

# PRE-UNITED STATES HISTORY 1600–1699

Volume 1

**Arthur Graves**



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VOLUME 1**



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Pre-United States History: 1600–1699, Volume 1  
by Arthur Graves

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## Chapter 1

# Bartholomew Gosnold

**Bartholomew Gosnold** (1571 – 22 August 1607) was an English barrister, explorer, and privateer, who was instrumental in founding the Virginia Company of London, and Jamestown in colonial America. He led the first recorded European expedition to Cape Cod. He is considered by Preservation Virginia (formerly known as the Association for the Preservation of Virginia Antiquities) to be the "prime mover of the colonization of Virginia".

## Early life and family

Gosnold was born in Grundisburgh in Suffolk, England in 1571, and his family seat was at Otley, Suffolk. His parents were Anthony Gosnold of Grundisburgh and Dorothy Bacon of Hesselst. Henry Gosnold, the judge and friend of Francis Bacon, was his cousin. Bartholomew had a younger brother Anthony, born sometime between 1573 and 1578, who accompanied him to Virginia as well as a cousin also named Anthony Gosnold who was still living in Virginia in 1615. In 1578, the will of Bartholomew's great-grandmother Ann Doggett (Bacon) Gosnold shows five sisters to Bartholomew and Anthony.

Gosnold graduated from Jesus College at the University of Cambridge and studied law at the Middle Temple. He was a friend of Richard Hakluyt and sailed with Walter Raleigh. He married Mary Goldinge, daughter of Robert Goldinge of Bury St Edmunds and his wife Martha Judd, at Latton, Essex in 1595.



Mary's mother, Martha, was daughter of Sir Andrew Judd a wealthy London merchant who, among other offices, was Lord Mayor of London, 1550–51. More importantly for Gosnold's story, Sir Andrew Judd was also grandfather to Thomas Smith, one of the founders of the Virginia Company. "Bartholomew's marriage, which has the appearance of one arranged with foresight, brought together a young man of high standing among the landed gentry and a young lady whose antecedents were found chiefly among the wealthier merchants of the city of London." Together, Bartholomew and Mary Gosnold had seven children, six of whom were baptized at Bury St Edmunds, Suffolk, between 1597 and 1607. Daughter Mary married Richard Pepys, great-uncle of the diarist Samuel Pepys.

## **Early maritime career**

There is no record of Gosnold's early maritime experiences, but given that he was entrusted with a ship to attempt a colonizing project in southern New England in 1602, he must have had significant experience. His biographer has suggested, based on circumstantial evidence, that in 1597–98 he served under the Earl of Essex on his Azores voyages. Many of those involved in that voyage afterwards became involved in the colonization of Virginia.

## **Organizing a colonial enterprise**

Gosnold early became a principal proponent of English New World settlement, and John Smith attested to it in 1612:

Captaine *Bartholomew Gosnold*, the first mover of this plantation, having many years solicited his friends, but found

small assistants; at last prevailed with some Gentlemen, as Maister *Edward maria Wingfield*, Captain *John Smith*, and diverse others ..."

The quote refers to Gosnold's efforts in connection with his second voyage, to Virginia (or Southern Virginia, since all of the area the English claimed in North America was called "Virginia"). But it could as easily describe Gosnold's effort to interest his "friends" in a colonizing effort at the beginning of the 17th century. In the Elizabethan (and later Stuart) ages, exploration and colonization was a private endeavor. While the crown did not defray any of the expenses of these enterprises, it granted monopolies to an individual or corporation to exploit a particular area that the crown claimed. This made the efforts profit-driven, much like privateering. So a would-be colonizer, like Gosnold, had to raise the capital for the expedition among private sources.

As these ventures became more common great corporations would arise, much like the corporations which exploited the trading routes (which the crown also granted monopolies on). Substantial obstacles stood in the way of organizing a commercial colonizing venture to the New World. In the first place,

Ireland beckoned as an alternate prospect for colonization, one that was less expensive, at least with respect to shipping expenses. Most of the venture capitalists who were considering New World ventures were also involved in Irish ventures. Thomas Smith's son, for example, was involved in the first substantial effort to colonize Ulster (although he was killed early in the endeavor). There was also the substantial financial

risk involved in colonizing projects. Sir Walter Raleigh had lost 40 thousand pounds in founding Roanoke colony, and he pledged still more to attempt to find and rescue the lost settlers.

There was, however, a new colonial plan that seemed to have garnered general acceptance since it was written in the mid-1590s. It was in the report written by Edward Hayes to Lord Burghley setting forth the rationale and procedure for settlement. The argument was that colonization efforts should begin in northern Virginia (New England) because, compared with the locations tried in the lower latitudes the area's climate better comported with English comfort and produced agriculture much like England's. The coast of New England also produced a wealth of fish prized in Europe which could support a small foothold establishment and produce a profit with growth provided when more settlers were gradually added later.

## **Expedition to Cape Cod and environs**

English plans to colonize New England began to take concrete form in the early to mid 1590s when Edward Hayes wrote a treatise to Lord Burghley setting forth the rationale and procedure for settlement. The first expedition to set out from England to southern New England was fully in accord with Hayes's principles.

Captain Gosnold obtained backing to attempt to found an English colony in the New World and in 1602 he sailed from Falmouth, Cornwall, in a small Dartmouth bark, the *Concord*, with thirty-two on board. They intended to establish a colony

in New England. Gosnold pioneered a direct sailing route due west from the Azores to what later became New England, arriving in May 1602 at Cape Elizabeth in Maine (Lat. 43 degrees).

On 14 May 1602, Gosnold made landfall off the southern coast of Maine. with the purpose of setting up a small fishing outpost of 20 of the crew who would stay the winter. They were there hailed by a "Biscay shallop" containing eight men, who the English discovered were not "Christians" as they had supposed but "savages" of "swart" color who had many European accoutrements and acted boldly among the English.

The next day, on 15 May 1602, he sailed into Provincetown Harbor, where he is credited with naming Cape Cod, for the abundant fish. The captain explored the land and found a young Native boy, wearing copper ear decorations and an apparent willingness to help the Englishman. Continuing down the Atlantic coast of Cape Cod, pivoting on Gilbert's Point, they coasted westward observing numerous Natives on shore, many running after them to gaze.

Following the coastline for several days, he discovered Martha's Vineyard which they explored but found seemingly uninhabited. Gosnold named it after his deceased daughter, Martha, and the wild grapes that covered much of the land.

From there they sailed about the various islands now called Elizabeth until they came upon Cuttyhunk Island (which they called Elizabeth Island), where on 20 May they determined to establish the proposed settlement on the western part of the island. They selected the island in the middle of a large fresh water lake in the south of the island for which they made a

flat-bottomed boat to transport from the island to larger island that encompassed it. Each time they encountered Natives, whether on their coasting expeditions or Gosnold's separate explorations while the others were building the fort, such as his visit to the mainland on 31 May, the Natives showed themselves ready to trade. Indeed, their metal ornaments and their supply of furs to offer show that they had already become acculturated to European ways and they were willing to accommodate. It became, from the Natives' point of view, the ritual that bonded the two cultures.

Gosnold's men were interested, however, with the trade that would enrich them and their commercial underwriters in Europe so spent more time tending to the harvesting of sassafras root and cedar wood than daily encounters with the Natives.

In fact, they made a conscious effort to prevent the Natives from finding out the location of their fort. It is unclear how the situation developed but by 11 June the relations had become so strained that a party of two Englishmen out hunting for shellfish for food were set upon by four Natives who shot one in the side with an arrow.

Shortly thereafter, a dispute arose between those settlers who were supposed to remain and those who were returning to England, which resulted in the decision to end the settlement project.

The post was abandoned when settlers decided to return on the ship to England since they feared they had insufficient provisions to carry them through the winter. All of the settlers embarked on the return voyage on 17 June.

Over the next decade settlers would involve themselves in a series of increasingly hostile encounters, and by the time of the *Mayflower* landing the amiable helpfulness that Gosnold first discovered among all the Ninnimissinuok had become open hostility.

