

PEOPLE MENTIONED IN CAPE COD

PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON



**“NARRATIVE HISTORY” AMOUNTS TO FABULATION,
THE REAL STUFF BEING MERE CHRONOLOGY**



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CAPE COD: Many an early voyager was unexpectedly caught by this hook, and found himself embayed. On successive maps, Cape Cod appears sprinkled over with French, Dutch, and English names, as it made part of New France, New Holland, and New England. On one map Provincetown Harbor is called "Fuic (bownet?) Bay," Barnstable Bay "Staten Bay," and the sea north of it "Mare del Noort," or the North Sea. On another, the extremity of the Cape is called "Staten Hoeck," or the States Hook. On another, by Young, this has Noord Zee, Staten hoeck or Hit hoeck, but the copy at Cambridge has no date; the whole Cape is called "Niew Hollant" (after Hudson); and on another still, the shore between Race Point and Wood End appears to be called "Bevechier." In Champlain's admirable Map of New France, including the oldest recognizable map of what is now the New England coast with which I am acquainted, Cape Cod is called C. Blan (i.e. Cape White), from the color of its sands, and Massachusetts Bay is Baye Blanche. It was visited by De Monts and Champlain in 1605, and the next year was further explored by Poitrincourt and Champlain. The latter has given a particular account of these explorations in his "Voyages," together with separate charts and soundings of two of its harbors, - Malle Barre, the Bad Bar (Nauset Harbor?), a name now applied to what the French called Cap Baturier, - and Port Fortune, apparently Chatham Harbor. Both these names are copied on the map of "Novi Belgii," in Ogilby's America. He also describes minutely the manners and customs of the savages, and represents by a plate the savages surprising the French and killing five or six of them. The French afterward killed some of the natives, and wished, by way of revenge, to carry off some and make them grind in their hand-mill at Port Royal.

PEOPLE OF
CAPE COD

HENRY HUDSON
POITRINCOURT
ALEXANDER YOUNG



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1570

September 12, Tuesday (Old Style): Possible date of birth of [Henry Hudson](#) (nobody seems very certain that this is accurate, even within a decade, and even his painted portrait is conjectural). His father was a well-to-do Londoner, possibly an alderman, definitely a member of the Skinners and Tanners (one of 12 privileged companies from which Lord Mayor can be chosen), and owned property in Stourton, Lincolnshire. The Hudson home was a narrow, 3-story brick house in a fashionable neighborhood near the [Tower of London](#).



NOBODY COULD GUESS WHAT WOULD HAPPEN NEXT



[HDT](#)[WHAT?](#)[INDEX](#)

THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1586

[John Mason](#) was born at King's Lynn, Norfolk, England (he would be active in settlement schemes for the territories of Maine and New Hampshire).

From this year into 1588 John Davis (Davys) was making three voyages to the northwest. He charted the strait between Greenland and Canada and explored the eastern shore of Baffin Island. In 1587 he explored Davis Strait to Sanderson's Hope and reached the most northerly point reported by any European to that date: 72°45'N. He passed the entrance to a great, swirling, roaring strait, which he dubbed the "Furious Overfall," now called Hudson Strait. The following fantasy of what he saw as he sailed in the Hudson Strait would be produced by George Back in 1840:



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

Davis reported a “great sea, free, large, very salty, blue and of unsearchable depth” when his ship was anchored off Greenland. He estimated it to be 40 leagues (120 miles) wide and believed the “passage is most probable, the execution easy.” [Henry Hudson](#) may have served as mate with Davis on at least one (1587) of his voyages.



DO I HAVE YOUR ATTENTION? GOOD.




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1587

 In this year [Sir Walter Raleigh](#) named his colony near Roanoke Island by the name “Virginia” in honor of his virginal monarch, and was declared the captain of her guard. This 2nd British attempt on Roanoke Island would fail within three years with all settlers disappearing, and eventually would become known as “The Lost Colony.” Readings from the annual growth rings of bald cypress trees (the longest-lived species on the East coast, which can reach an age of 1,700 years) in the area indicate that the English colonists were attempting to create their settlement during the worst year of the worst drought of the last 800 years along that part of the Virginia coast of North America. In all likelihood the local natives were at this point living off roots and berries and had little surplus food to offer in trade. When the relief expedition would arrive from England in 1590, all they would find would be the word “Croatoan,” carved into a tree.

Chronological observations of America

From the year of the World

to the year of Christ 1673.

Sir Walter Rawleigh sent another Colony of 150 persons under the Government of Mr. *John White*.

Mr. *John Davies* third voyage to discover the North-west passage.

Sir Francis Drake, with four ships took from the *Spaniards* one million, 189200 Ducats in one voyage.

BY John Josselyn Gent.

FRANCIS DRAKE

READ ABOUT VIRGINIA

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[Henry Hudson](#) may have sailed with John Davis on his voyage to discover a northwest passage, for Davis had in 1585 planned an attempt to find a Northwest passage in the home of a Thomas Hudson in Limehouse (now in the docks area of London's east end), and this Thomas may have been one of Henry's brothers. On that voyage, Davis would name the raging waters now known as Hudson Strait, as the "Furious Overfall." The following fantasy of what he saw as he sailed in the Hudson Strait would be produced by George Back in 1840:



Arctic Explorations

Date	Explorer	Nation	Discovery
1501	Gaspar Corte Real	Portuguese	Newfoundland
1536	Jacques Cartier	French	St. Lawrence River, Gaspé Peninsula
1553	Richard Chancellor	English	White Sea



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

Arctic Explorations

Date	Explorer	Nation	Discovery
1556	Stephen Burrough	English	Kara Sea
1576	Martin Frobisher	English	Frobisher Bay
1582	Humphrey Gilbert	English	Newfoundland
1587	John Davis	English	Davis Strait
1597	Willem Barents	Dutch	Spitsbergen, Novaya Zemlya
1611	<u>Henry Hudson</u>	English	Hudson Bay
1616	William Baffin	English	Ellesmere and Devon Islands
1632	Thomas James	English	James Bay
1741	Vitus Bering	Russian	Alaska
1772	<u>Samuel Hearne</u>	English	Coppermine River to the Arctic Ocean
1779	James Cook	British	Vancouver Island, Nootka Sound
1793	<u>Alexander Mackenzie</u>	English	Bella Coola River to the Pacific
1825	Edward Parry	British	Cornwallis, Bathurst, Melville Islands
1833	John Ross	British	North Magnetic Pole
1845	John Franklin	British	King William Island
1854	Robert McClure	British	Banks Island, Viscount Melville Sound

THE FROZEN NORTH

**LIFE IS LIVED FORWARD BUT UNDERSTOOD BACKWARD?
 — NO, THAT’S GIVING TOO MUCH TO THE HISTORIAN’S STORIES.
 LIFE ISN’T TO BE UNDERSTOOD EITHER FORWARD OR BACKWARD.**



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1598

From this year into 1600, in London, George Bishop, Rolfe Newberrie, and Robert Barker would be printing the 12-volume series on the explorations of English seafarers, THE PRINCIPAL NAVIGATIONS, created by the Reverend [Richard Hakluyt](#). This first complete edition of Hakluyt's Voyages would gather and describe the "Principal Navigations, Voyages, Traffiques and Discoveries of the English and Farthest Distant Quarters of the Earth at any time within the Compass of these 1600 years," inclusive of accounts of the voyages of Frobisher, Davis, and Willoughby. [Henry Hudson](#) most likely would read it and be influenced by the stories. The 2d edition of this Reverend's DIVERS VOYAGES TOUCHING THE DISCOUERIE OF AMERICA would also be coming across the presses. This work was being extended into three volumes, its 3rd volume dealing with America and describing 81 voyages to the new continent, ranging from the period of discovery to the end of the 16th Century. (In modern times the Hakluyt Society has issued over 200 separate volumes, each dealing with a single voyage and containing an introduction by an eminent scholar.)

THE FUTURE IS MOST READILY PREDICTED IN RETROSPECT



PEOPLE MENTIONED IN CAPE COD

Traffiques and Discoveries. *The Northwest passage.* II

And further, of our moze speciall grace, and by the aduise and consent aforesaide we doe giue, and by these presents doe graunt vnto the aforesaide Sebastian Cabota, so many, and so great summes of money as the haue annuittie of yerely reuenuie of an hundred, threescore and sixe pounds, thirtene shillings 4. pence, doeth amount and rise vnto from the feast of S. Michael the Archangel last past vnto this present time, to be had and receiued by the aforesaid Sebastian Cabota, and his assignes out of our aforesaid Treasurie, at the handes of our aforesaide Treasurers, and officers of our Exchequer of our free gift without accompt, vj any thing elsse theretofore to be payed, payed, or made, to vs, our heires or successours, soalmuch as hersin expresse mention is made to the contrary.

In witnesse whereof we haue caused these our Letters to be made patents: Witnesse the King at Westmynster the sixe day of Januarie, in the second yeere of his raigne. The yeere of our Lord 1548.

A discourse written by Sir Humfrey Gilbert Knight, to prouea passage by the Northwest to Cathaia, and the East Indies.

¶ The Table of the matters in euery Chapter of this discourse.

Capitulo 1.

To proue by authoritie a passage to be on the North side of America, to goe to Cathaia, China, and to the East India.

Capitulo 2.

To proue by reason a passage to be on the North side of America, to goe to Cathaia, Molucca, &c.

Capitulo 3.

To proue by experience of sundry mens traualles the opening of this Northwest passage, whereby good hope remaineth of the rest.

Capitulo 4.

To proue by circumstance, that the Northwest passage hath bene failed throughout.

Capitulo 5.

To prouue that such Indians as haue bene diuen vpon the coastes of Germanie came not thither by the Southeast, and Southwest, nor from any part of Afrike or America.

Capitulo 6.

To prouue that the Indians afozenamed came not by the Northeast, and that there is no thorow passage nauigable that way.

Capitulo 7.

To proue that these Indians came by the Northwest, which induceth a certaintie of this passage by experience.

Capitulo 8.

What seuerall reasons were alleaged befoze the Queenes Maiestie, and certaine Lords of her Highnesse priuie Council, by M. Anth. Jenkinson a Gentleman of great traualle and experience, to prouue this passage by the Northeast, with my seuerall answers then alleaged to the same.

Capitulo 9.

How that this passage by the Northwest is moze commodious for our traffike, then the other by the Northeast, if there were any such.

Capitulo 10.

What commodities would ensue, this passage being once discovered.

To proue by authoritie a passage to be on the Northside of America, to goe to Cathaia, and the East India.

Chapter 1.

When I gaue my selfe to the studie of Geographie, after I had perused and diligently scanned the descriptions of Europe, Asia & Afrike, and conferred them with the Mappes and Globes both Antique and Moderne: I came in fine to the fourth part of the world, commonly called America, which by all descriptions I found to bee an Island emironed round about with Sea, hauing on the Southside of it the frette or straight of Magellan, on the West side Mar del Sur, which Sea runneth towards the North, separating it from the East parts of Asia, whete the Dominions of the Cathaians are: On the East part our West Ocean, and on the North



PEOPLE MENTIONED IN CAPE COD

1602

March 26, Friday (Old Style): [Captain Bartholomew Gosnold](#), Bartholomew Gilbert, [Gabriel Archer](#), the [Reverend John Brereton](#), and others set sail from Falmouth harbor in a small Dartmouth bark, the *Concord*, to make the first English attempt to settle on the “North part of Virginia” coastline of the New World, a region that would eventually come to be known as “New England.” There were 8 sailors and 24 gentlemen just commissioned by the Earl of Southampton to establish a colony, half of these gentlemen intending to settle and the other half intending to return directly to England in the possession (if all went well) of many items of curiosity or value. Captain Gosnold was the 1st to aim his vessel directly toward the Azore Islands, rather than making an initial stopover in the Canary Islands to the south. They would name Cape Cod. Gosnold’s journals and logs would be available to [Henry Hudson](#).

Q. When and by whom was New-England discovered ?

A. In 1602, by Bartholomew Gosnold, the first English commander who reached America by sailing on a due west course.

Q. What was the circuit of former navigators ?

A. By the West-India Isles and the Gulf of Florida.

Q. What part of New-England did he first discover ?

A. A promontory in Massachusetts Bay, to which, from the great quantity of codfish taken by him there, he gave the name of Cape Cod.

Q. What further discoveries did he make ?

A. Sailing along the coast to the southwest, he discovered and gave names to several places, and touched at two islands, one of which he named Martha’s Vineyard,* and the other Elizabeth Island.†

From this place he returned to England in less than four months from the time of his departure: having made the quickest voyage to the new world then known.‡

* Now called Noman’s Land.

† The westernmost of the islands that bear the name of Elizabeth.

‡ He resided three weeks on the most western of the Elizabeth islands, on which he built a fort and storehouse. Want of provisions induced him to give up the design of a settlement. The cellar of his storehouse was discovered by Dr. Belknap in 1797.

VIEW THE PAGE IMAGES





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PEOPLE MENTIONED IN CAPE COD

CAPE COD: Cape Cod is commonly said to have been discovered in 1602. We will consider at length under what circumstances, and with what observation and expectations, the first Englishmen whom history clearly discerns approached the coast of New England. According to the accounts of Archer and Brereton (both of whom accompanied Gosnold), on the 26th of March, 1602, old style, Captain Bartholomew Gosnold set sail from Falmouth, England, for the North Part of Virginia, in a small bark called the Concord, they being in all, says one account, "thirty-two persons, whereof eight mariners and sailors, twelve purposing upon the discovery to return with the ship for England, the rest remain there for population." This is regarded as "the first attempt of the English to make a settlement within the limits of New England." Pursuing a new and a shorter course than the usual one by the Canaries, "the 14th of April following" they "had sight of Saint Mary's, an island of the Azores." As their sailors were few and "none of the best," (I use their own phrases,) and they were "going upon an unknown coast," they were not "over-bold to stand in with the shore but in open weather"; so they made their first discovery of land with the lead. The 23d of April the ocean appeared yellow, but on taking up some of the water in a bucket, "it altered not either in color or taste from the sea azure." The 7th of May they saw divers birds whose names they knew, and many others in their "English tongue of no name." The 8th of May "the water changed to a yellowish green, where at seventy fathoms" they "had ground." The 9th, they had upon their lead "many glittering stones," – "which might promise some mineral matter in the bottom." The 10th, they were over a bank which they thought to be near the western end of St. John's Island, and saw schools of fish. The 12th, they say, "continually passed fleeting by us sea-oare, which seemed to have their movable course towards the northeast." On the 13th, they observed "great beds of weeds, much wood, and divers things else floating by," and "had smelling of the shore much as from the southern Cape and Andalusia in Spain." On Friday, the 14th, early in the morning they descried land on the north, in the latitude of forty-three degrees, apparently some part of the coast of Maine. Williamson (HISTORY OF MAINE) says it certainly could not have been south of the central Isle of Shoals. Belknap inclines to think it the south side of Cape Ann. Standing fair along by the shore, about twelve o'clock the same day, they came to anchor and were visited by eight savages, who came off to them "in a Biscay shallop, with sail and oars," – "an iron grapple, and a kettle of copper." These they at first mistook for "Christians distressed." One of them was "apparelled with a waistcoat and breeches of black serge, made after our sea-fashion, hoes and shoes on his feet; all the rest (saving one that had a pair of breeches of blue cloth) were naked." They appeared to have had dealings with "some Basques of St. John de Luz, and to understand much more than we," say the English, "for want of language, could comprehend." But they soon "set sail westward, leaving them and their coast." (This was a remarkable discovery for discoverers.)

PEOPLE OF
CAPE COD

JOHN BRERETON

BELKNAP



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

CAPE COD: "The 15th day," writes Gabriel Archer, "we had again sight of the land, which made ahead, being as we thought an island, by reason of a large sound that appeared westward between it and the main, for coming to the west end thereof, we did perceive a large opening, we called it Shoal Hope. Near this cape we came to anchor in fifteen fathoms, where we took great store of cod-fish, for which we altered the name and called it Cape Cod. Here we saw skulls of herring, mackerel, and other small fish, in great abundance. This is a low sandy shoal, but without danger; also we came to anchor again in sixteen fathoms, fair by the land in the latitude of forty-two degrees. This Cape is well near a mile broad, and lieth northeast by east. The Captain went here ashore, and found the ground to be full of peas, strawberries, whortleberries, etc., as then unripe, the sand also by the shore somewhat deep; the firewood there by us taken in was of cypress, birch, witch-hazel, and beach. A young Indian came here to the captain, armed with his bow and arrows, and had certain plates of copper hanging at his ears; he showed a willingness to help us in our occasions."

"The 16th we trended the coast southerly, which was all champaign and full of grass, but the islands somewhat woody."

Or, according to the account of John Brereton, "riding here," that is where they first communicated with the natives, "in no very good harbor, and withal doubting the weather, about three of the clock the same day in the afternoon we weighed, and standing southerly off into sea the rest of that day and the night following, with a fresh gale of wind, in the morning we found ourselves embayed with a mighty headland; but coming to an anchor about nine of the clock the same day, within a league of the shore, we hoisted out the one half of our shallop, and Captain Bartholomew Gosnold, myself and three others, went ashore, being a white sandy and very bold shore; and marching all that afternoon with our muskets on our necks, on the highest hills which we saw (the weather very hot), at length we perceived this headland to be parcel of the main, and sundry islands lying almost round about it; so returning towards evening to our shallop (for by that time the other part was brought ashore and set together), we espied an Indian, a young man of proper stature, and of a pleasing countenance, and after some familiarity with him, we left him at the sea side, and returned to our ship, where in five or six hours' absence we had pestered our ship so with codfish, that we threw numbers of them overboard again: and surely I am persuaded that in the months of March, April, and May, there is upon this coast better fishing, and in as great plenty, as in Newfoundland; for the skulls of mackerel, herrings, cod, and other fish, that we daily saw as we went and came from the shore, were wonderful," &c.

JOHN BRERETON



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

CAPE COD: "From this place we sailed round about this headland, almost all the points of the compass, the shore very bold; but as no coast is free from dangers, so I am persuaded this is as free as any. The land somewhat low, full of goodly woods, but in some places plain."

