

PART II.

1708.

December.

25th.

was conjectured that she was a homeward-bound ship from the South Sea, and Captain Rogers judged the best chance of falling in with her again, would be by running Northward till the first dawn of day, and afterwards Westward till full daylight, which was done. At daylight the weather was hazy and no strange vessel was seen, therefore the course Southward was resumed; but between six and seven o'clock, it cleared up and the chase was seen, bearing Sb E, three or four leagues distant. The wind dying away, the ships got out oars, and their boats ahead to tow. In the forenoon, a light breeze sprung up from the North, and they crowded all sail in pursuit. At noon, the latitude by observation, was $52^{\circ} 40'$ S. The variation of the compass observed nearly at this time was $24^{\circ} 30'$ Easterly.

At six in the evening, the breeze freshened, and the boats were hoisted in. At ten o'clock, the chase bore SSW per compass: the weather then became foggy, and she could no longer be seen. The English ships stood on [in a SSW direction,] but with shortened sail.

26th.

At daylight the next morning there was a thick fog; but in an hour after, it cleared away, when the chase was again seen to the Southward. 'The wind,' says Captain Rogers, 'soon veering ahead, we had disadvantage of the chase. We ran at a great rate, but it coming to blow, the chase outbore our consort, who was nearest, so she gave off, and came down melancholy, to us, supposing the chase to be a French homeward-bound ship from the South Sea. At noon we saw a little plain low Island, bearing WNW, distant four leagues, not marked in any chart.' The ships latitude by Captain Rogers's reckoning was $53^{\circ} 11'$ S. Edward Cook was in latitude per estimation that day $53^{\circ} 45'$ S, and his longitude $1^{\circ} 11'$ from the SE end of *Falkland's Island*, whether East or West he has not distinguished; but by the circumstances related of the chase, it may be concluded to have been West. The two ships were at one time so near the low Island, that they tacked on account

Beauchesne's
Island.

account of not being able to weather it. There appears no reason against supposing this Island to be the same which M^{de} Beauchesne discovered a few years before; and it is something strange that no supposition of the kind should have occurred to Captain Rogers, who was so well acquainted with Beauchesne's discovery as to insert an account of it in the Narrative of his own Voyage. It is worth remarking that it was a single Island which was seen by Woodes Rogers, agreeing with the account given of M. de Beauchesne's discovery.

The Duke and Dutchess made their passage round *Cape Horn* at a great distance, and were at one time as far South as 62° . They afterwards had sight of the American coast in latitude 47° , and on the 31st of January, at seven in the morning, they made the Island *Juan Fernandez*, bearing WSW. At two in the afternoon, being then four leagues distant, the Duke's pinnace was hoisted out and manned, and Captain *Dover* put off in her for the shore, to look for provisions. The crew had to row against the wind, and before they could reach the land, the dusk of the evening came on, when a fire was seen lighted on the shore, whence it was concluded that some ship or ships were at anchor in the road. Captain Rogers therefore, with lights and with firing of guns made signals for the pinnace to return on board; which, however, those in her had begun to do of their own accord. In the night every preparation was made for engagement, and at daylight the ships stood in towards the land, but no strange ship was seen. About noon, Captain *Dover* was sent in the yawl to reconnoitre, it being apprehended that the Spaniards had a garrison here.

1700.
January.
At Juan
Fernandez.

February
1st.

As the yawl drew near, a man was seen on the shore waving a white flag; and on her nearer approach, he called to the people in the boat, and in the English language directed them to a landing place.

Captain Rogers relates, 'our yawl which we had sent ashore, ' did

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February.

At Juan
Fernandez.Alexander
Selkirk.

‘ did not return so soon as was expected, so we sent our pinnace armed to see the occasion of her stay. The pinnace returned immediately from the shore, and brought abundance of craw-fish, with a man clothed in goats’ skins, who looked more wild than the first owners of them. He had been on the Island four years and four months. His name was Alexander Selkirk, a Scotchman who had been master of the Cinque Ports Galley, a ship which came here with Captain Dampier, who told me that this was the best man in her; so I immediately agreed with him to be a mate on board our ship. It was he that made the fire last night, judging our ships to be English.’

‘ During his stay on *Juan Fernandez* he saw several ships pass by, but two only anchored. He went to view them, and finding them to be Spaniards, retired from them, upon which they shot at him. He said, if they had been French, he would have surrendered himself to them; but the Spaniards in these parts, he apprehended would kill him, or make a slave of him and send him to the mines. Some of the Spaniards came so near him that he had difficulty to make his escape. They not only shot at him, but pursued him into the woods, where he concealed himself by climbing into a tree. He was born at *Largo* in the county of *Fife* in *Scotland*, and had been bred to the sea from his youth. The reason of his being left at *Juan Fernandez* was a difference between him and his captain, *Stradling*.’

‘ He had with him a firelock, a hatchet, a knife, a kettle, and other things, with which he provided for himself very well as to food and lodging: but for the first eight months he had much ado to bear up against melancholy. He built two huts which he covered with long grass and lined with goats’ skins. In one he dressed his victuals; in the other he slept. He got fire by rubbing two pieces of pimento wood together. He employed himself much in singing psalms and praying.

‘ He

‘ He was at first distressed by the want of bread and salt, but
 ‘ at length came to relish his meat well enough without either *.
 ‘ When his gunpowder failed, he took the goats by speed of
 ‘ foot, for his way of living and continual exercise of walking
 ‘ and running, cleared him of gross humours, so that he could
 ‘ run with wonderful swiftness, through wobds and up rocks
 ‘ and hills. He kept an account of 500 goats that he killed
 ‘ whilst there; and he caught as many more, which he marked
 ‘ on the ear and let go. His agility in pursuing a goat had once
 ‘ nearly cost him his life: he pursued with so much eagerness,
 ‘ that he caught hold of it on the brink of a precipice of
 ‘ which he was not aware, the bushes having hid it from him,
 ‘ so that he fell with the goat down the said precipice a great
 ‘ height, and was so stunned and bruised with the fall that
 ‘ he narrowly escaped with life, and when he came to his
 ‘ senses, found the goat dead under him. He lay there 24 hours
 ‘ before he could crawl to his hut, which was about a mile
 ‘ distant, and could not stir abroad again for many days.’

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 Alexander
 Selkirk
 on Juan
 Fernandez.

‘ In the season he had plenty of good turnips, which had
 ‘ been sowed there by Captain Dampier’s men, and have now
 ‘ overspread some acres of ground. He had cabbage from
 ‘ the cabbage-trees, and seasoned his meat with the fruit of the
 ‘ pimento, which is the same as the Jamaica pepper. He
 ‘ found also a black pepper, called Malagita, which was very
 ‘ good in stomach complaints.’

‘ He soon wore out all his shoes and clothes by running
 ‘ through the woods; and at last, by being accustomed to shift
 ‘ without them, his feet became so hard that he ran every
 ‘ where without annoyance, and it was some time before he
 ‘ could wear shoes after he was with us, for not being used to
 ‘ any so long, his feet swelled when he came to wear them
 ‘ again.’

‘ He

* The Buccaneers of Edward Davis’s crew who chose to remain on *Juan Fernandez* supplied themselves with salt by making salt-pans near the seaside.

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Alexander
Selkirk
on Juan
Fernandez.

‘ He was at first much pestered with cats and rats, that had
 ‘ bred in great numbers from some of each species which had
 ‘ got on shore from ships that put in here to wood and water;
 ‘ but by cherishing the cats with pieces of goat’s flesh, they
 ‘ became so tame that they would lay about him in hundreds,
 ‘ and soon delivered him from the rats. He likewise tamed
 ‘ some kids, and to divert himself would sing and dance with
 ‘ them and his cats; so that by the care of Providence, and
 ‘ vigour of his youth, being now about thirty years old, he
 ‘ came at last to conquer all the inconveniences of his soli-
 ‘ tude, and to be very easy *. When his clothes were worn out,
 ‘ he made himself a coat and cap of goat skins, which he
 ‘ stitched together with little thongs of the same, cut with his
 ‘ knife. He had no other needle than a nail; and when his
 ‘ knife was worn to the back, he made others of iron hoops that
 ‘ were left ashore.’

‘ The climate is so good at *Juan Fernandez* that the trees
 ‘ and grass are verdant all the year. The winter lasts no longer
 ‘ than June and July, and is not then severe, but sometimes
 ‘ there are great rains. He saw no venomous creature on the
 ‘ Island.’

Edward Cook says, ‘ This man was commonly called
 ‘ Alexander Selkirk; but his right name was Selcrag; who,
 ‘ being left on the Island *Juan Fernandez*, lived there four
 ‘ years and four months without human society. When the
 ‘ first boat landed, he saluted the new comers with much joy,
 ‘ and invited the officers to his habitation. The way to it was
 ‘ very much hidden and uncouth, and only Lieutenant Fry
 ‘ would bear him company. Having with much difficulty
 ‘ climbed up and crept down many rocks, they came at last to a
 ‘ pleasant spot of ground full of grass, and furnished with
 ‘ trees, where were two small huts indifferently built, one being
 ‘ the

* According to *The Remarkable Adventures of Alexander Selkirk*, printed at Bristol, 1800, he was born in or about the year 1676.

the lodging room, and the other the kitchen. His bed was raised from the ground on a bedstead of his own contriving, and consisted of goats' skins. About the habitation were a number of goats which he had bred up tame. He had provided goat's flesh to entertain his guests, which after their long run at sea, was no small dainty. It was with some difficulty he was persuaded to go on board, on account of a certain officer that he heard was there, yet upon promise of being restored to his former dwelling, if not satisfied, he at length complied, and found such entertainment as made him not long for his solitary retreat*.

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February.
Alexander
Selkirk
on Juan
Fernandez.

The number of individuals each of whom has at times been the solitary inhabitant of *Juan Fernandez*, entitles that Island to be called the *Land of Robinson Crusoes*. A more circumstantial description of Selkirk's manner of living than of that of his equally lonely predecessors, came to the notice of the public, and his residence in that Island is known to be the ground-work of De Foe's *Robinson Crusoe*.

It has been made a question whether Daniel de Foe came fairly by the materials of his 'Serious Romance;' and though the matter seems ably considered and candidly pronounced upon in the *Biographia Britannica* (under the article De Foe) it can scarcely yet be regarded as settled. It is stated that Selkirk being advised to get his story put into writing and to publish it,

* *Voyage by Captain Edward Cooke*. Introduction to Vol. IId, p. xx. The author of the *Remarkable Adventures of Alexander Selkirk* has conjectured that the officer against whom Selkirk entertained so much dislike was Captain Dampier. In a Collection of Voyages published under the name of John Hamilton Moore, it is asserted that the object of Selkirk's animosity was an officer formerly belonging to the Cinque Ports galley, who he was informed was on board the Duke. This latter account, though the authority on which it is given is not specified, is much more probable, for Selkirk was not a shipmate with Dampier in the voyage of the Saint George, but sailed in the Cinque Ports galley; and the character given by Dampier of Selkirk to Captain Rogers shews that there did not exist between them any unfriendliness.

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Of
Alexander
Selkirk.

it, went to De Foe for assistance, to whom he related every thing he could remember ; but that De Foe, instead of serving Selkirk, expanded the information he received into his history of Robinson Crusoe. The *Biographia Britannica* observes that no charge was published against De Foe during his life time of having converted to his own purpose communications of any kind made to him by Selkirk, though few men have been more beset by literary enemies. It is plain that Selkirk, before he arrived in *England*, made known the heads of his adventures to Woodes Rogers and Edward Cooke ; and in fact, it was by their publication that Selkirk was bereaved of any advantage he might have derived from first telling his own history. It is sufficient exculpation of De Foe, that Woodes Rogers and Edward Cooke published their account of Selkirk in 1719, and that Robinson Crusoe did not appear till 1719. Sir Richard Steele also, in a paper of his *Englishman*, dated December 1713, gives a brief account of Selkirk, his manner of living and employment of his time whilst on the Island *Juan Fernandez*, received from his own mouth. ‘ It was matter of great ‘ curiosity,’ says Sir Richard, ‘ to hear him, as he was a man ‘ of sense, give an account of the different revolutions in his ‘ own mind in that long solitude.’ Here were the rudiments of a Robinson Crusoe laid before the world. Daniel De Foe at the time he published, or any other man, had a right to make use as he thought proper of the ideas which the accounts so long before published of Selkirk, and which likewise that related of the Mosquito Indian, William, by Dampier, might give birth to ; and in fact they appear to have gained complete hold of his imagination. De Foe, between the years 1712 and 1719, by his political writings involved himself in great inconveniences. He also suffered severely from illness, being, in 1715, struck with a fit of apoplexy. It is said that after his recovery he appeared to have wholly quitted politics. Unprosperous circumstances with any mixture of disgrace, have a strong tendency

tendency to wean a man from taking delight in society, and to dispose him to lonely contemplation. De Foe seems to have sought consolation in reflecting on solitude as productive of peace of mind, and to have placed himself in the situation of Selkirk with the full bent of his imagination. Hence it resulted that the distresses and employments of his Robinson Crusoe were so naturally imagined, and that his resources were contrived with as much reflection as ingenuity.

