southern polar continent. It is certain however, that at a very early period we notice on the map many indications, proving that Australia, long before we were aware of this, was known in Spain and Portugal and even in France and England. While, however, silence prevails in books concerning this matter, it remains still undecided, whether the mention of Australia in these maps must be attributed to an actual discovery, or to a certain conviction of the real existence of an extensive country at the southern pole, similar to the supposition prevailing in the mind of Columbus concerning the existence of America. That conviction was so firm, that it may be considered as the cause, which induced the Spaniards and Portuguese to undertake so many voyages to those parts — enterprises which soon led to the discovery of small portions of that quarter of the globe, which is now known by the name of

3 Australia.

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Australia. One of the undertakers of those travels was Alvaro de Mendana, who, on his second voyage in 1595, endeavoured to found a colony on the Solomon's island, and discovered the Marquis- and Charlotte-islands. On this voyage his mate was Pedro Fernandez De Quiros, »the last of the distinguished mariners of Spain, and whose name claims especial notice in every work treating of the early indications of Australia". De Quiros, probably a native of Evora in Portugal, is decidedly one of the most remarkable figures in the history of the oldest voyages of discovery to Australia. Just as Columbus, so he was on scientific grounds intimately convinced of the existence of a large country in the southern hemisphere; just as Columbus, he employed a great part of his life in endeavours to prevail upon the king of Spain to order its discovery to be tried. He did not desist from his efforts to persuade the Viceroy of Peru, and afterwards trying at the Spanish court at Madrid to have his plan put into effect, till at last, on the 21st December 1605, he entered the Spanish naval service and put to sea with three Spanish vessels off Callao. His voyage only led to the discovery of the new Hebrides, named by him Australia del Espiritu Santo; and he thence returned, for unknown reasons, back to Mexico. But his sub-commander Luiz Vaez de Torres continued his route and reached the Strait named after him the Torres Strait. De Quiros, after his return, immediately began to send to Philip III
new

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new requests to induce him to sanction further trials for the discovery of those countries, that were represented to be very rich. The expectations formed of his voyage had however been very great, and the result had proved so fallacious, that De Quiros did not succeed in obtaining his aim. He died at Panama in 1614. But his plan did not die with him. The subjoined printed eighth request, sent to Philip III, which communicates many particulars on the island discovered by him, »del Espiritu Santo'', already appeared in print in 1610 at Sevilla. Hessel Gerritsz. then reprinted it; two French translations and an English one were published in 1617, and the name of De Quiros is now so well established, that Dalrymple declares that: »the discovery of the southern continent, whenever and by whomsoever it may have been completely effected, is in justice due to his immortal name."

Of the three maps, inserted in Gerritsz. little book, there is not much to be said. The reader will find extensive reports concerning the great importance of the last two in: Hamel, Tradescant der Aeltere — in: Van der Linde, Isaac Massa, — and in: Asher, Hudson the Navigator. We only just beg to remind the reader, that the Hessel-Gerritsz.-notes on the back of Massa's map contain by no means unimportant matter concerning the ideas which the geographers of that time, and particularly Plancius and Barendsz., entertained concerning the situation of the Ice-sea, — and that those on Hudson's map supply us with almost

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almost the only source, whence Mr. Murphy reconstructed Hudson's plan of his third voyage in a most ingenious manner, — a reconstruction which places the fame of the renowned traveller on a firmer basis than ever before.

So much for the works, which the following book contains. The chief point of interest, of course, consists in the accounts they give us of the condition of many as yet little known lands; of the history of the tribes dwelling there and of the plans and degree of knowledge of the geographers of the seventeenth century. But besides this it is perhaps not unimportant to remark, that the accounts which Hessel Gerritsz. gives us in a passing and cursory manner contain nearly every thing, that is known to us concerning the voyages of the Netherlanders to the north between 1609 and 1614. Those statements are, it is true, exceedingly short and incomplete; but still they afford, occasionally, a greater quantity of matter than a slight and superficial perusal would at first lead one to think.

Again and again it appears more evident, at the publication of a new work about northern expeditions, that previous authors have not derived that benefit from the very important communications of Hessel Gerritsz. they might have done; and that the »Description of the land of the Samoyedes,» is an inexhaustible source, whence every one that is desirous
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of knowing something about the north-polar voyages of those times must draw, and to which he seldom applies without bringing something new along with him. The little work, alluded to, imparts particulars unknown elsewhere :

1. Concerning the voyages of Olivier Brunel to Novaya Zemlya. (Preface p. 2, comp. Description of Siberia p. 2.)
2. Concerning the voyage of Henry Hudson to Novaya Zemlya and the Hudson-river in 1609. (Preface p. 4—6. — Annotations on the back of Hudson's map. — Descriptio detectionis freti. p. 1—3.)
3. Concerning the voyage of Melchior Van Kerckhoven to Novaya Zemlya in 1609. (Preface p. 4. — Massa's Short account p. 8; comp. p. 13.)
4. Concerning the voyage of Jan Cornelisz. May to Novaya Zemlya and New-Netherland. (Preface p. 4. — Annotations on the back of Massa's map. — Descriptio detectionis freti. E. p. 1—3.)
5. Concerning the voyage of Pieter Fransz. to Hudsons-bay and New-Netherland. (Descriptio detectionis freti p. 3.)
6. Concerning the first two voyages to Spitsbergen on the whalefishery in 1612 and 1613. (Descriptio detectionis freti. F. p. 4—6.)

I have mentioned repeatedly the »Descriptio detectionis freti.» Allow me to add a word or two on this

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this subject. The work is nothing else than a translation of the »Description of the land of the Samoyeds,» but one, remodelled and amplified. It was soon evident to the editor, that he had easily succeeded in his work. The unhappy issue of May's enterprise, who returned in the fall of the year 1612 from his expedition, without having obtained, — in the two successive summers spent in the high north, whither he had bent his course, — any important result, by no means invited to a repetition of the trial. And nobody in Netherland thought of again following Linschoten's plan, on which Kerckhoven's expedition had again attracted public notice. The way through the Strait of Nassau was evidently adapted to those, who as yet knew nothing about the nature of the route they were following; but so much more of the extreme north had become known to the travellers of 1594—1597, that it could be no longer required of the intrepid Dutch seamen to perform the voyage in the circuitous and childish manner which Linschoten had recommended in 1601. It no longer became them, servilely to follow the line of the Russian coast, now it appeared that way always led into thicker masses of floating ice. The plan had become obsolete and only once more a Dutchman, under the impression of the renewed publication in 1624 of Linschoten's description of his voyage, tried that old way again. (Cornelis Teunisz. Bosman in 1625.) But though it was unnecessary to intimidate the

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