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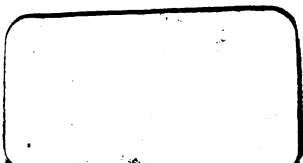
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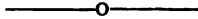


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THE VOYAGES
OF
CAPTAIN LUKE FOXE
AND
CAPTAIN THOMAS JAMES.

VOL. II.

No. LXXXIX.



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THE VOYAGES
OF
CAPTAIN LUKE FOXE
OF HULL,
AND
CAPTAIN THOMAS JAMES
OF BRISTOL,
IN SEARCH OF A NORTH-WEST PASSAGE,
IN 1631-32;

WITH NARRATIVES OF THE EARLIER NORTH-WEST VOYAGES OF
FROBISHER, DAVIS, WEYMOUTH, HALL, KNIGHT, HUDSON,
BUTTON, GIBBONS, BYLOT, BAFFIN, HAWKRIDGE,
AND OTHERS.

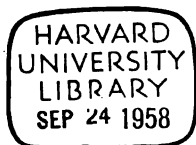
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BY
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THE VOYAGES
OF
CAPTAIN LUKE FOXE
AND
CAPTAIN THOMAS JAMES
TO HUDSON'S BAY IN 1631.
PART II.

NORTH-WEST FOX.

MAY the 7th, Anno 1631.

The Voyage of Captaine LVKE FOX, in his Maiestie's
*Pinnace, the Charles, Burthen 70 Tonnes ; 20 Men
and 2 Boyes ; Victuals for 18 Moneths ; young Sir
Iohn Wolstenholme being Treasurer.*

MY PREPARATIONS TO THE VOYAGE.¹



*Entlemen, our Yorkshire Proverbe is
Plaine dealing is a Iewell. So it is
that I was neither importuned nor
intreated to this vndertaking by any,
eyther Noble or Gentle; but the Truth
is that I had beene itching after it
ever since 1606, when I should have gone Mate to Iohn*

¹ All the circumstances attending Foxe's preparations for his voyage, as set forth in the following pages, have been already described and discussed in the Introduction, where also will be found more or less extended biographical notices of all the persons mentioned.—C.

Knight, of whom doth follow;¹ yet I must confesse that heere my ambition soared a pitch higher then my abilitie, as now time hath made me to know; yet his Discretion and Experience taught him to discern of what could be in my youth; but I, presuming upon some parts I had, as the vse of the Globes and other Mathematicke Instruments (having been Sea-bred from my Boyes-time, and had beene in the Mediterranean, Spaine, France, Holland, Norway, Denmarke, and the Balticke Sea), thought my selfe to bee fit for the best employment, [and] desired to be pluckt before I was ripe; but hee durst not depend upon me in that place for the Voyage, so as I did not proceed with him; yet I was still kept in Marine employments along the Coast and Crossing the Sea, whereby I gained Experience, and also, at the Returnes home of all Ships from thence,² I enquired of the Masters, Mates, and others that were that way employed, whereby I gathered, by Report and Discourse and Manuscripts, how farre they had proceeded, what they had done, and what was to doe.³ To better which, I often repaired to Mr. JOHN TAPPE, whose acquaintance was much amongst these men, he also acquainting me with Mr. THO. STERNE, Globe-Maker (whom I have found to have engrossed all those former Voyages by Relation, Manuscripts, and Maps); from whom I gathered much, and must needs say hee is a very well deserving Practitioner: So that I thought my selfe to be now ready for the same attempt, when occasion should present it selfe.

Which fell out by former acquaintance I had with that famous Mathematician, Mr. HENRY BRIGGES, who mooved

¹ The narrative of Knight's voyage in 1606 (see pp. 106-113) *precedes*, not follows, this. Perhaps, when Foxe wrote this account of his preparations, it was intended to place them at the beginning of his book (as might very well have been done), but that, for some reason, this intention was not carried out: hence this error.—C.

² "From thence," here, of course, means from the North-West, though there is nothing in the context to show it.—C.

³ That is, *what was to be done*.—C.

me thereto and I willingly consented, so as things could be brought to passe; the which to strengthen himselfe, hee acquainted that Hon: Knight Sir IOHN BROOKE, whom, both to doe their King service & the Publike good, perswades with divers of their friends to come into the Adventure.¹

Whereupon, wee exhibited a Petition to his Maiesty for the lend of a Ship for the Voyage and countenance to the Action, who Graciously accepted and granted both; but the time of the yeare was so farre spent before we could make our provision ready, as wee were forced to desist untill the yeare following: in which processe Mr. BRIGGES deceased, and the one halfe of the Adventure fell away.

In the meane time, and before the next yeare, one Captaine IAMES, of Bristow, had so wrought with the Marchants of the said Citie for to set forth one Ship for the same designe, as they were willing to adventure, so as they might share with London in equall honour and profit whether Ship soever found the same; and this as² was signified in a Letter from Captaine IAMES to Mr. BRIGGES, which Letter I did see, as he showed the same to Sir IOHN BROOKE, they both consenting to write back againe unto him that the Request was condescended vnto; of which, and for better assurance, Capt. IAMES ridde from Bristow to Oxford before the death of Mr. BRIGGES, desiring that, seeing we were both to goe forth in one yeare, that hee might goe in the higher place; but [he] was denied.

In this interim, came home that Honourable Knight Sir THOMAS ROE from his Ambassage to the King of Sweden; who, being made acquainted with the Designe, gave it his best furtherance; when his Maiesty, sending for this voyage's never-failing friend, Sir IOHN WOLSTENHOLM the elder, Knight, appointing them two to expediate forward the enterprize;

¹ That is, he argued with, or used persuasion with, his friends.—C.

² The word as here seems unnecessary and injurious to the sense.—C.

commanding the Master and Wardens of the Trinity-House to be assisting hereunto; and young Sir Iohn Wolstenholme, that now is, was appointed Treasurer.

