

autumn of 1603, he returned to France, and published an interesting and faithful account of his expedition.

In the year 1608, Champlain again visited America, and on the 3d of July in that year the foundations of Quebec were laid. In the following year he and two other Frenchmen joined a company of Huron and Algonquin Indians who were at war with the Iroquois of New York. While marching with this party of warriors, he ascended the Sorel River until he came to the long, narrow lake which he was the first white man to look upon, and which has ever since borne the name of its discoverer.

Champlain was a religious enthusiast, and on that account the development of his colony was for some time hindered. In 1612 the Protestant party came into power in France, and the great Condé, the protector of the Protestants, became viceroy of the French empire in America. Now, for the third time, Champlain came to New France, and the success of the colony at Quebec was fully assured. Franciscan monks came over and began to preach among the Indians. These friars and the Protestants quarreled a good deal, and the settlement was much disturbed. A second time Champlain went with a war-party against the Iroquois. His company was defeated, he himself wounded and obliged to remain all winter among the Hurons; but in the summer of 1617 he returned to the colony, in 1620 began to build, and four years afterward completed, the strong fortress of St. Louis. When the heavy bastions of this castle appeared on the high cliff above the town and river, the permanence of the French settlements in the valley of the St. Lawrence was no longer doubtful. To Samuel Champlain, more than to any other man—more than to the French government itself—the success of the North American colonies of France must be attributed.

CHAPTER VI.

ENGLISH DISCOVERIES AND SETTLEMENTS.

NO day in the early history of the New World was more important than the 5th of May, 1496. On that day Henry VII., king of England, signed the commission of JOHN CABOT of Venice to make discoveries and explorations in the Atlantic and Indian Oceans, to carry the English flag, and to take possession of all islands and continents which he might discover. Cabot was a brave, adventurous man who had been a

sailor from his boyhood, and was now a wealthy merchant of Bristol. The autumn and winter were spent in preparations for the voyage; five substantial ships were fitted, crews were enlisted, and everything made ready for the opening of the spring. In April the fleet left Bristol; and on the morning of the 24th of June, at a point about the middle of the eastern coast of Labrador, the gloomy shore was seen. This was the real discovery of the American continent. Fourteen months elapsed before Columbus reached the coast of Guiana, and more than two years before Ojeda and Vespucci came in sight of the main land of South America.

Cabot explored the shore-line of the country which he had discovered for several hundred miles. He supposed that the land was a part of the dominions of the Cham of Tartary; but finding no inhabitants, he went on shore, according to the terms of his commission, planted the flag of England, and took possession in the name of the English king. No man forgets his native land; by the side of the flag of his adopted country Cabot set up the banner of the *republic* of Venice—auspicious emblem of another flag which should one day float from sea to sea.

As soon as he had satisfied himself of the extent and character of the country which he had discovered, Cabot sailed for England. On the homeward voyage he twice saw on the right hand the coast of Newfoundland, but did not stop for further discovery. After an absence of but little more than three months, he reached Bristol, and was greeted with great enthusiasm. The town had holiday, the people were wild about the discoveries of their favorite admiral, and the whole kingdom took up the note of rejoicing. The Crown gave him money and encouragement, new crews were enlisted, new ships fitted out, and a new commission more liberal in its provisions than the first was signed in February of 1498. Strange as it may seem, after the date of this second patent the very name of John Cabot disappears from the annals of the times. Where the remainder of his life was passed and the circumstances of his death are involved in complete mystery.

But Sebastian, second son of John Cabot, inherited his father's plans and reputation, and to his father's genius added a greater genius of his own. He had already been to the New World on that first famous voyage, and now, when the opportunity offered to conduct a voyage of his own, he threw himself into the enterprise with all the fervor of youth. It is probable that the very fleet which had been equipped for his father was entrusted to Sebastian. At any rate, the latter found himself, in the spring of 1498, in command of a squadron of well-manned vessels and on his way to the new continent. The particular object had in view was

that common folly of the times, the discovery of a north-west passage to the Indies.