It is not probable that the publication of Robinson Crusoe occasioned any deprivation to the public, or was of any pecuniary detriment to Selkirk; for it does not follow that if De Foe had not written, Selkirk would have published his own adventures. It was natural at the same time, that when Selkirk beheld another person reaping profit from his misfortunes, it should create in him regret and discontent, that he should regard it as a benefit intercepted, and in that light, as an injury done him. There appears however, no solid ground for disputing the legitimacy of De Foe's Crusoe.

Captain Rogers stopped a fortnight at *Juan Fernandez*, and landed the sick, about fifty from both the ships, mostly scorbutic patients, all of whom recovered, except two. He remarks, as other navigators had before done, on the multitude of seals and the fineness of their fur at *Juan Fernandez*.

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February.

On the 14th of February the ships sailed, Alexander Selkirk being on board the *Duke* as Second Mate. The *Lobos de la Mar Isles* was appointed for the place of rendezvous in case of separation, with directions that 'Either ship arriving and not finding his consort, should before his departure, set up a cross at the landing place, and any intelligence he may wish to communicate, bury it under ground, secured in a glass bottle, twenty yards directly North from the cross.'

The 17th, they saw the Continent, and stood Northward keeping at a good distance from the land. In sailing thus along

Coast of
Peru.

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March.

the coast, they did not fall in with any vessel till March the 15th, near the *Lobos Islands*, when they took a small bark belonging to *Payta*, with about 200 dollars on board, intended for the purchase of flour at a place called *Cheripe*. From the crew of the prize they learnt that the *Cinque Ports Galley* had foundered on the coast, and that Stradling with those of his people who were saved, were then prisoners at *Lima*.

16th.

The Islands
Lobos de la
Mar.

The 16th, the two ships with their prize anchored at the Islands *Lobos de la Mar*. Woodes Rogers says, 'we had 20 fathoms depth, clean ground, in the thoroughfare between the two Islands, above a cable's length from each;' but his description afterwards of the Islands, shews that there are more than two; and what he says of the anchorage is confused and liable to misinterpretation. He says however in clear language, that 'on the Easternmost Island is a round hummock, and behind it a small cove, very smooth, deep, and convenient for a ship to careen in.' They hauled their small prize into this cove, and fitted her up as a tender. No fresh water, nor any thing green, was found on these *Lobos Islands*. Fowls like teal nestled in holes on the ground, and were reckoned good meat. A seaman of the *Duke* died suddenly after eating the liver of a seal here, and the Spanish prisoners said that the flesh of the old seals was reckoned unwholesome food. One of the sailors was attacked on shore by a large seal, who bit him in several places, and, though he was a stout man, almost pulled him into the water.

April.

The *Duke* and *Dutchess* cleaned and repaired here by turns, one ship with the tender keeping out cruising. They continued on this station till the middle of April, in which time they took five prizes, none of much value to them; and in the attack of one of these vessels with boats, Captain Rogers had the misfortune to lose his brother Mr. John Rogers. Another of the *Duke's* men was killed at the same time, and three were wounded,

wounded, who all died of their wounds. Two of the prizes were French-built vessels, their names the *Havre de Grace*, and *La Lune d'Or*, which the French had sold to the Spaniards.

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In the latter part of April, Captain Rogers surprised *Puna*, and afterwards took *Guayaquil*. In the attack they lost two men, and one was afterwards shot by their own sentinel, in consequence of his not answering when challenged. But they suffered more in the sequel by a contagious fever which had raged in *Guayaquil*. The plunder found here in treasure and merchandise convenient for them to take, scarcely exceeded 2,000*l.* in value; but they obtained 27,000 dollars for ransom of the town and the shipping in the river, and a good supply of provisions; and they kept a number of negroes as a reinforcement to the crews. They also sold some of their former prizes and prize goods here to the Spaniards. On May the 8th, the *Duke* and *Dutchess*, with four prize vessels, sailed from the coast of *Peru* for the *Galapagos Islands*, carrying with them some Spaniards who had been delivered as hostages for the payment of the ransom, the terms agreed upon not having been fulfilled by about 3000 dollars.

Guayaquil taken;

Guayaquil ransomed.

May.

In the passage to the *Galapagos*, the fever broke out on board the ships, and immediately spread in an alarming manner. 'This day, the 11th, says the *Journal*, Captain Courtney was taken ill, and Captain Dover went on board the *Dutchess* to prescribe for him. Twenty of our men have been taken ill within this twenty-four hours of a malignant fever, we suppose contracted at *Guayaquil*.'

The 16th in the forenoon, they came in sight of the *Galapagos Islands*. At this time sixty men were in the sick list on board the *Duke*, and above eighty on board the *Dutchess*. On arriving near the land, it was agreed for the vessels to separate to different Islands, that they might the better search for fresh water, and a 'remarkable Rock' was fixed upon near which to rendezvous after the search. Turtle, fish, and wood, were

At the Galapagos Islands

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May.

Prize
commanded
by Simon
Hatley,
missing.

were found, but no fresh water was discovered. On the 22d, five out of the six vessels had reassembled near the *Rendezvous Rock*. The one missing was a prize bark in the charge of Simon Hatley, the Third Mate of the *Dutchess*, who had with him five seamen, four negroes, and an American Indian. At the time she parted from the other vessels, she had on board fresh water for not more than two days at the common allowance. One of the prize vessels, and boats, were first sent in quest of her; and afterwards, the *Duke* and *Dutchess*, and the other prizes cruised among the Islands, firing guns and carrying lights abroad during the night; which was continued till the 26th; but nothing of Hatley's vessel was seen.

Unfortunately, and rather unaccountably, Captain Rogers had neglected to take a supply of fresh water on board his ships whilst they were in the *Bay of Guayaquil*. Since their arrival at the *Galapagos*, ten men of the crews had died, and the sickness still raged: they were now threatened with a scarcity of water, on which accounts it was determined in a consultation, to stand over to the Continent to water the ships, and to return to the *Galapagos* to look for Simon Hatley and his men.

The Island of the *Galapagos* first made by the *Duke* and *Dutchess* was the *King Charles's Island* of Cowley's chart; and it is probable, that his *Rendezvous Rock* is the *Dalrymple Rock* of Captain Colnet's chart. Captain Rogers in expressing his regret that he had not watered his ships before he sailed to the *Galapagos*, says that he was thereby prevented from giving himself time to look for the Island *Santa Maria de l'Aguada*, 'reported to be one of the *Galapagos* where there is good water, timber, and a safe road, where it is said Captain Davis the Buccaneer lay some months and recruited to content.'

On the evening of the 26th they made sail from the *Galapagos*, and on June the 5th made the Continent. The same day, they captured a small vessel from *Panama* bound for *Guayaquil*, having on board some passengers and negroes. The

7th,

7th, they anchored by the East side of *Gorgona*, where they found fresh water, and took a supply. The 8th, their boats chased and captured a small bark, with salt and brandy, and about the value of 500*l.* in gold. Captain Rogers stopped at *Gorgona* to careen the *Duke* and *Dutchess*, and at the same time the prize *Havre de Grace* was equipped as an associate, being mounted with 20 guns, and manned with sixty men from the crews of the *Duke* and *Dutchess*, and seventeen black men; Edward Cook was appointed to command her, and her name was changed to that of the *Marquis*.

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June.

At the
Island
Gorgona.

July the 11th, they landed a number of prisoners on the main land. On the 18th, a negroe belonging to the *Dutchess* was bit by a small brown-speckled snake, and died within twelve hours after.

July.

There are many snakes on *Gorgona*, some very large. Woodes Rogers saw one as thick as his leg and three yards long. He describes an animal caught at *Gorgona*, which he calls a Sloth; 'in appearance it had some resemblance to a monkey of the middling sort. One was set loose at the lower part of the mizen shrouds, and he was two hours in getting up to the top-mast head.' No land birds were seen at *Gorgona*, which was attributed to the woods being peopled with monkeys.

Snakes.
Animal
called a
Sloth.

The ships remained at *Gorgona* till August, with tents erected on shore for the sick. During that time they had frequent communication with the Spaniards on the main, many of whom came to purchase prize goods, for which they paid sometimes in money and sometimes in provisions. The most valuable of the prize goods that were not so disposed of, were taken into the *Duke*, *Dutchess* and *Marquis*, and the prize vessels, the *Marquis* excepted, were purchased by their former possessors. Captain Rogers proposed that the *Marquis* should be sent to *Brasil*, where he thought her cargo might be disposed of to much advantage; but the majority of the council opposed such a separation.

August

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1700.

August.

Coast of
Peru.

August the 7th, they sailed from *Gorgona*, bound Southward; but by currents and the lightness of the breezes they were kept a week in sight of the Island. On board the *Duke* were 35 stout negroes, selected from those taken in Spanish vessels to serve as part of the *Duke's* crew. Captain Rogers called them together, and told them that in the event of meeting an enemy, if they fought and behaved themselves well they should be free men; 'on which thirty-two of them immediately promised to stand to their quarters as long as the best Englishman, and desired that they might be improved in the use of arms. Upon this I made Michael Kendall, the Jamaica free negroe, their leader, to exercise them. To confirm our contract, I made them drink a dram all round to our good success.'

Bay de
Atacames.Fresh
Water
Rivers.

The 18th, they took a small bark from *Panama* bound for *Guayaquil*, with 24 negroes in her. They learnt by this vessel that two large French ships were cruising in search of them. On the 24th, they anchored in the *Bay de Atacames* which is on the ENE of *Cape San Francisco*, where they watered, there being two small rivers near the *Village de Atacames*, which their boats could enter at half flood. Whilst they lay in this bay, both Spaniards and Natives came to trade with them. One merchant, by name *Señor Navarre*, bought goods and slaves to the value of 3,500 dollars, and they took in payment his written obligation or bond to remit that sum to *Jamaica* by the way of *Portobello*. for the owners of the *Duke* and *Dutchess*.

Westward from the *Bay de Atacames*, about half way towards *Cape San Francisco*, is a point off which runs a small shoal, on which account it is recommended not to approach nearer than within half a league of the shore; and also not to anchor in less depth than six fathoms near this shore, because the tides sometimes, out of the ordinary course, ebb exceedingly low.

On the 31st, the three ships, with a tender, left the coast
to

to return to the *Galapagos*. September the 10th, they anchored at one of the *Islands*, opposite to a white sandy bay, and within less than a mile of the shore, a great rock bearing from them N b E, distant six miles; and a small white rock which appeared like a sail bearing W b S about four miles distant.

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1709.
September.
At the
Galapagos
Islands.

Here they supplied themselves with land and sea turtle, fish, good salt, and wood. No fresh water was found, nor was it now much sought after. Search was made for the bark which Simon Hatley had commanded, but nothing was seen that gave any information concerning her or her people. The rudder and bowsprit of a small vessel were found, which at first were supposed to have belonged to Hatley's; but on examination they appeared to be much older.

Woodes Rogers, in this part of his Journal, speaks again of the *Santa Maria de l'Aguada*. He says, 'The Spanish reports agree that there is but one Island that has any fresh water; which lies in 1° 30' S. Señ. Morell [a Spanish sea captain, but then prisoner] tells me, that a Spanish ship of war employed to cruise against the pirates, was once at an Island which lies by itself in the latitude of 1° 20' or 1° 30' S. They call it *Santa Maria de l'Aguada*, a pleasant Island and good road, full of wood and plenty of water, and turtle of both sorts, with fish. I believe this to be no other but the same Island where Captain Davis the Buccaneer recruited, and all the light he has left to find it again is, that it lies to the Westward of those Islands he was at with the other Buccaneers.'

Of the
Island
Santa Maria
de l'Aguada.

The *Galapagos Islands*, from their proximity to the Continent, have not constantly the regular trade-wind, and the sea near them is subject to strong currents. Captain Colnet remarked, in the month of June, near the *Galapagos*, a current so strong and irregular as to change the ship's course against the helm, though sailing at the rate of 3½ miles per hour*. The difference

* Colnet's Voyage, p. 45-46.

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ference in the reckonings of navigators produced by these currents and light variable winds, caused a belief that there were two groups of Islands in the parallel of the *Galapagos*, about 100 leagues apart from each other. The prevalence of this opinion is noticed by Captain Rogers; and many charts composed in the middle of the eighteenth century accord with it.

September the 17th, Captain Rogers sailed from the *Galapagos Islands* for the coast of *New Spain*, with the intention to look out for the arrival of the Galeon from the *Philippines*, and afterwards to sail for the *East Indies*.

October.

October the 1st, they made the coast of *New Spain* as far to the North as the Province of *Colima*, and the next day were in sight of *Cape Corrientes*. They stood over to the *Tres Marias Islands*, and when near the South-Eastern Island, an officer was sent in the Duke's pinnace to examine if it afforded safe anchorage or other convenience. The officer reported on his return, 'that the Island had foul ground near half a mile from the shore; bad anchoring, worse landing, and no fresh water.'

Tres
Marias
Islands.
The SE
Island.

