

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-

ment of one party was to be made within less than one hundred miles of the nearest settlement of the other. The nature and extent of these grants will be fully understood from an examination of the accompanying map. Only the London Company was successful under its charter in planting an American colony.

The man who was chiefly instrumental in organizing the London Company was Bartholomew Gosnold. His leading associates were Edward Wingfield, a rich merchant, Robert Hunt, a clergyman, and John Smith, a man of genius. Others who aided the enterprise were Sir John Popham, chief-justice of England, Richard Hakluyt, a historian, and Sir Ferdinand Gorges, a distinguished nobleman. By the terms of the charter, the affairs of the company were to be administered by a Superior Council, residing in England, and an Inferior Council, residing in the colony. The members of the former body were to be chosen by the king, and to hold office at his pleasure; the members of the lower council were also selected by the royal direction, and were subject to removal by the same power. All legislative authority was likewise vested in the monarch. In the first organization of the companies not a single principle of self-government was admitted. The most foolish clause in the patent was that which required the proposed colony or colonies to hold all property in common for a period of five years. The wisest provision in the instrument was that which allowed the emigrants to retain in the New World all the rights and privileges of Englishmen.

In the month of August, 1606, the Plymouth Company sent their first ship to America. The voyage, which was one of exploration, was but half completed, when the company's vessel was captured by a Spanish man-of-war. In the autumn another ship was sent out, which remained on the American coast until the following spring, and then returned with glowing accounts of the country. Encouraged by these reports, the company, in the summer of 1607, despatched a colony of a hundred persons. Arriving at the mouth of the River Kennebec, the colonists began a settlement under favorable circumstances. Some fortifications were thrown up, a storehouse and several cabins built, and the place named St. George. Then the ships returned to England, leaving a promising colony of forty-five members; but the winter of 1607-8 was very severe; some of the settlers were starved and some frozen, the storehouse burned, and when summer came the remnant escaped to England.

The London Company had better fortune. A fleet of three vessels was fitted out, and the command given to Christopher Newport. On the 9th of December the ships, having on board a hundred and five colonists,

among whom were Wingfield and Smith, left England. Newport, to begin with, committed the astonishing folly of taking the old route by way of the Canaries and the West Indies, and did not reach the American coast until the month of April. It was the design that a landing should be made in the neighborhood of Roanoke Island, but a storm prevailed and carried the ships northward into the Chesapeake. Entering the magnificent bay and coasting along the southern shore, the vessels came to the mouth of a broad and beautiful river, which was named in honor of King James. Proceeding up this stream about fifty miles, Newport noticed on the northern bank a peninsula more attractive than the rest for its verdure and beauty; the ships were moored, and the emigrants went on shore. Here, on the 13th day of May (Old Style), in the year 1607, were laid the foundations of Jamestown, the oldest English settlement in America. It was within a month of a hundred and ten years after the discovery of the continent by the elder Cabot, and nearly forty-two years after the founding of St. Augustine. So long a time had been required to plant the first feeble germ of English civilization in the New World.

After the unsuccessful attempt to form a settlement at the mouth of the Kennebec, very little was done by the Plymouth Company for several years; yet the purpose of planting colonies was not relinquished. Meanwhile, a new impetus was given to the affairs of North Virginia by the ceaseless activity and exhaustless energies of John Smith. Wounded by an accident, and discouraged, as far as it was possible for such a man to be discouraged, by the distractions and turbulence of the Jamestown colony, Smith left that settlement in 1609, and returned to England. On recovering his health he formed a partnership with four wealthy merchants of London, with a view to the fur-trade and probable establishment of colonies within the limits of the Plymouth grant. Two ships were accordingly freighted with goods and put under Smith's command. The summer of 1614 was spent on the coast of lower Maine, where a profitable traffic was carried on with the Indians. The crews of the vessels were well satisfied through the long days of July with the pleasures and profits of the teeming fisheries, but Smith himself found nobler work. Beginning as far north as practicable, he patiently explored the country, and drew a map of the whole coast-line from the Penobscot River to Cape Cod. In this map, which is still extant, and a marvel of accuracy considering the circumstances under which it was made, the country was called *NEW ENGLAND*—a name which Prince Charles confirmed, and which has ever since remained as the designation of the North-eastern States of the republic. In the month of November the ships re-

turned to Plymouth, taking with them many substantial proofs of a successful voyage.