It is not quite clear on which side of the Cape they landed. If it was inside, as would appear from Brereton's words, "From this place we sailed round about this headland almost all the points of the compass," it must have been on the western shore either of Truro or Wellfleet. To one sailing south into Barnstable Bay along the Cape, the only "white, sandy, and very bold shore" that appears is in these towns, though the bank is not so high there as on the eastern side. At a distance of four or five miles the sandy cliffs there look like a long fort of yellow sandstone, they are so level and regular, especially in Wellfleet, - the fort of the land defending itself against the encroachments of the Ocean. They are streaked here and there with a reddish sand as if painted. Farther south the shore is more flat, and less obviously and abruptly sandy, and a little tinge of green here and there in the marshes appears to the sailor like a rare and precious emerald. But in the JOURNAL OF PRING'S VOYAGE the next year (and Salterne, who was with Pring, had accompanied Gosnold) it is said, "Departing hence [i. e. from Savage Rocks] we bore unto that great gulf which Captain Gosnold overshot the year before." ["Savage Rock," which some have supposed to be, from the name, the Salvages, a ledge about two miles off Rockland, Cape Ann, was probably the Nubble, a large, high rock near the shore, on the east side of York Harbor, Maine. The first land made by Gosnold is presumed by experienced navigators to be Cape Elizabeth, on the same coast. (See Babson's HISTORY OF GLOUCESTER, MASSACHUSETTS.)] So they sailed round the Cape, calling the southeasterly extremity "Point Cave," till they came to an island which they named Martha's Vineyard (now called No Man's Land), and another on which they dwelt awhile, which they named Elizabeth's Island, in honor of the queen, one of the group since so called, now known by its Indian name Cuttyhunk. There they built a small storehouse, the first house built by the English in New England, whose cellar could recently still be seen, made partly of stones taken from the beach. Bancroft says (edition of 1837), the ruins of the fort can no longer be discerned. They who were to have remained becoming discontented, all together set sail for England with a load of sassafras and other commodities, on the 18th of June following.

PEOPLE OF
CAPE COD

JOHN BRERETON

BABSON'S HISTORY



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1605

March 5, Tuesday (1604, Old Style): [Sir Ferdinando Gorges](#) helped sponsor an expedition led by [Captain George Weymouth](#) to the mouth of the Kennebec River along the coast of what is now the state of Maine that sailed from England on this day in the *Archangel* – to find a place where English Catholics unwanted in Protestant England could found a settlement.

THE FUTURE CAN BE EASILY PREDICTED IN RETROSPECT





THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1607

[Henry Hudson](#) sailed north of Spitsbergen to the 80th parallel, an accomplishment which would remain unbested until [Dr. Elisha Kent Kane](#)'s expedition of 1853. He accurately predicted the wild success of the fishing and whaling industries there. On his 3rd voyage (this time for the Dutch) he sailed the [Hopewell](#) up the Hudson River from Manhattan ("Manahatin" means "hilly island") to Albany, hoping it might open into a Northwest Passage. Hudson and his youngest son "Jack" perished after being set adrift from the [Discovery](#) in Hudson Bay by mutineers during his 4th voyage to seek the Passage.

THE FROZEN NORTH



January: At a meeting of the directors of the Muscovy (Russia) Company in which the Hudson family had shares, the Reverend Richard Hakluyt recommended [Henry Hudson](#) as commander of an expedition to discover a Northeast Passage, assuring the directors of the company that the young man was qualified, "an experienced seaman" and that he had "in his possession secret information that will enable him to find the northeast passage."



(It was a theory of several geographers of the period, such as Peter Plancius, Dutch geographer and Calvinist clergyman, that –because of five months of constant sunshine– the Arctic would get warmer the farther north one sailed. The sun must melt the ice at the poles, so if you sail far enough due north, you'll eventually reach open water. This view was shared by the Reverend Samuel Purchas of England, who although he would never venture more than 200 miles from his birthplace, would offer an idiosyncratic interpretation of Bible passages to give weight to his suppositions. Hudson wanted to open this route as a way to the Spice Islands (Moluccas) of the Malay Archipelago, a sea route across the Pole, or as the Company wrote, "to discover a passage by the

[HDT](#)[WHAT?](#)[INDEX](#)

THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

North Pole to Japan and China.”) The “secret information” presumably was an 80-year-old pamphlet entitled THORNE’S PLAN, created by an agent of a prosperous Bristol trading company, Robert Thorne. Thorne’s daddy had crewed with [John Cabot](#). Thorne had written to King Henry VIII suggesting a northeast route to Cathay, and when Henry showed but little interest, he had published his letter as a pamphlet in 1527. In it he wrote, “...there is no doubt, but sailing Northward and passing the Pole, descending to the Equinoctial line, we shall arrive at the Islands of Cathay, and it should be a much shorter way than any other.” The pamphlet had been reprinted in Hakluyt’s PRINCIPAL NAVIGATIONS in 1598. Hudson had visited the Reverend Hakluyt in his Bristol home and had been allowed to examine the charts in the author’s library. The Reverend had showed Hudson a letter to him by the Reverend Samuel Purchas, who also believed in a polar route, as well as both a northeast and northwest passage. Purchas had written of a possible voyage north, “...with how much ease, in how little time and expense the same might be effected...” Hudson argued with the factors of the company over the offered fee of £100. He wanted more, and after haggling, they agree to pay him £130 and 5 shillings. The company selected the [Hopewell](#) (sometimes noted as *Hope-well* or even *Hopeful*), a 3-year-old, square-rigged 80-ton bark with two principal masts and a smaller foremast. She had already made six voyages, two through the Baltic and four to Portugal. According to Samuel Purchas, the first part of the ship’s log, until July 11th, would be written by John Playse.

April 19, Sunday (Old Style): [Henry Hudson](#), his 16-year-old son John “Jack” Hudson (approximately 14 years of age, and ten members from the crew of the [Hopewell](#) prayed at St. Ethelburga’s Church near London Bridge (now one of the oldest churches in London). The crew included: William Collins (mate), James Young, John Colman (bo’sun), John Cooke, James Beuberry, James Skrutton, John Pleyce (Playse), Thomas Baxter, Richard Day, James Knight.



THE FROZEN NORTH

April 23, Thursday (Old Style): [Henry Hudson](#)’s bark [Hopewell](#) left London. Bad weather would delay them from getting much farther during the first week.

THE FROZEN NORTH

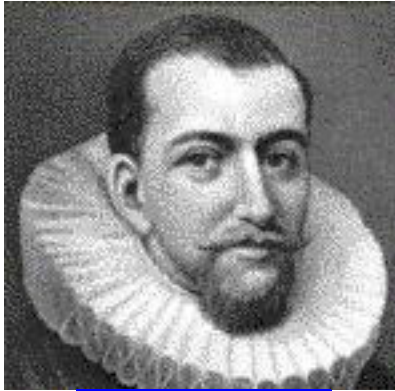


THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

May 1, Friday (Old Style): Weather finally clearing, [Henry Hudson](#)'s bark [Hopewell](#) left Gravesend at the mouth of the Thames River.



THE FROZEN NORTH

May 1, Friday-14, Thursday (Old Style): Exploring parties, following the instructions given to them by Company officials in London, sailed up the James River of Virginia in search of the locale most suitable for their settlement.

May 13, Wednesday (Old Style): English settlers disembarked at Jamestown Island on the Virginia coast. According to George Percy, "The thirteenth day, we came to our seating place in Paspigas Countrey, some eight miles from the point of Land, which I made mention before: where our shippes doe lie so neere the shoare that they are moored to the Trees in six fathom water."¹

May 26, Tuesday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) arrived at the Shetland Islands and, instead of sailing in the direction planned by his company, due north, Hudson directed the craft toward the northwest. On the Virginia coast, some 200 Americans of the Paspahegh tribe attacked Jamestown, killing 1 white man and wounding 11. According to [John Smith](#)'s PROCEEDINGS, "Hereupon the President was contented the Fort should be pallisadoed, the ordinance mounted, his men armed and exercised, for many were the assaults and Ambuscadoes of the Salvages...."

May 28, Thursday (Old Style): According to [Gabriel Archer](#), at the Jamestown settlement "we laboured, pallozadoing our fort."

May 30, Saturday (Old Style): The crew of [Henry Hudson](#)'s bark [Hopewell](#) noted that the compass needle was deflected and inferred that the voyage was under an evil spell. Hudson narrowly averted a mutiny.

1. A TREWE RELACYON OF THE PCEDEINGES AND OCURRENTES OF MOMENTE WCH HAVE HAPNED IN VIRGINIA FROM THE TYME SR THOMAS GATES WAS SHIPPWRACKE UPON THE BERMUDAS ANO 1609 UNTILL MY DEPTURE OUTT OF THE COUNTRY WCH WAS ANO DNI 1612. By George Percy. post-1612. This can be found in IN VIRGINIA. FOUR PERSONAL NARRATIVES (New York: Arno Press, 1972, page 277).

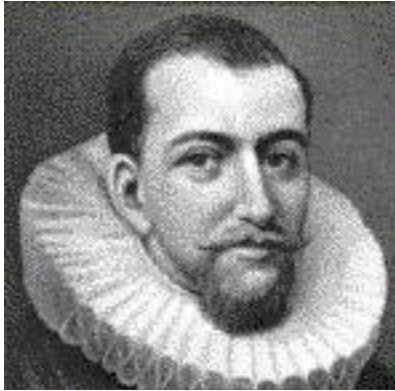


THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

June 13, Saturday (Old Style): After six weeks of sailing, [Henry Hudson](#)'s bark [Hopewell](#) came within sight of the east coast of Greenland (now Kalaallit Nunaat), described in the journal as a "very high land for the most part covered in snow, the remaining part bare." Since James Young in the crow's nest was the first to sight Greenland, the point sighted was designated Young's Cape. The weather was bad, but they would spend two weeks mapping the unexplored coast.



Early-Mid June: Gales from the east brought snow and blinding heavy fog to [Henry Hudson](#)'s bark [Hopewell](#) off the coast off Greenland. The ship hugged the coast, its rigging frozen.

June 20, Saturday (Old Style): The weather clearing, [Henry Hudson](#) steered the [Hopewell](#) away from Greenland, northeast for "Newland" (Spitzbergen, called Svalbard, which had been discovered by the Dutch in 1596).

June 21, Sunday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) reached 73° [latitude](#) and the land that was sighted was christened "Hold With Hope" (Greenland). Hudson wrote that he wanted to see the northern end of Greenland since it was "unknown to any Christian."

June 25, Thursday (Old Style): The crew of [Henry Hudson](#)'s bark [Hopewell](#) spotted three "grampus" swimming towards the ship. (This is said to be the Risso's dolphin, but they may have seen a pod of Orca.)

June 27, Saturday (Old Style): Ice continued to force [Henry Hudson](#)'s bark [Hopewell](#) northeast until it reached the western shores of West Spitzbergen Island near "Vogel Hooke" (Bird Cape, discovered by Barents). According to [John Smith](#)'s PROCEEDINGS, at the Jamestown settlement on the Virginia coast "... our extreme toile in bearing and planting pallisadoes."



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

July 1, Wednesday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) arrived at a great inlet, "almost a bay."



July 6, Monday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) entered a "very green sea."

July 8, Wednesday (Old Style): The crew of [Henry Hudson](#)'s bark [Hopewell](#) spotted many "sea-horses, or morses," which is to say, seals and walruses.

July 11, Saturday (Old Style): At this point [Henry Hudson](#) took over writing the log of the [Hopewell](#) from John Playse. Several of the crew were sick from having eaten unsalted bear meat.

July 12, Sunday (Old Style): "A sea setting us upon the ice has brought us close to danger," [Henry Hudson](#) wrote in the log of the [Hopewell](#). A "small gale" saved them. At midnight, Collins spotted land to the south southwest (Spitzbergen). The captain noted Colman as the new mate and in this entry designated the former mate, Collins, as the boatswain.

July 13, Monday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) reached 80°23', about 577 nautical miles from the pole, but the way north was blocked by ice. The crew spotted numerous whales.

July 14, Tuesday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) reached North East Land, the northern island of the Spitzbergens. It stopped in what would later be called Whale Bay (now Collin's Bay, 750 miles north of the Arctic Circle) for the large pods of whales there. One whale got caught in a fishing line but passed under the keel without harming the ship. He named the land Collin's Cape in honor of the crewman who first saw it. The crew explored the island, hunted game and found many whale bones and morse teeth there. His reports would quickly spawn a new whaling industry in England. The midnight sun was duly noted in the journal.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

July 15, Wednesday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) sailed northeast along the coast of North East Land with "little wind and reasonably warm" weather.

July 16, Thursday (Old Style): Attempting to get closer to the "Newland" that could be seen to the northeast, [Henry Hudson](#)'s bark [Hopewell](#) was blocked by ice. The captain entered in his journal that he had come to suspect there to be actually no open passage at all over the North Pole. The land ahead of them, he wrote, might extend even farther than 82° N. The [Hopewell](#) retreated southwest back down the coast, to Collin's Cape.

July 22, Wednesday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) sailed again toward the northwest.

July 27, Monday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) escaped an iceberg by putting the crew in the boat and hard rowing to pull the ship out of its path. Afterward, they headed toward the southeast.

July 31, Friday (Old Style): Realizing he has little good weather left for exploring, and unable to go farther north, [Henry Hudson](#) finally decided to turn the bark [Hopewell](#) toward England. On his return south he christened a tiny previously unnoted island around 71°N as Hudson's Touches. (At this point they were roughly 400 miles off in their reckoning. Seven years later, Dutch explorers who supposed they were the first to see it redesignated it as Jan Mayen Island. The island would become a popular hunting site for walrus tusks.)

August 15, Saturday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) put in at the Faroe Islands.

September 15, Tuesday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) arrived back at Tilbury, England, after a voyage of 3¹/₂ months. The company wanted to send its captain on a whaling venture to the Spitzbergens, but he declined this because he still supposed he could discover a passage to the Orient through the ice of the northern waters. However, the English and other nations would quickly react to his discovery by sending whaling fleets to the islands, and within a decade this population of these giant mammals would be decimated. Without the whales, interest in Spitzbergen would decline, and the island group would be virtually ignored for the next 400 years, until an international treaty would in 1920 allocate them to Norway. During the winter that followed, Hudson would dedicate himself to preparing for another voyage of exploration to the north.





THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

CHANGE IS ETERNITY, STASIS A FIGMENT

PEOPLE MENTIONED IN CAPE COD

1608

April 22, Friday or 25, Monday (Old Style): After three months, [Henry Hudson](#) was ready to sail again, in the same bark the [Hopewell](#) and for the same company as on his previous voyage, “finding a passage to the East Indies by the northeast.” This time he would go looking for a northeast passage through the Arctic waters north of Russia. The [Hopewell](#) was strengthened with extra planks to help make it through icy waters. Among its crew was the master’s mate Robert Juet (Ivett), 50, who would play an important role not only during this voyage but also during subsequent ones. Hudson regarded him as “filled with mean tempers.” Also aboard were Arnall Ludlowe (Arnold Ludlow or Ladle), John Cooke, the boatswain, Philip Stacie (Staffe), the carpenter, John Barnes, John Braunch, the cook, John Adrey, James Strutton, Michael Feirce, Thomas Hilles, Richard Tomson, Robert Raynor (Rayner), and Humfrey Gilby. Also along, again, was Hudson’s son John. The bark would be unable to get through the ice-laden waters past the islands of Novaya Zemlya, but when the captain turned around and planned again to try for a northwest passage, and when his crew found out they weren’t going home, he would be prevented from doing so. He would be able to placate this crew of 14 only by turning for home with a letter saying they had not forced him to do so. The bark’s failure to make any significant discoveries or progress –and possibly this captain’s obvious problems with his crew– would cause the Muscovy Company to lose interest in further exploration toward the north. On this date they left St. Katherine’s Docks on the Thames. According to Philip Vail, while an Anglican priest blessed the voyagers Juet was entertaining friends in his quarters. In order to get the ship underway, the captain turned out Juet’s guests, and noted in his journal that “The nose of Master Juet was put much out of Joint.” “When I desired to retire to my sleeping cabin, J. was still in foul humours, and had to be summoned to take the watch.”



May: [Henry Hudson](#)’s bark [Hopewell](#) sailed northeast for a month, rounding the northern tip of Norway in late May, then on into the Barents Sea. Bad weather and cold forced Philip Stacy, ship’s carpenter, and three or four others into their bunks with illness.

June 3, Friday (Old Style): The crew of [Henry Hudson](#)’s bark [Hopewell](#) sighted North Cape at 71°N. In early June they would be encountering ice and trying to go through it. They would almost get trapped, but would back out before the ship became seriously damaged.

June 8, Wednesday (Old Style): [Henry Hudson](#) noted that the color of the sea changed near ice.

PEOPLE MENTIONED IN CAPE COD

June 15, Wednesday (Old Style): Two crew members –Thomas Hilles and Robert Rayner– supposed they had sighted a mermaid, others of the company said they saw her as well, and [Henry Hudson](#) recorded this sighting in the [Hopewell](#)'s log as a “tail of a porpoise and speckled like a mackerel.” He also recorded that she had long black hair, white skin, and a woman’s breasts.



June 18, Saturday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) reached the ice barrier to the port side.

June 22, Wednesday (Old Style): At 74° 35'N [Henry Hudson](#)'s bark [Hopewell](#) was surrounded by ice, so they sailed southeast.

June 26, Sunday (Old Style): The crew of [Henry Hudson](#)'s bark [Hopewell](#) sighted land at 72° 25'N, about 12-15 miles away.

June 27, Monday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) reached the islands of Novaya Zemlya, but they wouldn't be able to get any farther north, so they would try to go south around the islands. They would reach calm waters two miles offshore. The captain would dispatch Juet, the mate, and John Cooke, the boatswain, to lead a party of six ashore to “see what the land would yield that might be profitable and to fill two or three casks with water.” The men would return with deer antlers and whale fins, and report the presence of grass and streams, as well as the tracks of bear, deer, and fox. They also brought back aboard pieces of a cross they found ashore, and reported sighting another such cross at a different location. Their boat would be followed back to the ship by a herd of curious walruses, but they would be unable to catch any of these mammals ashore.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

June 30, Thursday (Old Style): [Henry Hudson](#) sent his crew back to Novaya Zemlya to look for walrus, hypothesizing that such large animals may have arrived by warm currents. Although the crew spied 40 to 50 of the animals asleep on a rock, they were only able to shoot only one, bringing its head aboard as a trophy. During the night, their anchor would break free and the [Hopewell](#) would go aground, but they would be able to pull it off the bottom without damage.

July 1, Friday (Old Style): The ice near [Henry Hudson](#)'s bark [Hopewell](#) was moving northwest. Hudson sends some crew to explore the sound and a river at the head of the bay. He wrote that he hoped to navigate south of Novaya Zemlya and north of the Cape of Tartaria (Cape Tabin).

July 2, Saturday (Old Style): [Henry Hudson](#) spotted a "fair river" on Novaya Zemlya, "six to nine miles broad, its depth exceeded 20 fathoms" the color of the sea and "very salty with a strong current setting out of it." He turned the [Hopewell](#) to explore it, but barely escaped a collision with an iceberg. It took the crew all day to fend the ice off with beams and spars, while pulling the ship out of its path.