The Middle
Island.

Captain Rogers accordingly sailed on to the middle Island, and anchored near its SE part in 11 fathoms sandy bottom, half a league from the shore. Water was found here, but it was bitter and purgative. A boat was sent to examine 'the other side of the Island,' and she returned with information of there being signs of turtle and indifferent good water on the NE side. On a second search, a boat load of turtle was obtained and an excellent run of fresh water found near the NW corner of the Island; and thither all the vessels went and anchored, the Duke in seven fathoms clean sandy bottom, half a mile distant from the shore, the extremes in sight of this Middle Island bearing W b N and E b S, and the body of the North-western of the *Marias* bearing NW distant four leagues. The weather at this time was fair and the winds light; 'otherwise this would have been but an ordinary road.'

At this middle Island of the *Marias* were turtle, fish, fresh water,

water, and wood; parrots, pigeons, doves, and many other birds; guanoes, hares small but of good flavour, and rakoons. The rakoons barked and snarled at the men like dogs, but were easily driven off.

CHAP. 10.

1709.

October.

At the
Tres Marias.

Turtle.
Manner of
laying
their Eggs.

All the turtle taken here were females, who came on shore to lay their eggs and bury them in the sand. Woodes Rogers relates, 'One of these turtle had at least 800 eggs in her, 150 of which were skinned and ready for laying at once. I could not imagine the eggs were so long in hatching as some authors write, considering the sun makes the sand so very hot. In order therefore to be better informed, I ordered our men on shore to watch carefully for one, and to suffer her to lay her eggs without disturbance, and to take good notice of the time and place. Accordingly they did so, and assured me they found the eggs addled in less than twelve hours, and in about twelve more, they had young ones in them, completely shaped and alive.' Edward Cook says, the turtle buried their eggs two feet deep in the sand; which depth seems intended by them for protection as well from the heat of the sun as from birds of prey.

Ten of the negroes who had been kept to serve as part of the crews, being sent on shore here to cut wood, seven of them deserted, and concealed themselves in the woods as long as the ships remained: from which circumstance no favourable inference can be drawn respecting their treatment, notwithstanding the handsome professions which had passed between them and Captain Rogers.

The European provisions with which the ships first sailed had been much saved by the provisions and refreshments they had met with, except in the articles of bread and flour, of which it was apprehended they would experience a scarcity. They were at this time at an allowance of a pound and a half for five days. They had kept at a distance from the coast of *New Spain*, where their wants might have been supplied, thinking it

PART II. necessary to their success against the Manila ship that they should not risk being descried from the shore.

1709.

Cape
San Lucas.

Natives of
California.

The 25th, they sailed from the *Tres Marias* for *Cape San Lucas*, off which Captain Rogers stationed his ships a good distance spread from each other, to extend his view. The Tender was the in-shore vessel; and to her some Californian natives went off on small rafts or catamarans. They were naked, and on their first coming appeared fearful, but some small presents being made them they became confident. They gave in return for some knives and cloth, two live foxes, a deer skin, and some fresh water which they carried in bladders. They did not understand a word of Spanish, and nothing was observed among them that indicated their having communication with the Spaniards. Some of the Tender's men landed afterwards, and were entertained by the natives with broiled fish.

November.

Whilst cruising off *Cape San Lucas*, an agreement was entered into on board the *Duke*, and adopted by the officers and crews of the other ships, for the purpose of discouraging gaming; in which they mutually consented and bound themselves to remit all notes of hand, bills, or obligation of any kind soever, signed after November the 11th, the date of the agreement, that should have been contracted or have passed between them directly or indirectly for any wagering or gaming account.

The acquaintance formed with the natives of *Cape San Lucas* was of great use; for boats went on shore at different times from the ships, and brought off fresh water. The natives were very friendly with the people who went in the boats, but would not allow them to land during the night.

December.

The middle of December arrived, and the Commanders of the English ships began to apprehend there would be no Manila ship this year; though it was well known that *Swan* and *Townley* had formerly missed the Manila galeon by quitting their station off *Cape Corrientes* so early as the 1st of January.

January. The impatience in Captain Rogers's ships was chiefly on account of the shortness of their stock of bread, of which there remained only sufficient to serve them 70 days, and it was necessary for them to go into port to water before they departed for the *East Indies*. The *Marquis* was found so much in want of repair that on the 15th she was sent into the bay called *Puerto Segura* at *Cape San Lucas*; and it was intended that when she came out refitted and watered, the other ships should go in by turns; but on the 20th, a council was held at which it was determined not to continue longer cruising for the Manila ship; and according to this resolution, they stood in for *Puerto Segura*, intending there to water, and to proceed with all speed for the *East Indies*.

CHAP. 10

1799.

December.

Near Cape San Lucas.

15th.

20th

21st.

A Manila Ship seen;

22d.

and taken.

All the afternoon of the 20th, there was little or no wind, and a current set from the land. On the morning of the 21st, a breeze sprung up, with which they made towards the *Cape*; but at nine o'clock, a strange sail was seen to the Westward. The course was immediately directed towards her, though at first it was supposed to be the *Marquis*, her repairs finished, and coming out of the *Puerto Segura* to rejoin them; but finding that she altered her course and stood from them, there remained no doubt of her being a stranger, and the *Duke* and *Dutchess* chased under all sail. The wind falling, they gained but little on her that day. During the night, Captain Rogers employed boats to keep sight of the strange ship, and by eight in the morning of the 22d, he was alongside of her in the *Duke*. She had hoisted Spanish colours, and after an hour's engagement, the *Dutchess* by that time having come up, she struck, and proved to be from *Manila*. Two ships had sailed this year from *Manila* for *New Spain*. This which was the smallest of the two, was named the *Nuestra Señora de la Encarnación*, was of 400 tons burthen, and commanded by Don John Pichberty, by birth a Frenchman, and brother-in-law to Mons. Du Casse, the French Governor in *Hispaniola*. She had 20 guns mounted, and at the time

PART II.

1709.

December.

At Cape
San Lucas.

time of coming to action, 193 men, of whom nine were killed and several wounded. She was laden with East-Indian goods, and had departed from *Manila* in company with the larger ship, but they had lost company on the passage.

On board the *Duke*, only two men were wounded in the action; one of whom was Captain Woodes Rogers, and badly, by a musket-ball passing through his left cheek, which carried away part of the upper jaw and several of his teeth.

They stood in with their prize for *Puerto Segura*, and anchored there on the afternoon of the 23d. The *Marquis* was by this time ready for sea, and as it was probable that the other Galeon had not yet passed the Cape of *California*, it was determined that the *Dutchess* and *Marquis* should keep the sea, whilst the *Duke*, the *Tender*, and their *Manila* prize, refitted in the port. On the 24th, the *Dutchess* and *Marquis* sailed, and took their station off *Cape San Lucas*. The next morning Captain Rogers placed men on the top of a hill to look out, and to make signals on seeing any strange vessels. In the afternoon of the same day, the look-out men made signals that three sail were in sight in the offing; whereupon Captain Rogers put all his Spanish prisoners into the *Tender*, from which he took all the arms, the sails, boats, and the rudder, and caused her to be anchored at a mile distance from the *Manila* prize, the charge of which he gave to Captain Dover with 22 men; and then weighed anchor in the *Duke*, and stood out to sea to join his consorts.

A second
Manila
ship seen;

is attacked

26th.

The strange ship, which proved to be the expected large Galeon, had been seen by the *Dutchess* and *Marquis* early in the morning, and was chased by them the whole day. At midnight, the *Dutchess* got alongside of her, and by herself engaged her near two hours, the *Marquis* not having come up, when having suffered much, she dropped astern to wait for the *Marquis*; but the *Marquis* could not get near enough to assist till the afternoon (of the 26th,) and then the attack was renewed

CHAP. 10.

1709.

December.

At Cape
San Lucas.

27th.

The
English are
beaten off

renewed by them jointly, and continued until sunset, the two ships being encouraged by the Duke approaching. When it grew dark, the firing was discontinued, and during the night, the Duke joined the Dutchess and Marquis. At daylight (of the 27th,) all the three English ships fell on the enemy, who with unabated resolution continued to defend himself. At eleven in the forenoon, the English ships drew off, and holding a short council, agreed that they were not able to take this Manila ship, and that instead of farther attempting her, they would look to the securing of the prize already taken.

The Spanish Galcon which so successfully resisted the three English ships, was named the *Bigonia*, her burthen was about 900 tons; she had 40 guns mounted, and 400 men on board. She was strongly built, her sides being so thick, that the shot of the English ships, none of which exceeded six pounds weight, seemed to make very little impression. On the side of the English, the Dutchess suffered most, 25 of her men being killed or wounded. In the Duke and Marquis 13 were wounded, but no one killed. Captain Rogers was again among the wounded; a splinter having struck his left heel and ankle and forced out part of the bone.

The Galeon sailed on for *Acapulco*, and the English returned to *Puerto Segura* to repair and to make dispositions for quitting the American coast.

Some Spaniards had been brought by Captain Rogers from *Guayaquil*, kept as hostages for the payment of ransom remaining due for that place. An agreement was now concluded with them and the Chevalier Pichberty, according to which, on their giving bills payable in London for 6000 dollars, all the Spanish prisoners were released, and the bark which had served the English as a tender was given to them, with provisions for their subsistence to *Acapulco*. Thirty-six Lascars, natives of the *Philippine Islands*, who were taken in the Manila prize, were not included in this treaty, but kept to assist in navigating the

PART II. the English ships, the number of which was increased by the council determining that the Manila prize should be taken to
 1709. *England*, to which end she was furnished with officers and crew,
 December. and her name was changed for that of the Batchelor, in compliment to Mr. Alderman Batchelor, of *Bristol*, who was one of the principal owners of the *Duke and Dutchess*; but the majority in the committee differed from Captain Rogers in the choice of a commander for the Batchelor, which produced protests and counter-protests. The matter was at length accommodated by the appointment of three captains, of whom the chief, and so styled, was Captain Thomas Dover, who was to have charge of the cargo and of the interests of the owners (himself being a part owner.) The two other Captains, the order of the Committee says, were 'to act in equal posts in the sole navigating, sailing, and engaging if occasion should be, under Captain Thomas Dover, who shall not molest, hinder, or contradict them in their business.' Alexander Selkirk was appointed Master of the Batchelor under the three Captains.

Natives of the South part of California. The natives at *Puerto Segura*, Captain Rogers says, were 'tall and large limbed, had dark black hair and were of blacker complexion than any other people he met with in the *South Sea*: their aspect and language disagreeable, pronouncing so much in the throat as if their words had been ready to choke them.' They were, however, quiet and friendly with the English. They had bows seven feet in length, the strings of which were made of a silken grass: the arrows were of small cane pointed with fish-bone or flint.

Puerto Segura. ' *Puerto Segura* is about a league to the Eastward of a round, sandy, bald headland, which some take to be *Cape San Lucas*, because it is the Southernmost land. The entrance into the Bay may be known by four high rocks which look like the Needles at the *Isle of Wight* as you come from the Westward. The two Westernmost are in form of sugar-loaves, and the innermost of them has an arch through which the sea makes
 its

' its way. You must leave the outermost rock about a cable's
' length on your larboard hand, and steer into the deepest part
' of the bay, being all bold, where you may anchor in from
' 10 to 25 fathoms depth. Here you may ride landlocked from
' Eb N [round by the left] to the SE b S: yet it would be but
' an ordinary road if the wind should come strong from the sea,
' which it did not whilst the Duke lay there. The starboard
' side of the bay is the best anchoring ground, where you may
' ride on a bank that has from 10 to 15 fathoms depth. The
' rest of this bay is very deep; and near the rocks on the lar-
' board side going in, there is no ground. This is not a good
' recruiting place. The land near where we were is barren and
' sandy, and had nothing but a few shrubs, and bushes pro-
' ducing berries of different sorts. The natives have roots
' which eat like yams*.' Fish, fresh water, and a little game,
' made up the rest of the bill of fare at *Puerto Segura*. The
variation of the compass observed near *Cape San Lucas* was
three degrees Easterly.

On January the 10th, the four ships, Duke, Dutchess, Mar-
quis, and Batchelor, sailed from *California* for the *East Indies*.

January.
Departure
from the
Coast of
America.
Cargoes of
the Ships.

Some account is given by Edward Cooke of the lading with
which they left the American coast, which was composed of the
most valuable part of the cargoes of the different prizes they had
taken, but the cargo of the Manila prize, now the Batchelor,
remained unmixed. The following is a summary of the whole.

Silks, damasks, satins, and linens	about 90,000 pieces,
of various denominations - -	and 1000 bales.
Raw and sewing silk - - - -	48,000 lbs.
Silk stockings - - - - -	4,310 pair.
Musk - - - - -	5,997 oz.
Spices - - - - -	15,000 lbs.

Various

* *A Cruising Voyage round the World*, p. 317; and *Voyage by Edward Cooke*,
Vol. I, p. 335.

PART II.

1710.

January.

Various other articles in smaller quantities.

Money and plate in value about 12,000 *l*.