The Ship of his Maiesties was (of my owne chusing, and the best for condition and quality, especially for this voyage, that the world could afford)¹ of Burthen 80 Tonnes,² the number of men 20 and 2 boyes, and by all our Cares was sheathed, Cordaged, Builded, and repaired; all things being made exactly ready against an appointed time.

My greatest care was to have my men of Godly conversation, and such as, their yeares of time not exceeding 35, had gained good Experience, that I might thereby be the better assisted, especially by such as had been upon those Frost-biting voyages, by which they were hardned for indurance and could not so soone be dismayed at the sight of the Ice. [As] for beardlesse youngers, I knew [that] as many as could man the Boate was enough; and, for all, our dependances was upon GOD alone, for I had neither private end, ambition, or vaine glory.

And all these things I had contractedly done by the Master, Wardens, and Assistants of the Trinity-House. For a Lieutenant, I had no use; but it grieved me much that I could not get one man that had bin on the same voyage before, by whose counsaile or discourse I might better have shunned the Ice.

I was Victualed compleatly for 18 Moneths; but, whether the Baker, Brewer, Butcher, and others, were Mr. of their

¹ Certain facts mentioned in the Introduction tend to show that this statement as to the ship's fitness was far from correct. Probably Foxe merely made it in order to ingratiate himself with the King.—C.

² Elsewhere, Foxe says (p. 261) she was of "burthen 70 tonnes", while in the orders for Issuing Letters of Marque (Introduction, p. lxxiv) she is described as "of about 150 tonnes". Probably either 70 or 80 tons is correct.—C.

Arts or professions, or no, I know not¹; but this I am sure of: I had excellent fat Beefe, strong Beere, good wheaten Bread, good Iseland Ling, Butter and Cheese of the best, admirable Sacke and Aqua vitæ, Pease, Oat-meale, Wheat-meale, Oyle, Spice, Suger, Fruit, and Rice; with Chyrurgerie, as Sirrups, Iulips, condits, trechissis, antidotes, balsoms, gummes, vnguents, implaisters, oyles, potions, suppositors, and purging Pils; and, if I had wanted Instruments, my Chyrurgion had enough.

My Carpenter was fitted from the thickest bolt to the pump-nayle or tacket.

The Gunner, from the Sacor² to the Pistoll.

The Boatswaine, from the Cable to the Sayle-twine.

The Steward and Cooke, from the Caldron to the Spoone.

And for Bookes, if I wanted any, I was to blame, being bountifully furnisht from the Treasurer with money to provide me, especially for those of study; there would be no leisure, nor was there, for I found worke enough; and, if the matter it selfe had not been in another place when sodaine occasion was present, it had bin too late for me (like the Holland Skipper to runne to his Chest) to looke vpon his Waggoner booke.³ But those things I feare you will say they are needlesse (yet give me leave to follow the fashion), and good for nothing but to make Courtiers and Schollers

¹ This is intended as a sneer at Captain James, who, in his work, had declared that his baker and cook were Masters of their Arts.—C.

² The sacor or saker was an ancient form of cannon, eight or nine feet in length, and of about 5 lbs. calibre. It perhaps derived its name from the French oath *sacre*, and is mentioned in *Hudibras*.—

“The cannon, blunderbuss and saker,
He was th’ inventor of, and maker.”—C.

³ Apparently Foxe means that, if he had not the requisite knowledge in his head, it would be useless to have it in a book.—C.

marvell at my curiositie, and thinke strange that there should be so much adoe about making a Ship take the Sea.

Things [being] in this readinesse, I was brought to his Maiestie, where I received his Gracious favour, with a Mappe of all my Predecessors Discoveries, his Maiesties Instructions,¹ with a Letter to the Emperour of Iapon.

The Copies of all which Captaine IAMES had.²

FOrasmuch as the good successe and prosperity of every Action doth consist in the due service and glorifying of God, knowing that not onely our being and preservation, but the prosperity of all our Actions and enterprizes, doe immediately depend upon his Almighty goodnesse and mercy; of which this being none of the least, eyther of nature or quality. For the better governing and manning of this present voyage, in his Majesties ship, the *Charles*, bound for the *Northwest* Passage towards the South Sea, *May 7, 1631*, [it is ordered] as followeth:—

Orders and Articles for Civill Government, to be duly observed amongst vs in this Voyage.

1. That all the whole Company, as well Officers as others, shall duly reparaire every day twice, at the Call of the Bell, to heare publike Prayers to be read (such as are authorized by the Church), and that in a godly and devout manner, as good Christians ought.

2. That no man shall Sweare by the name of God, nor vse any prophane Oath, or blaspheme his holy Name, vpon paine of severe punishment.

3. That no man shall speake any vile or misbeseeming word against the honour of his Maiesty (our Dread Sovereigne), his

¹ The text of these has not been preserved; but, from passages in Foxe's narrative, it is possible to gather a fairly clear idea of the general tenor of his instructions (see Introduction, p. xcvi).—C.

² The titling which Foxe here inserts has, for convenience, been removed to the commencement of his narrative.—C.

Lawes, or Ordinances, or the Religion established and authorized by him here in *England*, but as good Subjects shall duely pray for him.

4. That no man shall speake any doubtfull or despairing words against the good successe of the Voyage, or make any doubt thereof, eyther in publique or private, at his Messe or to his Watch-mate, or shall make any question of the skill and knowledge either of Superiour or inferiour Officer, or of the vndertakings, nor shall offer to combine against the authority thereof, vpon the paine of severe punishment, as well to him that shall first heare and conceale the same, as to the first beginner.

5. That no man doe offer to filch or steale any of the goods of the Ship or Company, or doe offer to breake into hould, there to take his pleasure of such provisions as are layd in generall for the whole Company of the Ship; nor that any Officer, appointed for the Charge and oversight thereof, doe otherwayes then shall be appointed him; but shall every man bee carefull for the necessary preservation of the Victuall and fuell conteyned in the hould; and that also every Officer be so carefull of his store as hee must not be found (vpon examination) to deserve punishment.