Smith now pleaded more strongly than ever in behalf of colonization. Some of his friends in the Plymouth Company gave him aid, and in 1615 a small colony of sixteen persons was sent out in a single ship. When nearing the American coast, they encountered a terrible storm, and after being driven about for two or three weeks were obliged to return to England. In spite of these reverses, the undaunted leader renewed the enterprise, and again raised a company of emigrants. Part of his crew became mutinous, betrayed him, and left him in mid-ocean. His own ship was run down and captured by a band of French pirates, and himself imprisoned in the harbor of Rochelle. Later in the same year he escaped in an open boat and made his way back to London. With astonishing industry, he now published a description of New England, and was more zealous than ever in inciting the company of Plymouth to energetic action. In these efforts he was much impeded. The London Company was jealous of its rival, and put obstacles in the way of every enterprise. The whole of the years 1617-18 was spent in making and unmaking plans of colonization, until finally, on the petition of some of its own leading members, the Plymouth Company was formally superseded by a new corporation called the COUNCIL OF PLYMOUTH, consisting of forty of the most wealthy and influential men of the kingdom. On this body were conferred, by the terms of the new charter, almost unlimited powers and privileges. All that part of America lying between the fortieth and the forty-eighth parallels of north latitude, and extending from ocean to ocean, was given to the council in fee simple. More than a million of square miles were embraced in the grant, and absolute jurisdiction over this immense tract was committed to forty men. How King James was ever induced to sign such a charter has remained an unsolved mystery.

A plan of colonizing was now projected on a grand scale. John Smith was appointed admiral of New England for life. The king, notwithstanding the opposition of the House of Commons, issued a proclamation enforcing the provisions of the charter, and everything gave promise of the early settlement of America. Such were the schemes of men to possess and people the Western Continent. Meanwhile, a Power higher than the will of man was working in the same direction. The time had come when, without the knowledge or consent of James I., without the knowledge or consent of the Council of Plymouth, a permanent settlement should be made on the bleak shores of New England.

The PURITANS! Name of all names in the early history of the

West! About the close of the sixteenth century a number of poor dissenters scattered through the North of England, especially in the counties of Nottingham, Lincoln and York, began to join themselves together for the purposes of free religious worship. Politically, they were patriotic subjects of the English king; religiously, they were rebels against the authority of the English Church. Their rebellion, however, only extended to the declaration that every man has a right to discover and apply the truth as revealed in the Scriptures without the interposition of any power other than his own reason and conscience. Such a doctrine was very repugnant to the Church of England. Queen Elizabeth herself declared such teaching to be subversive of the principles on which her monarchy was founded. King James was not more tolerant; and from time to time violent persecutions broke out against the feeble and dispersed Christians of the north.

Despairing of rest in their own country, the Puritans finally determined to go into exile, and to seek in another land the freedom of worship which their own had denied them. They turned their faces toward Holland, made one unsuccessful attempt to get away, were brought back and thrown into prisons. Again they gathered together on a bleak heath in Lincolnshire, and in the spring of 1608 embarked from the mouth of the Humber. Their ship brought them in safety to Amsterdam, where, under the care of their heroic pastor, John Robinson, they passed one winter, and then removed to Leyden. Such was the beginning of their wandering. They took the name of PILGRIMS, and grew content to have no home or resting-place. Privation and exile could be endured when sweetened with liberty.

But the love of native land is a universal passion. The Puritans in Holland did not forget—could not forget—that they were Englishmen. During their ten years of residence at Leyden they did not cease to long for a return to the country which had cast them out. Though ruled by a heartless monarch and a bigoted priesthood, England was their country still. The unfamiliar language of the Dutch grated harshly on their ears. They pined with unrest, conscious of their ability and willingness to do something which should convince even King James of their patriotism and worth.

