

**HUDSON TERCENTENARY: AN HISTORICAL
RETROSPECT REGARDING THE OBJECT AND
QUEST OF AN ALL WATER ROUTE FROM
EUROPE TO INDIA: THE OBSTACLES IN THE
WAY: AND ALSO HUDSON'S VOYAGE TO
AMERICA IN 1609 AND SOME OF ITS RESULTS**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649438228

Hudson Tercentenary: An Historical Retrospect Regarding the Object and Quest of an All Water Route From Europe to India: The Obstacles in the Way: and Also Hudson's Voyage to America in 1609 and Some of its Results by Frank Chamberlain

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

www.triestepublishing.com

FRANK CHAMBERLAIN

**HUDSON TERCENTENARY: AN HISTORICAL
RETROSPECT REGARDING THE OBJECT AND
QUEST OF AN ALL WATER ROUTE FROM
EUROPE TO INDIA: THE OBSTACLES IN THE
WAY: AND ALSO HUDSON'S VOYAGE TO
AMERICA IN 1609 AND SOME OF ITS RESULTS**

Hudson Tercentenary

AN HISTORICAL RETROSPECT

REGARDING THE OBJECT
AND QUEST OF AN ALL-
WATER ROUTE FROM
EUROPE TO INDIA; THE
OBSTACLES IN THE WAY;
AND ALSO HUDSON'S VOY-
AGE TO AMERICA IN 1609
AND SOME OF ITS RESULTS

BY

BY
FRANK CHAMBERLAIN

BY

ALBANY
J. B. LYON COMPANY, PRINTERS
1909

~~1275.259~~
U.S. 2438.25



The Author.

Copyright, 1909
By FRANK CHAMBERLAIN.

HUDSON TERCENTENARY

Let us turn back the pages of history and take a cursory view of what gave the wonderful stimulus to maritime adventure; and what so long delayed the discovery of the western world by the Europeans.

Civilized mankind scarcely secures the *necessaries* of life before the desire for the *luxuries* springs up and is cherished.

For untold centuries all of eastern Asia forbade the entrance of foreigners into its territories. To Europeans it was an unknown land.

In the year 326 B. C. Alexander the Great marched his conquering Macedonian legions against the myriads of Asiatic troops, subdued them and marched on to the Hindus, where he "improvised a fleet" for his army, sailed down that river, called Sacred, to the Indian ocean. Astonished at the wealth of the country and having amassed precious gems and hundreds of millions of dollars he returned loaded with his treasures up the Euphrates, to that most wonder-

ful city of ancient times, Babylon, where he died. He opened the western doors of India, which exposed its great wealth, excited the avarice of the small number of Greeks who knew of his exploits; and for centuries it was the Europeans' Eldorado, which ultimately, by its luxury and effeminaey, undermined western manhood and led to the decay of Greece and Rome.

Asia, beyond the Euphrates, except by a few, was an unknown country to Europeans until Marco Polo in 1271 A. D., in the company of his father and uncle, met Kublai Khan, the Mongol Emperor, won his confidence and esteem and by him was entrusted with the most important missions. During the seventeen years he remained he visited the most important places in China, India and the East Indies, and returned to Italy loaded with the rarest, most precious gems and immense wealth, published a book telling his experience and picturing the East in the most roseate colors, generally emanating from fancy, but in this case resting upon facts of which he was able to furnish satisfactory proof.

The fact established that India—the East Indies had the gold, silver, precious gems and

stones, ebony, ivory, cloves, cinnamon, cassia, spices and the most beautiful and costly fabrics, articles not obtainable elsewhere and the great desiderata of the Europeans, the question arose as to how they could be most easily, quickly and cheaply be obtained. They could, without much difficulty, find their way to the Indian ocean, but the transportation thence to Europe must be by "the ship of the desert," the camel, across the Arabian desert and the Isthmus of Suez, "the bridge of nations" to the Mediterranean or by a more northerly route through the Caspian and Black seas. Caravans must be formed by the merchants and armed troops to protect them against the robbers. The land route by the caravans was slow and very expensive, and the hope was cherished that an all-water route might be found which would not only shorten the time, but greatly lessen the expense of transportation. For a considerable time the Phœnicians, occupying a little skirt of land on the eastern end of the Mediterranean, and the first distinctly commercial nation in the world's history, virtually monopolized this land transportation; and then distributed the articles along the shore of the Mediterranean,

where they had planted colonies clear up to the Pillars of Hercules. But Venice and Genoa, rival and wealthy cities of Italy, with fine harbors on this inland sea, sought the India trade, supplanted Phœnicia and became greatly enriched by it. The great desideratum—an all-water route from western Europe to the Indies—had not yet been found, but after the Italian cities had enjoyed, monopolized the trade with India for a period of 150 years, another little skirt of land on the west end of the Mediterranean and on the Atlantic ocean, Portugal, brought about a complete change in the transportation which deprived Venice and Genoa of that business.

Henry, Prince of Portugal, surnamed the Navigator, far in advance of his time in geographical knowledge and in the science of navigation, introduced the compass and the astrolabe, which he furnished with nautical maps and other guides for his mariners, whom he inspired to sail along the western coast of Africa and double the Cape of Good Hope. This, Bartholomew Diaz, a Portuguese navigator, did in 1486, and then it seemed certain that an all-water route from western Europe to India had been found, but it was not

an accomplished fact until Vasco da Gama, a Portuguese navigator, availing himself of Diaz's discovery of 1486, made a voyage in 1497 from Lisbon to Calicut (not Calcutta) in southwestern India.

Henry "the Navigator" was the father of what may be called ocean, in contradistinction to coast, navigation, scientific, instead of chance navigation, although he died before the Cape of Good Hope had been doubled. After Diaz had doubled the Cape of Good Hope in 1486, the furor of every mariner was to point the prow of his vessel toward India to share in its precious gems, its beautiful and costly fabrics, articles of luxury, and its great wealth. The India fever seized all the maritime nations of Europe, Portugal, Spain, France, the Netherlands, England, Sweden and Denmark. Christopher Columbus in 1492 sought, and thought he had found India by sailing westward. Then Rodrigo Lenzoli Borgia, a Spaniard, and the Pope, under the title of Alexander VI, assuming to be vice-gerent of the world, made a division of all the newly-discovered, or subsequently to be discovered, heathen lands between the two great Catholic powers, Spain and Portu-