## **Virginia Company, Jamestown**

Gosnold spent several years after his return to England promoting a more ambitious attempt; he obtained from King James I an exclusive charter for a Virginia Company to settle Virginia. To form the core of what would become the Virginia Colony at Jamestown, he recruited his brother Anthony, a cousin, his cousin-by-marriage Edward Maria Wingfield, as well as John Smith, in addition to members of his 1602 expedition. Gosnold himself served as vice-admiral of the expedition, and captain of the *Godspeed* (one of the three ships of the expedition; the other two being the *Susan Constant*, under Captain Christopher Newport, and the *Discovery*, under Captain John Ratcliffe).

Gosnold also solicited the support of Matthew Scrivener, cousin of Edward Maria Wingfield. Scrivener became Acting Governor of the new Colony, but drowned in an accident in 1609 along with Anthony Gosnold, Bartholomew's brother, while trying to cross to Hog Island in a storm. (Scrivener's brother Nicholas had also drowned while a student at Eton College).

Gosnold was popular among the colonists and opposed the location of the colony at Jamestown Island due to what he perceived as its unhealthy location; he also helped design the

fort that held the initial colony. He died only four months after they landed, on 22 August 1607. George Percy's 'Discourse' that was printed in the fourth volume of *Purchas His Pilgrimes* (1625) records Gosnold's death "... Captain Bartholomew Gosnold one of Councile, he was buryed thereupon having all the ordinance in the Fourt shote offwith manye vollyes of small shot ..."

## **Discovery of Gosnold's possible grave**

In 2003 Preservation Virginia announced that its archaeological dig at Jamestown had discovered the likely location of Gosnold's grave. It was also believed that he was buried outside the James day fort. A skeleton the dig found is currently on display at the Voorhees Archaearium at Historic Jamestowne. Preservation Virginia began genetic fingerprinting, hoping to verify Gosnold's identity in time for the Jamestown quadricentennial. By June 2005 researchers and The Discovery Channel sought permission to take DNA samples from the remains of his sister,

Elizabeth Tilney, buried in the Church of All Saints, Shelley, Suffolk, and they were granted the first faculty for such a purpose by the English Diocese of St Edmundsbury and Ipswich. They found and removed some bone fragments from the church, but they could not identify Tilney's remains and they were not able to conclude anything from their analysis. In November 2005 Preservation Virginia announced that it had no reason to doubt that Tilney's remains were somewhere under the church floor, but its DNA testing had not confirmed a relationship.

## **Cape Cod**

**Cape Cod** is a geographic cape extending into the Atlantic Ocean from the southeastern corner of mainland Massachusetts, in the northeastern United States. Its historic, maritime character and ample beaches attract heavy tourism during the summer months.

As defined by the Cape Cod Commission's enabling legislation, Cape Cod is conterminous with Barnstable County, Massachusetts. It extends from Provincetown in the northeast to Woods Hole in the southwest, and is bordered by Plymouth to the northwest.

Since 1914, most of Cape Cod has been separated from the mainland by the Cape Cod Canal. The canal cuts 7 miles (11 km) roughly across the base of the peninsula, though small portions of the Cape Cod towns of Bourne and Sandwich lie on the mainland side of the canal. Two highway bridges cross the Cape Cod Canal: the Sagamore Bridge and the Bourne Bridge. In addition, the Cape Cod Canal Railroad Bridge carries railway freight and provides limited passenger service onto the Cape. The Cape is divided into fifteen towns, several of which are in turn made up of multiple named villages.

## **Region of Cape Cod and the Islands**

Like Cape Cod itself, the islands south of the Cape have evolved from whaling and trading areas to become resort destinations, attracting wealthy families, celebrities, and tourists. These include the large nearby islands of Nantucket and Martha's Vineyard. Both islands are also famous summer



tourist destinations, commonly accessed by ferry from several locations on the cape. The phrases *Cape Cod and the Islands* and *the Cape and Islands* are often used to describe the whole region of Barnstable County, Dukes County (including Martha's Vineyard and the smaller Elizabeth Islands), and Nantucket County.

Several small islands right off Cape Cod, including Monomoy Island, Monomoscoy Island, Popponesset Island, and Seconsett Island, are also in Barnstable County.

The Forbes family-owned Naushon Island was first purchased by John Murray Forbes. Naushon is one of the Elizabeth Islands, many of which are privately owned. One of the publicly accessible Elizabeths is the southernmost island in the chain, Cuttyhunk, with a year-round population of 52 people. Several prominent families have established compounds or estates on the larger islands, making these islands some of the wealthiest resorts in the Northeast, yet they retain much of the early merchant trading and whaling culture.

Cape Cod in particular is a popular retirement area; 27.8% of the population of Barnstable County is 65 years old or older., and the average age of residents is the highest of any area in New England. Cape Cod is majority Democrat, but by a smaller margin than the rest of Massachusetts.

The bulk of the land in the area is glacial terminal moraine and represents the southernmost extent of glacial coverage in southeast New England; similar glacial formations make up Long Island in New York and Block Island in Rhode Island.

## **Geography and political divisions**

### **Physical geography and boundaries**

The name "Cape Cod", as it was first used in 1602, applied only to the very tip of the peninsula. It remained that way for 125 years, until the "Precinct of Cape Cod" was incorporated as the Town of Provincetown. No longer in "official" use over the ensuing decades, the name came to mean all of the land east of the Manomet and Scusset rivers – essentially along the line that became the Cape Cod Canal. The creation of the canal separated the majority of the peninsula from the mainland. Most agencies, including the Cape Cod Commission and the Federal Emergency Management Agency (FEMA), treat the Cape as an island with regard to disaster preparedness, groundwater management, and the like. Cape Codders tend to refer to the land on the mainland side of the canal as "off-Cape", though the legal delineation of Cape Cod, coincident to the boundaries of Barnstable County, includes portions of the towns of Bourne and Sandwich that are located north of the canal.

Cape Cod Bay lies in between Cape Cod and the mainland – bounded on the north by a horizontal line between Provincetown and Marshfield. North of Cape Cod Bay (and Provincetown) is Massachusetts Bay, which contains the Stellwagen Bank National Marine Sanctuary, located 5 miles (8 km) north of Provincetown. The Atlantic Ocean is to the east of Cape Cod, and to the southwest of the Cape is Buzzards Bay. The Cape Cod Canal, completed in 1916, connects Buzzards Bay to Cape Cod Bay; its creation shortened the trade route between New York and Boston by 62 miles (100 km).

Cape Cod extends 65 miles (105 km) into the Atlantic Ocean, with a breadth of between 1–20 miles (1.6–32.2 km), and covers more than 400 miles (640 km) of shoreline. Its elevation ranges from 306 feet (93 m) at its highest point, at the top of Pine Hill, in the Bourne portion of Joint Base Cape Cod, down to sea level.

Cape Cod and the Islands form part of a continuous archipelagic region consisting of a chain of islands running from Long Island to the tip of the Cape. This region is historically and collectively known by naturalists as the Outer Lands.

## **Towns and villages**

Cape Cod incorporates all of Barnstable County, which comprises 15 towns: Bourne, Sandwich, Falmouth, Mashpee, Barnstable, Yarmouth, Harwich, Dennis, Brewster, Chatham, Orleans, Eastham, Wellfleet, Truro, and Provincetown. Each of these towns include a number of villages; see Barnstable County for a complete list.

Barnstable, the most populated municipality on Cape Cod, is the only one to have adopted a city form of government, whose legislative body is an elected 13-member council.

However, like other smaller Massachusetts cities, Barnstable retained its "Town of Barnstable" moniker. All of the other towns elect a 5-member Board of Selectmen as the executive policy-setting board, and utilize Town Meetings as their legislative body.

## **Cape Cod and the Islands**

To the south of Cape Cod lie Nantucket Sound; Nantucket and Martha's Vineyard, both large islands; and the mostly privately owned Elizabeth Islands.