July 4, Monday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) sailed 15-18 miles upriver on a "fair river" of Novaya Zemlya, until the water became too shallow to continue. Juet and five or six others went farther upstream in the ship's boat.

July 5, Tuesday (Old Style): The crew of [Henry Hudson](#)'s bark [Hopewell](#) returned after travelling another 18-24 miles upstream, saying it had become too shallow. They reported many deer. The mate Ladle (Ludlow) went ashore with four crew to hunt walrus, without finding any, but they did manage to shoot almost 100 birds called "wellocks." Hudson decides there was no passage around the island by way of this river and abandoned his quest to get past Novaya Zemlya. At this point he decided to set sail for North America, but didn't inform the crew.



July 6, Wednesday (Old Style): [Henry Hudson](#) decided to search out what was thought at the time to be "Willoughby Land" (a place that doesn't exist). The [Hopewell](#) set sail west and southwest, heading back the way they had come, and would encounter considerable rain and bad weather for the remainder of the month.

July 11, Monday (Old Style): [Henry Hudson](#) again noted a green sea and noted that a "black-blue colour sea ... is a sea pestered with ice, according to last and this year's experience." –He was the first mariner to record the changing color of the water with the proximity of ice.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

July 26, Tuesday (Old Style): [Henry Hudson](#) noted that it was necessary to light the cabin of the [Hopewell](#) again at night — because the midnight sun was no longer with them.

July 30, Saturday (Old Style): [Henry Hudson](#)'s bark [Hopewell](#) was off the Lofoten Islands, north of Norway.

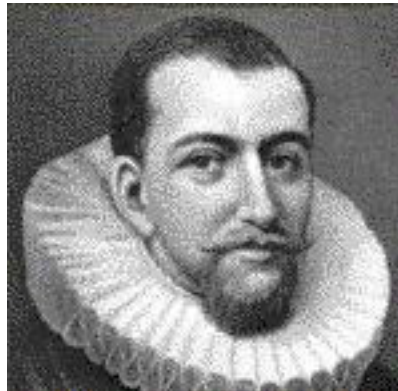
August 7, Sunday (Old Style): When the crew of the [Hopewell](#) realized that they weren't heading toward England and home, they became enraged. After a near-mutiny, Captain [Henry Hudson](#) gave his crew written notice that they were returning directly to their home port, without any force on their part — this certification was presumably demanded by the crew to make it less likely that they would be arrested when they arrived, charged with mutiny, and hung. Although he recorded in his journal his belief that a passage to China lay through the Furious Overfall, Hudson headed back to London. "I used all diligence to arrive at London," he wrote in his journal. "and therefore I now gave my crew a certificate under my hand, of my free and willing return, without persuasion or force by any one or more of them.any one or more of them. For when we were at Nova Zembla on the 6th of July, void of hope of a Northeast Passage ... I therefore resolved to use all means I could to sail to the northwest."

August 26, Friday (Old Style): The [Hopewell](#) arrived back at Gravesend, England. After [Henry Hudson](#)'s failure to find a northern passage to China, the English lost interest in this goal, and the Company directors perhaps had lost confidence in his abilities. The Company refused his request for another voyage with more men and more flexible instructions. With no employment for him in England, Hudson went looking for sponsors first among the Dutch and then among the French. Cold at first to his plan, at the end of 1608, the Dutch would decide to retain his services, in all likelihood to prevent their rivals, the French, from obtaining him.



PEOPLE MENTIONED IN CAPE COD

September: [Henry Hudson](#) attended the christening of his granddaughter Alice at the church of St. Mary Aldermary in London.



Late in the year: Unable to find anyone in England to back a proposed new expedition, [Henry Hudson](#) turned to the Dutch and was eventually hired to seek a northeast passage — the direction he had taken in his unsuccessful second voyage. But after a short journey north, he again faced a possible mutiny from his crew, possibly led by Robert Juet. He turned his ship, the [Half Moon](#), around and instead headed for the New World and warmer climate.



He explored the northeastern coast of America, eventually sailing into the mouth of a wide river near today's New York City. He hoped the river —now named Hudson River— would provide a passage west to the Pacific. But after 150 miles —in the vicinity of today's Albany— the river became too shallow and he needed to turn around and head home, again unsuccessful at finding a way to the Orient.

The records of the voyage show numerous fights with the natives and even a kidnapping of natives. The crew was generally negative towards natives, which may have influenced later relations between natives and European settlers. The real importance of this voyage would come later, when the Dutch settled around today's Manhattan ("Manahatin" = "hilly island") and founded their colony. His 3d voyage was the first to record the European discovery of today's new York State.

On his return he stopped in England and was arrested for sailing under another nation's flag. He and his crew



THE PEOPLE OF CAPE COD:

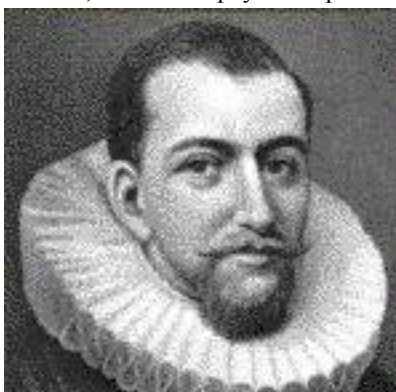
CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

remained in England while the Dutch ship and crew went home.

After his second failure to find a passage, no English company was interested in his continued quest. He was miserable with his failure. The Reverend Samuel Purchas wrote that he met with Hudson in the fall and found the explorer “sunk into the lowest depths of the Humour of Melancholy, from which no man could rouse him. It mattered not that his Perseverance and Industry had made England the richer by his maps of the North. I told him he had created Fame that would endure for all time, but he would not listen to me.” Sometime in the autumn, Hudson was visited by Emmanuel van Meteran, former Dutch Consul in London and English representative of the Dutch East India Company. He invited Hudson to have dinner at the Dutch Consulate.

November: The Dutch Consul presented [Henry Hudson](#) with a letter indicating that the directors of the Dutch East India Company would like to meet him, and would pay his expenses to Holland.



The Company had a monopoly on trade with the Orient and hoped to shorten the lengthy and expensive voyage around the Cape of Good Hope. At first the 17 Company directors were impressed by Hudson, but a few were skeptical that there would be a passage. It had been more than 12 years since a Dutch vessel attempted to find a passage through the northeast. The powerful director de Moucheron wrote “Master Hudson’s plans are not a good investment for the Dutch East India Company.” The skeptics managed to get the others to agree to hold a full meeting of the board on March 25th to vote on the issue — but that would be too late for Hudson to outfit a ship. They compensated Hudson for the expenses of his trip to Amsterdam and dismissed him. While in Holland, Hudson convinced the geographer Peter Plancius that a passage could be found to the northwest. Plancius favored the northeast route as more likely. Hudson drew freehand maps of his voyages for Plancius’s use. Hudson also met the engraver Jodocus Hondius and while at his home in The Hague, helped him create a map of the Far North. Hondius may have warned Hudson that there might be no passage to the northwest, because a relative of his had explored the bay and found no exit. King Henry IV of France (Henry of Navarre) met with James Lemaire, a Dutch navigator residing in Paris. Lemaire apparently knew Hudson and told the monarch that he was the best man to lead France’s northern voyages. The French ambassador Pierre Jeannin was instructed by the monarch to meet with Hudson in a secret interview. Hudson told him his needs, and in January this ambassador wrote to his king recommending that the nation hire Hudson and search for a northwest passage. He wrote, “With regard to the northern passage, your majesty might undertake the search openly, and in your majesty’s name, as a glorious enterprise.”



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

December 29, Thursday (Old Style): When they learned of [Henry Hudson](#)'s meeting with their rivals, the French, the Company directors relented before the French could make an offer. They decided to hire Hudson to look for a passage, but only along the way of his last voyage (northeast). The DEIC sends Hudson a letter in The Hague, and requests him to return to Amsterdam. Hudson replied he would do so after he celebrated the New Year.





THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1609

Dutch and Swedish colonists were trading and farming along the Delaware River. It is not clear, however, that they had done anything as yet on the site that would become Philadelphia.

In his relentless search for a Northwest Passage to [China](#), [Henry Hudson](#) sailed his [Half Moon](#) into Delaware Bay. His explorations would contribute to the establishment of such colonies as the one to be designated “New Netherland” (this Dutch colony would include not only what is now New York but also New Jersey and Delaware, down to the Delaware which as its southern boundary would be termed “South River”).

January 8, Sunday (1608, Old Style): [Henry Hudson](#) and the Dutch United East India Company signed their contract to search for a northeast passage. He was to receive 800 guilders for leading the expedition; his wife would get 200 guilders, and more if he failed to return in a year. The Company agreed to pay the expenses of the Hudson family in Amsterdam during his absence, with the stipulation that they live in Holland and not work for anyone else. We suppose it to be unlikely that the contract meant an actual voyage, for only 2 of the 17 directors signed it — it may have been simply a device to ensure that the navigator would not cut a deal with anyone else. [Hudson](#) spends the next three months outfitting his ship and working out routes with Plancius. Since neither spoke the other’s language, their conversations needed to be in Latin. During this period [Hudson](#) received a letter and a set of maps from his friend Captain [John Smith](#). Smith has heard Indians speak of a river —possibly a sea— that opened to the west, possibly to the north in Canada, but lacked the resources to explore. [Hudson](#) and Plancius were intrigued. Plancius gave [Hudson](#) George Weymouth’s journal of his 1602 voyage, which had taken him 300 miles into what Davis termed the “Furious Overfall.” Just before the sailing, the Dutch United East India Company amended their contract to define their navigator’s goal: “To think of discovering no other route or passage, except the route around the north or northeast above Nova Zembla.” [Hudson](#) had in his possession a translation of a book written in 1560 by the Greenlander Iver Boty, later reprinted by Purchas in 1625. Richard Hakluyt had translated and published the travels of Ferdinand de Soto in 1609. [Hudson](#) signed Robert Juet on again as one of the mates. Juet’s journal survived and would be published in 1625, although with significant gaps. [Hudson](#)’s son John was aboard again, but on the manifest he was registered as a passenger. John Coleman or Colman, mate on [Hudson](#)’s first voyage, was second mate. There was a crew of 20 sailors. The Dutch sailors were more experienced at sailing through temperate and warm waters. In a letter to his wife before the voyage Coleman wrote “I hope that these square-faced men know the sea. Looking at their fat bellies, I fear they think more highly of eating than of sailing.” Juet wrote “They are an ugly lot.” When the director of the Dutch United East India Company, Dirk Van Os, balked at paying high crew wages, it was noted that the contract was ambiguous as to who had the authority to hire and set wages, and the directors capitulate. Director Isaac Le Maire, who had supported [Hudson](#), wrote to Van Os, asking, “If he rebels here, under our eyes, what will he do when he is fairly away from us?” The ship selected was the [Half Moon](#), a cramped, ungainly 60- or 80-ton vessel that rode high in the water. La Maire complained of this choice, that “she will prove difficult to handle in foul weather.” When [Hudson](#) tried to get another ship, Director Van Os wrote to him “The [Half Moon](#) is the only ship at the disposal of the Dutch East India Company.... We can give you no other ship. If you do not want the [Half Moon](#), the Company will be obliged to find another Captain to carry out this assignment.”



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

March: The Dutch East India Company ordered [Henry Hudson](#) to sail “no later than the fifteenth day of March.”



April 4, Tuesday (Old Style)The three-masted Dutch carrack [Half Moon](#) (in Dutch, *Halve Maen*) commissioned for the Dutch East India Company departed from Amsterdam. (Some accounts suggest April 1st).

THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

April 6, Thursday (Old Style)The 3-masted Dutch carrack *Half Moon* (in Dutch, *Halve Maen*) commissioned for the Dutch East India Company sailed from Texel Island. Since Captain *Henry Hudson*'s logs would go to Holland with the ship after its return from this voyage. The main record we have comes from Robert Juet's journal, which would be published in England in 1625, along with a few fragments from Hudson's logs. Care must be taken with the dates cited, for Juet started his account using the Julian calendar (March 25 by "the old account") but quickly switched to the Gregorian calendar's *stilo novo* for May 5th (England would not embrace the Gregorian calendar until 1752, at which point the new calendar would add 14 days to the Julian date).



Later in this year, on behalf of the Dutch, Captain *Hudson* would be exploring the Delaware River (the South, or Zuydt, River) and the Hudson River.



April 8, Saturday (Old Style): Two days after they set sail, *Half Moon* clears the island of Texel, and leaves all Dutch land behind. Hondius wrote to Plancius on this day, saying, "I have heard that Hudson began his adventure two days ago." Obviously *Henry Hudson*'s friends were not at the dock when he left, so the start may have been inauspicious, without any of the usual leavetaking and religious ceremonial.

May 5, Friday (Old Style): The *Half Moon* was 30 miles off the North Cape.

PEOPLE MENTIONED IN CAPE COD

Mid-late May: The *Half Moon* was blocked by bad weather and icy waters along the north coast of Europe, near Norway. The crew became quarrelsome and fights broke out often between English and Dutch sailors. After contending for more than a fortnight with head winds, continual fogs, and ice, [Henry Hudson](#) found it impossible to reach even the coast of Novaya Zemlya, where he had been before. Another mutiny or outbreak of the crew, possibly led by Robert Juet, broke out (it may also be led by the Dutch, who were not used to sailing in the cold, stormy Arctic waters and wanted to turn around). [Hudson](#) decided to change course and go to the New World. He showed the crew the maps of [John Smith](#) and the crew agreed to head west towards North America for warmer sailing. The *Half Moon* then sailed across Atlantic, but [Hudson](#) probably planned to look for a northwest passage all along.

May 19, Friday (Old Style): The *Half Moon* doubled the North Cape again, and in a few days saw a part of the western coast of Norway, in the latitude of 68 degrees. A violent snowy storm blows them west for a few days, about 200 miles. From this point [Henry Hudson](#) sailed for the Faroe Islands, where he wanted to get fresh water and supplies.



During stormy weather, Robert Juet reported the sun “having a slake,” which some writers interpret as being a sunspot. However, the telescope not yet having been invented, and the first sunspot not yet having been reported, Juet probably meant a “slackening” due to cloud cover.

May 26, Friday (Old Style): Another violent storm, the worst of the voyage, rocked the *Half Moon*.

May 29, Monday (Old Style): The *Half Moon* stopped at the Faroe Islands for water. [Henry Hudson](#) bartered with local natives for food.



PEOPLE MENTIONED IN CAPE COD

June 2, Friday (Old Style): Robert Juet wrote the [Henry Hudson](#) sailed southwest to look for Busse Island, “discovered” in 1578 by one of Frobisher’s ships. That island has never again been sighted and may have been a mirage, a myth, or a mistaken reading of the ship’s position.

June 15, Thursday (Old Style): A storm struck [Henry Hudson](#)’s [Half Moon](#) about midpoint between Scotland and Nova Scotia. The ship’s foremast was lost and its deck damaged.

June 19, Monday (Old Style): A temporary mast and foresail were erected during a calm.

June 25, Sunday (Old Style): The crew of [Henry Hudson](#)’s clumsy [Half Moon](#) sighted another ship and gave chase for most of the day (presumably attempting to capture her for booty).

June 26, Monday (Old Style): Preceding [Galileo Galilei](#) by several months, [Thomas Hariot](#) drew a picture of the moon as seen through his [telescope](#).



June 27, Tuesday (Old Style): Another storm forced [Henry Hudson](#)’s [Half Moon](#) south.

July 2, Sunday (Old Style): The [Half Moon](#) sounded the Grand Banks off Newfoundland.

July 3, Monday (Old Style): The [Half Moon](#) moved south, and spotted a fleet of French fishing vessels, but didn’t speak with them. Taking soundings, the crew caught 100-200 cod.

THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

July 8, Saturday (Old Style): The *Half Moon* reached Newfoundland and sailed west-southwest.

July 12, Wednesday (Old Style): [Henry Hudson](#) sighted the coast of North America, a “low white sandie ground.”



August 3, Thursday (Old Style): [Henry Hudson](#) passed by Cape Cod, which at first he designated “Niew Hollant” (but then realized it to be the land discovered by Captain Gosnold in 1602). He sailed on and came into Delaware Bay, where the crew went ashore. Inexplicable events such as the self-destruction of the native boat being towed behind the ship convinced the superstitious crew that the voyage was doomed to failure. The crewmen again became surly and angry.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

CAPE COD: Many an early voyager was unexpectedly caught by this hook, and found himself embayed. On successive maps, Cape Cod appears sprinkled over with French, Dutch, and English names, as it made part of New France, New Holland, and New England. On one map Provincetown Harbor is called "Fuic (bownet?) Bay," Barnstable Bay "Staten Bay," and the sea north of it "Mare del Noort," or the North Sea. On another, the extremity of the Cape is called "Staten Hoeck," or the States Hook. On another, by Young, this has Noord Zee, Staten hoeck or Hit hoeck, but the copy at Cambridge has no date; the whole Cape is called "Niew Hollant" (after Hudson); and on another still, the shore between Race Point and Wood End appears to be called "Bevechier." In Champlain's admirable Map of New France, including the oldest recognizable map of what is now the New England coast with which I am acquainted, Cape Cod is called C. Blan (i.e. Cape White), from the color of its sands, and Massachusetts Bay is Baye Blanche. It was visited by De Monts and Champlain in 1605, and the next year was further explored by Poitricourt and Champlain. The latter has given a particular account of these explorations in his "Voyages," together with separate charts and soundings of two of its harbors, - Malle Barre, the Bad Bar (Nauset Harbor?), a name now applied to what the French called Cap Baturier, - and Port Fortune, apparently Chatham Harbor. Both these names are copied on the map of "Novi Belgii," in Ogilby's America. He also describes minutely the manners and customs of the savages, and represents by a plate the savages surprising the French and killing five or six of them. The French afterward killed some of the natives, and wished, by way of revenge, to carry off some and make them grind in their hand-mill at Port Royal.

PEOPLE OF
CAPE COD

HENRY HUDSON
POITRICOURT
ALEXANDER YOUNG

August 4, Friday (Old Style): The crewmen of the Half Moon went ashore to trade with the "savages."

[HDT](#)[WHAT?](#)[INDEX](#)

THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

Mid-August: After fair, hot weather for weeks, the 3-masted Dutch carrack *Half Moon* (*Halve Maen*) sailed south, not far from Jamestown — but [Henry Hudson](#) would make no effort to visit his friend [John Smith](#).