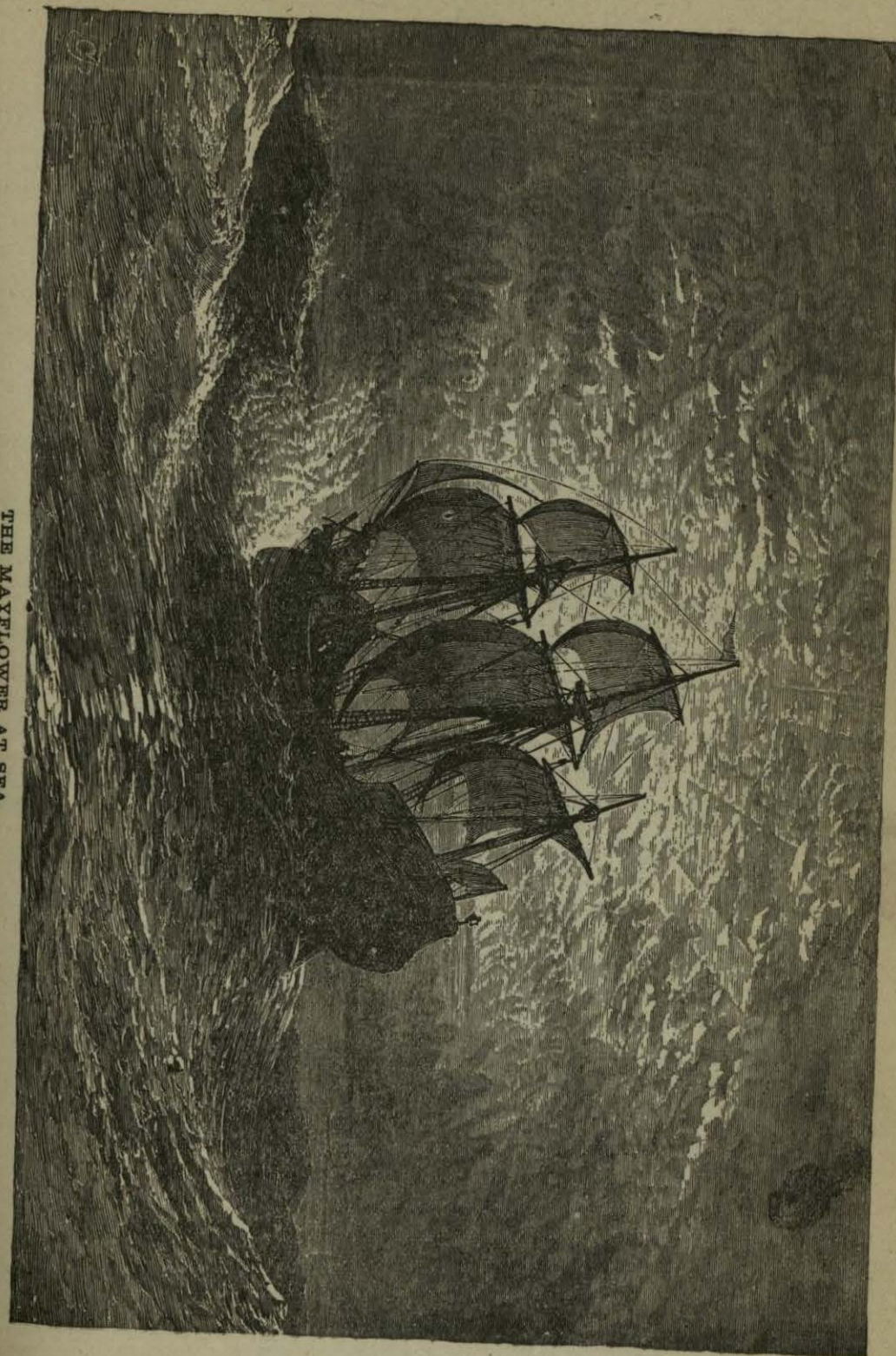
It was in this condition of mind that about the year 1617 the Puritans began to meditate a removal to the wilds of the New World. There, with honest purpose and prudent zeal, they would extend the dominions of the English king. They would forget the past, and be at peace with their country. Accordingly, John Carver and Robert Cushman were despatched to England to ask permission for the church of

Leyden to settle in America. The agents of the London Company and the Council of Plymouth gave some encouragement to the request, but the king and his ministers, especially Lord Bacon, set their faces against any project which might seem to favor heretics. The most that King James would do was to make an informal promise to let the Pilgrims alone in America. Such has always been the despicable attitude of bigotry toward every liberal enterprise.