The voyage continued prosperously until, in the ocean west of Greenland, the icebergs compelled Sebastian to change his course. It was July, and the sun scarcely set at midnight. Seals were seen and the ships ploughed through such shoals of codfish as had never before been heard of. The shore was reached not far from the scene of the elder Cabot's discoveries, and then the fleet turned southward, but whether across the Gulf of St. Lawrence or to the east of Newfoundland is uncertain. New Brunswick, Nova Scotia and Maine were next explored. The whole coast-line of New England and of the Middle States was now for the first time since the days of the Norsemen traced by Europeans. Nor did Cabot desist from this work, which was bestowing the title of discovery on the crown of England, until he had passed beyond the Chesapeake. After all the disputes about the matter, it is most probable that Cape Hatteras is the point from which Sebastian began his homeward voyage.

The future career of Cabot was as strange as the voyages of his boyhood had been wonderful. The scheming, illiberal Henry VII., although quick to appreciate the value of Sebastian's discoveries, was slow to reward the discoverer. The Tudors were all dark-minded and selfish princes. When King Henry died, Ferdinand the Catholic enticed Cabot away from England and made him pilot-major of Spain. While holding this high office he had almost entire control of the maritime affairs of the kingdom, and sent out many successful voyages. He lived to be very old, but the circumstances of his death have not been ascertained, and his place of burial is unknown.

The year 1498 is the most marked in the whole history of discovery. In the month of May, VASCO DE GAMA of Portugal doubled the Cape of Good Hope and succeeded in reaching Hindostan. During the summer the younger Cabot traced the eastern coast of North America through more than twenty degrees of latitude, thus establishing for ever the claim of England to the most valuable portion of the New World. In August, Columbus himself, now sailing on his third voyage, reached the mouth of the Orinoco. Of the three great discoveries, that of Cabot has proved to be by far the most important.

But several causes impeded the career of English discovery during the greater part of the sixteenth century. The next year after the New World was found, the pope, Alexander the Sixth, drew an imaginary line north and south three hundred miles west of the Azores, and issued a papal bull giving all islands and countries west of that line to Spain. Henry VII. of England was himself a Catholic, and he did not care to

begin a conflict with his Church by pressing his own claims to the newly-found regions of the west. His son and successor, Henry VIII., at first adopted the same policy, and it was not until after the Reformation had been accomplished in England that the decision of the pope came to be disregarded, and finally despised and laughed at.

During the short reign of Edward VI. the spirit of maritime adventure was again aroused. In 1548 the king's council voted a hundred pounds sterling to induce the now aged Sebastian Cabot to return from Spain and become grand-pilot of England. The old admiral quitted Seville and once more sailed under the English flag. In the reign of Queen Mary the power of England on the sea was not materially extended, but with the accession of Elizabeth a wonderful impulse was given to all enterprises which promised the aggrandizement of her kingdom.

The spirit of discovery now reappeared in that bold and skillful sailor, MARTIN FROBISHER. Himself poor, Dudley, earl of Warwick, came to his aid, and fitted out three small vessels to sail in search of a north-west passage to Asia. Three-quarters of a century had not sufficed to destroy the fanatical notion of reaching the Indies by sailing around America to the north. One of Frobisher's ships was lost on the voyage, another, terrified at the prospect, returned to England, but in the third the dauntless captain proceeded to the north and west until he attained a higher latitude than had ever before been reached on the American coast. Above the sixtieth parallel he discovered the group of islands which lies in the mouth of Hudson's Strait. Still farther to the north he came upon a large island which he supposed to be the mainland of Asia; to this he gave the name of *Meta Incognita*. North of this island, in latitude sixty-three degrees and eight minutes, he entered the strait which has ever since borne the name of its discoverer, then sailed for England, carrying home with him one of the Esquimaux and a stone which was declared by the English refiners to contain gold.

London was greatly excited. Queen Elizabeth herself added a vessel to the new fleet which in the month of May, 1577, departed for *Meta Incognita* to gather the precious metal by the shipload. Coming among the icebergs, the ships were for weeks together in constant danger of being crushed to atoms between the floating mountains. The summer was unfavorable. No ships reached as high a point as Frobisher had attained by himself on the previous voyage. The mariners were in consternation at the gloomy perils around them, and availed themselves of the first opportunity to get out of these dangerous seas and return to England.