### **Sections**

For most of the 18th, 19th, and 20th centuries, Cape Cod was considered to consist of three sections (see map):

- The **Upper Cape** is the part of Cape Cod closest to the mainland, comprising the towns of Bourne, Sandwich, Falmouth, and Mashpee. Falmouth is the home of the famous Woods Hole Oceanographic Institution and Marine Biological Laboratory as well as several other research organizations, and is also the most-used ferry connection to Martha's Vineyard. Falmouth is composed of several separate villages, including East Falmouth, Falmouth Village, Hatchville, North Falmouth, Teaticket, Waquoit, West Falmouth, and Woods Hole, as well as several smaller hamlets that are incorporated into their larger neighbors (e.g., Davisville, Hatchville, Falmouth Heights, Quissett, Sippewissett, and others). Bourne is home to the Massachusetts Maritime Academy, in the village of Buzzards Bay, along the canal, Joint Base Cape Cod, Aptuxet Trading Post, the annual Bourne Scallop Festival in September, and, until 1884, was part of Sandwich. Sandwich, the oldest town on Cape Cod, founded in 1637, is home to the Dexter Grist Mill, the historic

Hoxie House, Heritage Museums and Gardens, and the Sandwich Glass Museum. Mashpee, is the home of the Mashpee Wampanoag tribe of Native Americans.

- The **Mid-Cape** area includes the towns of Barnstable, Yarmouth and Dennis. The area features many beautiful beaches, including warm-water beaches along Nantucket Sound, e.g., Kalmus Beach in Hyannis, which gets its name from one of the inventors of Technicolor, Herbert Kalmus. This popular windsurfing destination was bequeathed to the town of Barnstable by Dr. Kalmus on condition that it not be developed, possibly one of the first instances of open-space preservation in the US. The Mid-Cape is also the commercial and industrial center of the region. There are seven villages in Barnstable, including Barnstable Village, Centerville, Cotuit, Hyannis, Marstons Mills, Osterville, and West Barnstable, as well as several smaller hamlets that are incorporated into their larger neighbors (e.g. Craigville, Cummaquid, Hyannis Port, Santuit, Wianno, and others). The villages of Yarmouth are South Yarmouth, West Yarmouth and Yarmouth Port. There are five villages in Dennis, including North Dennis, East Dennis, West Dennis, Dennis Port, and South Dennis.
- The **Lower Cape & Outer Cape** traditionally includes all of the rest of the Cape, or the towns of Harwich, Brewster, Chatham, Orleans, Eastham, Wellfleet, Truro, and Provincetown. In the present day, the five outermost towns (Provincetown, Truro, Wellfleet, Eastham and Orleans) are more commonly and

collectively known as the "**Outer Cape**". This area is home to the Cape Cod National Seashore, a national park that encompasses much of the Outer Cape, including the entire east-facing coast from Orleans to Provincetown. The Outer Cape is home to popular beaches such as Nauset Light Beach and Coast Guard Beach in Eastham, Race Point Beach in Provincetown, Ballston Beach in Truro, and Skaket Beach in Orleans. This area is less populated than the rest of Cape Cod, though Provincetown can have a crowded, city-like atmosphere during the summer season. Provincetown has become a major gay & lesbian resort destination – the town is regarded as one of the largest LGBT resort communities in the United States. Provincetown is also renowned for its historic fishing fleets and Stellwagen Bank, a popular fishing ground and whale watching destination, is located a few miles north of Race Point.

## **"Upper" and "Lower"**

The terms "Upper Cape" and "Lower Cape", and references to traveling "up Cape" or "down Cape" have long been a source of confusion for the uninitiated Cape Cod visitor, who, mistakenly associating "up" with "north", might get turned around by passages such as these from 1920:

- "The look of things is more ocean-like if one goes down the Cape to Provincetown."

- "Almost every street in Chatham is solidly paved, and the old corner town of the Cape is the natural goal of the traveler coming up the Cape from Provincetown..."

There are many theories to explain the apparent paradox. One is that the terms derive from early nautical navigation. When one traveled to the east, one went down the longitudinal scale (toward zero at Greenwich, England). Additionally, prevailing fair weather winds (generally out of the southwest) have been used as the basis for directional descriptions by European settlers and their descendants in eastern North America. That is, one would be traveling "down [wind]" to the east with a westerly wind at one's back. To this day, on nearby Martha's Vineyard, "Up Island" is the western section and "Down Island" is to the east.

The arrival of the railroad during the nineteenth century reinforced the "up/down" concept, as train schedules between Boston and Cape Cod always showed Boston at the top – the timetable for trains headed onto the Cape would be read from the top down, and those of returning trains would be read from the bottom up. Provincetown, therefore, despite being the Cape's northernmost town, was the furthest "down" that one could travel. (The Cape's unique shape brought a new paradox along with the automobile and highway system: when driving "down Cape" on US Route 6 "*eastbound*", the final 30 miles from Orleans to Provincetown takes one in nearly every direction *except* east.)

The best known colloquial explanation, however, is that the shape of the peninsula as it appears on maps and charts

resembles that of a human arm. In that analogy, the southern portion of the Cape represents the "*upper arm*", Chatham the elbow, and the north–south portion is the "*lower arm*", or forearm. Going further, some say Provincetown is the curled hand, or fist, with Race Point and Wood End at its knuckles, and Long Point at the fingertips.

In the late twentieth century, as the Cape began drawing more vacationers and artists on retreat, the nautical nomenclature and potential confusion over directions have gradually been giving way to the simpler "Outer Cape", although the older terms are still used by some local residents.

## **Geology**

The bulk of the land on Cape Cod consists of glacial landforms, formed by terminal moraine and outwash plains. This represents the southernmost extent of glacial coverage in southeast New England; similar glacial formations make up Long Island in New York and Block Island in Rhode Island. Together, these formations are known as the Outer Lands, or more obscurely as the "Isles of Stirling". Geologically speaking, Cape Cod is quite young, having been laid down some 16,000 to 20,000 years ago.

Most of Cape Cod's geological history involves the advance and retreat of the Laurentide Ice Sheet in the late Pleistocene geological era and the subsequent changes in sea level. Using radiocarbon dating techniques, researchers have determined that around 23,000 years ago, the ice sheet reached its maximum southward advance over North America, and then started to retreat. Many kettle ponds – clear, cold lakes – were



formed and remain on Cape Cod as a result of the receding glacier. By about 18,000 years ago, the ice sheet had retreated past Cape Cod. By roughly 15,000 years ago, it had retreated past southern New England. When so much of Earth's water was locked up in massive ice sheets, the sea level was lower. Truro's bayside beaches used to be a petrified forest, before it became a beach.

As the ice began to melt, the sea began to rise. Initially, sea level rose quickly, about 15 metres (49 ft) per 1,000 years, but then the rate declined. On Cape Cod, sea level rose roughly 3 metres (9.8 ft) per millennium between 6,000 and 2,000 years ago. After that, it continued to rise at about 1 metre (3.3 ft) per millennium. By 6,000 years ago, the sea level was high enough to start eroding the glacial deposits that the vanished continental ice sheet had left on Cape Cod. The water transported the eroded deposits north and south along the outer Cape's shoreline through a process known as longshore drift. Those reworked sediments that moved north went to the tip of Cape Cod. The entire town of Provincetown, at the extreme tip of the Cape, is a spit consisting largely of deposited marine sediment that was eroded and transported from farther south along the shore. Those sediments that instead moved south created the islands and shoals of Monomoy. So while other parts of the Cape have dwindled from the action of the waves, these parts of the Cape have grown through the deposition of sediment in just the last 6,000 years.

This process continues today. Due to their exposure to the open ocean, the Cape and islands are subject to considerable coastal erosion. Geologists say that due to erosion, the Cape will be completely submerged by the sea within several

thousand years. This erosion causes the washout of beaches and the destruction of the barrier islands; for example, the ocean broke through the barrier island at Chatham during Hurricane Bob in 1991, allowing waves and storm surges to hit the coast with no obstruction. Consequently, the sediment and sand from the beaches is being washed away and deposited elsewhere. While this destroys land in some places, it creates land elsewhere, most noticeably in marshes where sediment is deposited by flowing water.

Cape Cod's aquifer consists of six hydrologically independent lenses from which all the towns on the Cape obtain drinking water (except Falmouth, which, in 2015, drew 43.5% of its water from Long Pond). Contamination with industrial chemicals and pharmaceutical drugs from septic systems is a concern.

## **Climate**

Although Cape Cod's weather is typically more moderate than inland locations, on occasion it takes the brunt of extreme weather systems such as the Blizzard of 2005 and Hurricane Bob. Because of the influence of the Atlantic Ocean, temperatures are typically a few degrees lower in the summer and a few degrees higher in the winter than the adjacent mainland.