Jewels and pearls, the particulars of which are specified in an inventory, but not their value; and some bills taken for ransom.

In the Batchelor was found near 4000 lbs. weight of bread, and a quantity of sweetmeats.

And in the Duke and Dutchess was a quantity of iron and steel in bars, and of European hardware manufacture, being part of the original cargo with which they sailed from *England*.

Woodes Rogers with his small squadron pursued the track usually sailed by the galcons, of getting early into the parallel of *Guahan*. It was prudent and necessary, notwithstanding the supply just above mentioned, to deal out the provisions with a sparing hand during the passage to the *Ladrones*; but a partial and dishonourable, or to name it properly, an infamous measure of frugality was put in practice by Captain Rogers, which necessity could not have justified. The Africans who formed part of the ships companies, and who had been promised that they should be regarded as Englishmen if they behaved manfully against the enemy, who had performed their part of the contract, by serving in the actions with both the galcons, were put to shorter allowance in this season of scarcity than the English seamen, and some of them died from absolute want. Here is seen the cause of the desertions at the *Tres Marias*.

March.
At *Guahan*.

'On March the '10th, they arrived at the Island *Guahan*, where they anchored under Spanish colours, and were shortly visited by two Spaniards who came off in a small boat. Captain Rogers sent back in the boat, one of the Spaniards and two of his own men, with a letter to the Spanish Governor, proposing to abstain from all acts of hostility on condition of the ships being allowed to purchase or trade for provisions and refreshments.

ments. The next forenoon an answer assenting to the proposition was received from the Governor.

CHAP. 10.

1710.

March.

At Guahan.

Here, their wants were amply supplied. Besides provision for present consumption, a sea-stock was procured, of which the Duke received for her share, 14 small bullocks, 60 hogs, 99 fowls, 24 baskets of Indian corn, 14 bags of rice, 44 baskets of yams, besides cocoa-nuts, sugar-canes, limes, oranges, and other fruits. The price of cocoa-nuts in money, was 10 dollars per 1000. Other provisions cost rather more in proportion. At this time there resided on *Guahan* and *Zarpana*, about 300 Spaniards, some of whom had married with native women.

Sailing
Proc.

Captain Rogers was of opinion that the *Ladrone Island* proes would sail at the rate of above 20 miles per hour. He took one on board his ship to carry to *England*. 'It might be worth fitting up,' he says, 'to put in the canal in St. James's Park for a curiosity.'

March the 21st, they sailed from *Guahan* for the *Moluccas*.

April the 10th, in the afternoon, they saw, bearing from them SE, distant five leagues, a pleasant small low Island, all green and full of trees. Its latitude $2^{\circ} 54' N.$ Longitude, by Edward Cooke's reckoning from *Guahan*, $14^{\circ} 40' W.$

April.
10th.
An Island
 $2^{\circ} 54' N.$
 $130^{\circ} 45' E.$
14th.

The 14th, they had sight of the Island *Morotai*. After a long trial to get round the North of *Gilolo*, which they were prevented from doing by calms and currents, they stood Southward, and passed by the South of *Gilolo*. They stopped at the Island *Bouton* to take in water and provisions, and on June the 19th, anchored in the road of *Batavia*. Many of the seamen were taken ill here with fevers and fluxes, which was attributed to bad water taken from an Island in the harbour called, *Horn Island*.

June.
19th.
Batavia.

The Marquis was found unfit to proceed to *Europe*, and was therefore sold, and her cargo and crew were distributed on board the other ships.

The three ships sailed from *Batavia* October the 23d, and

3 Q 2

arrived

PART II.
1711.

arrived at the *Cape of Good Hope* on December the 28th. Captain Rogers waited there till a number of homeward-bound ships had collected, and on April the 6th, they sailed together in company, forming a fleet of sixteen Dutch and nine English ships.

July.
At the
Texel.

They all preserved company throughout the homeward passage, which they made by the route commonly called North about; that is to say, round the North of *Scotland*. July the 23d, the whole fleet anchored at the *Texel*. The English East-India ships sailed soon after for the River *Thames*; but the *Duke*, *Dutchess*, and the *Batchelor*, remained at the *Texel*, according to orders received from the owners in *England*, ‘who,’ Captain Rogers says, ‘were informed that the East-India Company was resolved to trouble them; although we ‘had dealt for nothing but necessaries in *India*.’ Affidavits to this purpose were made by the officers of the ships. The owners, however, did not immediately think it prudent to rely on the affidavits for defence, and by their directions Captain Rogers remained with the ships in *Holland* till the end of September, when they sailed for *England*, and on the 14th of October, anchored at *Erith* in the River *Thames*.

October.
Arrive in
the Thames.

Of Simon
Hatley.

Captain Rogers mentions that after his return, he met Captain Thomas Stradling, formerly commander of the Cinque Ports Galley, from whom he learnt that Simon Hatley after losing company of the *Duke* and *Dutchess* at the *Galapagos Islands*, sailed to the coast of *Peru*; and that he and the men with him, being distressed for want of provisions, had surrendered themselves to the Spaniards.

Woodes Rogers and Edward Cooke have each given charts and a description of the coasts of *Chili*, *Peru*, and *New Spain*, said to be extracted from Spanish manuscripts; but they have more the appearance of being drawn up from charts and descriptions before published. Captain Rogers candidly enough remarks, ‘this voyage being only designed for cruising on the
‘ enemy,

‘ enemy, it is not reasonable to expect such accounts in it as
‘ are to be met with in books of travels relating to history,
‘ geography and the like. Something of that however, I have
‘ inserted to oblige the booksellers, who persuaded me that
‘ this would make it more grateful to some sort of readers.’

CHAP. 10.

1711.

Woodes Rogers’s Journal is rendered extremely dull and unentertaining by being swelled with tedious details respecting his government of his ship, and with resolutions of councils which were held on board given at length, of no interest to the generality of readers; the perusal of which, however, may possibly be profitable to persons concerned in the equipment of private ships of war. To prove his knowledge as a traveller, he describes places he had not seen. Being on the coast of *Brasil*, affords him opportunity to remark that the *River of the Amazons* is the Northern boundary of *the Brasils*, and the remark affords him opportunity to describe the River. He afterwards recollects the *River de la Plata* to be the Southern boundary, ‘ for which reason,’ he says, ‘ I shall give a description of it ‘ from the best authors.’ Edward Cooke’s Journal and charts are inferior to those published by Woodes Rogers.

This voyage is the last in which William Dampier is known to have been engaged. Many years spent in a laborious and almost unremitting exercise of his profession, added to disappointment that his endeavours were not attended with better success, must have much worn his constitution at the time he sailed with Woodes Rogers. From his own account of himself we learn, that he first went to sea in the year 1669 or 1670, being then eighteen years old, and we have sight of him till the end of his voyage with Woodes Rogers. What afterwards became of him is not known; but there is no reason to believe that he was secured from indigence in his latter days.

William
Dampier

It is matter of regret and not less of dissatisfaction to see that some late writers have been so little conscious of the merits

PART II. merits of Dampier as to allow themselves to speak of him with small respect, for no other cause than that it appears he had disagreements with some of his shipmates, the particular circumstances of which are not known, farther than that he had to deal with a quarrelsome and mutinous crew, and was not armed with sufficient authority to repress their disorders, and was far distant from any appeal. Such petty considerations should never have been lifted up against the memory of such a man as Dampier. It is not easy to name another Voyager or Traveller who has given more useful information to the world; to whom the Merchant and Mariner are so much indebted; or who has communicated his information in a more unembarrassed and intelligible manner. And this he has done in a style perfectly unassuming, equally free from affectation and from the most distant appearance of invention. It is with peculiar justness of feeling that the author of the *Navigations aux Terres Australes*, speaking of him, demands, ‘*mais ou trouve t’on des Navigateurs comparables à Dampier?*’ Swift approved the plainness and simplicity of his style, as is evident by Captain Lemuel Gulliver hailing him Cousin. Many editions of Dampier’s Voyages have been printed, and they have been so fairly worn out that at this time it is difficult to procure a complete set.

English
South Sea
Company
erected.
1711.

IN the year 1711, was erected in *England*, a *South Sea Company*, concerning which it is sufficient in this place to observe, that its formation had no relation to any scheme or plan for establishing a commercial intercourse between the British Nation and the Countries bordering on the *South Sea*, or to any maritime enterprise then carrying on, or in contemplation.

C H A P. XI.

*Voyages of the French to the South Sea in the years 1709 to 1721,
including the Voyage of M. Frezier.*

FOR several years after the Voyage of Woodes Rogers, the navigation from *Europe* to the *South Sea* seems to have been undertaken only by the ships of *France*. The memorials found of these Voyages which are most worth preserving, will occupy the present Chapter. CHAP. 11.

In January 1709, the *Saint Jean Baptiste*, from *Marseilles*, commanded by M. Doublet, anchored at *la Concepcion*. In the passage out, they went by the East of *Staten Land*, which passage M. Duret, who sailed with Captain Doublet, calls *Brouwers Strait*. Duret wrote an account of the voyage principally for the sake of describing the Spanish settlements in *Peru* and *Chili*, the government and commerce; and the manners and customs of the inhabitants*.

In the year 1709 also, the *St. Antoine*, a French ship commanded by M. Frondac, sailed from *China* to the American coast. This passage was made in the months of May, June and July, and Frondac went as far North as 45° N latitude, where he had Westerly winds. It is remarked that his crew suffered less from the scurvy than the crews of the *Manila* ships in making this passage usually did; which was attributed to the passage being shortened by their going so far North, and to their touching at the coast of *California*, where they found a place in latitude 31° N†, to stop at and take refreshment. Guillaume De Lisle has drawn the route of the *St. Antoine* across the *Pacific*, in one of his charts. Frondac sold his cargo on the coast of *Peru* and *Chili*, which was contrary to the orders and regulations of the

1709.
Frondac
from China
to
California.

* Printed 1720, at Paris, 12mo.

† *Noticia de la California*, Part IV. Append. V.

PART II.

1711.

the Spanish Government, which expressly prohibited the introduction of Chinese merchandise into *Peru* or *Chili*. In the beginning of the year 1711, the *St. Antoine* anchored at *la Concepcion*; where M. Frondac, having been informed against, on landing from his ship, was apprehended by the Spaniards and thrown into prison. Several other French ships were then at *la Concepcion*, and some of the commanders proposed to cannonade the town: but others advised 'that the prison gates should be opened with a silver key.' The latter counsel was adopted, and with success, except that the key is said to have cost Frondac 14,000 piastres, but it seems he was satisfied at having so escaped*.

February.

In February 1711, the French ships, the *Philipeau* commanded by M. Noail du Parc, the *Aurore* by M. Legriel, and the *Saint Antoine*, sailed from *la Concepcion* for *Europe*. Le Pere Louis Feuillée was a passenger in the *Philipeau*.

November.

In the beginning of November, a ship from *France*, in which the Pere l'Abbé, a French Missionary, went passenger, anchored in the *Bay de Buen Suceso*, on the *Tierra del Fuego* side of *Strait le Maire*, where they stopped five days, and had intercourse with the natives. 'These people,' says Pere l'Abbé, 'appeared to me very docile, and I am of opinion that it would not be difficult to convert them.' After passing *Strait le Maire*, they met another ship, named *le Prince des Asturies*, and on December the 26th, arrived at *la Concepcion*, where they found three French ships named, *les Deux Couronnes*, *le St. Jean Baptiste*, and *le Comte de Torigny*; all three ready to depart for *Europe*. One of these ships, the *St. Jean Baptiste*, it appears sailed through *Strait le Maire* in her homeward passage.

In the same year, l'Incarnacion, a large ship 'of three decks,' which the French had taken from the Portuguese, sailed from *Rio Janeiro* for the *South Sea* under the command of M. Brignon
of

* *Journal des Obs. Phys. &c. par le R. P. Louis Feuillée*, Vol. III, p. 67.

of *St. Malo*. M. Frezier relates that she fell in with 'the *Sebald de Weerts*, which are three small Islands, about half a league long, lying triangularwise *.' L'Incarnacion was afterwards bought by the Viceroy of *Peru* for the service of the King of *Spain*.

CHAP. 11.
Of the
position of
the *Sebald*
de Weert
Isles.
1712.

In the course of the year 1712, the French ships hereafter mentioned, were on the coast of *Chili* and *Peru*.

The *St. Charles*, which ship was bought by the Spaniards.

The ship *Le Clerc*, commanded by M. Boisloret.

The *Solide*, of 50 guns, commanded by M. Ragueine, an officer of the French Marine.

The *Mariane de Marseilles*, commanded by M. Pisson.

La Vierge de Grace, of *St. Malo*.

The *Concord*, commanded by Pradet Daniel of *St. Malo*, which ship had been detached from the squadron of M. du Guay Trouin in the *West Indies*, with a lading of prize goods to sell in *Chili* and *Peru*.

A ship named l'Assomption, commanded by M. Le Brun.

The *St. Joseph* of *St. Malo*, commanded by Duchéne Battas.

The *Marie*, Jardais Daniel, commander.