The Puritans were not discouraged. With or without permission, protected or not protected by the terms of a charter which might at best be violated, they would seek asylum and rest in the Western wilderness. Out of their own resources, and with the help of a few faithful friends, they provided the scanty means of departure and set their faces toward the sea. The *Speedwell*, a small vessel of sixty tons, was purchased at Amsterdam, and the *Mayflower*, a larger and more substantial ship, was hired for the voyage. The former was to carry the emigrants from Leyden to Southampton, where they were to be joined by the *Mayflower*, with another company from London. Assembling at the harbor of Delft, on the River Meuse, fifteen miles south of Leyden, as many of the Pilgrims as could be accommodated went on board the *Speedwell*. The whole congregation accompanied them to the shore. There Robinson gave them a consoling farewell address, and the blessings and prayers of those who were left behind followed the vessel out of sight.

Both ships came safely to Southampton, and within two weeks the emigrants were ready for the voyage. On the 5th of August, 1620, the vessels left the harbor; but after a few days' sailing the *Speedwell* was found to be shattered, old and leaky. On this account both ships anchored in the port of Dartmouth, and eight days were spent in making the needed repairs. Again the sails were set; but scarcely had the land receded from sight before the captain of the *Speedwell* declared his vessel unfit to breast the ocean, and then, to the great grief and discouragement of the emigrants, put back to Plymouth. Here the bad ship was abandoned; but the Pilgrims were encouraged and feasted by the citizens, and the more zealous went on board the *Mayflower*, ready and anxious for a final effort. On the 6th day of September the first colony of New England, numbering one hundred and two souls, saw the shores of Old England grow dim and sink behind the sea.

The voyage was long and perilous. For sixty-three days the ship was buffeted by storms and driven. It had been the intention of the Pilgrims to found their colony in the beautiful country of the Hudson; but the tempest carried them out of their course, and the first land seen was the desolate Cape Cod. On the 9th of November the vessel was



THE MAYFLOWER AT SEA.

anchored in the bay; then a meeting was held on board and the colony organized under a solemn compact. In the charter which they there made for themselves the emigrants declared their loyalty to the English Crown, and covenanted together to live in peace and harmony, with equal rights to all, obedient to just laws made for the common good. Such was the simple but sublime constitution of the oldest New England State. A nobler document is not to be found among the records of the world.* To this instrument all the heads of families, forty-one in number, solemnly set their names. An election was held in which all had an equal voice, and John Carver was unanimously chosen governor of the colony.

After two days the boat was lowered, but was found to be half rotten and useless. More than a fortnight of precious time was required to make the needed repairs. Standish, Bradford and a few other hardy spirits got to shore and explored the country; nothing was found but a heap of Indian corn under the snow. By the 6th of December the boat was ready for service, and the governor, with fifteen companions, went ashore. The weather was dreadful. Alternate rains and snow-storms converted the clothes of the Pilgrims into coats-of-mail. All day they wandered about, and then returned to the sea-shore. In the morning they were attacked by the Indians, but escaped to the ship with their lives, cheerful and giving thanks. Then the vessel was steered to the south and west for forty-five miles around the coast of what is now the county of Barnstable. At nightfall of Saturday a storm came on; the rudder was wrenched away, and the poor ship driven, half by accident and half by the skill of the pilot, into a safe haven on the west side of the bay. The next day, being the Sabbath, was spent in religious devotions, and on Monday, the 11th of December, Old Style, 1620, the Pilgrim Fathers landed on the Rock of Plymouth.