Were the English gold-hunters satisfied? Not at all. Fifteen new

vessels were immediately fitted out, the queen again bearing part of the expense, and as soon as the spring of 1578 opened the third voyage was begun. This time a colony was to be planted in the gold-regions of the north. Three of the ships, loaded with emigrants, were to remain in the promised land. The other twelve were to be freighted with gold-ore and return to London. When they reached the entrance to Hudson's Strait, they encountered icebergs more terrible than ever. Through a thousand perils the vessels finally reached *Meta Incognita* and took on cargoes of dirt. The provision-ship now slipped away from the fleet and returned to England. Affairs grew desperate. The north-west passage was forgotten. The colony which was to be planted was no longer thought of. Faith in the shining earth which they had stored in the holds gave way, and so, with disappointed crews on board and several tons of the spurious ore under the hatches, the ships set sail for home. The *El Dorado* of the *Esquimaux* had proved an utter failure.

The English admiral, *SIR FRANCIS DRAKE*, sought fortune in a different manner. Without much regard for the law of nations, he began, in the year 1572, to prey upon the merchant-ships of Spain, and gained thereby enormous wealth. Five years later he sailed around to the Pacific coast by the route which *Magellan* had discovered, and became a terror to the Spanish vessels in those waters. When he had thus sufficiently enriched himself by a process not very different from piracy, he formed the daring project of tracing up the western coast of North America until he should enter the north-west passage from the Pacific, and thence sail eastward around the continent. With this object in view, he sailed northward along the coast as far as Oregon, when his sailors, who had been for several years within the tropics, began to shiver with the cold, and the enterprise, which could have resulted in nothing but disaster, was given up. Returning to the south, *Drake* passed the winter of 1579-80 in a harbor on the coast of Mexico. To all that portion of the western shores of America which he had thus explored he gave the name of *New Albion*; but the earlier discovery of the same coast by the Spaniards rendered the English claim of but little value. No colony of Englishmen had yet been established in the New World.

SIR HUMPHREY GILBERT was perhaps the first to conceive a rational plan of colonization in America. His idea was to form somewhere on the shores of the New Continent an agricultural and commercial state. With this purpose he sought aid from the queen, and received a liberal patent authorizing him to take possession of any six hundred square miles of unoccupied territory in America, and to plant thereon a colony of which he himself should be proprietor and governor. With this commission,

Gilbert, assisted by his illustrious step-brother, *WALTER RALEIGH*, prepared a fleet of five vessels, and in June of 1583 sailed for the west. Only two days after their departure the best vessel in the fleet treacherously abandoned the rest and returned to Plymouth. Early in August, *Gilbert* reached Newfoundland, and going ashore, took formal possession of the country in the name of his queen. Unfortunately, some of the sailors discovered in the side of a hill scales of mica, and a judge of metals, whom *Gilbert* had been foolish enough to bring with him, declared that the glittering mineral was silver ore. The crews became insubordinate. Some went to digging the supposed silver and carrying it on board the vessels, while others gratified their piratical propensities by attacking the Spanish and Portuguese ships that were fishing in the neighboring harbors.

Meanwhile, one of *Gilbert's* vessels became worthless, and had to be abandoned. With the other three he left Newfoundland, and steered toward the south. When off the coast of Massachusetts, the largest of the remaining ships was wrecked, and a hundred men, with all the spurious silver ore, went to the bottom. The disaster was so great that *Gilbert* determined to return at once to England. The weather was stormy, and the two ships that were now left were utterly unfit for the sea; but the voyage was begun in hope. The brave captain remained in the weaker vessel, a little frigate called the *Squirrel*, already shattered and ready to sink. At midnight, as the ships, within hailing distance of each other, were struggling through a raging sea, the *Squirrel* was suddenly engulfed; not a man of the courageous crew was saved. The other ship finally reached Falmouth in safety.

But the project of colonization was immediately renewed by *Raleigh*. In the following spring that remarkable man obtained from the queen a new patent fully as liberal as the one granted to *Gilbert*. *Raleigh* was to become lord-proprietor of an extensive tract of country in America extending from the thirty-third to the fortieth parallel of north latitude. This territory was to be peopled and organized into a state. The frozen regions of the north were now to be avoided, and the sunny country of the *Huguenots* was to be chosen as the seat of the rising empire. Two ships were fitted out, and the command given to *Philip Amidas* and *Arthur Barlow*.