A common misconception is that the climate is influenced largely by the warm Gulf Stream current; however, that current turns eastward off the coast of Virginia, and the waters off the Cape are more influenced by the cold Canadian Labrador Current. As a result, the ocean temperature rarely gets above

65 °F (18 °C), except along the shallow west coast of the Upper Cape and along the southern coast (Nantucket Sound), where water temperatures can sometimes reach 70 °F (21 °C) or higher.

Cape Cod's climate is also known for a delayed spring season due to the sea remaining cold from the winter; by the same token, the summer heat retained in the sea moderates fall temperatures in comparison to the adjacent inland area. The highest temperature yet recorded on the peninsula was 104 °F (40 °C) in Provincetown,; the lowest temperature recorded was –12 °F (–24 °C) in Barnstable.

The water surrounding Cape Cod moderates winter temperatures nearly enough to extend the humid subtropical climate zone to what could be its northernmost limit in eastern North America, as the majority of Cape Cod is in USDA hardiness zone 7a. Consequently, many subtropical indicator plant species typically found in more southerly latitudes are grown there, including *Camellias*, *Ilex opaca*, *Magnolia grandiflora* and *Albizia julibrissin*. However, Cape Cod falls below the 72 °F (22 °C) threshold, as the warmest month, July, averages around 68.25 °F (20.14 °C). Therefore, the climate may be better characterized as either a maritime climate or a humid continental climate (particularly on the northern coast of the upper and mid cape, which is somewhat sheltered from the cooler onshore wind to the south).

Precipitation on Cape Cod and the islands of Martha's Vineyard and Nantucket is the lowest in the New England region, averaging slightly less than 40 inches (100 cm) a year (most parts of New England average 42 to 46 inches (110 to 120 cm)).

This is due to the maritime influence inhibiting summertime thunderstorm development and maintenance. The region does not experience a greater number of sunny days, however, as the number of cloudy days is the same as inland locales, in addition to increased fog. On average, roughly 27 inches (69 cm) of snow, which is about 17 inches (43 cm) less than Boston, falls in an average winter.

Once every five or six years, a tropical storm, accompanied by very high and potentially damaging winds and heavy rain, will strike the region. About once every 11 or 12 years a hurricane brings damaging winds and storm surges to the region. Several Category 3 storms have struck Cape Cod since record-keeping began, such as a hurricane in 1869, the 1938 New England hurricane, and Hurricane Carol in 1954. Strong Category 2 storms, such as the 1869 Saxby Gale, Hurricane Edna in 1954, and Hurricane Bob in 1991, also caused considerable damage. Notable Category 1 storms include the 1944 Great Atlantic hurricane and Hurricane Donna in 1960. Other notable storms include the Gale of 1815, which would likely have been rated a strong hurricane on the Saffir-Simpson scale, and the so-called "Perfect Storm" of October 31, 1991. The February 2013 nor'easter produced winds in excess of 80 miles per hour (130 km/h) and dropped over 24 inches (61 cm) of snow on some parts of Cape Cod. The storm knocked out power to tens of thousands of Cape Cod residents, some for up to two weeks.

## **Native population**

Cape Cod has been the home of the indigenous Wampanoag for centuries prior to European colonization. They lived from the sea and were accomplished farmers. They understood the

principles of sustainable forest management, and were known to light controlled fires to keep the underbrush in check. They helped the Pilgrims, who arrived in the fall of 1620, survive at their new Plymouth Colony.

The Wampanoag gradually lost their lands during the period of European colonization through land cessions and violent conflict with white settlers. The documentary *Natives of the Narrowland* (1993), narrated by actress Julie Harris, shows the history of the Wampanoag people through Cape Cod archaeological sites.

In 1974, the Mashpee Wampanoag Tribal Council was formed to articulate the concerns of those with Native American ancestry. They petitioned the federal government in 1975 and again in 1990 for official recognition of the Mashpee Wampanoag as a tribe. In May 2007, the Wampanoag tribe was federally recognized.

## **History**

### **European exploration**

Cape Cod was a landmark for early explorers. It may have been the "Promontory of Vinland" mentioned by the Norse voyagers (985–1025). The Manomet River area (taken up by the western end of the Cape Cod Canal in the early 20th century) is claimed by some to have been visited by Leif Eiriksson, and a stone wall discovered in Provincetown in 1805 is also claimed to have been built by his younger brother Thorvald Eiriksson around 1007 AD, when the keel of his ship was repaired in the harbor, according to Norse sagas. He was killed later in the

same journey, and is said to have been returned to this spot for burial. However, there is no tangible support of the presence of Norse voyagers in Cape Cod, and the view is not generally accepted by archaeologists or historians.

Giovanni da Verrazzano approached it from the south in 1524. He named Martha's Vineyard Claudia, after Claude of France, the wife of Francis I of France. In 1525, Portuguese explorer Estêvão Gomes called it Cabo de la Arenas while sailing under the Spanish crown.

In 1602, Bartholomew Gosnold named the tip Cape Cod, the surviving term and the ninth oldest English place-name in the U.S. Samuel de Champlain charted its sand-silted harbors in 1606, and Henry Hudson landed there in 1609. Captain John Smith noted it on his map of 1614, and at last the Pilgrims entered the "Cape Harbor" and – contrary to the popular myth of Plymouth Rock – made their first landing near present-day Provincetown on November 11, 1620. Nearby, in what is now Eastham, they had their first encounter with Native Americans.

## **European settlement**

Cape Cod was among the first places settled by Puritan colonists in North America. The Cape's fifteen towns developed slowly, aside from Barnstable (1639), Sandwich (1637), and Yarmouth (1639).

The final town to be established on the Cape was Bourne in 1884, breaking off from Sandwich. Provincetown was a group of huts until the 18th century. A channel from Massachusetts Bay to Buzzards Bay is shown on Southack's map of 1717. The

present Cape Cod Canal was slowly developed from 1870 to 1914. The federal government purchased it in 1928.

The Cape's vegetation was depauperate and trees were scarce by the time that Henry Thoreau saw Cape Cod during his four visits over 1849 to 1857, because of early colonial settlement and intensive land use.

The settlers heated by fires, and it took 10 to 20 cords (40 to 80 m) of wood to heat a home, so they cleared most of Cape Cod of timber early on. They planted familiar crops, but these were unsuited to Cape Cod's thin, glacially derived soils. For instance, much of Eastham was planted to wheat.

The settlers practiced burning of woodlands to release nutrients into the soil. Improper and intensive farming led to erosion and the loss of topsoil. Farmers grazed their cattle on the grassy dunes of coastal Massachusetts, only to watch "in horror as the denuded sands 'walked' over richer lands, burying cultivated fields and fences." Dunes on the outer Cape became more common, and many harbors filled in with eroded soils.

By 1800, much of Cape Cod's firewood had to be transported by boat from Maine. The paucity of vegetation was worsened by the raising of merino sheep that reached its peak in New England around 1840.

The early industrial revolution occurred through much of Massachusetts and Rhode Island, but it mostly bypassed Cape Cod due to a lack of significant water power in the area. The Cape developed as a large fishing and whaling center as a result, and also because of its geographic position. After 1860

and the opening of the American West, farmers abandoned agriculture on the Cape. By 1950, forests had recovered to an extent not seen since the 18th century.

## **Modern era**

Cape Cod became a summer haven for city dwellers beginning at the end of the 19th century. Improved rail transportation made the towns of the Upper Cape accessible to Bostonians, such as Bourne and Falmouth. At the beginning of the twentieth century, the Northeastern mercantile elite built many large, shingled "cottages" along Buzzards Bay. The relaxed summer environment offered by Cape Cod was highlighted by writers including Joseph C. Lincoln, who published novels and countless short stories about Cape Cod folks in popular magazines such as the *Saturday Evening Post* and the *Delineator*.

Guglielmo Marconi made the first transatlantic wireless transmission originating in the United States from Cape Cod, at Wellfleet. The beach below the bluffs where his station was located is now called Marconi Beach. In 1914, he began construction of a new transatlantic wireless receiver station in Chatham and a companion transmitter station in Marion.