August 17, Thursday (Old Style): When [Henry Hudson](#)'s *Half Moon* attempted to enter Chesapeake Bay, winds and rain kept it out. It arrived at the mouth of the King's River, which leads to Jamestown.

August 19, Saturday (Old Style): The *Half Moon* headed north again, hugging the shoreline.

August 21, Monday² (Old Style): A severe storm tore the sails of the *Half Moon*, but no other damage is recorded.

August 28, Monday (Old Style): The lookout of the *Half Moon* reported sighting a large bay. [Henry Hudson](#) tries to navigate it, and sailed about nine miles, but it became too shallow and full of shoals. After a day he gave up, going back and heading north again.

THE FROZEN NORTH

[Henry Thoreau](#) would read the following log report of this entry into Delaware Bay:

Fair and hot weather, the wind at south-south-west. In the morning at six o'clock we weighed, and steered away north twelve leagues till noon, and came to the point of the land; and being hard by the land in five fathoms, on a sudden we came into three fathoms; then we bore up and had but ten foot water, and joined to the point. Then as soon as we were over, we had five, six, seven, eight, nine, ten, twelve and thirteen fathoms. Then we found the land to trend away north-west, with a great bay and rivers. But the bay we found shoal; and in the offing we had ten fathoms, and had sight of breaches and dry sand. Then we were forced to stand back again; so we stood back south-east by south three leagues. And at seven o'clock we anchored in eight fathoms water; and found a tide set northwest, and north-northwest, and it rises one fathom and flows south-southeast. And he that will thoroughly discover this great bay, must have a small pinnace, that must draw but four or five foot water, to sound before him.

2. I have suppressed the days of the week shown in this New-York Historical Society reprint of the journal of the voyage, on the assumption that these days of the week had at some point in the editing process been added by a commentator, one who failed to grasp the difference between Old Style and New Style calendars — I am presuming that the actual mariners on this actual 1609 expedition were not systematically misinformed as to day of the week.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

At five in the morning we weighed, and steered away to the eastward on many course, for the more norther land is full of shoals. We were among them, and once we struck, and we went away; and steered away to the south-east. So we had two, three, four, five, six, and seven fathoms, and so deeper and deeper.³

HALF-MOON, HENRY HUDSON

August 29, Tuesday (Old Style): The log of the *Half Moon* described the South Jersey shoreline as they sailed northward toward what is now the Hudson River. [Henry Thoreau](#) would read about this in the COLLECTIONS OF THE NEW YORK HISTORICAL SOCIETY:

Fair weather, with some thunder and showers, the wind shifting between the south-southwest, and the north-northwest. In the morning we weighed at the break of day, and stood towards the northern land, which we found to be all islands to our sight, and great storms from them, and are shoal three leagues off. For we coming by them, had but seven, six, five, four, three, and two and a half fathoms, and struck the ground with our rudder, we steered off south-west one glass, and had five fathoms. Then we steered southeast three glasses, then we found seven fathoms, and steered northeast by east, four leagues, and came to twelve and thirteen fathoms. At one o'clock, I went to the top-mast head, and set the land, and the body of the islands did bear northwest by north. And at four o'clock, we had gone four leagues east-southeast, and northeast by east, and found but seven fathoms, and it was calm, so we anchored. Then I went again to the top-mast head, to see how far I could see land about us, and could see no more but the islands. And the southern point of them did bear northwest by west, eight leagues off. So we rode till midnight. Then the wind came to the north-northwest, so we weighed and set sail.

HALF-MOON, HENRY HUDSON

August 30, Wednesday (Old Style): [Henry Thoreau](#) would read about the events of this day aboard the *Half Moon*, in the COLLECTIONS OF THE NEW YORK HISTORICAL SOCIETY:

In the morning between twelve and one, we weighed and stood to the eastward, the wind at north-north-west, we steered away and made our way east-south-east. From our weighing till noon, eleven leagues: Our soundings were eight, nine, ten, eleven, twelve and thirteen fathoms till day. Then we came to eighteen, nineteen, twenty, and to twenty-six fathoms by noon. Then I observed the sun, and found the height to be 39° 5', and saw no land. In the afternoon, the wind came to north by west; so we lay close by with our fore-sail, and our main-sail, and it was little wind until twelve o'clock at midnight, then we had a gale a little while. Then I sounded, and all the night our soundings

3. Lord Delaware touched at this bay on his passage to Virginia in 1610, and thence was probably supposed by the English to have discovered it, as it was named from him. The earliest notice of it under the name of Delaware bay with which we have met, is in a letter of Captain Argall written from Virginia, in May, 1612, contained in Purchas.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

were thirty, and thirty-six fathoms, and we went little.

HALF-MOON, HENRY HUDSON

August 31, Thursday (Old Style): [Henry Thoreau](#) would read about the events of this day aboard the *Half Moon*, in the COLLECTIONS OF THE NEW YORK HISTORICAL SOCIETY:

Fair weather and little wind. At six o'clock in the morning we cast about to the northward, the wind being at the north-east, little wind. At noon it fell calm, and I found the height to be 38° 39'. And the streams had deceived us, and our sounding was thirty-eight fathoms. In the afternoon I sounded again, and had but thirty fathoms. So that we found that we were heaved to and fro with the streams of the tide, both by our observations and our depths. From noon till four o'clock in the afternoon, it was calm. At six o'clock we had a little gale southerly, and it continued all night, some times calm, and sometimes a gale; we went eight leagues from noon to noon, north by east.

HALF-MOON, HENRY HUDSON

September 1, Friday (Old Style): [Henry Thoreau](#) would read about the events of this day aboard the *Half Moon* in the COLLECTIONS OF THE NEW YORK HISTORICAL SOCIETY:

Fair weather, the wind variable between east and south, we steered away north-north-west. At noon we found our height to be 39° 3'. We had soundings thirty, twenty-seven, twenty-four, and twenty-two fathoms, as we went to the northward. At six o'clock we had twenty-one fathoms. And all the third watch till twelve o'clock at mid-night, we had soundings twenty-one, twenty-two, eighteen, twenty-two, twenty-one, eighteen, and twenty-two fathoms, and went six leagues near hand north-north-west.

HALF-MOON, HENRY HUDSON

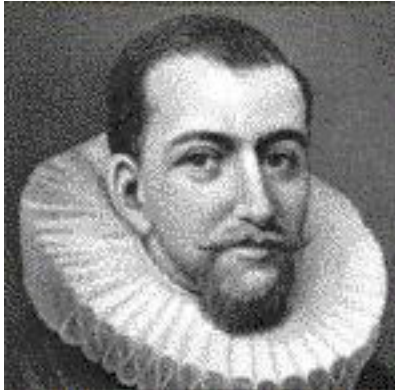


THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

September 2, Saturday (Old Style): The lookout of the *Half Moon* saw a “great fire” ashore on the highlands of Navesink. [Henry Hudson](#) anchored near what is now Sandy Hook in the lower end of New York harbor.



[Henry Thoreau](#) would read about the events of this day in the COLLECTIONS OF THE NEW YORK HISTORICAL SOCIETY:

In the morning close weather, the wind at south in the morning; from twelve until two o'clock we steered north-north-west, and had sounding twenty-one fathoms, and in running one glass we had but sixteen fathoms, then seventeen, and so shoaler and shoaler until it came to twelve fathoms. We saw a great fire, but could not see the land, then we came to ten fathoms, whereupon we brought our tacks aboard, and stood to the eastward east-south-east, four glasses. Then the sun arose, and we steered away north again, and saw land from the west by north, to the north-west by north, all like broken islands, and our soundings were eleven and ten fathoms. Then we luffed in for the shore, and fair by the shore we had seven fathoms. The course along the land we found to be north-east by north. From the land which we first had sight of, until we came to a great lake of water, as we could judge it to be, being drowned land, which made it rise like islands, which was in length ten leagues. The mouth of the lake hath many shoals, and the sea breaks upon them as it is cast out of the mouth of it.⁴ And from that lake or bay, the land lies north by east, and we had a great stream out of the bay; and from thence our sounding was ten fathoms, two leagues from land. At five o'clock we anchored, being little wind, and rode in eight fathoms water, the night was fair. This night I found the land to haul the compass 8 degrees. For to the northward off us we saw high hills.⁵ For the day before we found not above two degrees of variation. This is very good land to fall in with, and a pleasant land to see.

HALF-MOON, HENRY HUDSON

4. Great and Little Egg Harbours, and Barnegat bay, on the coast of New Jersey, form a continuous body of water, containing numerous islands of salt marsh that are often overflowed. The sea breaks at the entrances of the different inlets by which these bays communicate with the ocean.

5. The Nevisink hills.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

September 3, Sunday (Old Style): The *Half Moon* lifted anchor and sailed into the bay, passing Staten Island and Coney Island by 3PM. When they reached the mouth of a wide river (the Hudson River) [Henry Hudson](#) decided to sail up it, hoping it would widen into a passage. This river had been noted by earlier explorers and was indicated on French maps sent to [Hudson](#) earlier by Captain John Smith as the “Grande River.” An Italian, Giovanni da Verranzano, had been the initial European to record the mouth of the river when he was sailing for the French in 1524. He wrote, “We found a very pleasant situation amongst some steep hills ... ,” but did not continue exploring what he called, “The River of the Steep Hills” and the “Grand River.” A Portuguese explorer, Estevan Gomez, also had arrived at the mouth of the river a few months later in 1524. Gomez termed it the Rio de San Antonio. [Hudson](#) claimed the area along the river for the Dutch, who had employed him, and opened the land for settlers who would follow.

The morning misty until ten o'clock, then it clear'd, and the wind came to the south-south-east, so we weighed and stood to the northward. The land is very pleasant and high, and bold to fall withal. At three o'clock in the afternoon, we came to three great rivers. So we stood along the northernmost, thinking to have gone into it, but we found it to have a very shoal bar before it, for we had but ten foot water. Then we cast about to the southward, and found two fathoms, three fathoms, and three and a quarter, till we came to the southern side of them, then we had five and six fathoms. and anchored. So we sent in our boat to sound, and they found no less water than four, five, six, and seven fathoms, and returned in an hour and a half. So we weighed and went in, and rode in five fathoms, ooze ground, and saw many salmons, and mullets, and rays very great. The height is $40^{\circ} 30'$.⁶

HALF-MOON, HENRY HUDSON

6. The lighthouse on Sandy Hook is in latitude $40^{\circ} 27\frac{1}{2}'$, varying but little from Hudson's observation, which seems to have been taken after he had passed the extremity of the Hook. Two of the “three great rivers” mentioned in the Journal, were doubtless the Narrows and Staten Island Sound; and the third, being the northernmost, with a shoal bar before it, having but ten feet water, was probably Rockaway Inlet, which is laid down on the map of De Laet as a river intersecting Long Island. This inlet is barred at its mouth, with seven feet of water at low tide. From thence Hudson apparently stood over towards the Hook, where he anchored in five or six fathoms water, and sent the small boat round the point to ascertain the soundings; after its return he again weighed anchor, and went inside of the Hook, where he rode in five fathoms, having probably anchored in the road-stead called the *Horse-shoe*, or Sandy Hook bay.

THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

September 4, Monday (Old Style): The expedition led by [Henry Hudson](#) came upon an island known locally as “Manhattan” or “Man-a-hatt-a,” meaning “hilly island.”



The hilly island’s natives came out in canoes to greet their guests and gave them their first taste of American corn, which they termed “Turkish wheat.”



In the morning as soon as the day was light, we saw that it was good riding farther up. So we sent our boat to Bound, and found that it was a very good harbour; and four and five fathoms, two cables length from the shore. Then we weighed and went in with our ship Then our boat went on land with our net to fish, and caught ten great mullets, of a foot and a half long a piece, and a ray as great as four men could haul into the ship. So we trimmed our boat and rode still all day. At night the wind blew hard at the north-west, and our anchor came home, and we drove on shore, but took no hurt, thanked be God, for the ground is soft sand and ooze. This day the people of the country came aboard of us, seeming very glad of our coming, and brought green tobacco, and gave us of it for knives and beads. They go in deer skins loose, well dressed. They have yellow copper. They desire



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

clothes, and are very civil. They have great store of maize or *Indian* wheat, whereof they make good bread. The country is full of great and tall oaks.

HALF-MOON, HENRY HUDSON

September 5, Tuesday (Old Style): Most of the crew went ashore on Paumanok Long Island. Natives gave [Henry Hudson](#) gifts of tobacco. He gave them knives and beads. He wrote they were “very civil” but Juet wrote: “Though we rode quietly at anchor, we did not trust them.”

In the morning as soon as the day was light, the wind ceased and the flood came. So we heaved off our ship again into five fathoms water, and sent our boat to sound the bay, and we found that there was three fathoms hard by the southern shore. Our men went on land there, and saw great store of men, women and children, who gave them tobacco at their coming on land. So they went lip into the woods, and saw great store of very goodly oaks, and some currants. For one of them came aboard and brought some dried, and gave me some, which were sweet and good. This day many of the people came aboard, some in mantles of feathers, and some in skins of divers sorts of good furs. Some women also came to us with hemp. They had red copper tobacco pipes, and other things of copper they did wear about their necks. At night they went on land again, so we rode very quiet, but durst not trust them.

HALF-MOON, HENRY HUDSON

September 6, Wednesday (Old Style): [Henry Hudson](#) sent John Colman (Coleman) and four others to sound another river, about 12 miles away. During the exploration along the journey north, some of the crew were assaulted by natives in two canoes; one contained twelve and the other fourteen. Crewman John Colman, who had accompanied the captain on his first voyage, was killed by an arrow shot into his throat, and two more were seriously wounded. The survivors were unable to locate their mother ship in the dark.

In the morning was fair weather, and our master sent *John Colman*, with four other men in our boat over to the north side, to sound the other river, being four leagues from us.⁷ They found by the way shoal water two fathoms; but at the north of the river eighteen, and twenty fathoms, and and [sic] very good riding for ships; and a narrow river to the westward between two islands.⁸ The land they told us were as pleasant with grass and flowers, and goodly trees, as ever they had seen, and very sweet smell, came from them. So they went in two leagues and saw an open sea, and returned; and. as they came back, they were set upon by two canoes, the ODe having twelve, the other fourteen men. The night came on, and it began to rain, so that their match went out; and they had one man slain in the fight, which was an *Englishman*, named *John Colman*, with an arrow shot into his throat, and two more hurt. It grew so dark that they could not find the ship that night, but laboured to and fro on their oars. They had so great a stream that their grapnel would not hold them.

HALF-MOON, HENRY HUDSON

7. The Narrows.

8. Staten Island Sound, or the Kills.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

September 7, Thursday (Old Style): The body of John Colman was buried ashore the next day at a place they named Colman's Point, near today's Coney Island. Two hostages were taken. The ship remained at anchor that night "keeping a careful watch."

Was fair, and by ten o'clock they returned aboard the ship, and brought our dead man with them, whom we carried on land and buried, and named the point after his name, *Colman's Point*. Then we hoisted in our boat, and raised her side with waste boards for defence of our men. So we rode still all night, having good regard to our watch.

HALF-MOON, HENRY HUDSON

September 8, Friday (Old Style): Trade with natives on board *Half Moon* again. Juet records they kept a careful watch to "see if they would show any sign of the death of our man, which they did not."

Was very fair weather, we rode still very quietly. The people came aboard us, and brought tobacco and *Indian* wheat, to exchange for knives and beads, and offered us no violence. So we fitting up our boat did mark them, to see if they would make any show of the death of our man; which they did not.

HALF-MOON, HENRY HUDSON

September 9, Saturday (Old Style): Two "great canoes" full of natives come on board. Juet writes: "in an attempt to deceive us, pretended interest in buying knives. But we were aware of their intent and took two of them prisoners" as insurance against further attack. The natives are dressed in red coats from the crew's wardrobes. According to Vail, [Henry Hudson](#) wrote, "Had they indicated by a cunning light in their eyes that they had knowledge of the foul murder (of Sept. 6), I was prepared to order my company to exterminate all without delay." Another pair of natives were grabbed later, one was held captive, and the other released. But the second one jumped overboard and escaped.



Fair weather. In the morning, two great canoes came aboard full of men; the one with their bows and arrows, and the other in show of buying of knives to betray us; but we perceived their intent. We took two of them to have kept them and put red coats on them and would not suffer the other to come near us. So they went on land, and two others came aboard in a canoe; we took the one and let the other go; but he which we had taken, got up and



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

leaped over-board. Then we weighed and went off into the channel of the river, and anchored there all night.

HALF-MOON, HENRY HUDSON

September 10, Sunday (Old Style): [Henry Hudson](#) set sail up the river he had found:

Fair weather, we rode till twelve o'clock. Then we weighed and went over, and found it shoal all the middle of the river, for we could find but two fathoms and a half, and three fathoms for the space of a league; then we came to three fathoms, and anchored, and rode all night in soft oozy ground. The bank is sand.

HALF-MOON, HENRY HUDSON

Captain George Percy replaced Captain [John Smith](#) as president of the Council of Jamestown colony. "James towne being burnt, wee rebuilt it and three Forts more, besides the Church and Store-house, we had about fortie or fiftie severall houses to keepe us warme and dry, invironed with a palizado of foureteene or fifteene foot, and each as much as three or foure men could carrie. We digged a faire Well of fresh water in the Fort, where wee had three Bulwarks, four and twentie peeces of Ordnance, of Culvering, Demiculvering, Sacar, and Falcon, and most well mounted upon convenient plat-formes, planted one hundred acres of Corne."⁹ (Ratcliffe would sail up the Pamunkey to bargain with Powhatan for food; he would fail to keep his guard up, and would be tortured to death by the Indian women.)

September 11, Monday (Old Style): [Henry Hudson](#) sailed through the Narrows and anchored in New York Bay. The first night he anchored off the northern tip of Manhattan.

Was fair and very hot weather. At one o'clock in the afternoon, we weighed and went into the river, the wind at south-south-west, little wind. Our soundings were seven, six, five, six, seven, eight, nine, ten, twelve, thirteen and fourteen fathoms. Then it shoaled again, and came to five fathoms. Then we anchored and saw that it was a very good harbour for all winds, and rode all night. The people of the country came aboard of us, making show of love, and gave us tobacco and *Indian* wheat, and departed for that night; but we durst not trust them.

HALF-MOON, HENRY HUDSON

9. A TREWE RELACYON OF THE PCEDEINGES AND OCURRENTES OF MOMENTE WCH HAVE HAPNED IN VIRGINIA FROM THE TYME SR THOMAS GATES WAS SHIPPWRACKE UPON THE BERMUDAS ANO 1609 UNTILL MY DEPTURE OUTT OF THE COUNTRY WCH WAS ANO DNI 1612. By George Percy. post-1612. This can be found in IN VIRGINIA. FOUR PERSONAL NARRATIVES (New York: Arno Press, 1972, page 277).

THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

September 12, Tuesday (Old Style): [Henry Hudson](#) sailed the *Half Moon* into the river that now bears his name. A flotilla of 28 canoes, filled with men, women and children approach, but, Juet wrote, “we saw the intent of their treachery and would not allow any of them to come aboard.” However, the crew bought oysters and beans from them. The explorers noted that the natives used copper in their pipes and inferred there was a natural source nearby.

At some point he would re-discover our beach plum *Prunus maritima*:



Very fair and hot. In the afternoon at two o'clock we weighed, the wind being variable, between the north and the north-west; so we turned into the river two leagues and anchored. This morning at our first rode in the river, there came eight and twenty canoes full of men, women and children to betray us; but we saw their intent, and suffered none of them to come aboard us. At twelve o'clock they departed. They brought with them oysters and beans, whereof we bought some. They have great tobacco pipes of yellow copper, and pots of earth to dress their meat in. It floweth south-east by south within.

HALF-MOON, HENRY HUDSON

September 13, Wednesday (Old Style): After the crew traded for oysters with Native Americans, [Henry Hudson](#) anchored his *Half Moon* off the Yonkers area.

Fair weather; the wind northerly; at seven o'clock in the morning, as the flood came we weighed and turned four miles into the river; the tide being done we anchored.¹⁰ Then there came four canoes aboard, but we suffered none of them to come into our ship; they brought very great store of very good oysters

10. Hudson, having left his anchorage in the lower bay on the 10th, commenced working his way up into the harbour. His progress was slow; on the 11th there was but little wind, and the two following days the wind was ahead, and he could only move with the flood tide. It was not until the 14th, that he began to ascend the river in earnest.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

aboard, which we bought for trifles. In the night I set the variation of the compass, and found it to be 13°. In the afternoon we weighed and turned in with the flood two leagues and a half further and anchored all night, and had five fathoms soft oozy ground, and had a high point of land, which shewed out to us, bearing north by east five leagues of us.

HALF-MOON, HENRY HUDSON

September 14, Thursday (Old Style): [Henry Hudson](#) anchored off the West Point area. Two Indian hostages escaped. Hudson had thought he may have found the long-sought passage when he saw the wide Tappan Zee, but as he reached the shallower area near Albany, he realized his mistake. Juet wrote, “the 14th, in the morning, being very fair weather, the wind southeast, we sailed up the river 12 leagues ... The river is full of fish.”

In the morning being very fair weather, the wind south-east, we sailed up the river twelve leagues, and had five fathoms and five fathoms and a quarter less, and came to a strait between two points, and had eight, nine and ten fathoms; and it trended north-east by north one league, and we had twelve, thirteen and fourteen fathoms; the river is a mile board; there is very high land on both sides. Then we went up north-west, a league and a half deep water; then north-east by north five miles; then north-west by north two leagues and anchored. The land grew very high and mountainous;¹¹ the river is full of fish.

HALF-MOON, HENRY HUDSON

September 15, Friday (Old Style): [Henry Hudson](#) arrived in the Kingston area. The captive natives escaped and swam ashore, where they taunted the crew. At night the crew found another native village with “a very loving people and very old men and we were well taken care of.”

The morning was misty until the sun arose, then it cleared; so we weighed with the wind at south, and ran up into the river twenty leagues, passing by high mountains. We had a very good depth, as six, seven, eight, nine, ten, twelve, and thirteen fathoms, and great store of salmon in the river. This morning our two savages got out of a port and swam away. After we were under sail they called to us in scorn. At night we came to other mountains, which lie from the river’s side; there we found very loving people, and very old men, where we were well used. Our boat went to fish, and caught great store of very good fish.

HALF-MOON, HENRY HUDSON

September 16, Saturday (Old Style): [Henry Hudson](#) arrived in the Hudson area.

The sixteenth, fair and very hot weather. In the morning our boat went again to fishing, but could catch but few, by reason their canoes had been there all night. This morning the people came aboard and brought us ears of Indian corn and pompions and

11. Hudson was now entering the Highlands, and approaching West Point.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

tobacco, which we bought for trifles. We rode still all day, and filled fresh water; at night we weighed and went two leagues higher, and had shoal water so we anchored till day.

HALF-MOON, HENRY HUDSON

September 17, Sunday (Old Style): [Henry Hudson](#) arrived in the Castleton area, where the [Half Moon](#) ran aground but was soon pulled free.

The seventeenth fair sun-shining weather, and very hot. In the morning as soon as the sun was up, we set sail and ran up six leagues higher, and found shoals in the middle of the channel, and small islands, and seven fathoms water on both sides. Towards night we borrowed so near the shore that we grounded: so we laid out our small anchor, and heaved off again. Then we borrowed on the bank in the channel and came aground again; while the flood ran we heaved off again and anchored all night.

HALF-MOON, HENRY HUDSON

September 18, Monday (Old Style): [Henry Hudson](#) accepts an invitation from a chief to eat with him and goes ashore. The natives “killed a fat dog and skinned it in great haste” for dinner. [Henry Hudson](#) is invited to stay overnight. Sensing his discomfort, the natives break their arrows and throw them into the fire to indicate their good intentions. But [Henry Hudson](#) returns to the ship. He wrote, “The land is the finest for cultivation that I ever in my life set foot upon.”

The eighteenth in the morning was fair weather, and we rode still. In the afternoon our master’s mate went on land with an old savage, a governor of the country, who carried him to his house and made him good cheer.

HALF-MOON, HENRY HUDSON

September 19, Tuesday (Old Style): The [Half Moon](#) anchored near present-day Albany, where the crew traded with natives.

THE FROZEN NORTH

The nineteenth was fair and hot weather. At the flood, being near eleven o’clock, we weighed and ran higher up two leagues above the shoals, and had no less water than five fathoms we anchored and rode in eight fathoms the people of the country came flocking aboard, and brought us grapes and pompions, which we bought for trifles; and many brought us beavers’ skins, and otters’ skins, which we bought for beads, knives and hatchets. So we rode there all night.

HALF-MOON, HENRY HUDSON



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

DYER OR DYRE

[William Dyer](#) was born at Kirkby la-Thorpe, Lincoln County. While still in England, he would be a milliner. In England, as we can see in the snippet from [Benjamin Franklin](#)'s memoirs below, "Dyer" is an occupational name, for at least originally a family of dyers was one whose family business was the dying of cloth.

John was bred a dyer, I believe of woolens. Benjamin was bred a silk dyer, serving an apprenticeship at London. He was an ingenious man. I remember him well, for when I was a boy he came over to my father in Boston, and lived in the house with us some years. He lived to a great age. His grandson, Samuel Franklin, now lives in Boston.... I was named after this uncle, there being a particular affection between him and my father.

The Dyer family, ancient in Somerset County, had produced:

- Sir James Dyer, Knight, Lord Chief Justice of the Common Pleas 1558, who died in 1581/1582
- Sir Thomas Dyer, Knight, Sheriff of Somerset during 1558
- Sir Edward Dyer, Knight, Chancellor of the Garter, a poet of Elizabeth's time, buried at St. Saviour's Southwark in May 1607

Then, while the family was being persecuted by King James VI and while it was being condemned for its continued loyalty to King [Charles I](#), this wouldn't mean as much as it had before. Some members of the family, including this William, would need to escape to England's colonies in America.

September 20, Wednesday (Old Style): The mate and four others took the ship's boat upriver to sound for depth. They returned at night, with measurements of two fathoms about six miles farther, which deepened to six and seven past that.

THE FROZEN NORTH

Sunday, Sept. 20. The twentieth in the morning was fair weather. Our master's mate with four men more went up with our boat to sound the river, and found two leagues above us but two fathoms water, and the channel very narrow, and above that place seven or eight fathoms. Toward night they returned: and we rode still all night.

HALF-MOON, HENRY HUDSON

September 21, Thursday (Old Style): The crew gets some natives drunk on wine and Aqua Vitæ — "hooch" from the native word "hoochenoo" for the hard liquor [Henry Hudson](#) and his crew plied them with. One passed out and slept aboard the ship. When the natives returned the next day they would be relieved to find him unharmed.

Sept. 21. The twenty-first was fair weather, and the wind all southerly: we determined yet once more to go farther up into the river, to try what depth and breadth it did bear, but much people resorted aboard, so we went not this day. Our carpenter went on land and made a fore-yard, and our master and his mate determined to try some of the chief men of the country, whether they had any treachery in them. So they took them down into the cabin and gave them so much wine and *aqua-vitæ*, that they were all merry, and one of them had his wife with him, who sat as modestly, as any of our countrywomen would do in a strange place. In the end one of them was drunk, who had been aboard of our ship all the time that we had been there; and that was strange to them for



THE PEOPLE OF CAPE COD:

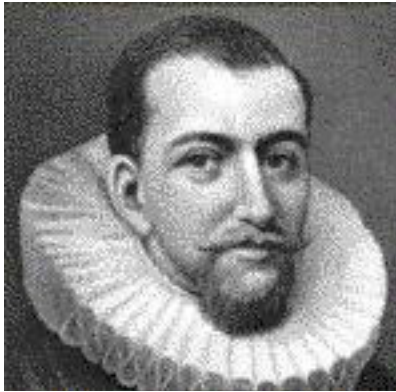
CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

they could not tell how to take it: the canoes and folks went all on shore, but some of them came again and brought stropes of beads; some had six seven, eight, nine, ten, and gave him. So he slept all night quietly.

HALF-MOON, HENRY HUDSON

September 22, Friday (Old Style): Another row boat sent out returns with the bad news: the river gets shallower farther ahead. They travelled about 24-27 miles and found the water only seven feet deep. After sailing 150 miles from the mouth of the river, [Henry Hudson](#) decides he must turn back.



The two and twentieth was fair weather: in the morning our master's mate and four more of the company went up without boat to sound the river higher up. The people of the country came not aboard till noon, but when they came and saw the savages well they were glad. So at three o'clock in the afternoon they came aboard and brought tobacco and more beads and gave them to our master, and made all oration, and shewed him all the country round about. Then they sent one of their company on land, who presently returned and brought a great platter full of venison, dressed by themselves and they caused him to eat with them: then they made him reverence and departed all save the old man that lay aboard. This night at ten o'clock, our boat returned in a shower of rain from sounding of the river, and found it to be at an end for shipping to go in. For they had been up eight or nine leagues, and found but seven foot water, and unconstant soundings.¹²

HALF-MOON, HENRY HUDSON

September 23, Saturday (Old Style): [Henry Hudson](#) left the Albany area, returning six miles back down river.

The three and twentieth, fair weather. At twelve o'clock we weighed and went down two leagues to a shoal that had two channels one on the one side, and another on the other, and had little wind, whereby the tide laid us upon it. So there we sat on the ground the space of an hour till the flood came. Then we had a little gale of wind it the west; so we got our ship into



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

deep water, and rode all night very well.

HALF-MOON, HENRY HUDSON

September 24, Sunday (Old Style): After wasting a day stranded on a shoal in the Castleton area, the *Half Moon* got free and started again downriver.

The four and twentieth was fair weather; the wind at the north-west, we weighed and went down the river seven or eight leagues; and at half ebb we came on ground on a bank of ooze in the middle of the river, and sat there till the flood; then we went on land and gathered good store of chestnuts. At ten o'clock we came off into deep water, and anchored.

Sept. 25. The five and twentieth was fair weather, and the wind at south a stiff gale. We rode still, and went on land to walk on the west side of the river, and found good ground for corn, and other garden herbs, with great store of goodly oaks, and walnut trees, and chestnut trees, yew trees, and trees of sweet wood in great abundance, and great store of slate for houses, and other good stones.

Sept. 26. The six and twentieth was fair weather, and the wind at south a stiff gale; we rode still. In the morning our carpenter went on land with our master's mate and four more of our company to cut wood. This morning two canoes came up the river from the place where we first found loving people, and in one of them was the old man that had lain aboard of us at the other place. He brought another old man with him who brought more strips of beads and gave them to our master, and showed him all the country there about, as though it were at his command. So he made the two old men dine with him, and the old man's wife; for they brought two old women and two young maidens of the age of sixteen or seventeen years with them, who behaved themselves very modestly. Our master gave one of the old men a knife, and they gave him and us tobacco; and at one o'clock they departed

12. The boat probably reached Castle Island, (now called Patroon's Island, just below Albany,) where a rude fortification was erected in 1614-5. It is supposed, however, by Moulton, (Hist. New York, 246.) that the ship itself proceeded to Albany, and the boat to the forks of the Mohawk, where the village of Waterford, in the town of Half-Moon, is now situated. The latitude of Albany is 42° 39'; and De Laet, who is followed by Ebeling and Lambrechtsan, says Hudson ascended to lat. 43° or about twenty-five miles above Albany and fifteen above Waterford. Another work cited by Moulton, (a Collection of Dutch East-India Voyages,) gives 42° 40' as the height to which Hudson went up, but whether the ship's or the boat's progress is intended, does not appear. Mr. Yates, in a MS. letter also quoted by Moulton, decides in favor of the former, and adds that the boat only proceeded as far as Waterford. But this last supposition is directly at variance with the statement in the Journal, that the boat went up *eight or nine leagues* farther than the ship.

Ship navigation in the river extends five or six miles above the city of Hudson, to about lat. 42° 18'; beyond this point vessels drawing more than six feet of water are generally unable to ascend. Moulton supposes the Half-Moon to have been of the small class of vessels, of less burthen than sloops plying between Troy and New-York. But it will be recollected that on making Sandy Hook, Hudson declined entering what appeared to be the mouth of a large river, because "*it had a very shoal bar before it, where they had but ten feet water.*" Is it probable then, that he ventured or was able to pursue his course beyond the point indicated as the head of ship navigation on the river, when he would encounter shoals of only six or seven feet at high water?

The chief difficulty is with De Laet's statement that Hudson went up to lat. 43°. This, however is made in the course of his general relation, when he would be likely to use round numbers, as on p. 298. He afterwards quotes Hudson's Journal which mentions 42° 18' as the latitude of the place where he visited the hospitable old Chief, and the only visit of the kind noticed by Juet occurred on the 18th, near the termination of the ship's upward progress. The boat was sent up eight or nine leagues further, and probably reached Castle Island.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

down the river, making signs that we should come down to them, for we were within two leagues of the place where they dwelt.

HALF-MOON, HENRY HUDSON

September 27, Wednesday (Old Style): The *Half Moon* ran aground again. [Henry Hudson](#) called the river the “River of Mountains” although the Native Americans, with whom the skipper and crew met, called it “Muhheakunnuk” (great waters constantly in motion).



THE FROZEN NORTH

The even and twentieth, in the morning, was fair weather, but much wind at the north we weighed and set our fore-topsail, and our ship would not float, but ran on the oozy bank at half ebb. We laid out anchor to heave her off, but could not; so we sat from half flood, then we set our foresail and main-topsail, and got down six leagues. The old man came aboard, and would have had us anchor and go on land to eat with him, but the wind being fair we would not yield to his request, so he left us, being very sorrowful for our departure. At five o'clock in the afternoon, the wind came to the south south-west; so we made a bord or two, and anchor, in fourteen fathoms water. Then our boat went on shore to fish right against the ship. Our master's mate and boatswain and three more of the company, went on land to fish, but could not find a good place. They took four or five and twenty mullets, breams, basses and barbils, and returned in an hour. We rode still all night.

HALF-MOON, HENRY HUDSON

September 28, Thursday (Old Style): Continuing in the journal of [Henry Hudson's](#) *Half Moon*:

The eight and twentieth being fair weather, as soon as the day was light we weighed at half ebb, and turned down two leagues below water, for the stream doth run the last quarter ebb, then we anchored till high water. At three o'clock in the afternoon we weighed and turned down three leagues until it was dark, then



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

we anchored.

HALF-MOON, HENRY HUDSON

September 29, Friday (Old Style): Continuing in the journal of [Henry Hudson's](#) *Half Moon*:

The nine and twentieth was dry close weather, the wind at south and south by west we weighed early in the morning, and turned down three leagues by a low water, and anchored at the lower end of the long reach for it is six leagues long. Then there came certain Indians in a canoe to us, but would not come aboard. After dinner there came the canoe with other men, whereof three came aboard us; they brought Indian wheat which we bought for trifles. At three o'clock in the afternoon we weighed, as soon as the ebb came, and turned down to the edge of the mountains, or the northernmost of the mountains, and anchored, because the high land bath many points and a narrow channel, and hath many eddy winds; so we rode quietly all night in seven fathoms water.¹³

HALF-MOON, HENRY HUDSON

September 30, Saturday (Old Style): Continuing in the journal of [Henry Hudson's](#) *Half Moon*:

The thirtieth was fair weather, and the wind at south-east a stiff gale between the mountains. We rode still the afternoon. The people of the country came aboard us, and brought some small skins with them, which we bought for knives and trifles. This is a very pleasant place to build a town on. The road is very near, and view good for all winds, save an east north-east wind. The mountains look as if some metal or mineral were in them; for the trees that grew on them were all blasted, and some of them barren with few or no trees on them. The people brought a stone aboard like to emery (a stone used by glaziers to cut glass); it would cut iron or steel; yet being bruised small, and water put to it, it made a colour like black lead glistening; it is also good for painters' colours. At three o'clock they departed, and we rode still all night.

HALF-MOON, HENRY HUDSON

October 1, Sunday (Old Style): Near Peekskill, the ship stopped and trades with natives. One sneaks into Robert Juet's cabin and steals some clothes and a pillow. The Dutch mate discovered the theft and shoots the Indian, killing him. Another is killed by the cook as he attempted to climb aboard. The other natives jump overboard and flee, pursued by some of the crew. The *Half Moon* lifts anchor and sails 6 miles before stopping for the night.

THE FROZEN NORTH

13. This was probably in the vicinity of the present town of Newburgh. Hudson remained there nearly two days, fearing to enter the Highlands on account of the violence of the winds.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

The first of October, fair weather, the wind variable between west and the north. In the morning we weighed at seven o'clock with the ebb, and got down below the mountains, which was seven leagues; then it fell calm and the flood was come, and we anchored at twelve o'clock. The people of the mountains came aboard us, wondering at our ship and weapons. We bought some small skins of them for trifles. This afternoon one canoe kept hanging under our stern with one man in it, which we could not keep from thence, who got up by our rudder to the cabin window, and stole out ny pillow, and two shirts, and two bandeleeres. Our master's mate shot at him, and struck him on the breast, and killed him. Whereupon all the rest fled away, some in their canoes, and so leaped out of them into the water. We manned our boat and got our things again. Then one of them that swam got hold of our boat, thinking to overthrow it but our cook took a sword and cut off one of his hands, and he was drowned. By this time the ebb was come, and we weighed and got down two leagues- by that time it was dark; so we anchored in four fathoms water, and rode well.