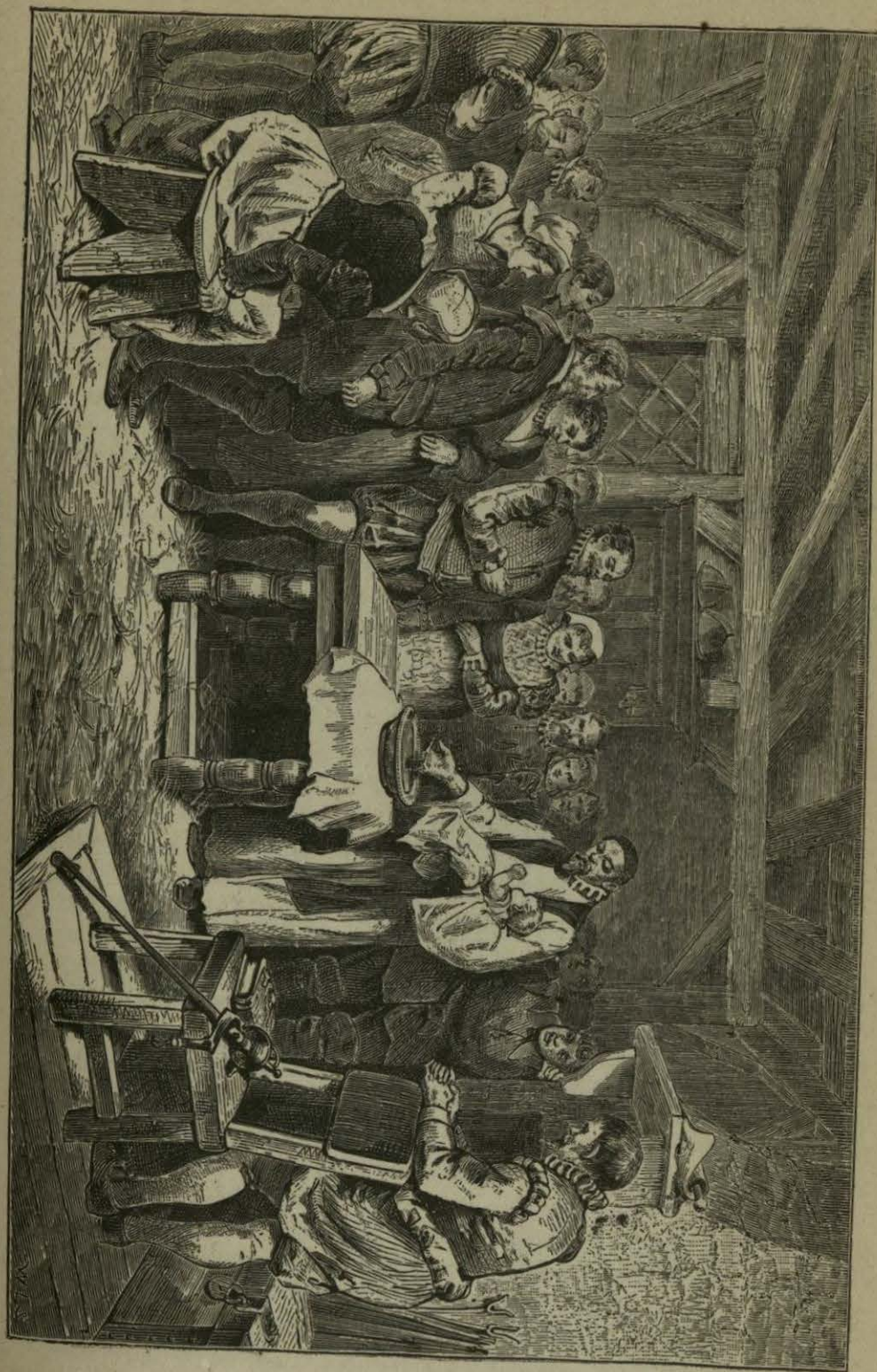
In the month of July the vessels reached the coast of Carolina. The sea that laved the long, low beach was smooth and glassy. The woods were full of beauty and song. The natives were generous and hospitable. Explorations were made along the shores of *Albemarle* and *Pamlico* Sounds, and a landing finally effected on *Roanoke* Island, where

the English were entertained by the Indian queen. But neither Amidas nor Barlow had the courage or genius necessary to such an enterprise. After a stay of less than two months they returned to England to exhaust the rhetoric of description in praising the beauties of the new land. In allusion to her own life and reign, Elizabeth gave to her delightful country in the New World the name of VIRGINIA.