6. That, no man doe grumble at his allowance of victuall or steale any from others, nor shall give crosse language, eyther to superiour or equall, in reviling Words or daring speeches, which doe tend to the inflaming of blood or inraging of choller; remembering this also, that a stroke or a blow is the breach of his Maiesties peace, and may not want his punishment therefore, as for other reasons.

7. That, at the Boatswaine's Call, all the whole Company shall appeare above Decke, or else that his Mate fetch up presently all such sloathfull persons, eyther with Rope or cudgell, as in such cases deserve the same. The Quarter-masters shall looke into the Steer-edge while the Captaine, Master, and Mates are at Dinner or at supper.

8. That all men doe duely observe the Watch, as well at Anchor as vnder sayle, and, at the discharge thereof, the Boatswaine or his Mate shall call vp the other; all praising God together, with Psalms and Prayer, and so committing our selves, both soules and bodies, Ship and goods, to God's mercifull preservation; wee beseech him to steere, direct, and guide vs, from the beginning to the end of our Voyage; which [may] hee make prosperous vnto vs.

Amen.

May 5.¹ I Set sayle from *Deptford* and, comming by *Greenwich*, where then the Court lay,² I discharged my Ordnance twice, being 7 in number, and this night anchored at *Erith*.

6. This day I came to *Graves-end*, where, having bought some things needfull, I set sayle againe,³ and anchored that night betweene the *Shooe* and *Whittaker*.⁴

7. This day, passing by *Essex* and *Suffolk*, it being in the night and calme, I anchored in *Yarmouth Roades*.⁵

8. This day I weighed and set sayle ; at night I was thwart the *Shield*.⁶

¹ Foxe's MS. commences: "In the name of God, Amen. After much ado to attend the Trinity Master for our Provision, we weighed anchor in the Pool upon Thursday the 28th of this present [April], the wind presently falling calm."

² It appears from *The Autobiography of Phineas Pett*, fo. 98 (see Introduction, p. xvii), that the king had gone to Woolwich and Graves-end to witness the launching of various ships that had been built there for the Royal Navy.—C.

³ "where, wanting some of our Principall men, we anchored, and staid there till 3 o'clock afternoon, and then, having all our men aboard, we weighed." (*Master's MS.*)

⁴ The Shoe and the Whittaker were both beacons situated at points on the eastern edge of the Maplin Sands, and marking the western side of the Swin Channel. The former (later known as "the Horns") was where the Maplin now stands, and near where "Shoe Hole" still exists. The Whittaker (which still exists) lies somewhat to the north of the former. Both are shown on one of the charts in Collins's *Great Britain's Coasting Pilot* (London, fo., 1693), and also on the "Chart of the English Channel, from the South Foreland to Orfordness", given in the first book of Seller's *English Pilot* (London, fo., 1671), wherein also are given (p. 4) full directions for sailing around them.—C.

⁵ "The 7th we came without Gumshett [? Gunfleet Sands], and in at Bullse Shade [? Baudsey Sands], and into the Roads . . . The next morning, we went on shore (where we staid near an hour and a half) to have bought more things we wanted than the town could provide us with." (*Foxe MS.*)

⁶ This is identical with or near Cromer, the well-known watering-

10. This day I was put into *Flambrough* roade, with much raine and winde at N.N.W.¹

11. I came into *Whitby* roade, where I stayed with contrary windes until the 14 day.

14. I sayled along the Coast of *Yorkshire, Durham, Northumberland,* and *Scotland,* to *St. Tab's-head*.²

15. I was thwart of *Buckhamnesse*³ in *Scotland,* where, standing to the Northwards, with sharpe winds, I broke my Maine-yard in the midstest.⁴

place on the Norfolk coast. The name, however, seems to be quite forgotten in the district, and Mr. Walter Rye, who has written upon Cromer, knows nothing of it. It is not clear, even, to what the name was applied; but it was probably one of the sandhills on the coast between Cromer and Cley, for, in Greenville Collins' *Great Britain's Coasting Pilot* (London, fo., 1693), wherein the plate marked "V" depicts this part of the coast, two of these hills bear the names "Dagger" and "Shield" respectively. Possibly one or other of these hills is identical with Telegraph Hill, in Wabourne parish, the highest point of which is 269 feet above sea-level. "Sheld", in the Suffolk dialect, means "pied", or parti-coloured, as sheld-apple and sheldrake. Possibly the word was applied to Cromer, because of the varied colours of its sands. (Cf. Moor's *Suffolk Words and Phrases*, and Delmar Morgan's *Sailing Directions*, Hakluyt Society 1889, Glossary, p. 35).—C.

¹ "That night, steering away S.E., we were [on] the 9th, at noon, off Sister Churches; and at night, though the wind did lessen, we had fair sight of Flamboro' head. The same night, . . . we plied down near Spettar Clines. The Gale, beginning to blow, put us round about the head, where we Anchored (Flamboro) . . . The same afternoon, the wind luffing, we went on shore, where we bought fresh Fish and Flesh meat, Fir-Deals and Sparrs, all our small allowance of that sort being spent" (*Foxe MS.*). The "Sister Churches" mentioned above are a little north of Spurn Point, perhaps those of Owthorne and Withernsea (see Greenville Collins' *Great Britain's Coasting Pilot* London, fo., 1693).—C.

² This is, of course, a misprint for *St. Abb's Head*, the well-known and prominent headland on the coast of Berwickshire.—C.

³ Buchan Ness, a headland forming the easternmost point of the county of Aberdeen. A lighthouse now stands upon it.—C.

⁴ "It being rotten half through" (*Foxe MS.*). "[It] being half rotten before, so then we got our main Topsail to our main mast, and

16. I came into *Durt-sound*,¹ a harbour in the greatest Iland of *Orkney*, but could not heere be provided of a new Maine-yard. Wind contrary.

18. At clocke 3 in the morning, I weighed and went out betweene *Pape Island* and *Sanda*.² At the Northend of the two heads of this Iland, there lyeth a Rocke in the midst, which doth to straiten the Flood-tyde, it bounding thereon from out the Westerne Ocean, that I was two houres overhaling $\frac{3}{4}$ of a mile, for thereabouts is the length of that straitnesse, and yet I daresay we went above 6 knots in halfe a minute.