HALF-MOON, HENRY HUDSON

October 2, Monday (Old Style): Twenty miles farther, as the *Half Moon* neared Manhattan (the river "Manna-hata"), about 100 natives ambushed the *Half Moon* and chased it in their canoes. Both sides trade shots. *Henry Hudson* ordered guns to be fired at them. Several natives were killed, and the event was remembered 15 years later when the Dutch came to settle in Manhattan in 1624.

The second, fair weather. At break of day we weighed, The wind being at north-west, and got down seven leagues then the flood was come strong, so we anchored. Then came one of the savages that swam away from us at our going up the river, with many others, thinking to betray us. But we perceived their intent, and suffered none of them to enter our ship. Whereupon two canoes full of men, with their bows and arrows, shot at us after our stern, in recompense whereof we discharged six muskets, and killed two or three of them. Then above a hundred of them came to a point of land to shoot at us. There I shot a falcon¹⁴ at them, and killed two of them, whereupon the rest fled into the woods. Yet they manned off another canoe with nine or ten men, which came to meet us; so I shot at it also a falcon, and shot it through, and killed one of them. Then our men with their muskets killed three or four more of them. So they went their way. Within a while after, we got down two leagues beyond that place and anchored in a bay clear from all danger of them on the other side of the river, where we saw a very good piece of ground; and hard by it there was a cliff that looked of the colour of white green, as though it were either a copper or silver mine; and I think it to be one of them by the trees that grow upon it; for they be all burned, and the other places are green as grass; it is on that side of the river that is called *Manna-hata*. There we saw no people to trouble us, and rode quietly all night, but had much wind and rain.

14. A sort of cannon.

PEOPLE MENTIONED IN CAPE COD

Oct. 3. The third was very stormy, the wind at east north-east. In the morning, in a gust of wind and rain, our anchor came home, and we drove on ground, but it was oozy. Then as we were about to heave out an anchor, the wind came to the north north-west, and drove us off again. Then we shot an anchor, and let it fall in four fathoms water, and weighed the other. We had much wind and rain with thick weather, so we rode still all night.

HALF-MOON, HENRY HUDSON

October 4, Wednesday (Old Style): [Henry Hudson](#) returned to the mouth of the bay and sailed for the Old World. The Dutch mate suggested they winter over in Newfoundland and continue to explore for a passage the following year, but [Henry Hudson](#) decided against this.



The fourth was fair weather, and the wind at north north-west we weighed and came out of the river, into which we had run so far. Within a while after, we came out also of *the great mouth of the great river*, that runneth up to the north-west, borrowing upon the more northern side of the same, thinking to have deep water, for we had sounded a great way with our boat at our first going in, and found seven, six, and five fathoms. So we came out that way, but we were deceived, for we had but eight feet and a half water; ad so to three, five, three, and two fathoms and a half; and then three, four, five, six, seven, eight, nine and ten fathoms; and by twelve o'clock we were clear of all the inlet.¹⁵ Then we took in our boat, and set our mainsail and spritsail, and our topsails, and steered away east south-east, and south-east by east, off into the main sea; and the land on the southern side of the bay or inlet did bear at noon west and by south four leagues from us.

HALF-MOON, HENRY HUDSON

October 5, Thursday (Old Style): [Henry Hudson](#) sailed onward.

The fifth was fair weather, and the wind variable between the north and the east. We held on our course south-east by east. At noon I observed and found our height to be 39 degrees 30

15. It would appear that Hudson left the harbour by the Kills, although that passage can scarcely be considered the "great mouth" of the river.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

minutes. Our compass varied six degrees to the west.

HALF-MOON, HENRY HUDSON

November 7, Tuesday (Saturday, New Style): The *Half Moon* returned to Dartmouth after being away 7 1/2 months. Robert Juet recorded in his journal, “by the grace of God we safely arrived in the range of Dartmouth, in Devonshire.”

We continued our course toward England without seeing any land by the way, all the rest of this month of October; and on the seventh day of November, *stilo novo*, being Saturday, by the grace of God, we safely arrived in the range of Dartmouth in Devonshire, in the year 1609.¹⁶

HALF-MOON, HENRY HUDSON

November 8, Wednesday (Old Style): Less than 24 hours after landing, [Henry Hudson](#) wrote to the directors of the East India Company recommending a trip to find a Northwest Passage that could begin by around March 1st, 1610. However, he wanted to replace 6 or 7 of his crew for more tractable and docile members — giving his employers only the barest hint of the problems he had been encountering with them. The letter took weeks to arrive and while he waited, [Hudson](#) and the crew remained aboard the *Half Moon*. When they would receive [Hudson](#)'s letter, the directors would send for [Hudson](#) to bring the vessel to Amsterdam immediately.



December: [Henry Hudson](#), when he received the East India Company's orders to bring the *Half Moon* to Amsterdam, was unable to comply. An Order in Council had censured him for “voyaging to the detriment of his country” and had forbidden him to undertake any more foreign service, and in particular had forbidden any further contact with the East India Company. This was extraordinary because many mariners worked for countries other than their own. Jealous English merchants may have been behind Hudson's arrest. In mid-December the adventurers were escorted to London to appear before the Monarch, who was angry with Hudson. A guard was placed on his house and he was held under a form of house arrest. [Hudson](#) and the English members of his crew would never be able to return to Amsterdam.

16. If Hudson put in at an English port on his return, (which is doubtful,) he very soon repaired to Amsterdam. De Laet says “he returned to Amsterdam with the report of his discoveries, and in the following year, 1610, some merchants again sent a ship thither,” &c., *Supra*, p. 291. Other statements, that he was detained in England, &c., seem to be unsupported.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1610

January: When Dutch summoned [Henry Hudson](#) to report, the English would not allow him to comply.

April 17, Tuesday (Old Style): Shortly after dawn, [Discovery](#) set sail from St. Katherine's Pool, below the Tower of London. On board were 20 men and two "boys": [Henry Hudson](#), captain; John "Jack" Hudson, ship's boy; Nicholas Syms (Simms), ship's boy; John King, quartermaster; Thomas Woodhouse (Wydowse); Arnold Ludlow (Ladley, Ludlowe); Michael Butt (Bute, Buche); Adam (or Adrian) Moore; Syracck Fanner; Philip Staffe, carpenter; Robert Juet (Ivett), mate; William Wilson: boatswain; Robert Bylot (Robart Billet, Blythe), leading seaman; Edward Wilson, surgeon; Abacuck Prickett; Bennett Matheus (Mathews or Matthews), cook; Sylvanus (Silvanus) Bond; John Thomas; Francis Clements (Clemence or Clemens); Michael Perse (Michell Peerce or Pearce); Henry Greene; Adrian Motter (Mutter, Mowter); Master Coleburne. Crewmen who had served under [Hudson](#) before were Robert Juet, Phillip Staffe, Arnold Ludlow, John Hudson, and Michael Perse. The guests who assembled to see the [Discovery](#) off include Prince Henry, Richard Hakluyt, Sir Thomas Smith, and Sir Dudley Digges. The prince and Sir Thomas toasted the captain in his cabin. Hakluyt would comment that "It would be a boon to all mankind if there were such a passage, but Nature is seldom that kind."

April 22, Sunday (Old Style): Master Coleburne was put off the [Discovery](#). He had been put on the crew by London merchants, possibly to oversee their investment and act as assistant to [Henry Hudson](#). The Captain put him ashore with a note: "I caused Master Coleburne to be put into a pinke [small vessel] bound for London." Henry Greene was brought on board at Gravesend without the knowledge of the ship's owners — this man had a poor reputation in London, as a troublemaker, gambler, and roustabout, but he had stayed as a guest in [Hudson's](#) London house.

May 2, Wednesday (Old Style): The [Discovery](#) passed off Flamborough Head on the Yorkshire coast.

May 5, Saturday (Old Style): The [Discovery](#) was passing the Orkney Islands.

May 11, Friday (Old Style): The [Discovery](#) sighted Iceland. Because of heavy fog, it sheltered in a safe harbor. Mount Hekla, an active volcano, erupted as [Discovery](#) passed. "A sign of foul weather in short time," wrote Prickett. They stopped in another bay they called "English Louise." The crew fared well, bathing in hot springs, eating well, shooting many fowl and catching many fish. They would remain there until the end of the month. Henry Greene and surgeon Edward Wilson got into a fist fight. [Henry Hudson](#) intervened in support of Greene, while the crew supported Wilson. The Captain wrote of the surgeon he "had a tongue that would wrong his best friend." Robert Juet suggested that the Captain had brought Greene along to "crack his credit" with the crew (that is, to act as a spy and report to the captain about the crew). When the Captain heard this he wanted to turn around and put Juet ashore to hail a fishing boat to get home, but was persuaded otherwise and did nothing about Juet's insubordination.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

June 1, Friday (Old Style): The [Discovery](#) started off toward Greenland from the west end of Iceland.

June 3, Sunday (Old Style): The [Discovery](#) sighted ice at 65°30'N.

June 4, Monday (Old Style): The [Discovery](#) sighted Greenland but couldn't get close on account of the ice pack. They tacked back and forth.

June 9, Saturday (Old Style): Off Frobisher Strait, with the wind northerly, [Discovery](#) would ply southwest until the 15th.

June 15, Friday (Old Style): With a change of wind, the [Discovery](#) would head northwest until the 20th, arriving off a land called "Desolation" by John Davis. Prickett mentioned seeing many whales in the waters. [Henry Hudson](#) noted an error in earlier geographies at 59°27'N.

June 21, Thursday-23, Saturday (Old Style): The [Discovery](#) sailed Cape Elizabeth, Labrador "in sight of much ice."

June 24, Sunday (Old Style): The [Discovery](#) sighted Resolution Island to the north (off the southeastern tip of Baffin Island), but lost sight of it. It sailed west.

June 25, Monday (Old Style): [Henry Hudson](#) tried to navigate the [Discovery](#) into the "Furious Overfall" (now Hudson's Strait). He noted "mountaynes of ice" passing. The strait was 450 miles long and dangerous until mid-July, when it became navigable until late September (but they didn't know this at the time).



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

July: In his journal aboard the *Discovery*, Prickett noted “some of our men fell sick” and indicated that there were “signs of trouble” among the men. Winds were pushing them toward the south.

After an exchange of notes between England and Holland, the remaining Dutch crew minus the English crewmen sailed the *Half Moon* to Holland, with *Henry Hudson*'s charts and logbooks. (Although Vail alleges this to have happened in mid-December 1609, that would have been too soon for the exchange of mail in those days.)



The following is from Emanuel Van Meteren's 1610 account ON HUDSON'S VOYAGE, as presented in J. Franklin Jameson, ed., NARRATIVES OF NEW NETHERLAND, 1609-1664 (NY: Charles Scribner's Sons, 1909):

We have observed in our last book that the Directors of the East India Company in Holland had sent out in March last, on purpose to seek a passage to China by northeast or northwest, a skilful English pilot, named Herry Hutson, in a Vlie boat, having a crew of eighteen or twenty men, partly English, partly Dutch, well provided.

This Henry Hutson left the Texel on the 6th of April, 1609, doubled the Cape of Norway the 5th of May, and directed his course along the northern coasts towards Nova Zembia; but he there found the sea as full of ice as he had found it in the preceding year, so that they lost the hope of effecting anything during the season. This circumstance, and the cold, which some of his men, who had been in the East Indies, could not bear, caused quarrels among the crew, they being partly English, partly Dutch, upon which Captain Hutson laid before them two propositions. The first of these was to go to the coast of America, to the latitude of 40 degrees, moved thereto mostly by letters and maps which a certain Captain Smith had sent him from Virginia, and by which he indicated to him a sea leading into the western ocean, by the north of the southern English colony. Had this information been true (experience goes as yet to the contrary), it would have been of great advantage, as indicating a short way to India. The other proposition was to direct their search through Davis's Straits. This meeting with general approval, they sailed thitherward on the 14th of May, and arrived on the last day of May with a good wind at the Faroe Islands, where they stopped but twenty-four hours, to supply themselves with fresh water. After leaving these islands, they sailed on, till on the 18th of July they reached the coast of Nova Francia, under 44 degrees, where they were obliged to run in, in order to get a new foremast, having lost theirs. They



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

found one, and set it up. They found this a good place for cod-fishing, as also for traffic in good skins and furs, which were to be got there at a very low price. But the crew behaved badly towards the people of the country, taking their property by force, out of which there arose quarrels among themselves. The English, fearing that between the two they would be outnumbered and worsted, were therefore afraid to pursue the matter further. So they left that place on the 26th of July, and kept out at sea till the 3d of August, when they came near the coast, in 42 degrees of latitude. Thence they sailed on, till on the 12th of August they again reached the shore, under 37 degrees 45'. Thence they sailed along the shore until they reached 40 degrees 45', where they found a good entrance, between two headlands, and entered on the 12th of September into as fine a river as can be found, wide and deep, with good anchoring ground on both sides.

Their ship finally sailed up the river as far as 42 degrees 40'. But their boat went higher up. In the lower part of the river they found strong and warlike people; but in the upper part they found friendly and polite people, who had an abundance of provisions, skins, and furs, of martens and foxes, and many other commodities, as birds and fruit, even white and red grapes, and they traded amicably with the people. And of all the above-mentioned commodities they brought some home. When they had thus been about fifty leagues up the river, they returned on the 4th of October, and went again to sea. More could have been done if there had been good-will among the crew and if the want of some necessary provisions had not prevented it. While at sea, they held counsel together, but were of different opinions. The mate, a Dutchman, advised to winter in Newfoundland, and to search the northwestern passage of Davis throughout. This was opposed by Skipper Hutson. He was afraid of his mutinous crew, who had sometimes savagely threatened him; and he feared that during the cold season they would entirely consume their provisions, and would then be obliged to return, [with] many of the crew ill and sickly. Nobody, however, spoke of returning home to Holland, which circumstance made the captain still more suspicious. He proposed therefore to sail to Ireland, and winter there, which they all agreed to. At last they arrived at Dartmouth, in England, the 7th of November, whence they informed their employers, the Directors in Holland, of their voyage. They proposed to them to go out again for a search in the northwest, and that, besides the pay, and what they already had in the ship, fifteen hundred florins should be laid out for an additional supply of provisions. He [Hudson] also wanted six or seven of his crew exchanged for others, and their number raised to twenty. He would then sail from Dartmouth about the 1st of March, so as to be in the northwest towards the end of that month, and there to spend the whole of April and the first half of May in killing whales and other animals in the neighborhood of Panar Island, then to sail to the northwest, and there to pass the time till the middle of September, and then to return to Holland around the northeastern coast of Scotland. Thus this voyage ended.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

A long time elapsed, through contrary winds, before the Company could be informed of the arrival of the ship in England. Then they ordered the ship and crew to return as soon as possible. But, when this was about to be done, Skipper Herry Hutson and the other Englishmen of the ship were commanded by the government there not to leave [England], but to serve their own country. Many persons thought it strange that captains should thus be prevented from laying their accounts and reports before their employers, having been sent out for the benefit of navigation in general. This took place in January, [1610]; and it was thought probably that the English themselves would send ships to Virginia, to explore further the aforesaid river.

July 5, Thursday (Old Style): Working along the south shore of Resolution Island, ice blocked the *Discovery* from going farther west. She headed south into Ungava Bay to 59°16', sighting land along the eastern shore of the bay. Continuing in the bay, [Henry Hudson](#) sighted an island north by northwest, and called it Desire Provoketh (Akpatok Island, Inuit for "Place Where Auk Birds Are Caught"). He wrote that it was a "champagne land."

July 6, Friday/7, Saturday (Old Style): A mutiny almost broke out aboard the *Discovery*. The vessel was caught in ice, with the crew and the captain despairing ([Henry Hudson](#) wrote he was "in despair" that he was going to perish in the ice). The crew, with the exception of Phillip Staffe, wanted to go home. The captain brought out his map and boasted they'd gone 300 miles farther than any Englishman had heretofore been able to go, and that they should persevere. The crew was unsure, but they got out and cleared the ship of ice. The expedition continued northwest. Leaving such a decision to the crew, whether or not to continue, presumably further eroded [Hudson](#)'s authority.

July 8, Sunday (Old Style): The *Discovery* proceeded along the east coast of the island [Henry Hudson](#) was naming Desire Provoketh

THE FROZEN NORTH

July 11, Wednesday (Old Style): Continuing west, the *Discovery* anchored from a storm near three rocky islands [Henry Hudson](#) was naming the Isles of God's Mercies (now the Saddleback Islands). The Captain noted a tide rise of 24 feet.

July 16, Monday (Old Style): [Henry Hudson](#) realized that his ship was in a bay, and headed northwest. Trapped in Ungava Bay by ice and current for three weeks, the *Discovery* worked its way slowly west and northwest, until it finally made its exit around the 19th and headed northwest.

July 19, Thursday (Old Style): In the north part of Ungava Bay near the west shore, [Henry Hudson](#) sighted a cape and called it Hold with Hope. He named various islands as the *Discovery* sailed west: Prince Henry's Foreland, King James his Cape, and Queen Anne's Cape.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

July 26, Thursday (Old Style): The *Discovery* reached 62°40'.

July 28, Saturday (Old Style): Back in the Furious Overfall, [Henry Hudson](#) sailed the *Discovery* west at 63°20'.

July 31, Tuesday (Old Style): The *Discovery* reached 62°50'.

August 1, Wednesday (Old Style): The crew of the *Discovery* sighted a northern shore. [Henry Hudson](#) named the land to the south Cape Charles (the island is now known as Charles Island).

August 2, Thursday (Old Style): [Henry Hudson](#) named a headland (island) to the north Salisburies Foreland (the island is now known as Salisbury Island). The *Discovery* sailed southwest and “suddenly came into a great and whirling sea,” turning south into what is today known as Hudson Bay. The morning was foggy and the vessel was driven by the tide into an inlet flowing from the northwest. The depth of the water, and the moving forward of the ice, roused an expectation in [Captain Hudson](#) that this would be the Northwest Passage he had been sent to seek.