In 1920, the stations were acquired by RCA and, in 1921, Chatham began operations as a maritime radio station communicating to ships at sea using the callsign WCC. WCC supported the communications of Amelia Earhart, Howard Hughes,

Admiral Byrd, and the *Hindenburg*. Marconi chose Chatham due to its vantage point on the Atlantic Ocean, surrounded on



three sides by water. Walter Cronkite narrated a 17-minute documentary in 2005 about the history of the Chatham Station.

Much of the east-facing Atlantic seacoast of Cape Cod consists of wide, sandy beaches. In 1961, a significant portion of this coastline, already slated for housing subdivisions, was made a part of the Cape Cod National Seashore by President John F. Kennedy. It was protected from private development and preserved for public use. Large portions are open to the public, including the Marconi Site in Wellfleet. This is a park encompassing the site of the first two-way transoceanic radio transmission from the United States. (Theodore Roosevelt used Marconi's equipment for this transmission.)

The Kennedy Compound in Hyannis Port was President Kennedy's summer White House during his presidency, and the Kennedy family continues to maintain residences on the compound. President Grover Cleveland maintained a summer home in the Gray Gables section of Bourne. Other notable residents of Cape Cod have included actress Julie Harris, US Supreme Court justice Louis Brandeis, figure skater Todd Eldredge, composer and radio personality Canary Burton, and novelists Norman Mailer and Kurt Vonnegut. Influential natives included patriot James Otis, historian and writer Mercy Otis Warren, jurist Lemuel Shaw, and naval officer John Percival.

## **Lighthouses**

- Beginning in 1797, lighthouses were erected along Cape Cod to aid in navigation. Highland Light (or Cape Cod Light) is the oldest and tallest of these,

and remains as one of a number of working lighthouses on Cape Cod and the Islands. Many of Cape Cod's earliest lighthouses featured a light tower that was attached directly to – and centered on the roof of – the keeper's dwelling. A stairway to the lantern room was accessible only from the top floor of the house. This came to be known as a Cape Cod style lighthouse, yet today, the only fully intact specimens are on the west coast of the United States.

Most of Cape Cod's lighthouses are operated by the U.S. Coast Guard, with some exceptions, such as the Nauset Light, which has been owned since 1997 by the Cape Cod National Seashore (National Park Service) and operated since 2004 in partnership between that agency and the non-profit Nauset Light Preservation Society.

In 1996, both Highland Light and Nauset Light were moved further from the shore because they were each at risk of being lost due to erosion by the sea. Highland Light, then 110 ft (34 m) from the ocean, was moved 450 ft (140 m) to the west, and Nauset Light, 37 ft (11 m) from the bluff, was moved 300 ft (91 m) west.

The lighthouses of Cape Cod include:

- Upper Cape: Nobska Light, Wing's Neck Light (privately owned), and Cleveland Ledge Light (also private).
- Mid Cape: Sandy Neck Light, Hyannis Harbor Light, Lewis Bay Light (or Hyannis Inner Harbor Light, also

private), Bishop and Clerks Light, West Dennis Light (formerly the Bass River Light)

- Lower Cape: Chatham Light, Monomoy Point Light, Stage Harbor Light
- Outer Cape: Long Point Light, Wood End Light, Race Point Light, Highland Light, Nauset Light, Three Sisters of Nauset, Mayo Beach Light, Billingsgate Island Light

## **Transportation**

### **Road**

Cape Cod is connected to the mainland by a pair of canal-spanning highway bridges, the Bourne and Sagamore that were constructed in the 1930s (replacing a 1912 drawbridge). The two parallel road bridges are four miles apart, with the Bourne Bridge to the west, and the Sagamore to the east. The bridges form a bottleneck, resulting in traffic backups of several miles during the tourist season - especially going on-cape at the beginning of the weekend and off-cape at the end of the weekend.

The entire Cape is roughly bisected lengthwise by U.S. Route 6, locally known as the Mid-Cape Highway and officially as the Grand Army of the Republic Highway.

### **Air and water**

Commercial air service to Cape Cod operates out of Barnstable Municipal Airport and Provincetown Municipal Airport. General aviation airports are:

- Chatham Municipal Airport
- Falmouth Airpark
- Cape Cod Airfield in Marstons Mills, Barnstable

There is one military airport at Otis Air National Guard Base.

There are ferry connections from Boston to Provincetown, as well as from Hyannis and Woods Hole to the islands.

## **Bus**

Cape Cod Regional Transit Authority operates a year-round public bus system comprising three long-distance routes and a local bus in Hyannis and Barnstable Village. From mid June until October, additional local routes are added in Falmouth and Provincetown. CCRTA also operates Barnstable County's ADA-required paratransit (dial-a-ride) service, under the name "B-Bus."

Long-distance bus service is available through Plymouth and Brockton Street Railway, with regular service to downtown Boston and Logan Airport, as well as less frequent service to Provincetown. Peter Pan Bus Lines also runs long-distance service to T.F. Green Airport in Providence, Rhode Island; New York City; and service between Logan Airport, Boston South Station, and Woods Hole.

## **Rail service**

The third bridge over the Cape Cod Canal is a vertical-lift railroad bridge, providing an alternative land transport option. After the bridge, the track splits in two directions, heading towards Hyannis in one direction and North Falmouth in the

other. The track to Hyannis is used for both freight and passenger services, while the Falmouth track is used mostly for freight with very limited passenger service.

## **Passenger**

The CapeFlyer is a seasonal passenger rail service between Boston and Hyannis that operates on summer weekends from Memorial Day through Labor Day. Stops along or near the Cape include Buzzards Bay, Bourne, and Hyannis

The Cape Cod Central Railroad is a heritage railroad on Cape Cod. The service is primarily tourist-oriented and includes a dinner train over a scenic route between Hyannis and the Cape Cod Canal lasting about 2½ hours round trip.

Select trains feature stops at West Barnstable and Sandwich. Additional service is also provided from the Buzzards Bay station, and a small number of trains also depart from North Falmouth.

## **Freight**

Active freight service remains in the Upper Cape, both along the main line from Bourne to Hyannis and on the spur to North Falmouth. One of the more frequent operations is the transport of municipal waste to a waste-to-energy plant in Rochester, as well as removal of debris and refuse from Joint Base Cape Cod in Falmouth. Massachusetts Coastal Railroad is currently the sole operator of freight rail on the Cape, taking over from Bay Colony Railroad in 2007.

## Historic

Daily passenger rail service by the New Haven Railroad from Boston to Cape Cod ended in June 1959. Summertime *Day Cape Codd* service by the New Haven from New York City to the Cape ended in 1964. In 1978, the tracks east of South Dennis were abandoned and replaced with the Cape Cod Rail Trail. Another bike path, the Shining Sea Bikeway, was built over abandoned tracks between Woods Hole and Falmouth in 1975, and in 2008 the 7.4-mile long (11.9 km) rail line between Falmouth and North Falmouth was removed and the right-of-way converted into an extension of the Shining Sea Bikeway.

In 1986, Amtrak operated a seasonal service in the summer from New York City to Hyannis called the *Cape Codd*. From 1988, Amtrak and the Massachusetts Department of Transportation increased service to a daily frequency, until service ended in 1996, leaving a gap until the current CapeFlyer service began in 2013.

## Bicycle

Bicycle and pedestrian access to the Cape is possible via a sidewalk on the southbound side of the Bourne Bridge. There are a number of dedicated bike trails and paths around the Cape, including:

- Cape Cod Rail Trail - South Dennis to Wellfleet
- Old Colony Rail Trail - Harwich and Chatham, connecting with the Cape Cod Rail Trail
- Various trails in the Cape Cod National Seashore

- Various trails in Nickerson State Park, connecting with the Cape Cod Rail Trail
- Shining Sea Bikeway - Woods Hole to North Falmouth
- Cape Cod Canal path on both sides of the canal
- Various unpaved Mid-Cape trails

For long-distance biking, the mostly on-road Claire Saltonstall Bikeway connects Cape Cod to the Charles River Bike Path in Boston.

## **Tourism**

Cape Cod has a year-round population of about 220,000, and it experiences a tourist season each summer, the beginning and end of which can be roughly approximated as Memorial Day and Labor Day, respectively.

Many businesses specifically target summer visitors, although the "on season" has been expanding somewhat in recent years due to Indian Summer, reduced lodging rates, the number of people visiting the Cape after Labor Day who have no school-age children, and the elderly—reducing the true "off season" to six or seven months.