20. I stood from hence N.N.W., with the N. part of *Ways* or *Hays* Iland³ in 59 degrees 8 min.; the ebbe comming forth carried us (it being calme) 9 miles to the S.W. end (which is a very steepe or perpendicular Cliffe), against a very high Sea from the West; course W.N.W. The rest

went to work to fish [see p. 272] our yard" (*Master's MS.*). See note as to the unseaworthiness of Foxe's ship on p. 264.—C.

¹ Perhaps Kirkwall Roads, on Mainland, but I cannot find the name on old charts. More probably it is a misprint for *Deer Sound*, another good harbour in the north-east part of the island. The MS. has it: "We stood N.N.W along the Islands, within sight of the greatest Island [of] Orkney, and the next day we plied into Durtte Sound, in the north part of the same island, where we found a ship of Burmurn [?], and another was bound for Iceland, and a small catch bound for Fare [*i.e.*, a "ketch bound for Faroe"], and heard of a great Holland ship, [which] deputed but 10 days before, bound for the North-west Passage. 19th. I went to Churchway [Kirkwall], the town, hoping there to find, as I was told, a mast to make a main yard upon, but could not" (*Foxe MS.*). The Master's MS. reads: "19th, our Captain went to a great Towne called Kerckeway, where there is building of Shipping, to see if he could get a tree to make us a main yard, but returned about 6 at night without [success]."—C.

² "There came off one boat with two swine, [but] we had no money to buy them" (*Foxe MS.*). Papa Westra and Sanda are two of the most northerly islands of the Orkney group.—C.

³ I cannot identify this island. On many early maps the southern part of Hoy is marked "Waes", but Foxe cannot have been near this.—C.

as followeth in my booke of *Course, Latitudes, Variations, and Distances*.¹

22. The gale increasing, I was enforced to hand both top-sayles, the Ship fell so deepe, and shipped so much water forward on, in that high Sea comming from the West.

23.² From this day untill the 23, I did not make above 17 leag. way W.N.W., it being faire weather with easie wind upon all points of the Comasse. I had no ground at 200 fathomes.

24. I was this noone in 59 deg. 58 min. ; the weather faire and cleere ; the Sunne setting and rising in our sight.

25. This morning came a great Whale by us. The last night and this day was calme ; we made small way ; the weather hot, as it hath been since I came from *Orkney* ; latitude 59 d. 56 ; no ground at 335 fathomes.

26. It was faire weather, and easie wind ; latitude 60 d. 0 min. at night ; the Sunne went cleare to bed ; the variation taken by amplitude³ was 8 degrees.⁴

27. This day, the 28, and 29, the wind contrary, I was in traverse ; had little sight of the Sunne since the 26.

30. It was easie wind and close weather, and I observed

¹ As the same words appear also in Foxe's MS., it is clear that they do not refer to it, but to some other record which he kept.—C.

² This should be the 21st. Up to this point, the dates here given are all two days ahead of those in Foxe's MS.—C.

³ In astronomy, an arc of the horizon, intercepted between the true east or west points thereof and the centre of the sun, star, or planet, at its rising or setting. In other words, amplitude is the horizontal angular distance of a star from the east or west points. In magnetism, it is the difference between the rising and setting of the sun from the east and west points, as indicated by the compass, which, subtracted from the true amplitude, gives the error of the compass due to variation (Smyth's *Sailors' Word Book*.)—C.

⁴ "The Variation was 8° 30', taken by the Semi-circle." (*Foxe MS.*)

in 58 deg. 39 m. I caused 3 peeces of Ordnance to be strooke into the hold,¹ and two of my greatest Anchors to be taken of the bowes ; at night I found a drift tree, but it would not make me a maine yard.

31. It was faire, dry, calme, and close weather since the 26, and the great Westernne Sea was not downe untill this day.

June 1. This day was a faire wind, with wet foggy weather.

2. I had faire winds, but thicke close weather.

3. This fulsome ugly morning presented the foulest childe that the whole voyage brought forth, with such variety and changes of the Elements, Ayre and Water, as if all had conspired to make our destiny fatall. I lay a try in the *Mizen* course, and caused the Carpenter to make loose and strengthen the fishes and wooldings² of the maine-yard, which being done, I caused the *Mizen* to be strucke and the helme to be put on weather, to try if the ship would weathercoyle if I had occasion, to which she obeyed presently,³ so as I was then put into good assurance of her quicke steerage against I was to enter into the Ice.

4. This day were many gusts of wind with small raine.

¹ To "strike down" is to lower casks or other goods into the hold of a ship.—C.

² Literally, *splicings*. "Fishes" or "fish-pieces" are pieces of hard wood, concave on one side, convex on the other, which are bound opposite one another on the opposite sides of masts or other spars to strengthen them where sprung. This is done by means of bolts and hoops or stout pieces of rope, called wooldings. Foxe's MS. has it : "Often having observed the [spliced] mainyard to give some way, I caused the Carpenter to lie on two more fishes, and the Boatswaine to new woold the same."—C.

³ "who did ill round at the weathering of the helme" (*Foxe MS.*). This is further proof that Foxe's statements as to the seaworthiness of his ship (see p. 264) were untrue.—C.

5. This day was lesse wind, and I made good way to the Westwards.

6. Faire weather. I continued my course to the Westward, and, being in 60 d. 31 m., I directed the course W. by S.

7. Faire weather, but no Amplitude; since the 26 of the last moneth, there was much driftwood.¹

8. I proceeded with easie winds, but faire; thick fog, which ended in raine. The Seas set from S.S.E.; the wind changeable.

9. Faire weather; the Sea so smooth as [if] it had been made ready to have been bowled upon.²

10. Some fog, and easie wind; the ship made way to the Westward. The Sea exceeding smooth, but no amplitude of long time.

11. Faire weather and easie wind; I force still to the Westward. This last was the coldest night that I felt since I came into this melancholy path,³ and we had fewer Seafowle than before. We had no ground at 320 fathome; the wind came to the Northeast.