In December of 1584, Sir Walter brought forward a bill in Parliament by which his previous patent was confirmed and enlarged. The mind of the whole nation was inflamed at the prospects which Raleigh's province now offered to emigrants and adventurers. The plan of colonization, so far from being abandoned, was undertaken with renewed zeal and earnestness. The proprietor fitted out a second expedition, and appointed the soldierly Ralph Lane governor of the colony. Sir Richard Grenville commanded the fleet, and a company, not unmixed with the gallant young nobility of the kingdom, made up the crew. Sailing from Plymouth, the fleet of seven vessels reached the American coast on the 20th of June. At Cape Fear they were in imminent danger of being wrecked; but having escaped the peril, they six days afterward reached Roanoke in safety. Here Lane was left with a hundred and ten of the emigrants to form a settlement. Grenville, after making a few unsatisfactory explorations, returned to England, taking with him a Spanish treasure-ship which he had captured. Privateering and colonization went hand in hand.

Meanwhile, some Indians of a village adjacent to Roanoke had committed a petty theft, and the English wantonly burned the whole town as a measure of revenge. Jealousy and suspicion took the place of former friendships. Lane and some of his companions were enticed with false stories to go on a gold-hunting expedition into the interior; their destruction was planned, and only avoided by a hasty retreat to Roanoke. Wingina, the Indian king, and several of his chiefs were now in turn allured into the power of the English and inhumanly murdered. Hatred and gloom followed this atrocity, then despondency and a sense of danger, until the discouragement became so great that when Sir Francis Drake, returning with a fleet from his exploits on the Pacific coast, came in sight, the colonists prevailed on him to carry them back to England.

It was a needless and hasty abandonment, for within a few days a shipload of stores arrived from the prudent Raleigh; but finding no colony, the vessel could do nothing but return. Two weeks later Sir Richard Grenville himself came back to Roanoke with three well-laden ships, and made a fruitless search for the colonists. Not to lose possession of the country altogether, he left fifteen men upon the island, and set sail for home.



BAPTISM OF VIRGINIA DARE.

The ardor of the English people was now somewhat cooled. Yet they had before them truthful descriptions of the beauty and magnificence of the new country, and another colony, consisting largely of families, was easily made up. A charter of municipal government was granted by the proprietor, John White was chosen governor, and every precaution taken to secure the permanent success of the City of Raleigh, soon to be founded in the west. In July the emigrants arrived in Carolina. Avoiding the dangerous capes of Hatteras and Fear, they came safely to Roanoke; but a search for the fifteen men who had been left there a year before only revealed the fact that the natives, now grown savage, had murdered them. Nevertheless, the northern extremity of the ill-omened island was chosen as the site for the city, and on the 23d of the month the foundations were laid.

But disaster attended the enterprise. Jealousy between the settlers and the Indians grew into hostility, and hostility into war. Then a peace was concluded, and Sir Walter gave countenance to an absurd performance by which Manteo, one of the Indian chiefs, was made a peer of England, with the title of Lord of Roanoke. It was a silly and stupid piece of business. Notwithstanding the presence of this copper-colored nobleman, the colonists were apprehensive and gloomy. They pretended to fear starvation, and in the latter part of August almost compelled Governor White to return to England for an additional cargo of supplies. It was a great mistake. If White had remained, and the settlers had given themselves to tilling the soil and building houses, no further help would have been needed. The 18th of August was marked as the birthday of Virginia Dare, the first-born of English children in the New World. When White set sail for England, he left behind him a colony of a hundred and eight persons. What their fate was has never been ascertained. The story of their going ashore and joining the Indians is unlikely in itself, and has no historical evidence to support it.

The Invincible Armada was now bearing down upon the coasts of England. All the resources and energies of the kingdom were demanded for defence; and although Raleigh managed to send out two supply-ships to succor his starving colony, his efforts to reach them were unavailing. The vessels which he sent with stores went cruising after Spanish merchantmen, and were themselves run down and captured by a man-of-war. Not until the spring of 1590 did the governor finally return to search for the unfortunate colonists. The island was a desert, tenantless and silent. No soul remained to tell the story of the lost.