August 3, Friday (Old Style): The *Discovery* sailed six miles. [Henry Hudson](#) sighted and named two headlands. The one to the south he named Cape Wolstenholme and the one to the north Digges Island. He reported the existence of “a sea to the westwards.” His journal ends at this point, the final entry being made at 61°20'. All other notes that we now have are from the journal of Abacuck Prickett or from statements made to the Admiralty Court after the return of the survivors to England. They explored Digges Island, discovering on it grass similar to that in England, scurvy grass (sorrel), deer, a great waterfall, (an overshot mill), and flocks of fowl. The crew found Eskimo cairns and presumed them at first to be the work of Christians. [Captain Hudson](#) called his crew back to the ship by firing off a gun. Abacuck Prickett begged on behalf of the crew that they be allowed to stay longer, to plunder the cairns of the bird carcasses that were hanging inside for storage and curing.

August 4, Saturday (Old Style): The *Discovery* sailed down the east coast of Hudson Bay until October 31st, in a “labyrinth without end.” After 100 leagues of this they found themselves in a shallow bay (James Bay), and the *Discovery* turned north again looking for an exit along the western shore — but not for long.

September: The *Discovery* was still in James Bay and [Captain Henry Hudson](#) was clashing with his crew as to direction in which the vessel ought to sail.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

September 10, Monday (Old Style): Robert Juet had jeered sarcastically at [Captain Henry Hudson](#)'s vain "hope to see Bantam by Candlemas." The master of the *Discovery* accused Juet of fostering a mutiny and ordered a trial. Juet's behavior in Ungava Bay was recalled during this trial and made an issue. Juet was replaced with Robert Bylot, with Juet's wages to go to him. Boatswain's overplus wages were to be divided equally between John King and William Wilson (who was to replace Francis Clements as boatswain). Adrian Motter was made bo'sun's mate. Thomas Woodhouse wrote of the event in a journal discovered later in his desk on *Discovery*: "The tenth day of September, after dinner, our master called all the company together to hear and bear witness of the abuse of some of the company ... after the master examined and heard with equity what (Juet) would say for himself, there were proved so many and great abuses, and mutinous matters against the master ... that there was danger to have suffered them longer: and it was fit time to punish and cut off farther occasions of the like mutinies. It was proved to (Juet's) face, first with Bennet Matthews, upon our first sight of Iceland, and he confessed that he supposed that in the action would be manslaughter, and prove bloody to some. Secondly, at our coming from Iceland, in hearing of the company, he did threaten to turn the head of the ship home from the action, which at that time was by our master widely pacified. Thirdly, it was deposed by Philip Staffe, our carpenter, and Arnold Ludlow, to his face upon the Holy Bible, that he persuaded them to keep muskets charged and swords ready in their cabins, for they should be charged with shot ere the voyage was over. Fourthly, we being pestered in the ice, he had used words tending to mutiny, discouragement and slander of the action, which easily took effect in those that were timorous; and had not the master in time prevented, it might easily have overthrown the voyage: and now lately being imbayed in a deep bay, which the master had desire to see, for some reasons to himself known, his word tended altogether to put the company into a fray of extremity, by wintering in the cold. If the offenders yet behaved themselves henceforth honestly, he ([Captain Hudson](#)) would be a means for their good, and that he would forget injuries."

October: The *Discovery* had reached a bay on September 29th (the feast-day of St. Michael the Archangel), and the bay had been named by [Henry Hudson](#) "Michaelmasse Bay" (it is now Hannah Bay, at the very southern end of James Bay). They lost their anchor in the rocks and would have lost the cable as well, except that Staffe cut it before it was torn away. The crew went ashore to hunt for food and found human footprints on the snowy rocks, plus a good wood store which they plundered. Although Philip Staffe had warned that they needed to beware of dangerous rocks in the water, despite this warning their vessel became wedged on some rocks for 12 hours. They got the vessel off the rocks but its bow had been damaged, as was the captain's standing among the crew. They wandered around all month before realizing that the winds were not going to let them get out of this bay. The Captain sent Abacuck Prickett and Philip Staffe ashore to find a suitable place for winter quarters.

November 1, Thursday (Old Style): The crew of the *Discovery* hauled their vessel aground for the winter at the southeast corner of Michaelmasse Bay.

November 3, Saturday (Old Style): The crew of the *Discovery* began to "winter" near the mouth of the Nottaway River at about 51 degrees north latitude. They were to be stuck there until June 18th. "To speak of all our trouble would be too tedious," wrote Prickett.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

November 10, Saturday (Old Style): Michaelmasse Bay froze up in the subarctic bleakness of James Bay. [Henry Hudson](#) offered a reward to any crewmember of the *Discovery* who managed to bring in any “beast, fish or fowl.”

Middle of November: John Williams, the *Discovery*'s gunner, died of exposure and was buried in a shallow grave in the frozen soil. Henry Greene envied a heavy grey cloak that had belonged to the dead man and [Henry Hudson](#) assigned it to him despite a nautical tradition that when a sailor died his clothes and other belongings were to be auctioned at the main mast with the proceeds going to the deceased's next of kin when the ship returned to port. This arbitrariness angered the crew. When the captain belatedly attempted to get the ship's carpenter, Philip Staffe, busy building a house onshore, something that should have been started earlier in better weather, the carpenter refused. “He neither could nor would go in hand with such work,” wrote Abacuck Prickett, and Staffe protested that he was not a “house carpenter” and knew “what belonged to his place.” The captain, infuriated, struck Staffe and threatened to hang him (some sources say he afterwards sought to apologize for his outburst). Staffe did begin to construct the house, but the next day he went hunting with Henry Greene. While they were out hunting, in a fit of pique [Hudson](#) gave the cloak Greene wanted instead to Robert Bylot. When the hunting party returned, Greene challenged the captain to keep to his promise, and the captain responded with “many words of disgrace,” saying his friends would not trust him with 20 shillings. He reminded Greene that at the end of the voyage he would receive no wages except by the captain's tolerance (since Greene was not on the crew manifest, he would not be paid by the Company, and his wages would need to come from [Hudson](#) himself). From this point onward, Greene made himself his captain's enemy. Prickett wrote “He did the master what mischief he could in seeking to discredit him.” At first there was an abundance of fowl to shoot, in the first three months of the season about “100 dozen,” but in the spring they would abandon the area. At first, also, there were many fish to be caught. Eventually, however, food became scarce and the crew began to scour the woods for food, attempting to subsist on moss and frogs.

December-May: At the southeast corner of Michaelmasse Bay in the frozen northland, the crew of the *Discovery* was suffering from scurvy, so they ingested an antiscorbutic medication they had made of pine or tamarack buds (“full of a turpentine substance”) that Thomas Woodhouse had found and that they had boiled. According to Abacuck Prickett this medication was helping them: “I received great and present ease of my pain.” The ice was beginning to break up in the bay when native tribesman came to the ship (they called him a “savage,” he was the first other human being they'd seen). [Henry Hudson](#) treated him well and “promises unto himself great matters by his means.” [Hudson](#) asked the crew for all of their knives and hatchets, but only John King, Abacuck Prickett, and Phillip Staffe complied. [Hudson](#) gave the Indian a knife, a looking glass, and some buttons. The Indian thanked him and made signs that he would return, and when he showed up again on the following day, he had with him two deer skins and two beaver skins, but no food (Powys says he came with “some meat”). He gave [Hudson](#) a beaver skin for the goods he got the day before. [Hudson](#) offered him a hatchet. The Indian wanted to trade him one deer skin, and [Hudson](#) asked for both. He got both, but unwillingly. The Indian signed that there were many people to the north and south and that after several sleeps he would be back. However, he did not return. William Wilson, Henry Greene, Michael Perse, John Thomas, Adrian Motter, Bennett Matheus, and Arnold Ludlow went fishing together and caught 500 fish the size of herrings or trout. They were relieved, but although they tried and tried, they never again caught so many. Henry Greene, William Wilson, and some others plotted to take the shallop and leave to fend for themselves, but their plans were upset. [Hudson](#) took the shallop (with their net and 8 or 9 days victuals) for himself (possibly taking John King and others with him), and went south and southwest looking for natives. The natives saw him coming and set the woods on fire before him rather than allow him to approach, so he came back worse than when he started. During his absence the crew gathered water, wood, and ballast, in preparation for their spring departure. Before the *Discovery* left [Hudson](#) took out all the remaining bread and distributed it, weeping, with his promise to return to England. The ration came to one pound per crewman. Soon William Wilson and Henry



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

Greene had eaten all of their bread rations. The boat was sent out Friday morning and stayed out until Sunday noon, fishing, but brought back only 80 small fish.

Meanwhile, the Jamestown settlers further to the south on this continent were going through what they would refer to as “The Starving Time.” The first human bodies consumed on the Virginia coast were those of a couple of natives they were able to kill in the woods outside the fort. This is described in Captain [John Smith](#)’s *GENERAL HISTORY* and in *Virginia Magazine of History and Biography*’s “The Starving Time” reprint of an account that settler George Percy wrote in 1612 but had been unpublished until about 1939. Some of the Virginia Company of London’s promotion tracts written in 1611 or just after, and presented in Susan Myra Kingsbury’s multi-volume *THE RECORDS OF THE LONDON COMPANY OF VIRGINIA* printed about 1903 by the Library of Congress, do make reference to such acts of cannibalism.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1611

June 12, Wednesday (Old Style): Finally ready to depart, the *Discovery* weighed anchor and went to the mouth of the bay where [Henry Hudson](#) distributed the remaining cheeses from the stores. There were only five, although the company said there should have been nine. Each member got three and a half pounds of cheese. [Hudson](#) wept as he doled out the rations. But, as with their bread ration, several men ate all their food too soon, including Henry Greene and William Wilson. They accused [Hudson](#) of holding back some of the cheese (at the trial, the mutineers said they discovered 200 biscuits, a peck of meal, cheeses, a keg of beer, and *aqua vitae* brandy in a secret scuttle in his cabin). [Hudson](#), however, says the rest were spoilt and showed the remaining pieces to the crew.

June 18, Tuesday (Old Style): Dr. Ralph Cudworth got married with Mary Machell of Hackney (this couple would in 1617 produce [Ralph Cudworth](#), who would become the leader of the Cambridge Platonist philosophers).

The *Discovery* departed, but was caught that night in ice until the following Sunday. The crew despaired of ever leaving the area.

June 20, Thursday (Old Style): Intent again on finding his Northwest Passage, [Henry Hudson](#) ordered the *Discovery* to sail west. He ordered the ship's boy, Nicholas Syms, to search the crew's chests for bread (individual portions they might have legitimately put aside for later consumption). Syms was able to turn up 30 cakes. The ship became becalmed and [Hudson](#) suggested that they would need to leave some of the men behind.¹⁷

June 21, Friday (Old Style): A conspiracy began while the *Discovery* was moored in the ice. William Wilson and Henry Greene came to Abacuck Prickett's cabin, where he was lying in his bed with a lame leg. They pointed out that there were only 14 days of food left. They told Prickett that they planned to commandeer the ship, and asked him to join them. Prickett tried to argue them out of it, asking for a delay of several days in their mutiny, and the two agreed to wait until morning. Robert Juet came in after Wilson and Greene left, to confide that he had joined the mutiny, and opined that he could justify the mutiny when they returned home. Then John Thomas and Michael Perse came in, then Adrian Motter and Bennett Matheus.

17. In 1631 Captain Thomas James would find, on Danby Island, the remains of what may have been a shelter. During the expedition of 1668-1670, Captain Zachariah Gillian would find similar remains, supposedly left by an English crew 60 years earlier. As of September 2011 there is an expedition searching for the site of the *Discovery*'s winter camp, with the suspicion that after his crew mutinied, [Henry Hudson](#) returned to this camp and met his fate there — the expedition is being led by Eric Deetz, who helped find the 1607 James Fort.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

June 22, Saturday (Old Style): In the middle of James Bay, the mutiny was sprung. The quartermaster, John King, came onto the deck of the *Discovery* and was grabbed and shoved into the hold. When the ship's master, [Henry Hudson](#), appeared, he was seized by Bennett Matheus and John Thomas, who pinned his arms and tied them behind his back. Meanwhile the mutineers took control of several sick crew members. Robert Juet went into the hold to fetch the quartermaster, but John King had found a sword there and attacked Juet. Juet's cries brought help and King was outnumbered and overpowered. Arnold Ludlow and Michael Butt were also captured, as was [Hudson](#)'s son, John Hudson. [Hudson](#) and the other loyalists were put in the shallop. Bennett Matheus and John Thomas begged Henry Greene not to put their friends Francis Clements and Sylvanus Bond in the shallop, and Greene reluctantly complied. Although he had not been taken by the mutineers, the ship's carpenter Philip Staffe insisted on getting into the shallop. Staffe asked Abacuck Prickett to leave some token at the Digges and Wolstenholme capes, near where the fowls bred, so the abandoned crew would know they had been there. After the shallop had been put into the water, [Hudson](#) called out to Prickett, warning him to beware of Juet. Prickett shouted back that Greene would be their leader rather than Juet. Apparently those being abandoned were allowed to take their clothes and bedding. After the mutineers had cut the rope that held the shallop to the *Discovery*, the men in the shallop continue to pursue the ship, but the mutineers put up top sails and pulled away. Looking back, they saw that the shallop was getting closer, so they set the mainsail in order to pull away. Ransacking the ship for a suspected secret hoard of food, all they were able to find was a box and a half of meal, two small tubs of butter, 27 pieces of pork, half a bushel of peas, a barrel of beer, and about 200 biscuits.

Nine were cast adrift in the shallop: [Henry Hudson](#) Captain, Master; his son John "Jack" Hudson, the ship's boy; John King, mate, previously quartermaster; Thomas Woodhouse (Wydowse), who was ill; Arnold Ludlow (Ladley, Ludlowe); Michael Butt (Bute, Buche), ill seaman; Adam Moore, ill seaman; Syracke Fanner, lame seaman; Philip Staffe, carpenter.

Thirteen remained on board the *Discovery*: Robert Juet (Ivett), mate; William Wilson, boatswain; Robert Bylot (Robart Billet, Blythe), leading seaman; Edward Wilson, surgeon; Abacuck Prickett, landsman; Bennett Matheus (Mathews or Matthews), cook; Sylvanus (Silvanus) Bond, cooper; John Thomas, seaman; Francis Clements (Clemence or Clemens), seaman, formerly the boatswain; Michael Perse (Michell Peerce or Pearce), seaman; Nicholas Syms (Simms), ship's boy; Henry Greene, the new captain; Adrian Motter (Mutter, Mowter), boatswain's mate.¹⁸

June 23, Sunday (Old Style): The *Discovery* anchored off a small island and the crew went hunting, but returned with merely two birds and some "cocklegrass" (similar to rye) which they would be able to consume.

WHAT I'M WRITING IS TRUE BUT NEVER MIND YOU CAN ALWAYS LIE TO YOURSELF

July: Henry Greene took over as captain of the *Discovery* and put Abacuck Prickett in the master's cabin with [Henry Hudson](#)'s journals and log to construct an account of the voyage that would justify their mutiny.

18. Eight of these thirteen would return. The Admiralty would take depositions, but as all the original mutineers had been killed by the Inuit, there would never be any charges of mutiny.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

July 25, Thursday (Old Style): The mutineers of the *Discovery* reached Digge's Island after having wandered for a month in Hudson's Bay.

July 27, Saturday (Old Style): The mutineers of the *Discovery* sent boats out to shoot the fowl on the breeding ground they had encountered on their first stop here, but found nothing. They did shoot 30 seagulls. The *Discovery* ran aground but was shortly freed.

July 28, Sunday (Old Style): The mutineers of the *Discovery* sent boats to Digges Island. There they were discovered by seven boats of 40 to 50 Inuit men, women, and children, who gave them something to eat and showed them how to snare birds. The Inuit took the crew back to their camp and hosted a banquet, with displays of dancing and leaping. Henry Greene was so taken in by this, that he would fail to post a guard.

July 29, Monday (Old Style): The mutineers of the *Discovery* sent the boat out again, and this time passed out of sight of the ship. When Henry Greene and five men found the Inuit again, they attempted to barter for more food. Instead the natives attacked, seriously wounding John Thomas, William Wilson, Henry Greene, Abacuck Prickett, Adrian Motter, and Michael Perse (only Prickett and Motter would survive).

July 30, Tuesday (Old Style): When the mutineers of the *Discovery* had gathered about 200 fowl, they left Digges Island and sailed for England, piloted by Robert Bylot.

August: The mutineers from Henry Hudson's *Discovery* were being helped along the way by favorable winds but were running low on food and attempting to eat seagulls. Finally they were down to consuming the birds' bones fried in candle grease — each man was receiving a pound of the ship's candles as his personal ration each week. Robert Juet tried to convince the crew to find refuge in Newfoundland, possibly to become pirates from there. He assured the others they had only 200 miles left to get home, although really they were still some 600 miles off the Irish coast. Not long before they sighted land, Prickett wrote, Juet, the last ringleader, died of "mere want."

Arctic Explorations

Date	Explorer	Nation	Discovery
1501	Gaspar Corte Real	Portuguese	Newfoundland
1536	Jacques Cartier	French	St. Lawrence River, Gaspé Peninsula
1553	Richard Chancellor	English	White Sea
1556	Stephen Burrough	English	Kara Sea
1576	Martin Frobisher	English	Frobisher Bay
1582	Humphrey Gilbert	English	Newfoundland



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

Arctic Explorations

Date	Explorer	Nation	Discovery
1587	John Davis	English	Davis Strait
1597	Willem Barents	Dutch	Spitsbergen, Novaya Zemlya
1611	Henry Hudson	English	Hudson Bay
1616	William Baffin	English	Ellesmere and Devon Islands
1632	Thomas James	English	James Bay
1741	Vitus Bering	Russian	Alaska
1772	Samuel Hearne	English	Coppermine River to the Arctic Ocean
1779	James Cook	British	Vancouver Island, Nootka Sound
1793	Alexander Mackenzie	English	Bella Coola River to the Pacific
1825	Edward Parry	British	Cornwallis, Bathurst, Melville Islands
1833	John Ross	British	North Magnetic Pole
1845	John Franklin	British	King William Island
1854	Robert McClure	British	Banks Island, Viscount Melville Sound

THE FROZEN NORTH

September 6, Friday (Old Style): The *Discovery* reached Bantry Bay off the southeast coast of Ireland and the crewmen were brought in by a fishing boat “more dead than alive.” The ship’s cable and anchor were sold to John Weymouth to purchase food while they prepared for their last leg home. They would sail to Plymouth, then Gravesend, then London.

October 20, Sunday (Old Style): The *Discovery* arrived at London. Robert Bylot reported to Sir Thomas, and the directors interrogated the other survivors: Nicholas Syms, Edward Wilson, Abacuck Prickett, Bennett Matheus, Sylvanus Bond, Francis Clements, and Adrian Motter. The crew was questioned and a recommendation made that they be hanged. However, the hearings would not take place until 1618, after several of these survivors had died, and the Admiralty would note that none of those remaining had played any active role in the original mutiny. No punishments would ever be meted out.