12. This longest day⁴ came in with wet, and blew so as, since the last noone-tyde, the ship made way 44 leagues to the Westward; I am now in fore-course and bonnet, with Sprit-sayle. This evening I came by two pieces of Ice⁵; and now I reckoned my selfe not farre from sight of *Cape Farewell*.

13. The wind Veered to the Northward; I set all sayles

¹ "This meridian we could not see the Sun, nor have we much since the 26th of last month; and, within these two days, we have seen divers pieces of float-wood." (*Foxe MS.*)

² "At noon, we had observation. I was in 60° 49' by the forward staff, and by the backward I was in 60° 19', distance 30'." (*Foxe MS.*)

³ The MS. has it *part*, which is probably correct.—C.

⁴ Old Style, of course.—C.

⁵ "The one small, the other as big as the Eddistone." (*Foxe MS.*)

and stood to the Westward, in latitude 58 d. 30 m.¹ This evening, the Article for the watch² (to be diligent and to looke well foorth for Ice or other accidents) was againe read over to the Company, and a man [appointed] constantly to sit all night in the foretop. The Ayre was hazie to the landward: otherwise wee should have seene Cape *Farewell* (if I suppose not amisse³).

14. Close weather; the wind contrary; we in traverses. Some drisling mists, but many Grampusses⁴ came in a shole, following their Leader, comming close by me, made me remember Mr. *William Browne* in his *Britaines Pastorals*,⁵ where hee writes, "the *Tritons* wafted *Thetis* along the *British* shores."⁶ This afternoone, the Poles altitude being 58 d. 10 m., the variation by Azimuth⁷ and Almi-

¹ "In the Evening, we espied an Island of floating Ice, like unto a Church, with a Steeple upon the one End, and as high as our main topmast head." (*Foxe MS.*)

² He means one of the Orders and Regulations (see p. 266).—C.

³ "if it be took right off in the Plates and Journals of my Predecessors." (*Foxe MS.*)

⁴ The Killer, or Grampus (*Orca gladiator*) is common in the North Atlantic; but the shoal Foxe saw was probably composed of Pilot Whales (*Globicephalus melas*), which are highly gregarious, and are often called "grampusses" by sailors.—C.

⁵ William Browne, poet, was born at Tavistock, Devon, in 1591, and died about the year 1643. His *Britannia's Pastorals*, a lengthy work, was much admired at the time of its appearance, and still holds a high place in English poetry. It is remarkable for its admirable descriptions of simple natural scenery and objects. The first book appeared in 1613; the second in 1619; and both were republished in one volume in 1625. It has, since then, been several times reprinted.—C.

⁶ "so well in this sea those Fishes followed their leader. Their attendants were only Nodyes [*Noddys*, i.e., Terns or Gulls]." (*Foxe MS.*)

⁷ The complement of the amplitude (see p. 271), or an arc between the meridian of a place and any given vertical line (*Smyth's Sailors' Word-Book*). An azimuth compass is used for finding the true bearing of any heavenly body.—C.

canter¹ was 18 deg. From hence, I haled up in N.W. by N. for sight of *Desolation*.²

15. This day was faire close weather, with dispersing fogges, which I doe perceive to be incident to those Seas. *Poles* elevation was 58 d. 50 min. The Sea is here almost continually smooth, the water blacke, but not so thicke as is formerly writ of,³ and small store of fowle to be seene.

16. This day and last night hath been thicke weather, but so as we might discern 3 miles betwixt one Fog-drift & another. I had steered some watches W. and by N., which, for some reason of a reported Current, I altered to the N.W. by N. againe, although after the variation thwart Cape *Farewell* was found (and allowed) in my running over betwixt the same and the West Maine, or the West side of *Fretum Hudson*,⁴ I found my reckoning to agree, without any interruption, furtherance, or hinderance of Current; therefore, what instruction shall as yet be laid down in this way without good judgment in the practi-

¹ The almicanter is, in astronomy, a small circle of the sphere, parallel to the horizon, and an almicanter staff was formerly used to take observations of the sun about the time of his rising or setting, to find the amplitude and the variations of the compass (see p. 96).—C.

² This was the name then given to the southern portion of Greenland, which (it must be remembered) was supposed to be a large island, separated from the mainland by Frobisher's Strait, as shown on Foxe's and other maps of the period (see p. 122).—C. "This morning I would have had a Sounding, but the Master said we should wear out all our lines too fast. . . . At night, we argued about the course to be held more northerly, and it was thought still that the same should be N.W. b. N., for having sight of *Desolation*; but the ambitious Master, at his going forth, directed N.W., which I bore withall, there being more danger to the Voyage in crossing a proud fellow than could insue in that direction." (*Foxe MS.*)

³ "The sea here is almost continually frothy; but, when the wind doth stir the same, our water hath been blackish, but not so black and thick as some doth write of." (*Foxe MS.*)

⁴ Apparently he means *Fretum Davis*.—C.

tioner, and libertie withall, is but, as it were, to teach a blind man to see by demonstration.

17. This last night came by us one Whale; this day another. The water's colour is all one, and but few fowle. This Meridian I did reckon to be in 60 d. 50 m., and that I had neere two points of variation. The weather thicke, with wet fogge.

18. Faire weather but foggy. This noon-tyde, I did reckon to be of the 60 parallel, 590 leagues from the place in *Orkney* of my departure. The account is but 600 from thence to *Resolution*. I could not observe since the 15 day, yet I am neere in 61 d. 30 min. This day we met with overfalls and Races of Tide or Current. At clock 4, thick weather, and, reckoning to be not farre from land, I tooke in all sayles and laid to *Hull*.¹ At 6, wee were no sooner risen from prayers, but we were close by a mountain of Ice, hard to Leewards of us, and wee had much to doe to cleere the same by slatting² the ship to the S.-wards. The most of this evening and night I spent in standing to and againe.³

19. This day at noone I had a little cleare, and stood in to the S.W.-ward, when it fogged againe; I lay to *Hull* two times. This day we see the Sunne, but to no use, it was so hazie.