It was now the dead of winter. There was an incessant storm of sleet and snow, and the houseless immigrants, already enfeebled by their sufferings, fell a-dying of hunger, cold and exposure. After a few days spent in explorations about the coast, a site was selected near the first landing, some trees were felled, the snow-drifts cleared away, and on the 9th of January the heroic toilers began to build New Plymouth. Every man took on himself the work of making his own house; but the ravages of disease grew daily worse, strong arms fell powerless, lung-fevers and consumptions wasted every family. At one time only seven men were able to work on the sheds which were building for shelter from the storms; and if an early spring had not brought relief, the colony must have perished to a man. Such were the privations and griefs of that terrible winter when New England began to be.

* See Appendix, note B.

CHAPTER VIII.

VOYAGES AND SETTLEMENTS OF THE DUTCH.

THE first Dutch settlement in America was made on Manhattan or New York Island. The colony resulted from the voyages and explorations of the illustrious SIR HENRY HUDSON. In the year 1607 this great British seaman was employed by a company of London merchants to sail into the North Atlantic and discover a route eastward or westward to the Indies. He made the voyage in a single ship, passed up the eastern coast of Greenland to a higher point of latitude than ever before attained, turned eastward to Spitzbergen, circumnavigated that island, and then was compelled by the icebergs to return to England. In the next year he renewed his efforts, hoping to find between Spitzbergen and Nova Zembla an open way to the East. By this course he confidently expected to shorten the route to China by at least eight thousand miles. Again the voyage resulted in failure; his employers gave up the enterprise in despair, but his own spirits only rose to a higher determination. When the cautious merchants would furnish no more means, he quitted England and went to Amsterdam. Holland was at this time the foremost maritime nation of the world, and the eminent navigator did not long go begging for patronage in the busy marts of that country. The Dutch East India Company at once furnished him with a ship, a small yacht called the Half Moon, and in April of 1609 he set out on his third voyage to reach the Indies. About the seventy-second parallel of latitude, above the capes of Norway, he turned eastward, but between Lapland and Nova Zembla the ocean was filled with icebergs, and further sailing was impossible. Baffled but not discouraged, he immediately turned his prow toward the shores of America; somewhere between the Chesapeake and the North Pole he would find a passage into the Pacific ocean.

In the month of July Hudson reached Newfoundland, and passing to the coast of Maine, spent some time in repairing his ship, which had been shattered in a storm. Sailing thence southward, he touched at Cape Cod, and by the middle of August found himself as far south as the Chesapeake. Again he turned to the north, determined to examine the coast more closely, and on the 28th of the month anchored in Delaware

Bay. After one day's explorations the voyage was continued along the coast of New Jersey, until, on the 3d of September, the Half Moon came to a safe anchorage in the bay of Sandy Hook. Two days later a landing was effected, the natives flocking in great numbers to the scene, and bringing gifts of corn, wild fruits and oysters. The time until the 9th of the month was spent in sounding the great harbor; on the next day the vessel passed the Narrows, and then entered the noble river which bears the name of Hudson.

To explore the beautiful stream was now the pleasing task. For eight days the Half Moon sailed northward up the river. Such magnificent forests, such beautiful hills, such mountains rising in the distance, such fertile valleys, planted here and there with ripening corn, the Netherlanders had never seen before. On the 19th of September the vessel was moored at what is now the landing of Kinderhook; but an exploring party, still unsatisfied, took to the boats and rowed up the river beyond the site of Albany. After some days they returned to the ship, the moorings were loosed, the vessel dropped down the stream, and on the 4th of October the sails were spread for Holland. On the homeward voyage Hudson, not perhaps without a touch of national pride, put into the harbor of Dartmouth. Thereupon the government of King James, with characteristic illiberality, detained the Half Moon, and claimed the crew as Englishmen. All that Hudson could do was to forward to his employers of the East India Company an account of his successful voyage and of the delightful country which he had visited under the flag of Holland.