In the mean time, Sir Walter, after spending two hundred thousand dollars of his own means in the attempt to found and foster a colony,

had given up the enterprise. He assigned his exclusive proprietary rights to an association of London merchants, and it was under their auspices that White had made the final search for the settlers of Roanoke. From the date of this event very little in the way of voyage and discovery was accomplished by the English until the year 1602, when maritime enterprise again brought the flag of England to the shores of America. BARTHOLOMEW GOSNOLD was the man to whom belongs the honor of making the next explorations of our coast.

The old route from the shores of Europe to America was very circuitous. Ships from the ports of England, France and Spain sailed first southward to the Canary Islands, thence to the West Indies, and thence northward to the coast-line of the continent. Abandoning this path as unnecessarily long and out of the way, Gosnold, in a single small vessel called the *Concord*, sailed directly across the Atlantic, and in seven weeks reached the coast of Maine. The distance thus gained was fully two thousand miles. It was Gosnold's object to found a colony, and for that purpose a company of emigrants came with him. Beginning at Cape Elizabeth, explorations were made to the southward; Cape Cod was reached, and here the captain, with four of his men, went on shore. It was the first landing of Englishmen within the limits of New England. Cape Malabar was doubled, and then the vessel, leaving Nantucket on the right, turned into Buzzard's Bay. Selecting the most westerly island of the Elizabeth group, the colonists went on shore, and there began the first New England settlement.

It was a short-lived enterprise. A traffic was opened with the natives which resulted in loading the *Concord* with sassafras root, so much esteemed for its fragrance and healing virtues. Everything went well for a season; but when the ship was about to depart for England, the settlers became alarmed at the prospect before them, and pleaded for permission to return with their friends. Gosnold acceded to their demands, and the island was abandoned. After a pleasant voyage of five weeks, and in less than four months from the time of starting, the *Concord* reached home in safety.

Gosnold and his companions gave glowing accounts of the country which they had visited, and it was not long until another English expedition to America was planned. Two vessels, the *Speedwell* and the *Discoverer*, composed the fleet, with MARTIN PRING for commander. A cargo of merchandise suited to the tastes of the Indians was put into the holds; and in April of 1603, a few days after the death of Queen Elizabeth, the vessels sailed for America. They came safely to Penobscot Bay, and afterward spent some time in exploring the harbors and shores

of Maine. Then, turning to the south and coasting Massachusetts, Pring reached the sassafras region, and loaded his vessels at Martha's Vineyard. Thence he returned to England, reaching Bristol in October, after an absence of six months.

Two years later, GEORGE WAYMOUTH, under the patronage of the earl of Southampton, made a voyage to America, and passing Cape Cod on the left, came to anchorage among the islands of St. George, on the coast of Maine. He explored the harbor, and sailed up the river for a considerable distance, taking note of the fine forests of fir and of the beautiful scenery along the banks. A profitable trade was opened with the Indians, some of whom learned to speak English and returned with Waymouth to England. The voyage homeward was safely made, the vessels reaching Plymouth about the middle of June. This was the last of the voyages made by the English preparatory to the actual establishment of a colony in America. The time had at last arrived when, in the beautiful country of the Chesapeake, a permanent settlement should be effected.

CHAPTER VII.

ENGLISH DISCOVERIES AND SETTLEMENTS.—CONTINUED.

THE 10th of April, 1606, was full of fate in the destinies of the western continent. On that day King James I. issued two great patents directed to men of his kingdom, authorizing them to possess and colonize all that portion of North America lying between the thirty-fourth and forty-fifth parallels of latitude. The immense tract thus embraced extended from the mouth of Cape Fear River to Passamaquoddy Bay, and westward to the Pacific Ocean. The first patent was granted to an association of nobles, gentlemen and merchants residing at London, and called the LONDON COMPANY, while the second instrument was issued to a similar body which had been organized at Plymouth, in South-western England, and which bore the name of the PLYMOUTH COMPANY. To the former corporation was assigned all the region between the thirty-fourth and the thirty-eighth degrees of latitude, and to the latter the tract extending from the forty-first to the forty-fifth degree. The narrow belt of three degrees lying between the thirty-eighth and forty-first parallels was to be equally open to the colonies of either company, but no settle-