20. This last night I laid in Maine saile untill midnight, reckoning by all accounts that I must be in neere 62 d., and thought it fit to hale in W., true course, especially now it was cleare weather; but it thickned againe and blew both topsailes in, the wind veering to the W.S.W., which had been betwixt E. and S., with thicke, foggy, or hazie weather, ever since the 14 day. Thereupon, with cleere weather, I stood to the N.W., close haled amongst *Islands*

¹ See p. 181.—C.

² Probably a misprint for *flattening* (see p. 181).—C.

³ “[Had] sight of a seal.” (*Master's MS.*)

and peeces of Ice, for the Sea, beating continually upon them, doth undermine them, so as they fall in pieces, forced by their own waight; to the Lee of every Iland is [a number] of those little peeces, but [they] are easily to be shunned. This day, 11 clocke, I had sight of land almost buried in snow,¹ being two Islands, making a Bay betwixt them and the North maine, whereon stood two high hills, bearing North-west, covered with snow; the Bay was full of mash'd Ice, which it seemed the S.E. wind had inforced herein. By dead reckoning, I was at that instant in 62 d. 17 m., where presently, haveing a good observation, at that instant I was in 62 d. 25 m., the difference being but 8 min., & that to the W.-ward,² it doth not shew that there is any current continually to set out of *Fretum Davis* to the S., as is generally reported; for, from the lat. 58 d. 30 m., crossing *Fretum Davis*, 220 leag. or therabouts, to the W. side in 62 d. 27 m., and having but 8 min. difference betwixt dead reckoning and the observation, and that to the Northward, whether doth there any current appeare to come from the N. out of *Fretum Davis* or no?

Having thus met with the land, I stood to the Southward untill midnight, with the waide³ at W., hoping to ply up into the passage.⁴

Seeing now that it hath pleased God to send me thus happily neere to the land, being the N. side of *Lumley's*

¹ This was undoubtedly the North Foreland (the Queen Elizabeth's Foreland of Frobisher, see p. 38), on the north side of Frobisher's Bay (the Lumley's Inlet of Davis).

² From the context, this is clearly a misprint for *north*-ward.—C.

³ Undoubtedly a misprint for wind.—C.

⁴ That is, into Hudson's Strait. Foxe's MS. here says: "I pray God all persons [on board] will see the good of this voyage, for I hear that some do wish themselves at home again. The Master went to his cabin, although it was his watch. I knew his proud meanings, and let him alone; for he was glad I had taken that charge off his hands, that he might go asleep, which was his meaning by trying."—C

inlet, so named after the right honourable the Lord Lumley,¹ an especial furtherer to Davis in his voyages, as to many other Lordly designes, as that never to be forgotten act of his, in building up the peere² of that distressed poore fisher-towne and corporation of *Hartlepole*, in the Bishoprick of *Durham*, at his owne proper cost and charge, to the value of at least 2000 pounds. At my first comming thither, I demanded at whose charge the said Peere town^e was builded ; an old man answered : “ *Marrye at my good Lord Lumley’s, whose Soule was in Heaven before his bones were cold.*”

Some may inquire, why I should not have incerted herein my traverse course distance,⁴ with all my observa-

¹ John, first and last Baron Lumley (of the 1547 creation), died *s.p.* on the 11th of November 1609, when the barony became extinct. He was buried at Cheam, in Surrey. According to Camden, he was “of entire virtue, integrity and innocence, and in his old age a complete patern of true nobility.” He was, as Foxe says, “an especial furtherer to Davis in his voyages”, and it was after him that Davis, in July 1587, named Lumley’s Inlet (see p. 38).—C.

² According to Sir Cuthbert Sharp (*History of Hartlepool*, 2nd edition, 1851, p. 156), the earliest record relative to the pier of Hartlepool is in 1473, when Bishop Booth issued letters to all ecclesiastical and municipal officials throughout the kingdom praying their assistance for the mayor and corporation of Hartlepool in building a pier for the shelter of ships. In 1588, according to the same authority, an Act of Parliament provided for the repairs of the pier; but it was probably of little benefit, for in 1599 the corporation had to provide by statute for further repairs. Sir Cuthbert makes no reference to the munificent rebuilding of the pier by Lord Lumley, to which Foxe alludes, although it probably took place about this time; but he shows that Lord Lumley was a great benefactor of the town by his statement (p. 54) that, at his request, in 1593, Queen Elizabeth granted to the town a charter conferring upon it many advantages.—C.

³ Perhaps a misprint for *towne peere*.—C.

⁴ Traverse denotes the various courses sailed by a ship when manœuvring or under changes of the wind. The reduction of the distances run on each course constitutes the traverse-table, from which the reckoning is deduced each day up to noon.—C.

tion for latit. To which I answer : first, it were needlesse, seeing that few doe looke or search after the Voyage, and many before mee have wrote thereof; besides, it lying neare upon the same parallell, there is no neede; secondly, if I had knowne any that would have taken so much paines [as] to have protracted mee, I would have prepared them satisfaction; thirdly, I feare me I should be thought to be too tedious, although I am but newly entered; yet I do purpose to bestow some time of¹ those needy ones concerning this matter.

A DISCOURSE FOR THE SAME.²

Setting forth and beginning my accompts from the W.-most place of *Orkney*, I made 2 observations for the variation of the compasse, evening Amplit. The one was 8 d., the other 4 d.; but I did give no certain credit thereunto; yet I do rather trust to that at 8 d., at which instant I did account I was 24 deg. or thereabout Eastward of the great Meridian,³ and neere the paralell of 60 deg.; continuing the course W.-ward, as wind would serve, untill I came into the Latit. of 58 deg. 12 min. I was then 12 deg., or thereabouts, from the place of my departure, and traversing with contrary windes, betwixt the latit. of 59 deg. 12 min. and 60 deg. 20 min., at 18½ d. distance from my setting forth. I continued the course still Westward, with so small difference betwixt my observation and protraction or traverse as I thought I might as well trust to the one as the other. Continuing this course in the latit. of 60 deg. 19 m., W. from the first Meridian 6 deg., I found by my observation that I was to S.-ward 5 m. of my protracted course; and, though then I did perceive that the Compasse was varied Westward, yet how much, for want of Amplitude or celestiall observation, could not be knowne.