In the late 20th century, tourists and owners of second homes began visiting the Cape more and more in the spring and fall, softening the definition of the high season and expanding it somewhat.

Provincetown berths the original East Coast whale watching fleet (Dolphin Fleet) who patrol the Stellwagen Bank National

Marine Sanctuary. The fleet guarantee a whale sighting (mostly humpback whale, fin whale, minke whale, sei whale, and the critically endangered North Atlantic right whale) and is the only federally certified operation qualified to rescue whales. Provincetown has also long been known as an art colony, attracting writers and artists. The town is home to the Cape's most attended art museum, the Provincetown Art Association and Museum.

Cape Cod is a popular destination for beachgoers from all over, with 559.6 miles (900.6 km) of coastline. Beaches—both public and private—are easily accessible. The Cape has upwards of sixty public beaches, many of which offer parking for non-residents for a daily fee (in summer). The Cape Cod National Seashore has 40 miles (64 km) of sandy beach and many walking paths.

Cape Cod is also popular for its outdoor activities, such as beach walking, biking, boating, fishing, go-karts, golfing, kayaking, miniature golf, and unique shopping. There are 27 public, daily-fee golf courses and 15 private courses on Cape Cod. Bed and breakfasts or vacation houses are often used for lodging.

Each summer, the Naukabout Music Festival is held at the Barnstable County Fair Grounds located in East Falmouth, typically during the first weekend of August. The festival features local, regional, and national talent, along with food, arts, and family-friendly activities. Some particularly well-known Cape products and industries include cranberries, shellfish (particularly oysters and clams), and lobstering.



## **Sport fishing**

Cape Cod is known around the world as a spring-to-fall destination for sport anglers. Among the species most widely pursued are striped bass, bluefish, bluefin tuna, false albacore (little tunny), bonito, tautog, flounder and fluke.

The Cape Cod Bay side of the Cape, from Sandwich to Provincetown, has numerous harbors, saltwater creeks, and shoals that hold bait fish and attract the larger game fish, such as striped bass, bluefish and bluefin tuna.

The outer edge of the Cape, from Provincetown to Falmouth, faces the open Atlantic from Provincetown to Chatham, and then the more protected water of Nantucket and Vineyard Sounds, from Chatham to Falmouth.

The bays, harbors and shoals along this coastline also provide a robust habitat for game species, and during the late summer months warm-water species such as mahi-mahi and marlin will also appear on the southern edge of Cape Cod's waters. Nearly every harbor on Cape Cod hosts sport fishing charter boats, which run from May through October.

One of the most popular fishing spots on the East Coast is the Cape Cod Canal. Striped bass, especially, in season attract anglers from far and wide.

A large part of the attraction involves ease of access. Ample free parking exists all along the waterway, and the banks are a short walk from one's vehicle. This reduces fishing to the basics – a pole and a few lures.

## **Sports**

The Cape has nine amateur baseball franchises playing within Barnstable County in the Cape Cod Baseball League. The Wareham Gatemen also play in the Cape Cod Baseball League in nearby Wareham in Plymouth County. The league's beginning is unsettled, even fanciful. Without any basis whatsoever, some claim a start date of 1875. However, the first Cape Cod League formed in Sandwich in 1910. It did not last. Three years later - in 1913 - another Cape Cod Baseball League organized.

This venture lasted two years. In 1916, a third attempt at league play barely got off the ground. Then, in 1923, an initial four teams met in Hyannis and started a successful federation along the lines of the present league. Outstanding players from throughout the region competed until the war effort led to a shutdown in 1940. In 1946, the local town teams from the prewar County Twilight League and Lower Cape Cod League organized under the Cape Cod Baseball League banner.

As the years passed, local players were moved aside by outside college stars. Finally, in 1963, the league became a wholly summer collegiate circuit sanctioned by the National Collegiate Athletic Association with some Major Leagues financial support.

The current teams in the league are the Bourne Braves, Brewster Whitecaps, Chatham Anglers (formerly the Chatham Athletics), Cotuit Kettleers, Falmouth Commodores, Harwich Mariners, Hyannis Harbor Hawks (formerly the Hyannis Mets), Orleans Firebirds (formerly the Orleans Cardinals), Wareham

Gatemen and the Yarmouth–Dennis Red Sox. MLB scouts frequent the games in the summer, looking for stars of the future.

Along with the Cape Cod Baseball League and the new Junior Hockey League team, the Cape Cod Islanders, many high school players are being recruited as well. Barnstable and Harwich have each sent multiple players to Division 1 colleges for baseball. Harwich has also won three state titles since 1996 (1996, 2006, 2007). Bourne and Sandwich, rivals in hockey, have each won state championships recently, Bourne in 2004 and Sandwich in 2007. Nauset, Barnstable, and Martha's Vineyard are also state hockey powerhouses. Barnstable and Falmouth hold the title of having one of the longest Thanksgiving football rivalries in the country.

The teams have played each other every year on Thanksgiving since 1895. High school football teams on the Cape have also recently become successful and the region has also become a hot-spot for college recruiting. In 2011, four high school football teams from the Cape won state championships in their respective divisions; Dennis-Yarmouth (Division 2A), Bourne (Division 3A), Mashpee (Division 4), as well as Nantucket and Upper Cape Cod Tech (Division 5). Also, numerous other Cape schools have made appearances in the football state championship game recently, including Barnstable in 2012, Martha's Vineyard in 2008, Cape Cod Tech in 2006, and Dennis-Yarmouth in 2013. The Bourne and Barnstable girls' volleyball teams are two of the best teams in the state and Barnstable is considered one of the best programs in the country. Bourne won the state title in 2003 and 2007, and Barnstable has won 12 Division 1 state titles in the past 13

years and has won the state title the three years in a row (2011–2013). In the 2010 cross country season, Sturgis Charter Public School's Division 4 cross country team remained virtually unbeaten throughout their running season.

The Cape is home to the Cape Cod Frenzy, a team in the American Basketball Association.

Soccer on Cape Cod is represented by the Cape Cod Crusaders, playing in the USL Premier Development League (PDL) based in Hyannis. In addition, a summer Cape Cod Adult Soccer League (CCASL) is active in several towns on the Cape.

Cape Cod is the home of the Cape Cod Cubs, a new junior league hockey team that is based out of Hyannis at the new community center being built on Bearses Way.

The end of each summer is marked with the running of the Falmouth Road Race, held on the third Saturday in August. It draws about 10,000 runners to the Cape and showcases the finest runners in the world (mainly for the large purse that the race is able to offer). The race is 7.0 miles (11.3 km) long, which is a non-standard distance. The reason for the unusual distance is that the man who thought the race up (Tommy Leonard) was a bartender who wanted a race along the coast from one bar (The Cap'n Kidd in Woods Hole) to another (The Brothers Four in Falmouth Heights). While the bar in Falmouth Heights is now the British Beer Company, the race still starts at the front door of the Cap'n Kidd in Woods Hole and now finishes at the beach in Falmouth Heights. Prior to the Falmouth race is an annual 5-mile (8.0 km) race through Brewster called the Brew Run, held early in August.

## **Education**

Most Cape Cod towns have a few elementary schools, one or two middle schools and one large public high school that serves the entire town. Exceptions to this include Dennis-Yarmouth Regional High School, located in Yarmouth, which serves the two towns in its name; Monomoy Regional High School, located in Harwich and serving that town as well as Chatham; and Nauset Regional High School in Eastham, which serves the towns of Brewster,

Orleans, Eastham, Wellfleet, Truro, and Provincetown. Bourne High School serves students in that town, which includes the villages of Sagamore, Sagamore Beach, and Buzzards Bay. Barnstable High School is the Cape's largest. Sturgis Charter Public School, a public school in Hyannis that was featured in *Newsweek* magazine's "Best High Schools" ranking, offers the International Baccalaureate Diploma Programme in their junior and senior year and is open to students from as far away as Plymouth. The Cape also has two vocational high schools. One is the Cape Cod Regional Technical High School in Harwich, and the other is Upper Cape Cod Regional Technical High School in Bourne.