In the month of November the French ship *la Reine d'Espagne*, commanded by Brunet, stopped in a bay in *Strait le Maire*, supposed to be the *Bay de Buen Suceso*. 'She anchored at the entrance in 10 fathoms, oozy sand; and watered from a small river on the larboard hand within the *Bay*. This water had a reddish cast, but it became clear, and was good. Some natives came to them in a friendly manner: the weather

' was

* The *Sebald de Weerts* are not represented in a triangular position as described by Frezier, either in the English Chart composed from the Journal and drawings of Captain Macbride and published with the Voyage of Commodore Byron, or in the Spanish Chart of 1788. Dom Pernety, both in his account and in his Chart of the *Malouines*, has ascribed to them a triangular position. It is to be observed, that if a range of Islands which are situated in a direct line, are of different elevations, their situations will at a distance appear to be oblique. In the present case, the English Chart merits the preference, having the track of the ship described on it.

PART II. ' was extremely cold, nevertheless most of them were quite
 1712. ' naked, and they were almost as white as Europeans.'

The *St. Clement*, a French ship of 50 guns, commanded by Jacinte Gardin of *St. Malo*. In their passage outward-bound round *Cape Horne*, they saw a *Volcano* on the *Tierra del Fuego*; which Frezier has marked on his chart.

Volcano on
the Tierra
del Fuego.

This year, some Frenchmen under the direction of a person of the name of Apremont established a fishery on the Island of *Juan Fernandez*. The ship *St. Charles*, then belonging to the Spaniards, going thither to take a cargo of salt-fish, was wrecked on the Island; but all the crew were saved.

In this year also (1712) M. Frezier went from *France* to *Chili*.

Voyage of
M. Frezier.

M. Frezier was not a sea commander, nor even of the profession of a mariner; but an officer of Engineers in the French King's service, who made a voyage to the *South Sea*, of which at his return he published an account, under the title of *Relation du Voyage de la Mer du Sud*. His Journal is one of observation and description, his researches being professedly directed to supply what was wanting in the Journal of *Pere Feuillée*. It appears in the Dedication of his Journal, which he addressed to the Regent Duc d'Orleans, that he was appointed to make the voyage to collect information, and to make plans of the places he visited. Frezier's *Relation du Voyage* contains much both of the natural and civil history of *Chili* and *Peru*; but the maritime parts of his work only will be noticed in the present account.

M. Frezier embarked 'in quality of an officer' on board the ship *St. Joseph*, of 350 tons burthen, belonging to merchants of *St. Malo*, carrying 36 guns and 135 men, and commanded by M. Duchéne Battas. On November the 23d, 1711, they went out of the port and anchored in the outer road, where they were long detained by unfavourable winds. Whilst there, they witnessed the following strange accident. A large French pri-
 vateer,

vateer, named *la Grande Bretagne*, came in from sea intending to anchor in the road; instead of which, she drifted on the rocks and was wrecked, in consequence of the buoy-rope through neglect being kept fast within board when the anchor was let go, and which was thereby prevented from taking the ground. Three men of the crew were drowned.

CHAP. 11.

1712.

January.

Accident
by which a
Ship was
wrecked.

Towards the end of January, 1712, the *St. Joseph*, and the *Marie*, of 120 tons, commanded by Daniel, quitted the coast of *France* in company. February the 16th, they anchored at the Island *St. Vincent*, in the bay opposite to the Island *St. Antonio*. Frezier advises in entering this bay, to be prepared for squalls or sudden gusts of wind, which come from the mountain to the North East.

C. de Verde
Islands.
St. Vincent.

On searching for fresh water in a cove on the North side of the bay, where a river runs during the greater part of the year, they found the bed of the river quite dry. Near the outer point on the West side of the bay, they found a small stream or drain of fresh water, and by digging a pit to collect it, they were enabled to complete watering the ships in two days; but 'this water when first taken was not of the best, and with seven or eight days keeping, smelt so badly that it was a punishment to be necessitated to drink it.'

The inhabitants on *St. Vincent* were negroes, and had so little confidence in the honesty of white men, that on the arrival of the ships, they abandoned their houses from apprehension of being carried away and sold. Good fish were caught in plenty with hook and line, besides which, the ships found little refreshment at *Saint Vincent*. They therefore sailed next for *Brasil*.

- In a plan M. Frezier has given of the bay in the Island *St. Vincent*, the North is made to point downwards, contrary to the more general custom. It is true that there is no reason on scientific principles why the North should be uppermost in a chart rather than the South, and the custom seems to have

PART II.
1712.

proceeded from the accident of charts being an invention of the Northern hemisphere, which circumstance without contest obtained this preference for the North. Some Hydrographers however, in delineations of coasts or seas in South latitude, have thought it most consonant with astronomical principles to make the South uppermost, as being towards the elevated Pole. This being in opposition to the ideas instilled by early education, and but seldom practised, may sometimes occasion perplexity. For the South being uppermost in Frezier's plan of the *Bay of St. Vincent*, there is no apparent reason, the Island *St. Vincent* being in North latitude.

Island S^a
Katalina.

March the 31st, they anchored at the Island S^a *Katalina*, where they obtained supplies from the Portuguese, not without difficulty, because, not long before, a French squadron commanded by du Guay Trouin, had taken the city of *Rio Janeiro*, and had made the Portuguese pay ransom for it.

The Island S^a *Katalina* is described one continued forest of trees, green all the year. The Portuguese who inhabited there were so desirous of European clothing, that they sold their provisions for small pieces of linen rather than for money. Frezier remarked of them, that ' they were a ragged people, but ' lived in the enjoyment of plenty of the necessaries of life, and ' of a healthy climate, and they seemed to be most sensible of ' their own happiness when they saw us seeking after money ' with so much pains.'

Strait le
Maire.

The Three
Brothers.

April the 12th, they sailed from S^a *Katalina*, and on May the 8th, arrived at *Strait le Maire*, which M. Frezier says, is easily known by three uniform hills, named the *Three Brothers*, contiguous to each other on the *Tierra del Fuego*; ' beyond ' which, towards the South, you see appearing above them a ' high mountain in form of a sugar-loaf, and covered with snow. ' About a league to the East of the three hills is the *Cape de* ' *S. Vicente*, which is low, as is the *Cape San Diego*, which is ' more advanced. As you approach these Capes from the ' NNW,

‘ NNW, you open the *Strait le Maire*, which it is necessary
 ‘ to remark, because vessels, and lately *La Incarnacion* and
 ‘ *La Concorde*, believed that they passed through the *Strait*,
 ‘ although they went to the East of *Staten Land* and saw
 ‘ land only on the West side of them, they being deceived by
 ‘ hills on the *Staten Land* which resembled the *Three Brothers*,
 ‘ and by some bays similar to those in the *Tierra del Fuego*.’
 This misconception must have happened in foggy or hazy
 weather, otherwise the absence of land to the East would have
 explained to them their situation. The variation of the compass
 in *Strait le Maire* was at this time 24° Easterly. In the passage
 round *Cape Horne*, the *St. Joseph* and *Marie* were separated.

CHAP. 11.

1712.

M. Frezier advises, that every ship in doubling *Cape Horne*
 from the Eastward ‘ should make of Southing and Westing half
 as much more as they think will be necessary, on account of the
 great prevalence both of Westerly winds and of currents which
 may set them back.’ All who have given counsel for passing
 round *Cape Horne* from the *Atlantic*, agree, that with unfavour-
 able winds it is desirable to keep a good distance to the South
 of the *Tierra del Fuego*; but it would be waste of a fair wind
 to give up much ground, and especially of Westing, to gain
 offing beyond half a degree South of *Cape Horne*.

The *Marie* put into *Baldivia*. June the 18th, the *St. Joseph*
 anchored at *la Concepcion*, and saluted the town with seven guns,
 to which, ‘ according to the custom of the place, none were
 returned.’ Here were lying the French ships, *la Mariane* of
Marseilles, and *la Concorde* of *St. Malo*, which had been
 detached by M. du Guay Trouin from *Brasil* to this coast, laden
 with the spoils taken at *Rio Janeiro*.

At La Con-
cepcion.

Frezier in describing the natives of *Chili*, questions the accounts
 published by the Missionaries of their progress in converting the
 Indians. Concerning the inhabitants of the more Southern
 parts of *America*, Frezier collected the following information.
 ‘ The Indians of the country near *Chiloe* are called *Chonos*.

Of the
Natives of
Chili.

‘ But

PART II.

1712.

Patago-
nians.

‘ But farther inland is a nation of Indian giants whom they
 ‘ call *Cauca-hues*. They live in peace with the *Chonos*, and
 ‘ sometimes come with them to the habitations of the Spaniards
 ‘ at *Chiloe*. Don Pedro Molina, who has been Governor of the
 ‘ Island *Chiloe*, and some others who had been in that country,
 ‘ told me, that the *Cauca-hues* approached to four *varas* in
 ‘ height, that is to say, nearly to nine or ten feet. These are
 ‘ the same people who are called *Patagons*, and inhabit the
 ‘ East coast of the desert country, as mentioned in the old
 ‘ accounts; all which have been since treated as fabulous,
 ‘ because there have been seen in the *Strait of Magalhães*
 ‘ Indians of a size which did not surpass that of other men:
 ‘ but the people of the *Jaques of St. Malo*, in July 1704, saw
 ‘ seven of these giants in the *Bay de San Gregorio* *.

The Southern Settlements of the Spaniards in *Chili* were thought so much less secure than the Northern, that the force kept there was composed principally of men sentenced to that service as a punishment for crimes or misdemeanors.

At this time, negotiations for peace were in great forwardness in *Europe*, and the Spanish Government began to wish the French would discontinue their visits to the *South Sea*. Whilst M. Frezier was at *la Concepcion*, the Governor received an order from the President or Captain-General of *Chili* to make all the French ships which were lying there immediately quit the port. This order, Frezier says, was given on occasion *d'une galanterie d'éclat*, and was not rigidly enforced. The ships *l'Assomption*, and the *St. Joseph*, were suffered to continue in the port long after the order arrived, that they might dispose of as much of their merchandise as would enable them to pay for the victualling their ships.

Frezier has given a plan of the harbour *de la Concepcion*. *Pere Feuillée* had before given one, and Frezier is at the pains of

* Frezier, p. 77-78. Edit. of 1732.

of pointing out what appeared to him defective in P. Feuillée's plan. He has done this in several instances where they have each drawn plans of the same place, and in a style of disrespectful levity towards Pere Feuillée, whose astronomical observations he treats with little deference. Some of these criticisms are rendered more conspicuous by being made the subject of a prefatory *Avertissement* to his *Relation du Voyage de la Mer du Sud*. This was an attack unnecessary, and seems to have been no other way provoked than by Frezier being emulous to eclipse Pere Feuillée's reputation for science. It was in the power of any person, by comparing the plans, to see in what particulars they differed. A plan must be extraordinarily correct in which a new survey shall not discover error. In fact, every survey that differs from a former, tacitly accuses it of incorrectness, and M. Frezier might have rested satisfied with producing plans different from those of Pere Feuillée, and have forbore other comment or comparison: it would then have remained with Pere Feuillée to attack the variations, or to acquiesce in them. Frezier has not softened the matter by the kind of apology he makes for P. Feuillée, who he remarks 'was not at a fit age to undertake the rude exercises which are necessary in making large plans, and which require the exertions of a young man capable of fatigue.'

La Concepcion, or *Penco* as the town is called by the Indian natives, a name which signifies fresh water being found there, Frezier says, is the best place on the whole coast for ships to stop at, both for the plentifulness and for the good quality of the supplies to be obtained there; 'and though the town to speak of it properly is only to be called a village, we found agreeable society to relieve us from the wearisomeness we had so long endured in a ship by being constantly shut up with the same people.'

In September the St. Joseph sailed to *Valparaiso*, where they were received with rather more civility than at *la Concepcion*,

September.
Valparaiso.

for

PART II. for on saluting the town with seven guns, they were complimented with one gun in return.

1714.

September.

M. Frezier wished to see the City of *Santiago*, the capital of *Chili*, but would not ask for permission, lest enquiry should be made into his profession and business. Under pretence of going to *la Concepcion* to embark in a ship bound to *France*, he was allowed to go to *Santiago* as being in the way by land to *la Concepcion*. His abode there was shortened in consequence of an affray which happened between the Spanish Custom-house officers and some French seamen at *la Concepcion*, in which a Spanish soldier was killed. The anger against the French which the news of this affair produced at *Santiago*, made M. Frezier think it prudent for him to return to his ship. The Captain of *la Vierge de Grace* was condemned to make satisfaction for the resistance shewn to the officers of customs and for what had happened in consequence, by payment of a fine of 9000 pieces of eight.