Now the wind comming freely on, and, taking Mr. *Hall's* account⁴

¹ Apparently this should be *on*.—C.

² Up to this point, both the MS. narratives (the Master's especially) supply many observations of latitude, longitude, wind, variation of the compass, etc., which are omitted from the printed narrative, but are here summarised.—C.

³ Longitude was at that time reckoned from the meridian of Ferro, one of the Canary Islands, which was called the first or "great" meridian.—C.

⁴ For Captain James Hall's account of Greenland, see pp. 89 and 99.—C.

that Cape *Farewell* in *Groyneland* (which land first I did desire to fall with, though I did not much regard) lyeth 18 d. W. from the great or first Meridian, as also, [according to] Mr. *Briggs*, is neare the same, and in latit. about 59 deg., I directed the course W. and W. and by S., thinking thereby to fall in sight of the said Cape. And, although there is no certainty of agreement amongst some of my predecessours concerning the variation there, some writing 11 d., others 14 d., confusedly, yet I did hope that course would have brought mee at least to sight thereof, report making it to be high and Mountainous land (notwithstanding Variation or current), especially having so franke a gale of wind, and but 12 d. of a small circle neere the 60 paralell, the distance being but 120 leag. at most, and in that distance holding the same course, I was 1 d. 17 m. wrekt¹ from my true course, within one point at most of my paralell; and neerer with a stiffe gale, wet and hazie, I durst not hale for engaging my selfe with an unknowne Cape, which hath both Ilands and Ice lying there off, where I might have bene endangered ([or], at the least, incumbred).² Now, when I had sailed 100 leag. from the said latit., I met with Ice, and, as before, in such weather, I would not deale with land, but stood away 30 leag. more to the Westward.

14. Haung an observation in 58 d. 10 min., and by my protract or dead reckoning, I was in latit. 59 d. 27 min., contrary to expectation,³ the same afternoone, the variation taken by *Aximuth* and *Almicanter* was 8 d. 50 m.; but, being set more to S.-ward then this allowance, I did call to minde the current which Sir *Martin Frobrisher* found upon the coast of *Groenland*, in the lat. 62, setting from N.E. to S.W., as the land doth there lye; where they doe affirme that the flood tyde did run 9 houres, and the ebbe but 3. I know no other cause for this but the large distance betwixt *Nova Zembla* on the E. and *Groenland*, in which the Ocean may take opportunity to use his naturall agitation from E. to W., being thereunto drawne by the restlesse motion and impulsion of the Heavens, and here, butting upon *Groenland*, must of necessity (the land lying somewhere neere his naturall inclination) trend along there, setting his current to the S.W., or else, as in a huge Bay, make a repercussive motion (as in the Bay of *Mexico*), by entering in at the S. side and, wheeling about by the bottome, must revert back againe along the North side by Cape *Florida*.

¹ Prof. Skeat writes: "'Wrekt' means *driven*; from the Icelandic *reka*, to drive. The *w* is not wrong, for the Icelandic word was *wreka* in its early life. Allied to English *wreak*, *wrack*, *rack*, and *wreck*. (See *The Concise English Dictionary*)."—C.

² See Mr. *Hall*, *Davis*, and others.—F.

³ Variation and current might doe this.—F.

Now this 9 houres of the floud-tyde running, may be, by this restraint of the Seas natural course (in meeting with the land), must needs enforce all the Sounds, Bayes, Rivers, and through-lets, with quantities of waters, and in through-lets especially, setting Westward, and wanting Limitation, shall continue his naturall course the longer, being assisted by that motion, untill the ebbe, being strengthened by the height of waters (or of course) from the W. Sea, shall returne againe, according to his proper retraction.

And thus much further I am of opinion [that], if Sir *Martin Frobrisher* had pursued his course Westward in his Straite, he being 60 leag. up the same, he had doubtlesse sailed into *Fretum Davis*; for he entred upon the East side, and after him *Davis* on the W., have almost met¹; nor will be perswaded, but that, if there were a *Drogio*, as is mentioned by the *Zeni*, that that tract of land on the S., betwixt *Frobrisher's* Strait and *Cape Farewell*, is the same.²

But, to come to my selfe, and to end this digression (although I hope what I have here incerted will not be held any way impertinent³); *Cape Farewell*, I holde for certaine, doth attract the Magnet more suddainly (comming from the Eastward towards it) then any knowne Cape in the world, as did appeare in all this Voyage.

I did here reckon of 24 deg. variation, but sailed all by Meridian compasse, and have wrote this Journall there after; therefore the allowance is to be accounted, as the places doe differ in variation.

21. This snowie morning, I stode in againe. At clocke 7, I fell about 2 leagues more to the West off the same Ile I first discovered yesterday.⁴ The Bay lay still full of Ice. This W.N.West wind bloweth hard by pufes. Standing from hence South-W., 2 leagues over *Lumley's* Inlet, wee had great store of masht Ice, and was faine to beare up for one [piece], and loose for another,⁵ but the Sea

¹ This extraordinary delusion on the part of Foxe is, of course, accounted for by the fact (already mentioned, see p. 38, *note*) that it was then believed that *Frobrisher's* Strait ran *through Greenland*, separating the southern portion, then known as *Desolation*, from the northern portion or mainland, as shown on Foxe's map.—C.

² See *Ortelius Univers. Mapped*.—F. See p. 29.—C.

³ Foxe here uses this word in its old sense—*out of place*.—C.

⁴ Latit. 62 d. 12 min.—F. The islands off the North Foreland (see p. 277).—C.