In 1976 the Cape schools and districts petitioned the Massachusetts Legislature to create an educational collaborative, the Cape Cod Collaborative, to facilitate cooperation and efficiency in providing gifted and talented, and special needs programs. With locations in Osterville and Bourne the Cape Cod Collaborative provides transportation services, professional development, autism support, developmental training, itinerant services and an alternative

education program. Each summer, in cooperation with the Massachusetts Maritime Academy, it operates a science-based program for gifted and talented students from around the Cape.

Mashpee High School is home to the Mashpee Chapter of SMPTE, the Society of Motion Picture and Television Engineers. This chapter is the first and only high school chapter in the world to be a part of this organization and has received much recognition within the Los Angeles broadcasting industry as a result.

In addition to public schools, Cape Cod has a wide range of private schools. The town of Barnstable has Trinity Christian Academy, Cape Cod Academy, St. Francis Xavier Preparatory School, and Saint John Paul II High School. Bourne offers the Waldorf School of Cape Cod, Harwich offers the Lighthouse Charter School for elementary and middle school students, and Falmouth offers Falmouth Academy. Riverview School is located in East Sandwich and is a special co-ed boarding school which serves students as old as 22 who have learning disabilities. Another specialized school is the Penikese Island School, located in the Elizabeth Islands off southwestern Cape Cod, which serves struggling and troubled teenage boys.

Cape Cod contains three institutions of higher education. One is the Cape Cod Community College located in West Barnstable. The second is Massachusetts Maritime Academy in the village of Buzzards Bay. Massachusetts Maritime Academy is the oldest continuously operating maritime college in the United States. The third is Bridgewater State University, which opened a satellite campus in South Yarmouth in January 2015.

The school will provide 40 undergraduate and graduate courses leading to the completion of bachelor's degree and master's degree programs in Early Childhood Education, Educational Leadership, Secondary Education, Reading, and Special Education. The campus will also offer Certificate Programs in Business and Social Work. Beginning in the Summer 2015, the campus will begin to offer undergraduate credit courses in History.

## **Martha's Vineyard**

**Martha's Vineyard** (Wampanoag: *Noepe*; often simply called **The Vineyard**) is an island located south of Cape Cod in Massachusetts in the United States in North America that is known for being a popular summer colony.

Martha's Vineyard includes the smaller adjacent Chappaquiddick Island, which is usually connected to the Vineyard, though storms and hurricanes have separated them, as of 2007.

It is the 58th largest island in the United States, with a land area of about 96 square miles (250 km), and the third-largest on the East Coast of the United States, after Long Island and Mount Desert Island. Martha's Vineyard constitutes the bulk of Dukes County, Massachusetts, which also includes the Elizabeth Islands and the island of Nomans Land.

The Vineyard was home to one of the earliest known deaf communities in the United States; consequently, a sign language, the Martha's Vineyard Sign Language, emerged on the island among both deaf and hearing islanders. The 2010

census reported a year-round population of 16,535 residents, although the summer population can swell to more than 100,000 people. About 56 percent of the Vineyard's 14,621 homes are seasonally occupied.

Martha's Vineyard is primarily known as a summer colony. However, its year-round population has considerably increased since the 1960s.

The island's year-round population increased about a third each decade from 1970 to 2000, for a total of 145 percent or about 3 percent to 4 percent per year (46 percent, 30 percent, and 29 percent in each respective decade).

The population of the Vineyard was 14,901 in the 2000 Census and was estimated at 15,582 in 2004. (Dukes County was 14,987 in 2000 and 15,669 in 2004). Dukes County includes the six towns on Martha's Vineyard and Gosnold; it increased by more than 10 percent between 2000 and 2010, according to Census data released in 2011, gaining nearly 1,548 residents. The Island's population increased from 14,987 to 16,535.

A study by the Martha's Vineyard Commission found that the cost of living on the island is 60 percent higher than the national average, and housing prices are 96 percent higher. A study of housing needs by the Commission found that the average weekly wage on Martha's Vineyard was "71 percent of the state average, the median home price was 54 percent above the state's and the median rent exceeded the state's by 17 percent," all leading to a stark example of severe income inequalities between year-round residents and their seasonal counterparts.



## Toponym

There is no definitive source for "Martha's Vineyard" but it is thought to be named for the mother-in-law or daughter, both named Martha, of the English explorer Bartholomew Gosnold, who led the first recorded European expedition to Cape Cod in 1602.

A smaller island to the south was first to be named "Martha's Vineyard" but this later became associated with this island. It is the eighth-oldest surviving English place-name in the United States. The island was subsequently known as *Martin's Vineyard* (perhaps after the captain of Gosnold's ship, John Martin); many islanders up to the 18th century called it by this name.

When the United States Board on Geographic Names worked to standardize placename spellings in the late 19th century, apostrophes were dropped.

Thus for a time Martha's Vineyard was officially named *Marthas Vineyard*, but the Board reversed its decision in the early 20th century, making Martha's Vineyard one of the five placenames in the United States that take a possessive apostrophe.

According to historian Henry Franklin Norton, the island was known by Native Americans as **Noepe** or **Capawock**. It is referred to in the 1691 Massachusetts Charter (which transferred the island from Province of New York during the breakup of the Dominion of New England) as **Cappawock**.

# History

## Pre-European settlement

The island was originally inhabited by Wampanoag people, when Martha's Vineyard was known in the Massachusett language as *Noepe*, or "land amid the streams". In 1642, the Wampanoag numbered somewhere around 3,000 on the island. By 1764, that number had dropped to 313.

## Colonial era

European settlement began with the purchase of Martha's Vineyard, Nantucket, and the Elizabeth Islands by Thomas Mayhew of Watertown, Massachusetts from two New England settlers. He had friendly relations with the Wampanoags on the island, in part because he was careful to honor their land rights. His son, also named Thomas Mayhew, established the first settlement on the island in 1642 at Great Harbor (later Edgartown, Massachusetts).

The younger Mayhew began a relationship with Hiacoomes, a Native American neighbor, which eventually led to Hiacoomes' family converting to Christianity. During King Philip's War later in the century, the Martha's Vineyard band did not join their tribal relatives in the uprising and remained armed, a testimony to the good relations cultivated by the Mayhews as the leaders of the colony. In 1657, the younger Thomas Mayhew was drowned when a ship he was travelling in was lost at sea on a voyage to England. Mayhew's grandsons Matthew Mayhew (1648–), John Mayhew (1652–), and other members of his family assisted him in running his business and

government. In 1665, Mayhew's lands were included in a grant to the Duke of York. In 1671, a settlement was arranged which allowed Mayhew to continue in his position while placing his territory under the jurisdiction of the Province of New York. In 1682, Matthew Mayhew succeeded his grandfather as Governor and Chief Magistrate, and occasionally preached to the Native Americans.

He was also appointed judge of the Court of Common Pleas for Dukes county in 1697, and remained on the bench until 1700. He was judge of probate from 1696 to 1710. In 1683, Dukes County, New York was incorporated, including Martha's Vineyard. In 1691, at the collapse of rule by Sir Edmund Andros and the reorganization of Massachusetts as a royal colony, Dukes County was transferred back to the Province of Massachusetts Bay, and split into the county of Dukes County, Massachusetts and Nantucket County, Massachusetts.

Native American literacy in the schools founded by Thomas Mayhew Jr. and taught by Peter Folger, the grandfather of Benjamin Franklin, was such that the first Native American graduates of Harvard were from Martha's Vineyard, including the son of Hiacoomes, Joel Hiacoomes. "The ship Joel Hiacoomes was sailing on, as he was returning to Boston from a trip home shortly before the graduation ceremonies, was found wrecked on the shores of Nantucket Island. Caleb Cheeshahteumauk, the son of a sachem of Homes Hole, did graduate from Harvard in the class of 1665." Cheeshahteumauk's Latin address to the corporation (New England Corporation), which begins "Honoratissimi benefactores" (most honored benefactors), has been preserved. In addition to speaking Wampanoag and English, they studied

Hebrew, Classical Greek, and Latin. All of the early Native American graduates died shortly after completing their course of study. Many native preachers on the island, however, also preached in the Christian churches from time to time.