Frezier remarks that the climate at *Valparaiso* is so accommodating to all vegetation, that the fruits are coming forward throughout the year. 'In the same apple-tree may be seen fruit of all ages; in flower, in blossom, apples just formed, half grown, and quite ripe, all together.' In eight months that Frezier remained at *Valparaiso*, thirty vessels departed thence laden with corn, the average burthen of each being estimated at 6000 fanegas or sacks. The fanega is 150lbs, and the price of a fanega of corn at *Valparaiso* was from 18 to 22 reals. The French found the market for European goods very heavy. Three of the commanders, on a speculation that a peace would put an end to the granting licenses to the ships of *France* to enter the Spanish ports in the *South Sea*, and that the value of European goods would be enhanced there in consequence, bound themselves by mutual agreement, under penalty of 50,000 crowns forfeiture, not to sell their goods under certain specified prices. The Captain of the *St. Joseph* was one of the parties in this agreement.

In

In January 1713, the ship *St. Clement* arrived at *Valparaíso*, and in company with her a French ship of 20 guns. The *St. Clement* sailed under Spanish colours, in consequence of her Captain, Gardin, having a license from the Spanish government to trade on the coast, which he had purchased for 50,000 crowns. CHAP. 11.
1713.

In or about the month of February, two French ships, one of them of 44 guns commanded by M. de Ragucine Mareuil, the other of 16 guns commanded by M. Bocage of *Havre*, arrived on the American coast from *China*, laden with silks and East-India goods.

In May, the *St. Jean Baptiste*, commanded by M. Villemorin, in passing through *Strait le Maire* was becalmed, and some inhabitants of the *Tierra del Fuego* in two boats went off to her. The complexion of these people was remarked to be nearly as white as that of Europeans. They were eager to obtain any thing red, insomuch that one of them, it is related, on seeing a fowl with a red crest, tore it off to carry away*.

May.

In the same month (May 1713,) a Tartan† named the *Saint Barbe*, commanded by M. Marcand, outward-bound from *Europe* to *Chili* and *Peru*, entered the *Strait of Magalhanes*, and by accident discovered on the *Tierra del Fuego* side of the *Strait*, another channel or strait till then unknown, through which he sailed into the *South Sea*. M. Frezier has given the following account of this discovery.

Passage
of the
St Barbe.

‘ At six in the morning, on May the 15th, the *St. Barbe* got under sail from *Elizabeth Bay* (which is on the North side of the *Strait*) and steering SW and SW b S, those on board her mistook the usual channel for that of the *Riviere du Massacre* ‘ [or

* *Relation du Voyage de la Mer du Sud*, p. 58.

†. A small vessel much in use in the *Mediterranean*, having only one mast and a bowsprit: the principal sail is triangular and extended on a lateen yard. *Fakoner*.

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1713.

Passage
of the
S^t Barbe.

‘ [or *Canal de San Jerome*,—See Beauchesne’s Voyage,] and
 ‘ continued steering to the SW towards an Island which they
 ‘ took for the *Isle Dauphine*, assisted by a current in their
 ‘ favour and a good fresh of wind from the NE. They ranged
 ‘ along this Island, and an hour after having passed it, they
 ‘ found they were in a broad channel, where on the Southern
 ‘ hand, they saw no other land than a quantity of little Islets
 ‘ intermixed with breakers. Then perceiving they had missed
 ‘ their way, they sought for anchorage, in order that they might
 ‘ have time to send their boat to reconnoitre where they were;
 ‘ and they found a small bay where they anchored in 14 fathoms,
 ‘ the bottom grey sand and small white gravel.’

‘ The morning of the 26th of May, they got under sail at
 ‘ seven o’clock, and after making some tacks to get out of the
 ‘ bay which is open to the ESE, they directed the course to
 ‘ South, to Sb W, and to SSW, and at noon found themselves
 ‘ clear out from the lands; they took an observation, having
 ‘ very fair weather, which gave their latitude 54° 34’ S. This
 ‘ observation was confirmed by that which they made the next
 ‘ day, when in sight of an Islet, which bore from them East
 ‘ true, they observed 54° 29.’

‘ This Islet was to the South of a large Island, the SE point
 ‘ of which was named *Cape Noir*, because it is of that colour.
 ‘ The Islet here spoken of, is a rock in form like a very high
 ‘ tower, by the side of which there is one smaller nearly of the
 ‘ same shape, from which it is evident that it would be impossible
 ‘ to miss this channel, if it were sought for by the latitude,
 ‘ having such singular marks. The crew of the vessel say that
 ‘ the bottom is good, and that great ships may sail through
 ‘ without danger, the breadth being about two leagues.’

‘ This Strait is perhaps the same as that of *Jelouchté* which
 ‘ M. de Lisle has put in his last chart of *Chili*; but as the
 ‘ English memoirs which he was pleased to shew me seem to
 ‘ place it [the *Jelouchté*] to the South from *Cape Froward*; it may
 ‘ be

‘ be imagined there are two different Straits. It may also be the same by which a boat of the squadron of M. de Gennes penetrated in 1696.’

CHAP. 11.

1713.

Passage
of the
S^t Barbe.

The fact of the foregoing account seems to be, that Marcand had had charts of the *Strait*, if he had any; and that on the morning of the 15th, it was not from *Elizabeth Bay* he weighed anchor, but from some part considerably more to the Eastward; otherwise it could scarcely have happened to him to mistake the main channel of the *Strait* for the *Canal de San Jerome*, and *Whale Bay* for the main channel of the *Strait*. The author of the *Noticia de las Expediciones al Magalhanes* relates the discovery in the following manner. ‘ M. Marcand in the Tartan S^a Barbara, endeavouring to pass through the *Strait of Magalhanes* without good charts or other proper intelligence, entered one of the many channels which are in the *Tierra del Fuego*, and without knowing how, found himself after a few hours of navigation in the *Pacific Ocean* *.’

What English memoirs on this subject M. de Lisle could shew to Frezier, there is no clue for conjecturing. The *Saint Barbe*, after sailing through the newly discovered *Strait*, proceeded to *Chili* and *Peru*, where Frezier met with her Captain.

The information M. Frezier collected from the commanders of different vessels, induced him to make a chart *de l’extremité meridionale de l’Amerique, ou sont comprises les nouvelles Isles*, i. e. ‘ of the Southern extremity of *America*, in which are comprised the *Nouvelles Isles*.’ In this chart M. Frezier has displayed his new materials with pains and good judgment; his *Isles Nouvelles* in particular, which are put in a much more improved shape than had been given to them in any former chart, with the exception that the *Beauchesne* is made two Islands without any explanation being given. In the other parts of his chart,

Frezier’s
Chart of the
Southern
Extremity
of America.* *Noticia*, p. 276.

PART II. **chart, he has shewn much want of care and some want of**
1713. information.

Bay of
Coquimbo.

Paxaros
Niños.

To proceed with Frezier's voyage in the *St. Joseph*: In May she sailed from *Valparaiso* to *Coquimbo*, where a short time before, the French ship *le Solide* lost two anchors by anchoring too near to two small rocks or islets called *Paxaros Niños*, which lie about a quarter of a league distant from the South point of the Bay, the rockiness of the bottom cutting her cables.

The Captain of the *St. Joseph* proposed remaining longer in *Chili* than suited the views of M. Frezier, who therefore quitted the ship at *Coquimbo*, and embarked in a Spanish vessel that was bound to *Callao*.

June.

His progress to *Callao* was close along the coast. At *Copiapo* the vessel took in a cargo of sulphur.* Scarcity of fresh water is the evil most generally complained of on this coast: the country Northward of *Copiapo* is so burnt up, that cattle are starved for want of herbage; and Frezier says that in the course of 80 leagues there is but one river.

Road of
Arica.

The vessel stopped at *Arica*. In the road is a small Island called *Guano*, which breaks off the swell of the sea at the customary anchorage; but being directly to windward, the stench of bird's dung with which it is covered, is very offensive, and in summer is thought to make the port unwholesome. Ten or twelve vessels load here and at the *Island Yquique* every year with this dung, or a yellowish earth compounded of the dung and the soil, which is called *guana*, which they carry to the Continent, where it is used for manure, and so wonderfully fertilizes the earth, that in the valley of *Arica*, it yields 400 and 500 for one of every kind of grain. Ships obtain fresh water at *Arica* by digging at low water about half a foot deep in the sand whence the sea has retired, and in these shallow cavities, they find fresh water tolerably good, which keeps well at sea*.

Whilst

* Frezier, pp. 135-137.

Whilst Frezier was at *Arica*, news arrived there that a suspension of arms had been agreed to in *Europe*, and that orders had arrived from *Spain* to oblige all the French who were in *Peru* and *Chili* to embark and return to *Europe*; that otherwise their effects would be confiscated.

Ylo.

The vessel in which Frezier was, stopped next at *Ylo*. Most of the houses there had been built, and were then inhabited, by Frenchmen, who had cleared the ground of wood to nearly a league distance from the sea. Two French ships were lying in *Ylo Road*, which were those commanded by Ragueine Marcual and Bocage, which had some months before arrived from *China*. On account of the prohibitions, Ragueine purchased or hired a vessel of the Spaniards, in which he lodged his East-India cargo, that his own ship might be in a condition to undergo search. M. Frezier embarked here with Ragueine.

September.
Pisco.

September the 10th, they anchored in the Road of *Pisco*, in five fathoms. Ships water here at a small river, half a league Northward of the Town; and sometimes they get fresh water by digging in the sands as at *Arica*.

Callao.

In the course of the same month, they arrived at *Callao*, where upwards of twenty sail of shipping, Spaniards and French, were at anchor. On the 30th, the Viceroy of *Peru* came to *Callao*, and made a visit on board the ship *la Incarnacion*, which the French had taken from the Portuguese, and had now sold to the Viceroy for the service of the King of *Spain*. He was saluted with thirteen guns by each of the other ships in the Road.

Frezier visited *Lima*, of which he has given a plan. In his description of that city, he computed the number of inhabitants to be between 25,000 and 28,000, of whom about one-third were whites.

October.

In October he embarked in the ship *Mariane de Marseilles*, bound for *France*, and November the 12th arrived at *la Concepcion*, where were lying the French ships *St. Jean Baptiste*,

November.
At la Con-
cepcion.

PART II.

1713.

December.

Baptiste, le François, and le Pierre, all of St. Malo. The 25th, intelligence was received from *Callao*, of peace having been concluded, and the news was accompanied with a repetition of the order for the French to depart. The French however were not in haste; and on the 9th of December, the President of *Chili* issued a proclamation commanding that they should be compelled to embark in two days, and forbidding the inhabitants after that time to furnish any who should be found remaining on shore with provisions or means of subsistence. In this proclamation was noticed that seven ships belonging to Genoese merchants had been fitted out at *Marseilles* intended for the *South Sea*.

1714.
January.

Besides the French vessels already named, the following were in the course of the year 1713 on the coast of *Peru* or *Chili*. *Le Berger*, *le Saint Esprit*, *le Prince de Asturias*, *la Marguerite*; and in the month of December the same year, and January 1714, there arrived on the coast of *Chili* from *France*, the ship *le Martial*, which carried 50 guns, *le Chancelier*, *la Mariane*, *le Bien Aimé*, *le Poisson Volant*, *l'Assomption*, and another vessel, almost all of them commanded by *Malouines*, or men of *St. Malo*. French ships also arrived at this time at *la Concepcion* from *Peru*, most of whom had disposed of their cargoes and were homeward bound; so that there was at *la Concepcion* an assemblage of fifteen French ships, having on board 2,600 men; which was some cause for alarm, and for the Spaniards to desire their absence.

February.

February the 17th, the *César*, a ship of *Marseilles*, arrived at *la Concepcion*, and two days after, four ships departed in company from *la Concepcion* for *France*, one of them being *la Mariane*, in which *M. Frezier* was passenger; but she sailed badly, and the others separated from her before passing round *Cape Horne*; which passage, instead of going through the *Strait of Magalhanes*, appears to have been most generally preferred,
from

from the apprehension of making some mistake in coming in with the West entrance of the Strait.

CHAP. 11.

1714.

April.

Island
Trinidad.

April the 8th, the *Mariane* came in sight of the Island *Trinidad*, not the *Trinidad* near the coast of *Paria*, but the smaller Island of that name in $20\frac{1}{4}^{\circ}$ South latitude and about 12 degrees of longitude East of the coast of *Brasil*. At this Island the *Mariane* anchored, in 30 fathoms, the bottom sand but rocky, about four cables length $W\frac{1}{2}N$, or WbN true, from a round conical rock like a tower which lies near the SW part of the Island. A boat was sent to search for better anchoring ground, which they found farther Northward, with 25 fathoms depth, the bottom coarse black sand; to the NNW of a cleft Islet*.

A fine cascade of fresh water was found, which would have supplied a whole squadron; but at the place of landing the sea was rough, and a quantity of great stones kept rolling about on the shore, which made landing and loading dangerous, so that in a whole forenoon they got off only two small casks of water. It was determined therefore not to stop here longer.

Frezier claims credit for keeping a very correct sea reckoning, and he has remarked with some reason against an erroneous method of marking the log-line which was then practised. The difference between the meridians of *la Concepcion* and the Island *Trinidad* he makes by his reckoning to be $43^{\circ} 10'$, which is almost exactly the same difference as between Dr. Halley's longitude of *Trinidad* ($29^{\circ} 50' W$ from London) and Pere Feuillée's longitude of *la Concepcion* ($75^{\circ} 34' 30'' W$ from the R. Observatory at Paris†.)