⁵ Throughout his narrative, Foxe uses the word *Ice* as though it were a plural.—C.

was smooth; after this, for two leagues sailing, it was cleare. At night, 10, wee see land,¹ and made it upon assurance to be Cape *Warwick*²; and this cleere was in the Lee thereof, for, standing still the same course over, wee found more Ice in the South channell, and more comming out of *Fretum Hudson*, then I had before.³ The wind blew here bleate and unquoth.⁴

22. This day we had boarded it up in⁵ smooth water bearing a good saile betweene Cape *Chidlie*⁶ and Cape *Warwicke*, and were entred *Fretum Hudson*; and now I desire a little of your patience. The Iland *Resolution*, so named by whom I know not, but sure I am *Davis* was the first of us that see it,⁷ naming the East end thereof

¹ "The form is as appeareth in my Book of forms and shapes of Land." (*Foxe MS.*)

² The Earl of Warwick's Foreland was named by Davis on July 31st, 1587 (see p. 77), after his patron, Ambrose Dudley, who was created Earl of Warwick in 1561, and died *s.p.* in 1589, when his titles became extinct. The name has not been retained, the cape having long been more commonly known as Cape Resolution, after the island (see p. 165) of which it forms the easternmost part.—C.

³ Foxe here seems to have had another difference with the Master as to the navigation, the account of which given in his MS. concludes as follows: "He would have had the topsails taken in, but I would not, for I must go my voyage. Then he said, if he had known that I had been so silly, wild, a man, he would not have come in the Ship for £100."

⁴ No doubt, *bleak* and *uncouth* is meant.—C.

⁵ Query *tacked about*.—C.

⁶ So named by Davis, after his friend and neighbour Mr. John Chudleigh, of Broad Clyst, near Exeter, who in 1589 promoted and commanded an expedition to the South Sea, *via* the Strait of Magellan, in which, however, he died. Foxe is wrong in saying that the Island on which Cape Chidley is should not be called Button's Isle; for Button first proved it an island by discovering and sailing through the channel which separates it from the mainland.—C.

⁷ This is certainly incorrect. The island forms the southern side of the entrance to Lumley's Inlet (Frobisher's Strait), and therefore must have been seen by Frobisher in 1576-77-78. We know, however, that, through an error in longitude, Frobisher supposed his

Cape *Warwicke*, and it seemeth for good reason, for that honourable house hath (and unto this day doth) still cherish those worthy Marine enterprises (as doth appeare by *Frobisher's* 3 Voyages) to their no small charge; as also those two Honourable houses of *Darcie*, now Lord *Rivers*,¹ by whom *Davis* named certaine Ilands upon the North part of *America*,² wherein he found Deere; the other is *Cumberland*, to whom he dedicated other Ilands³ in his furthest West, in a passage he entred 60 leagues, but he came backe.

Notwithstanding those Nobles, others were at great charge in his setting forth, as may be observed by the naming of Lands, as Mount *Raleigh*, Hope *Sanderson*, Cape *Chidly* (now, but not rightly, called *Buttons* Ile); for, to use his owne words, speaking by *Warwick's Forland*, this Cape as it was the Gulfe, wee passed over the 30 of this moneth, so was it the North Promontorie, or first beginning of a very great Inlet whose South lymit at this present wee see not, which Inlet or Gulfe in the night wee passed, to our great admiration, for the waters fall, and he saith that, having past the mouth of this Gulfe, he

strait to lie on the east coast of Greenland, where, of course, Foxe still supposed it to be when he sailed on his voyage. *Davis*, it is true, was the first to assign to the island its correct geographical position. Foxe says he does not know who bestowed the name "Resolution" upon the island. There is little doubt that *Button* did so; for, although the imperfect narrative of *Button's* voyage as given by Foxe nowhere says that he so named the island, *Button's* own ship was named the *Resolution*, her escort being the *Discovery*, while the name *Resolution* Island occurs several times in the narrative, and I can find no trace of its having been used by any earlier navigator (see p. 165).—C.

¹ Thomas D'Arcy, third Baron D'Arcy of Chich (succeeded 1580), was created Earl Rivers in 1626, and died in 1639.—C.

² Lord *Riv.* Iles.—F.

³ *Cumberl.* Iles.—F. No doubt after George Clifford, third Earl of Cumberland, who succeeded in 1569, and died in 1605.—C.

fell [in] with the Southermost Cape thereof, which he named *Chidlies* Cape.¹

Having made this Cape,² which to doe I stood over as neere as I could for ice, but was at least 6 leagues off; it appeared high, and 4 distinct Ilands.³ (In number, I judge there is more.) Being now assured that God had sent me into the passage, I stooed over to the North with Cape *Warwick*; the middle Channell was cleare of ice, and therein I had a good observation of 61 degrees 10 min., cleare weather, and a constant gale; otherwise I durst not have stooed to the Southwards, remembring *Gibbons*.⁴ It blew in both topsailes, but, towards night, the wind lessened and I could perceive the ice betwixt me and the Cape to drive to Seaward, of which, neere the shoare, was great store.

The flood comming on, I caused both Topsayles to bee cast over, and wee threed it, between Ice and Ice, with a well bent flood inwards⁵; so as that we had got above the Ile (that tyde) if this faire day had not ended in fogge. A motion was made before this to looke for harbour; but that I denied for those reasons [here] given: that I did not know what danger might fall me if I had put into the shore, where lay much yce (as we could see); and what yce or sunke Rocks might be in the way, I was as ignorant of; besides, not knowing whether the wind

¹ These words, which Foxe has previously quoted (see p. 79), are not part of Davis's narrative as it appears in Hakluyt, but are taken from his "Traverse Book" (see Hakluyt's *Voyages*, vol. iii, p. 118).—C.

² "With the variation allowed, I marked it to lie in 61° 33' and Long. 61° 06' [from Orkney?]." (*Master's MS.*)

³ "We had sight of the said Islands of Sir Thos. Button, being 3 and a little one. Let the arithmeticians number them. I drew them as correctly as I could." (*Foxe MS.*)

⁴ *Felix quem*.—F. His altogether fruitless voyage is referred to on p. 201.—C.

⁵ This doubtless means that a strong tide set into the Passage.—C.