Now were the English merchants ready to spend more money to find the north-west passage. In the summer of 1610, a ship, called the Discovery, was given to Hudson; and with a vision of the Indies flitting before his imagination he left England, never to return. He had learned by this time that nowhere between Florida and Maine was there an opening through the continent to the Pacific. The famous pass must now be sought between the Gulf of St. Lawrence and the southern point of Greenland. Steering between Cape Farewell and Labrador, in the track which Frobisher had taken, the vessel came, on the 2d day of August, into the mouth of the strait which bears the name of its discoverer. No ship had ever before entered these waters. For a while the way westward was barred with islands; but passing between them, the bay seemed to open, the ocean widened to the right and left, and the route to China was at last revealed. So believed the great captain and his crew; but sailing farther to the west, the inhospitable shores narrowed on the more inhospitable sea, and Hudson found himself environed with the terrors of winter in the frozen gulf of the North. With unfaltering courage he

bore up until his provisions were almost exhausted; spring was at hand, and the day of escape had already arrived, when the treacherous crew broke out in mutiny. They seized Hudson and his only son, with seven other faithful sailors, threw them into an open shallop, and cast them off among the icebergs. The fate of the illustrious mariner has never been ascertained.

In the summer of 1610 the *Half Moon* was liberated at Dartmouth, and returned to Amsterdam. In the same year several ships owned by Dutch merchants sailed to the banks of the Hudson River and engaged in the fur-trade. The traffic was very lucrative, and in the two following years other vessels made frequent and profitable voyages. Early in 1614 an act was passed by the States-General of Holland giving to certain merchants of Amsterdam the exclusive right to trade and establish settlements within the limits of the country explored by Hudson. Under this commission a fleet of five small trading-vessels arrived in the summer of the same year at Manhattan Island. Here some rude huts had already been built by former traders, but now a fort for the defence of the place was erected, and the settlement named New Amsterdam. In the course of the autumn Adrian Block, who commanded one of the ships, sailed through East River into Long Island Sound, made explorations along the coast as far as the mouth of the Connecticut, thence to Narraganset Bay, and even to Cape Cod. Almost at the same time Christianson, another Dutch commander, in the same fleet, sailed up the river from Manhattan to Castle Island, a short distance below the site of Albany, and erected a block-house, which was named Fort Nassau, for a long time the northern outpost of the settlers on the Hudson. Meanwhile, Cornelius May, the captain of a small vessel called the *Fortune*, sailed from New Amsterdam and explored the Jersey coast as far south as the Bay of Delaware. Upon these two voyages, one north and the other south from Manhattan Island where the actual settlement was made, Holland set up a feeble claim to the country which was now named NEW NETHERLANDS, extending from Cape Henlopen to Cape Cod—a claim which Great Britain and France treated with derision and contempt. Such were the feeble and inauspicious beginnings of the Dutch colonies in New York and Jersey.

PART III.

COLONIAL HISTORY.

A. D. 1607—1775.

PARENT COLONIES.

CHAPTER IX.

VIRGINIA.—THE FIRST CHARTER.

MANY circumstances impeded the progress of the oldest Virginia colony. The first settlers at Jamestown were idle, improvident, dissolute. Of the one hundred and five men who came with Newport in the spring of 1607, only twelve were common laborers. There were four carpenters in the company, and six or eight masons and blacksmiths, but the lack of mechanics was compensated by a long list of forty-eight gentlemen. If necessity had not soon driven these to the honorable vocations of toil, the colony must have perished. The few married men who joined the expedition had left their families in England. The prospect of planting an American State on the banks of James River was not at all encouraging.

From the first the affairs of the colony were badly managed. King James made out instructions for the organization of the new State, and then, with his usual stupidity, sealed up the parchment in a box which was not to be opened until the arrival of the emigrants in America. The names of the governor and members of the council were thus unknown during the voyage; there was no legitimate authority on shipboard; insubordination and anarchy prevailed among the riotous company. In this state of turbulence and misrule, an absurd suspicion was blown out against Captain John Smith, the best and truest man in the colony. He was accused of making a plot to murder the council, of which he was supposed to be a member, and to make himself monarch of Virginia. An arrest followed, and confinement until the end of the voyage. When at last the colonists reached the site of their future settlement, the king's instructions were unsealed and the names of the seven members of the