Some doubt had formerly been entertained whether another Island did not exist near to this Island *Trinidad*; and in some of the old charts, a second Island is laid down with the name *Acençaon*.

* *Frezier*, p. 267.

† The present tables give the difference of longitude between the two places $43^{\circ} 33'$.

PART II. *Acençon or Ascencion**. Frezier, trusting to the old accounts, and having some appetite for controversy, chose to call the Island 1714. he now saw, *Ascençon*. He notices the small isles or rocks known April. by the name of *Martin Vaz*, Eastward of the large Island. 'These Island *Trinidad*. ' three Islets,' he says, ' have caused some persons to imagine ' that this Island and the Island called *Trinidad* were only the ' same, because it has happened to ships to seek for the other ' by its latitude without finding it: but I know also that vessels ' have found it in returning from the *East Indies*, and have even ' supplied themselves with fresh water there from a pond. It is ' therefore *mal-à-propos* that Edmund Halley has suppressed in ' his large chart the Island *Trinidad*, and that he has called ' by that name this Island of *Ascençon*.'

Frezier made a chart to shew his track from *St. Malo* to *Chili* and back to *Europe*. After strenuously insisting that there were two separate Islands, an *Ascençon* and a *Trinidad*, near the coast of *Brasil*, it was incumbent on him to have given each of them a place in his chart; nevertheless, he has laid down only one which he calls *Ascençon*, and *Trinidad* is omitted, which amounts merely to an alteration of the name. With as little consideration, he ventured to make remarks on Dr. Halley's chart of the Variations. Frezier was more eager to press forward than at pains to be correct. His own chart he has dignified with curved lines designed to shew the progression of the variation of the compass; and he has fixed upon a central point as a magnetic pole, at about 250 leagues to the ESE from *Cape Horne*.

Dr. Halley thought proper to answer M. Frezier, to defend the suppression complained of, by explaining his reasons for believing that no other Island existed near that part of the *Atlantic* than the one Island which himself had seen in 1700, and which Frezier had seen in 1714. This answer Dr. Halley

sent

* Different from the Island in the *Atlantic* at which homeward-bound ships from the *East Indies* frequently stop to take turtle.

sent to the editor of the English translation of Frezier's Voyage whilst it was in the press, and it was published with the Translation. (London, printed 1717.)

The Mariane stopped at *Bahia de Todos los Santos*, and there rejoined the ships which had separated from her near *Cape Horne*. She afterwards stopped at the *Western Islands*, and in August arrived at *Marseilles*.

It has been remarked of Frezier's Voyage, that it furnishes excuse for the reserve of the Spaniards respecting their American possessions. It does not appear, however, that they considered his visit, or his account of it, as injurious to them.

At the time Frezier's *Relation du Voyage de la Mer du Sud* was published, only two volumes of Pere Feuillée's *Observations* had appeared. The third volume was then in the press, and in a critical preface to it, he replied to the attacks of Frezier, on whose descriptions he did not fail to retaliate. M. Frezier, he describes to be, '*Pilote sans étude, observateur sans instrumens*,' who immediately on setting his foot on board a ship wrote long dissertations on the log and on sea reckoning, '*mais a un mauvais auteur tout est bon pour grossir son ouvrage*.' He remarks on the vanity of Frezier in attributing to his own capacity the merit due to the officers of the ship who marked the courses and distances on the log-board. Frezier returned to the charge, and wrote *Une Réponse a la Preface Critique*. In this *réponse* he has with much wit accused his antagonist of unnecessary prolixity in the account he has given of his observations. 'To what purpose,' he demands, 'does Pere Feuillée enter into the minute details of his observations and calculations to describe an operation in which there is nothing new, with setting forth all the common process of his sines and logarithms? Have those who have given us Astronomical Tables and Tables of Logarithms done us wrong in suppressing the immense calculations which they were obliged to make? If P. Feuillée observes the latitude, he employs five lines instead

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PART II. ' of two words. At noon, he says, I observed the complement
 ' of the meridian altitude of the sun, so much ; its declination
 ' calculated for the same meridian was found to be, so much ;
 ' whence the elevation of the pole must be, so much. Now,
 ' a less able man would at once say, latitude observed,
 ' and that would be enough.'

This is worth attention. In justification of Pere Feuillée it is to be observed, that the scientific part of navigation was then understood in a very moderate degree by mariners generally. Few, in computing their observations for the latitude, thought of applying any allowance to the numbers in the tables of the sun's declination, on account of any difference in the meridian of the place of observation from the meridian for which the tables were calculated. School examples were then of considerable use, and Pere Feuillée's were of the best. It is also proper in determining the latitude or longitude of a place to which an erroneous position had long been assigned, to produce all the particulars which authorize the correction.

Without being called for by occasions such as above mentioned, the practice of inserting in the history of a voyage long calculations throughout the whole of their process, has of late years obtained to a most extravagant and oppressive degree. If half the account of a voyage is found to consist of figures and mathematical dissertation, what reader will not wish that this part had been published separate? It is not very reasonable that those who desire to purchase the history of a voyage should have imposed upon them the additional expence of a school-book of 700 pages ; or that those who desire to have only the instruction should not be able to obtain it, without purchasing also the history. The giving publicity to observations in their uncalculated state can be no guarantee of their fidelity, unless they are sent to the press fresh from the instrument ; and if they are intended as evidence for the results being correctly given, by whom will they be examined? There is small probability

bability that a single lunar distance in the hundred, of the calculations published of late, will be recomputed by any person. The importance of very few observations renders the publication of the whole calculation respecting them necessary. For the rest, if the figures are thought worth being preserved, they might be lodged in the public libraries, where, if they are never enquired after, they will be of no cost to any one. Le Pere Feuillée was one of the first travellers who detailed his observations at much length. They were excellent and of much value, and in the quantity of figures published fell far short of those of which the world has lately had reason to complain: nevertheless, he did not escape being censured for prolixity.

CHAP. 11.
1714.

The following account is extracted from a Memoir written by M. Pingré.

‘ Not many years ago, a mariner of *St. Malo*, named Bernard de la Harpe, printed at *Rennes*, a Treatise on the discoveries of Southern Lands, entitled *Un Memoir pour la France servant à la découverte des Terres Australes*. 15 pp. in 4to. He reports in it, that in 1714, the Captain of a Spanish Brigantine, going from *Callao* bound for the *Island Chiloe*, finding himself in 38° S latitude, and 550 leagues to the West of *Chili*, discovered a high land, which he coasted during a day. By fires which he perceived during the night, he judged this land to be inhabited. Contrary winds afterwards obliging him to stop at *la Concepcion*, he found there the ship *le François*, of *St. Malo*, commanded by M. du Fresne Marion; who has affirmed that the journal of the Spanish Captain was communicated to him, and that he found therein the fact to be stated as above reported. Those who know M. Marion, know him to be a sensible intelligent officer, and a man of veracity; consequently not liable to be deceived, or capable of deceiving any person*.’

Reported
Discovery
of Land
in 38° S
Latitude.

* *Memoir sur le choix des lieux ou le passage de l'équateur du 3 Juin 1769, pourra être observé avec le plus d'avantage*, p. 70. Paris, 1767;

PART II.
1714.

It is farther related, that the Brigantine, on standing back to the Continent, was not able to make the coast in so high a latitude as 38° S.

It is some corroboration of the foregoing account, that the name *le François* is found among the ships known to have been at that time in the *South Sea*; and it has been supposed that the land seen by the Spanish Brigantine is the same which so long before as in the year 1576, was reported to have been discovered by *Juan Fernandez**.

The distance of the Brigantine's discovery from the American coast, joined to the circumstance of her making the coast of *Chili* afterwards in a less latitude than 38 degrees, suggested a doubt to Mr. Dalrymple, that the Brigantine saw the land discovered by the Buccancer Chief, 'Edward Davis, and that by mistake in transcribing, the latitude has been delivered to us, 38° S, instead of 28° S.† Since the publication of Mr. Dalrymple's opinion, search has been made for land in 38° S; and in late times, the tracks of many ships have crossed this part of the *South Sea*, without finding any indication of the land in question.

L. G. de la
Barbinais.

The next navigation of the French to the *South Sea* to be noticed, is of *Le Gentil de la Barbinais*, if such a voyage was really made by such a person. The account is full of obscurity, which may have proceeded from the ignorance of the writer on maritime subjects, and from his general want of judgment. M. de Brosse has allowed credit to the narration as being genuine, observing at the same time that it was one of small importance to the history of navigation or commerce. It is given in the form of letters, addressed to some unnamed correspondent. The author it is probable went as
supercargo

* See Vol. I, Chap. XVIII, on Reports concerning the Discovery of a Southern Continent.

† Investigation of what farther may be expected in the *South Sea*, p. 19, Dalrymple's *Hist. Coll. of Discoveries in the South Sea*, Vol. II.

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L. G. de la
Barbinais.

supercargo or agent for the owners of the ship in which he sailed ; he remarks that in consequence of the conventions subsisting between *France* and *Spain*, and of the orders issued, that it behoved those who equipped vessels for *Chili* or *Peru*, to keep their own counsel. Holding this maxim in mind, he informs his reader that he departed in a vessel named le V . . . from the Bay de C . . . This, however, appears to be not unnecessary discretion ; for ‘ the owners,’ la Barbinais relates, ‘ provided our ship le V . . . with an English commission, in the name of an Englishman who sailed with us with the title of Captain, but without exercising the functions ; and that we might the better pass for English, we engaged a number of English sailors as part of our crew.’

The author proceeds to relate that they departed from the coast of *France* in the end of August, 1714. They touched at *Isla Grande* near the coast of *Brasil*, where he says he saw wild monkeys as large as calves. December the 29th, they left *Isla Grande*, and la Barbinais relates, as confidently as the oldest mariner would do, the sequel of their navigation. ‘ The first land we saw after leaving *Brasil*, was the *Tierra del Fuego*, and a Cape named *Cape Virgenes*. Our pilot thought he saw *Strait le Maire* behind this Cape. We made sail to enter it, but were glad to come out again, the supposed Strait being no other than a gulf full of rocks. The wind increased, and our loss seemed inevitable. I considered fear in situations of this kind to be an effect of reason ; and courage, whether true or false, to be insensibility, generally proceeding from want of judgment. But the desire of philosophising is carrying me too far. The *Tierra del Fuego* was discovered by Magellan, and has since been found to be only a considerable number of high Islands. A vessel may stop in a case of necessity, in a small port named *Port Desire* in one of the Islands of the *Tierra del Fuego* : the most Southern Cape of these Isles is the one discovered by Captain Hoorn,

‘ to

PART II. ' to which he gave his own name ; but *Staten Island* is the
1714. ' most Southern land of which we have had any knowledge.'

The above sample is sufficient to explain the qualifications of M. la Barbinais as a sea journalist, to say nothing of him as a moraliser. It remains briefly to finish the sketch of his track, and to mention what is found in his Narrative which it may be useful to notice.

Barbinais relates that another French ship bound to the *South Sea* this year, after passing *Strait le Maire*, was driven into a port of the *Tierra del Fuego*. A violent tempest had obliged them during the night, to take in all sail. At daylight the Captain was greatly astonished to find that the ship had drifted without any guidance into a port formed by many Islands, and to discover as far as could be seen an infinite number of rocks or islets ; and here they remained some days sheltered from the storm.

The ship in which la Barbinais was, in passing *Cape Horne*, went into $61\frac{1}{2}$ of S latitude. In the beginning of March he arrived at *la Concepcion* ; from which place his first letter is dated, and said to be transmitted by the French ship *St. Malo*, which was lying at *la Concepcion* ready to sail for *Europe*.

In June, at *Coquimbo*, he received letters from *France* by the French ship, *le Dauphin*. Other ships also arrived from *France*, in consequence of which, some Spanish merchants who had bought up merchandise from the French, in the belief that no more ships of that nation would come to the *South Sea*, found themselves ruined by their speculation. The *South Sea* trade was also at this time ruinous to many French traders. At *Arica*, the ship in which the author sailed, joined seven others of their nation. He exclaims, ' the stagnation of trade ' from the market being overcharged, has devoted us to ' melancholy. Our day is divided into two portions, one for ' sleeping, the other for having nothing to do. Is it not enough ' to make us lose our gaiety that *France* should have sent forty ' vessels

‘ vessels to *Peru* when six would have sufficed? Some have CHAP. II.
 ‘ been obliged to sell their cargoes at a loss to the merchants
 ‘ of above 50 per cent, besides running the risk of seizures on
 ‘ account of the prohibitions.’