PEOPLE MENTIONED IN CAPE COD

1612

The Gerritsz chart of Hudson Bay included the discoveries of [Henry Hudson](#).



Dutch historian Hessel Gerritsz wrote that many in Holland believed Captain [Hudson](#) “purposely missed the correct route to the western passage” because he was “unwilling to benefit Holland and the directors ... by such a discovery.” Some conspiracy theorists have had it that he must have been conspiring to generate cartographical aids for the English at the expense of the Dutch.

CARTOGRAPHY

James Hall and William Baffin, in the *Patience* and *Heart's Ease*, explored the west coast of Greenland in search of the Northwest Passage.

William Baffin sailed [Henry Hudson's](#) *Discovery* 300 miles north of John Davis's explorations, finding both Smith Sound (the American “Highway to the Pole” of the 19th and 20th Centuries) and Lancaster Sound (which eventually would turn out to be the entrance to the closest version of an actual Northwest Passage). Baffin proved an enormously proficient astronomical navigator, making extensive notes of his compass' erratic behavior near the magnetic pole as well as numerous excruciatingly accurate celestial sightings under difficult and hitherto untried conditions.

THE FROZEN NORTH

May: The *Discovery* and the *Resolution*, with a crew of 160, were sent out by the teenage Prince of Wales and directors of the Muscovy Company, under the command of Captain Thomas Button (a gentleman of Prince Henry's household), to search for the Northwest Passage. Three former members of [Henry Hudson's](#) crew, Prickett, Bylot and Edward Wilson, were aboard. Captain Button would cross Hudson's Bay and winter at the mouth of the Nelson River. Five crewmen would die on Digges Island. Expecting to find a passage, Button carried a letter from King James addressed to the emperor of Japan. Nothing in the log of this voyage indicates any search at the bottom of the bay for the abandoned [Hudson](#) and other members of the crew.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1614

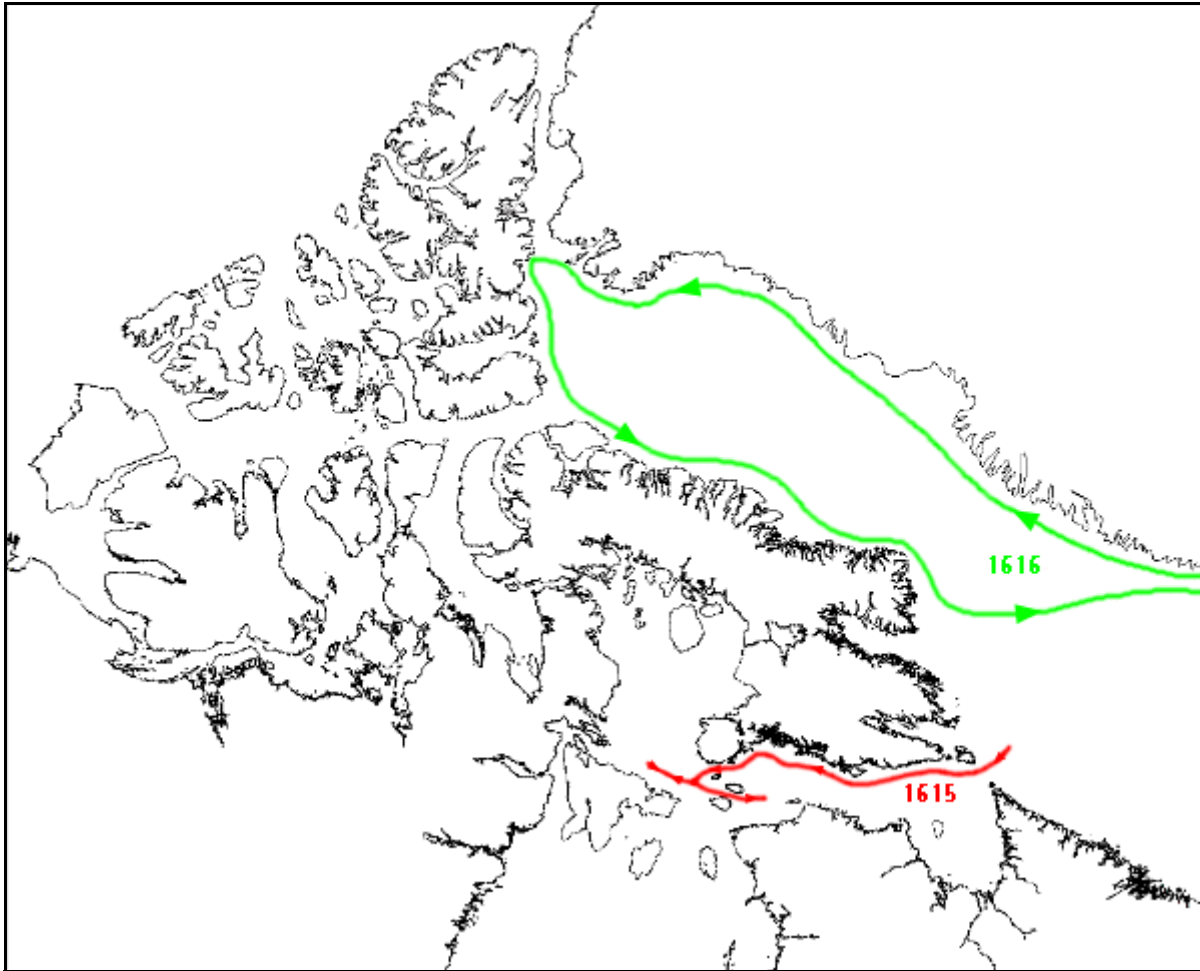
Benjamin Joseph and William Baffin, with a fleet of 13 ships, searched for a Northeast Passage. William Gibbons, in the *Discovery*, intended to search for a Northwest Passage through Hudson Bay but was blocked by ice.

Emmanuel Van Meteran averred in his *HISTORIE DER NEDERLANDEN* that a mutiny had taken place on [Henry Hudson](#)'s 1609 voyage, originating in quarrels between Dutch and English sailors (Van Meteran had been the Dutch counsel in London when the expedition returned, and as such had had access to the Captain's journals, charts, and logbooks).

PEOPLE MENTIONED IN CAPE COD

1616

William Baffin and Robert Bylot made a 2d expedition in search of the Northwest Passage. This time they mapped the entire bay they named after Baffin. The *Discovery* explored Smith Sound, Jones Sound, and Lancaster Sound (Bylot made four voyages to the Arctic, using the *Discovery* in a total of six). The *Discovery* reached 70° 45' North Latitude, which would be the record for the next two centuries. The British Admiralty



THE FROZEN NORTH

belatedly took depositions from Abacuck Prickett and Robert Bylot in regard to the mutiny against Henry Hudson. The *Half Moon* was last heard of from off the Island of Sumatra. She would be wrecked during this year on the island of Mauritius in the Indian Ocean while on a voyage to the Dutch East Indies (other sources



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

allege that she was burned with other Dutch ships off Jakarta in 1618).

Arctic Explorations

Date	Explorer	Nation	Discovery
1501	Gaspar Corte Real	Portuguese	Newfoundland
1536	Jacques Cartier	French	St. Lawrence River, Gaspe Peninsula
1553	Richard Chancellor	English	White Sea
1556	Stephen Burrough	English	Kara Sea
1576	Martin Frobisher	English	Frobisher Bay
1582	Humphrey Gilbert	English	Newfoundland
1587	John Davis	English	Davis Strait
1597	Willem Barents	Dutch	Spitsbergen, Novaya Zemlya
1611	<u>Henry Hudson</u>	English	Hudson Bay
1616	William Baffin	English	Ellesmere and Devon Islands
1632	Thomas James	English	James Bay
1741	Vitus Bering	Russian	Alaska
1772	<u>Samuel Hearne</u>	English	Coppermine River to the Arctic Ocean
1779	James Cook	British	Vancouver Island, Nootka Sound
1793	<u>Alexander Mackenzie</u>	English	Bella Coola River to the Pacific
1825	Edward Parry	British	Cornwallis, Bathurst, Melville Islands
1833	John Ross	British	North Magnetic Pole
1845	John Franklin	British	King William Island
1854	Robert McClure	British	Banks Island, Viscount Melville Sound



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1618

July 23, Thursday-24, Friday (Old Style): Abacuck Prickett, Edward Wilson, Bennet Matheus (Matthews), and Francis Clements stood trial in Southwark for [piracy](#). Nicolas Simms was excused because he was a minor at the time of the mutiny, and in the interim three of the other survivors had died. The mutineers told the court that Edward Wilson and Henry Greene had first urged only that they take the shallop and flee, deserting the others in order to take care of themselves. It was only later, they averred, that they had changed their plan to the taking of the entire ship. Edward Wilson averred that at first the mutineers had put the others in the shallop only to keep them under guard while they searched out and divided the “hidden” food, but later on, they “would not suffer them to come back again into the ship.” Francis Clements alleged that [Henry Hudson](#) had been hoarding food and giving it to his favorites in his cabin, including Edward Wilson. The jury found the



survivors to be “not guilty” on the charge of “the ejection of Henry and John Hudson and others from the ship [Discovery](#) in a boat without food or drink and other necessities and the murder of the same,” on the charge of “fleeing from justice,” and on the charge of putting Henry Hudson, Master of the *Discovery* “out of the same ship with eight more of his company into a shallop in the Isle of America without meat, drink, or other provision; whereby they died.” Most of the responsibility for the incident was assigned to those conveniently dead: Henry Greene got most of the censure, and master’s mate Robert Juet (Ivett), and William Wilson.

[THE FROZEN NORTH](#)



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1625

William Hawkrigde, with two ships, entered Hudson's Strait to search for the Northwest Passage.

In London, the Reverend [Samuel Purchas](#), having obtained some of the Reverend [Richard Hakluyt](#)'s manuscripts, at this point condensed them into what is now referred to as HAKLVYTVS POSTHUMUS, OR, PVRCNAS HIS PILGRIMES. CONTAYNING A HISTORY OF THE WORLD, IN SEA VOYAGES, & LANDE-TRAUCELLS, BY ENGLISHMEN AND OTHERS ... SOME LEFT WRITTEN BY MR. HAKLUYT AT HIS DEATH, MORE SINCE ADDED, HIS ALSO PERUSED, & PERFECTED. ALL EXAMINED, ABREUIATED, ILLUSTRATES WTH NOTES, ENLARGED WTH DISCOURSES, ADORNED WTH PICTURES, AND EXPRESSED IN MAPPES. IN FOWER PARTS, EACH CONTAINING FIUE BOOKES. [COMPILED] BY SAMVEL PVRCNAS (London, Printed by William Stansby for Henrie Featherstone),

PURCHAS HIS PILRIMES, I

PURCHAS HIS PILRIMES, II

PURCHAS HIS PILRIMES, III

PURCHAS HIS PILRIMES, IV

or as A RELATION OR IOURNALL OF THE BEGINNING AND PROCEEDINGS OF THE ENGLIFH PLANTATION FETTLIED AT PLIMOTH, IN NEW-ENGLAND, BY CERTAINE ..., described the initial experiences of the Brownists and "Old Comers" in their Massachusetts Bay settlement at [Plymouth](#):

*Least Travellers may be greatest Writers.
Even I which have written so much of travellers
and travells, never travelled 200. miles from
Thaxted in Essex, where I was borne....
— Volume I, page 201*

"MOURT'S RELATION"

[Captain Martin Pring](#)'s short account of his initial voyage of expedition to America was included in the 4th volume. It provides valuable material about the lives of the precolonial Abenaki and Wampanoag, as well as the explorer's descriptions of geography, plants, and animals. They had explored areas of present-day Maine, New Hampshire, and Cape Cod, the initial Europeans known to have ventured inland along the Piscataqua River.

[Captain George Weymouth](#)'s journal of his abortive 1602 voyage up Hudson's Strait into the ice was also included.

Robert Juet's journal of [Henry Hudson](#)'s 1609 voyage was also included, while portions of [Captain Hudson](#)'s journal of the voyage were published in John De Laet's *NIEUWE WERELT*. This source contained some experience obtained in 1600 that would prove useful to sufferers from the scurvy:

The Voyage to Asia by James Lancaster, 1600.

In the first voyage made to the East Indies on account of the



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

English East India Company [1600] there were employed four ships commanded by Captain James Lancaster, their General, viz. the *Dragon*, having the General and 202 men, the *Hector* 108 men, the *Susan* 82 and the *Ascension* 32. They left England about 18 April; in July the people were taken ill on their passage with the scurvy; by the first of August all the ships except the General's were so thin of men that they had scarce enough to hand the sails; and upon a contrary wind for fifteen or sixteen days the few who were well before began also to fall sick. Whence the want of hands was so great in these ships that the merchants who were sent to dispose of their cargoes in the East Indies were obliged to take their turn at the helm and do the sailors duty till they arrived at Saldanha [near the Cape of Good Hope]; where the General sent his boats and went on board himself to assist the other three ships, who were in so weakly a condition that they were hardly able to let fall an anchor without his assistance. All this time the General's ship continued pretty healthy. The reason why his crew was in better health than the rest of the ships was owing to the juice of lemons of which the General having brought some bottles to sea, he gave to each, as long as it lasted, three spoonfuls every morning fasting. By this he cured many of his men and preserved the rest; so that although his ship contained double the number of any of the others yet (through the mersey of God and to the preservation of the other three ships) he neither had so many men sick, nor lost so many as they did.

[HDT](#)[WHAT?](#)[INDEX](#)

THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1719

Père [Pierre-François-Xavier de Charlevoix](#) was sent to [Canada](#) on a double mission: to make recommendations about the borders of Acadia (something about which there had been perennial dispute between England and France since the Treaty of Utrecht in 1713), and to inquire into the geographical position of the Western Sea.



James Knight, with the ships *Albany* and *Discovery* (formerly [Henry Hudson](#)'s ship), attempted to take refuge on Marble Island in Hudson Bay. In the attempt both vessels were damaged. After two winters there would be no survivors — presumably they starved.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1801



Moravian missionary [John Gotlieb Ernestus Heckewelder](#) met a native on Paumanok Long Island who passed along a cultural memory of his tribe's 1609 encounter with the *Discovery* of [Henry Hudson](#).



PEOPLE MENTIONED IN CAPE COD

1839

The July Monarchy was threatened by Mathieu Molé, who had formed an intermediate government in France. Professor François Pierre Guillaume Guizot and the leaders of the left centre and the left, Thiers and Odilon Barrot, worked together to stop Molé, Victory was secured at the expense of principle and Professor Guizot's attack on the government gave rise to a crisis and a republican insurrection. None of the three leaders of that alliance were able to secure the ministerial office.

The Reverend Professor Jared Sparks of Harvard College's LIFE OF GEORGE WASHINGTON (this would be translated into French and would receive an introduction in French in that edition by Professor Guizot — which introduction would then be backtranslated and published in English, and this backtranslation would find a place in the personal library of Henry Thoreau).

SPARKS ON G. WASHINGTON

GUIZOT ON G. WASHINGTON

Volume X of the Reverend Professor Sparks's THE LIBRARY OF AMERICAN BIOGRAPHY.

LIBRARY OF AM. BIOG. X

He was appointed McLean Professor of Ancient and Modern History, the first professor of secular history, in which post he would author not merely the above hagiography of Washington, but a hagiography of Franklin as well, not to mention one of Gouverneur Morris — assiduously omitting any events which might be the occasion of "international ill will."

Jared Sparks

This tenth volume encompassed four contributions:

- LIFE OF ROBERT FULTON by James Renwick, LL.D.

LIFE OF ROBERT FULTON

- LIFE OF JOSEPH WARREN by Alexander H. Everett, LL.D.

LIFE OF JOSEPH WARREN

- LIFE OF HENRY HUDSON by Henry R. Cleveland

LIFE OF HENRY HUDSON

- LIFE OF FATHER MARQUETTE by Jared Sparks

LIFE OF FATHER MARQUETTE



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1841

“Extract from the Journal of the Voyages of the [Half Moon](#), [Henry Hudson](#), Master, from the Netherlands to the Coast of North-America, in the Year 1609. By Robert Juet, Mate,” COLLECTIONS OF THE NEW YORK HISTORICAL SOCIETY, 2d Series, Volume I (1841):317-322.¹⁹ [Henry Thoreau](#) would copy from this, in about 1851, into his Indian Notebook #5.

HALF-MOON, HENRY HUDSON

19. I have suppressed the days of the week shown in this source, on the presumption that at some point these had been added into the original text by some editor who failed to appreciate the difference between Old Style and New Style calendars.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1909

In Holland, a replica of [Henry Hudson's](#) *Half Moon* was created.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1934

The replica of [Henry Hudson](#)'s *Half Moon* that had been created in 1909 was destroyed by fire.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

1989

A 2d replica of [Henry Hudson](#)'s *Half Moon* was created, in Albany.

“MAGISTERIAL HISTORY” IS FANTASIZING: HISTORY IS CHRONOLOGY



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

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"It's all now you see. Yesterday won't be over until tomorrow and tomorrow began ten thousand years ago."

- Remark by character "Garin Stevens"
in William Faulkner's INTRUDER IN THE DUST



Prepared: January 10, 2015



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

ARRGH AUTOMATED RESearch REPORT

GENERATION HOTLINE



This stuff presumably looks to you as if it were generated by a human. Such is not the case. Instead, someone has requested that we pull it out of the hat of a pirate who has grown out of the shoulder of our pet parrot "Laura" (as above). What these chronological lists are: they are research reports compiled by ARRGH algorithms out of a database of modules which we term the Kouroo Contexture (this is data mining). To respond to such a request for information we merely push a button.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD

Commonly, the first output of the algorithm has obvious deficiencies and we need to go back into the modules stored in the contexture and do a minor amount of tweaking, and then we need to punch that button again and recompile the chronology – but there is nothing here that remotely resembles the ordinary “writerly” process you know and love. As the contents of this originating contexture improve, and as the programming improves, and as funding becomes available (to date no funding whatever has been needed in the creation of this facility, the entire operation being run out of pocket change) we expect a diminished need to do such tweaking and recompiling, and we fully expect to achieve a simulation of a generous and untiring robotic research librarian. Onward and upward in this brave new world.

First come first serve. There is no charge.

Place requests with <Kouroo@kouroo.info>. Arrgh.



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD



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CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD



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THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD



THE PEOPLE OF CAPE COD:

CAPTAIN HENRY HUDSON

PEOPLE MENTIONED IN CAPE COD