March the 4th, 1716, la Barbinais sailed for *China* from
 a port of *Peru* named *Goacho*, the latitude of which is set down
 11° 4' S in a plan he has given; but 11° 4' S in his narrative.
 The course was directed WNW. He relates, ‘ On the 22d of
 ‘ March, we were by our estimation, under the equinoctial
 ‘ line in 275° of longitude [reckoned East from the meridian of
 ‘ *Teneriffe*.] I have never felt heat more oppressive: rain and
 ‘ thunder joined to render it more incommodious, and we
 ‘ remained twelve days in a vicissitude of good and bad
 ‘ weather. The wind absolutely failed us, and we had to
 ‘ endure all the intemperance of the torrid zone. On the
 ‘ 5th of April, the wind began to revive. We continued our
 ‘ route to the WNW, as we had done all the way before. We
 ‘ saw birds of many kinds usually seen at sea. An owl, which
 ‘ is extraordinary enough, came and perched upon our masts.
 ‘ We took him, and he was kept in a cage fifteen days, but
 ‘ would not eat, and at the end of that time we set him at
 ‘ liberty. He flew a long while about the ship, and at length
 ‘ we saw him fall in the water. This owl made us believe that
 ‘ there was some land near us.’

1716.
March.

Buds.

La Barbinais afterwards remarks that the wind did not
 quite settle in their favour till April the 13th; and that on the
 29th of April, they had advanced on their passage 1338 leagues
 towards the WNW from *Goacho*. From all the circumstances
 mentioned, it may be inferred that the ship was not very
 distant from the *Galapagos Isles* when the owl alighted on
 her mast.

La Barbinais mentions here, that M. du Bocage of *Havre*,
 commanding a ship named la *Découverte*, in sailing from *Peru*
 to *China*, on Good Friday, being in 4° North latitude, and in
 280° of

Isle de la
Passion.

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1716.

280° of longitude (equal to 19° W from *Valparaiso* according to the tables then in use) discovered a large high rock surrounded with a sand-bank, which he named *Isle de la Passion*. The nearest land to this situation which is known and admitted on the present charts, the *Galapagos Isles* excepted, is a small Island or rock which was seen in 1787, by the English merchant ship *Princess Royal*, commanded by Mr. Charles Duncan, in 6° N latitude, and about 35° West of the meridian of *Valparaiso*. It is named on the charts *Passion Rock*.

1718.

May the 30th, *La Barbinais* arrived at *Guahan*, where the ship he was in joined three other French ships, *le Martial*, *le Marquis de Maillebois*, and *la Bien Aimée*; all homeward-bound like themselves from *Peru*. The *Maillebois* had been struck with lightning, by which her Captain had been killed, and the masts of the ship shivered. *La Barbinais* arrived in *France* in the summer of 1718.

1720.

Disturbances that happened in *Europe*, revived for a time the trade of the French in the *South Sea*. A squadron of ships of war in the service of the King of *Spain*, but more French than Spaniards in their officers and men, had been employed to drive all the French traders from the *South Sea*; and some French cargoes were confiscated. On symptoms of war being ready to break out again between *Great Britain* and *Spain*, the Spaniards in the *South Sea* gave fresh encouragement to the French. In 1720, a ship of *St. Malo* named the *Solomon*, of 40 guns, was allowed to sell her cargo at *Ylo* without interruption. The success of the *Solomon* had such effect on the *St. Malo* merchants, that they immediately fitted out fourteen sail, which all arrived in the *South Sea* in the beginning of the year 1721, most of them large ships, one named the *Fleur de Lys* being capable of mounting 70 guns. In the same year, a French ship sailed from *China* for *New Spain*, and by running well to the Northward, arrived in the *Bay de Vanderas* in less than fifty days;

days ; but notwithstanding the shortness of the passage, many of the crew died of the scurvy*.

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1720.

About this time, a Frenchman named Thaylet, was sent by the Viceroy of *Peru* in a small vessel furnished only for a two months voyage, to look for an Island, which the commander of a Spanish vessel reported he had fallen in with in 10° S latitude. 'Thaylet cruised thereabouts till his provision was nearly expended, and returned without success. The Spaniards nevertheless gave credit to there being such a place, as the like account came by two different ships which touched there†.'

* *Commodore Anson's Voyage.* By the Rev. R. Walter, Book II. Chap. 10.

† *Voyage round the World.* By W. Betagh. p. 276.

C H A P. XII.

The Asiento Contract. The English South Sea Company. Plan for a Voyage of Discovery proposed by John Welbe. Supposed Discovery of Islands near Japan.

PART II.

Asiento
Contract.

Is given to
the English
South Sea
Company.

AT the general peace concluded at *Utrecht* among the European States, a separate treaty was agreed upon between *Great Britain* and *Spain* (signed in April 1713,) by the 12th article of which *Spain* granted to her Britannic Majesty, or to such of her subjects as she should appoint, a contract for supplying the Spanish *West Indies* with negro slaves, for a term of 30 years from the 1st of May 1713, at the rate of 4,800 negroes yearly, the subjects of all other countries (*Spain* not excepted) being by the treaty excluded from introducing negroes into the dominions of his Catholic Majesty during the said term. This sordid and mean privilege (the seeking gain by supplying other countries with slaves being yet more wicked than procuring slaves to do our own work) was called the *Asiento Contract*, a name composed of two words synonymous. The same privilege had been given to the *English* in or about the year 1689, and they had held it from that time to the breaking out of the war of the Spanish Succession, when it was made over to the *French*, in whose hands it continued ten years. This was indeed a wretched object for rivalry between two nations reckoned the most civilized in the world. At the peace of *Utrecht*, it was re-transferred to *Great Britain*; and was given by the British administration to the *South Sea Company*, as was also a license from the King of *Spain* for three ships of certain specified burthens to be permitted annually to carry merchandise to the Spanish *West-Indies*.

The

The Charter of the South Sea Company, similar to Pope Alexander the VIth's Bull of Donation, had bestowed upon the Company, 'from the 1st of August, 1711, for ever,' the sole trade and traffic to the parts of America South from the *River Oronoko*, and to all the West side of *America* both North and South, to the exclusion of all others the subjects of *Great Britain*, the Company being authorized to seize to their own use all British ships trading or haunting within certain limits prescribed. These limits are shewn on a map by a line of demarkation, not a mean imitation of the old Spanish and Portuguese line, which forms a pale round the South and Western coast of *America*, at the distance of some hundred leagues from the coast. The Company were authorized to receive subscriptions towards a joint stock, and, though the war with *Spain* had not terminated, the prospect of a trade to the *South Sea*, procured subscriptions to the amount of more than three millions, before the Charter was signed. The peace which soon followed, with the gift to the Company of the *Asiento* Contract, and the Spanish West-India licenses, created great expectations of their future prosperity; but the project of setting up this Company did not originate with merchants; it was merely a financial expedient, contrived or adopted by the British Ministry, to satisfy the proprietors of debts owing by the government, principally those incurred on account of the navy. These debts were consolidated into one stock, amounting in the whole to 9,471,325 *l.* Provision was made, by appropriating the produce of taxes, for paying interest for the same, at the rate of six *per cent. per annum* till the principal should be discharged. It appears strange at this time, that it should be thought necessary to do any thing farther to content the public creditors; but so it was, and grants were made to them of exclusive licenses and privileges as above related. The several proprietors of these public securities were accordingly incorporated into a Company called the *South Sea Company*. Their

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Charter, confirmed by the British Parliament, specifies the privileges therein granted in the following words: 'That the trade to the *South Seas* may be carried on for the honour and increase of the wealth of the realm, which cannot so securely be begun and carried on as by a Corporation with a good joint stock exclusive of all others; Be it enacted, that this Company shall from the 1st of August 1711, be vested for ever in the sole trade and traffic unto, and from all places in, *America* on the East side, from the *River Oronoko* to the most Southern part of *Tierra del Fuego*; and on the West side thereof, from the said Southernmost part of *Tierra del Fuego* through the *South Seas* to the Northernmost part of *America*, not exceeding three hundred leagues in distance from the Continent of *America* on the West side.

'And no British subject shall trade within those limits, excepting the Company, their agents, and factors, and those licensed by the Company, under forfeiture of the ships, merchandise, and double their value*.'

Such a Charter, though it did not fall into the hands of merchants, ought to have awakened a spirit for mercantile undertakings in the proprietors; but here, a number of unconnected individuals, of whom no other qualification was required than that of being public creditors, were jumbled together into a trading corporation, and a charter thrust upon them of which they knew not the value; who had not premeditated any scheme, neither does it appear that they afterwards meditated any, to use their privileges either to their own or to the public advantage. For their own credit, and to justify the exclusion of their countrymen, the Company should have seen the propriety of engaging in some undertaking to the *South Sea*; but nothing of the kind took place, and the slaves they supplied to *Peru* and *Chili* in virtue of the *Asiento Contract*, were marched overland at the *Isthmus*, or from *Buenos Ayres*.

Lo

* *Anderson's History of Commerce*, Vol. II, and *Macpherson's Annals of Commerce*, Vol. III.

In 1713, John Welbe, a person who had been in the *South Sea* with Captain Dampier, offered a plan to the British Ministry for a Voyage to make a full discovery of the *Terra Australis*. Welbe was an ingenious but distressed projector, and it appearing that his proposals were made principally with a view to his own relief, they obtained little attention. They were referred to the Admiralty, and afterwards to the South Sea Company, a Committee of which Company examined, and ‘found the matter out of their bounds.’ The heads of Welbe’s scheme were, to give them in his own words, as follows; ‘for a good fourth-rate ship of the Navy to be equipped for the voyage, to carry 180 men, having only her upper tier of guns mounted, leaving the rest ashore for the convenience of stowing additional provisions and for the ease of the ship. The cooking copper to be hung like a still, so that when water is wanted, we can distil salt water and make fresh. Also a brigantine tender to be provided. To go round *Cape Horne*; to the Island *Juan Fernandez*; thence to the *Salomon Islands* discovered 150 years ago by the Spaniards, but the Court of *Spain* did not think fit to settle them by reason they had not entirely settled the main-land of *Peru*. On arriving, to search and discover what that country abounds in, and to trapan some of the inhabitants on board and bring them to *England*, who when they have learnt our language will be proper interpreters.’ He proposes afterwards to sail to *New Guinea*, which he supposed to be a part of the *Terra Australis*, and there to make the like examination.

Welbe several times renewed his proposals. His plan and applications have been preserved in the Sloane collection of manuscripts, and his last application is dated in the latter part of the year 1716, from Wood-street Compter, where he was then confined for debt. He complains in it, that he was brought to distress by fourteen months attendance, having in that time presented three petitions to the King, besides petitioning the

PART II. the Treasury and Admiralty board, without receiving any definitive answer.

1716. It is proper to mention here, that in the old Spanish charts
 Supposed Islands are laid down near the East coast of *Japan* in latitude
 Discovery of Islands. 36° N, marked *Ilas Nueva del Año de 1716*, meaning Islands newly discovered in 1716. It is noticed in the discoveries of 1664 and 1688*, that search was lately made without finding Islands in that situation; and that it is believed the navigator on whose information they were inserted in the charts, saw the hills of *Japan* at a distance, and mistook them for separate Islands.

Missionary Survey of China. In 1716, was completed the celebrated Survey of *China* and *Chinese Tartary*, by the Jesuit Missionaries. By the union of their labours, was formed a general Map of the Empire, which they presented to the Emperor Canghi, in 1718. This survey was commenced in 1708, with ascertaining the situation of the great Wall. Mr. Dalrymple's favourable opinion of the Missionary map, has been noticed in the Memoir to the Chart of the Coast of *China*, in the Third Volume. Within the same time, the *Korea* was surveyed by Korean geographers, the King of *Korea* not choosing to admit the Christian Missionaries into his dominions. Pere du Halde obtained a copy of the Korean survey. The original was deposited in the King of *Korea's* palace.

Korea surveyed by Koreans.

* See Vol. III. pp. 269 & 412.

C H A'P. XIII.

*Voyage of Captain John Clipperton, and Captain
George Shelvocke.*

IN the year 1718, at a time when *Great Britain* was at peace with *Spain*, some speculating adventurers, whom the journalists of the voyage to be related style, ‘worthy gentlemen of *London*, and persons of distinction,’ were of opinion that a war which then subsisted between *Spain* and the *German Empire*, afforded an advantageous opportunity of profiting by an expedition against the Spaniards in the *South Sea*. To this end, they determined to endeavour to obtain commissions from the Emperor of *Germany*, and to fit out ships under his flag and as his subjects, to cruise against the Spaniards. Application was made to the Imperial Court, and favourable answer being obtained, the Company of Adventurers in *London* fitted out two ships in the *River Thames*; but as it was to be specified in the commissions that the ships should be equipped as private ships of war, under order and appointment of the College of Admiralty of the *Austrian Netherlands*, it was thought necessary that one of the ships should sail over to *Ostend* to receive the commissions, and for the more decent appearance of the thing, the names of the ships, which originally were the *Success* and the *Speedwell*, were changed for those of the *Prince Eugene* and *Staremborg*; and some Flemish officers and seamen were to be engaged as part of the ships’ companies. The *Prince Eugene*, which was the largest of the two ships, mounted 36 guns, was to have a complement of 180 men, and to be commanded by Mr. George Shelvocke, who had served in the British Navy as a lieutenant. The *Staremborg*, which was but of 200 tons burthen, mounted 24 guns, was to carry 106 men, and to be commanded
by

CHAP. 13.
1718.