Mayhew's successor as leader of the community was the Hon. Leavitt Thaxter, who married Martha Mayhew, a descendant of Thomas Mayhew, and was an Edgartown educator described by Indian Commissioner John Milton Earle as "a long and steadfast friend to the Indians." After living in Northampton, Thaxter, a lawyer, returned home to Edgartown, where he took over the school founded by his father, Rev. Joseph Thaxter, and served in the State House and the Senate, was a member of the Massachusetts Governor's Council and later served as U. S. Customs Collector for Martha's Vineyard. Having rechristened his father's Edgartown school Thaxter Academy, Hon. Leavitt Thaxter was granted on February 15, 1845, the sum of \$50-per-year for "the support of William Johnson, an Indian of the Chappequiddic tribe." By this time, Leavitt Thaxter had taken on the role, described in an act passed by the General Court of Massachusetts, as "guardian of the Indians and people of color resident at Chappequiddic and Indiantown in the County of Dukes County." Thaxter Academy, founded by Leavitt Thaxter as first principal in 1825, became known for educating both white and Native American youth.

## **19th century**

Like the nearby island of Nantucket, Martha's Vineyard was brought to prominence in the 19th century by the whaling industry, during which ships were sent around the world to hunt whales for their oil and blubber. The discovery of

petroleum in Pennsylvania gave rise to a cheaper source of oil for lamps and led to an almost complete collapse of the industry by 1870. After the Old Colony railroad came to mainland Woods Hole in 1872, summer residences began to develop on the island, such as the community of Harthaven established by William H. Hart, and later, the community of Ocean Heights, developed near Sengekontacket Pond in Edgartown by the prominent island businessman, Robert Marsden Laidlaw. Although the island struggled financially through the Great Depression, its reputation as a resort for tourists and the wealthy continued to grow. There is still a substantial Wampanoag population on the Vineyard, mainly located in the town of Aquinnah. Aquinnah means "land under the hill" in the Wampanoag language.

The island was the last refuge of the Heath Hen, a once common game bird. Despite 19th Century efforts to protect the hen, by 1927, the population of birds had dropped to 13. The last known Heath Hen perished on Martha's Vineyard in 1932.

## **Modern era**

Martha's Vineyard was used by the Army, Navy and Air Force from 1941 through 1945 with training missions that ranged from landings on beaches to climbing cliffs and bombing practice.

The linguist William Labov wrote his MA essay on changes in the Martha's Vineyard dialect of English. The 1963 study is widely recognized as a seminal work in the foundation of sociolinguistics.

The island received international notoriety after the "Chappaquiddick incident" of July 18, 1969, in which Mary Jo Kopechne was killed in a car driven off the Dike Bridge by U.S. Senator Edward "Ted" Kennedy. The bridge crossed Poucha Pond on Chappaquiddick Island (a smaller island formerly connected to the Vineyard and part of Edgartown). As a foot bridge, it was intended for people on foot and bicycles, as well as the occasional emergency vehicle when conditions warranted. Currently, 4x4 vehicles with passes are allowed to cross the reconstructed bridge.

On November 23, 1970, in the Atlantic Ocean just west of Aquinnah, Simas Kudirka, a Soviet seaman of Lithuanian nationality, attempted to defect to the United States by leaping onto a United States Coast Guard cutter from a Soviet fishing trawler and asking for asylum. The Coast Guard allowed a detachment of four seamen from the Soviet ship to board the cutter and "drag the kicking, screaming Kudirka back to their vessel." He was sentenced to 10 years of hard labor in the Soviet Union.

In 1974, Steven Spielberg filmed the movie *Jaws* on Martha's Vineyard, most notably in the fishing village of Menemsha and the town of Chilmark. Spielberg selected island natives Christopher Rebello as Chief Brody's oldest son, Michael Brody; Jay Mello as the younger son, Sean Brody; and Lee Fierro as Mrs. Kintner. Scores of other island natives appeared in the film as extras. Later, scenes from *Jaws 2* and *Jaws: The Revenge* were filmed on the island, as well. In June 2005 the island celebrated the 30th anniversary of *Jaws* with a weekend-long Jawsfest.

In 1977, distressed over losing their guaranteed seat in the Massachusetts General Court, inhabitants of Martha's Vineyard considered the possibility of secession from the Commonwealth of Massachusetts, either to become part of another state (having received offers from both Vermont and Hawaii), reincorporating as a separate U.S. territory, or as the nation's 51st state. The separatist flag, consisting of a white seagull over an orange disk on a sky-blue background, is still seen on the island today. Although the idea of separation from Massachusetts eventually proved impracticable, it did receive attention in the local, regional, and even national media.

On March 5, 1982, John Belushi died of a drug overdose in Los Angeles, California, and was buried four days later in Abel's Hill Cemetery in Chilmark. Belushi often visited the Vineyard and his family felt it fitting to bury him there. On his gravestone is the quote: "Though I may be gone, Rock 'N' Roll lives on." Because of the many visitors to his grave and the threat of vandalism, his body was moved somewhere nearby the grave site. His grave remains a popular site for visitors to Chilmark and they often leave tokens in memory of the late comedian.

Since the 1990s, Bill Clinton spent regular vacation time on the island during and after his presidency, along with his wife, Hillary Clinton, and their daughter, Chelsea. Clinton was not the first president to visit the islands; Ulysses S. Grant visited the vacation residence of his friend, Bishop Gilbert Haven on August 24, 1874. As a coincidental footnote in history, Bishop Haven's gingerbread cottage was located in Oak Bluffs at 10 Clinton Avenue. The avenue was named in 1851 and was designated as the main promenade of the Martha's Vineyard

Campmeeting Association campgrounds. On August 23, 2009, Barack Obama arrived in Chilmark with his family for a week's vacation at a rental property known as Blue Heron Farm. In December 2019, President Barack Obama completed the purchase of a 30-acre (12 ha) homestead on the Edgartown Great Pond.

On July 16, 1999, a small plane crashed off the coast of Martha's Vineyard, claiming the lives of pilot John F. Kennedy Jr., his wife Carolyn Bessette and her sister Lauren Bessette. Kennedy's mother, former U.S. first lady Jacqueline Kennedy Onassis, maintained a home in Aquinnah (formerly "Gay Head") until her death in 1994.

In the summer of 2000, an outbreak of tularemia, also known as rabbit fever, resulted in one death and piqued the interest of the CDC, which wanted to test the island as a potential investigative ground for aerosolized *Francisella tularensis*. Over the following summers, Martha's Vineyard was identified as the only place in the world where documented cases of tularemia resulted from lawn mowing. The research could prove valuable in preventing bioterrorism. In the television show *The X-Files*, Fox Mulder's parents live on the island, and it was also the setting for Robert Harris' 2007 novel *The Ghost*.

### **African American history on Martha's Vineyard**

Like most New England areas, Martha's Vineyard has a complicated relationship with slavery. There is ample evidence to show that people were bought, sold, and probated as property on Martha's Vineyard. In 1770, Reverend Samuel Sewall, a seasonal resident of Martha's Vineyard, was the first



to publicly oppose slavery in the New England Colonies. In addition to that, "at no time during its history did people of color lose the right to use the courts to challenge their status. Nor did they lose the right to inherit property in certain circumstances."

On October 15, 2020, Edgartown Harbour was officially recognized as an Underground Railroad Site by the National Park Service. This recognition was given after the submission from the non-profit corporation, The African American Heritage Trail of Martha's Vineyard. The corporation was founded in 1998 by Martha's Vineyard NAACP vice president Carrie Camillo Tankard and teacher Elaine Cawley Weintraub. Their mission is to "continue to research and publish previously undocumented history and to involve the Island community in the identification and celebration of the contributions made by people of color to the island of Martha's Vineyard." The trail consists of 31 sites all marked by a descriptive plaque.

## **Hereditary deafness and sign language**

Martha's Vineyard was known as an "everyone signed" community for several hundred years, and many Deaf people view Martha's Vineyard as a utopia. A high rate of hereditary deafness was documented on Martha's Vineyard for almost two centuries. The island's deaf heritage cannot be traced to one common ancestor and is thought to have originated in the Weald, a region that overlaps the borders of the English counties of Kent and Sussex, prior to immigration. Researcher Nora Groce estimates that by the late 19th century, 1 in 155 people on the Vineyard was born deaf (0.7 percent), about 37 times the estimate for the nation at large (1 in 5,728, or 0.02

percent), because of a "recessive pattern" of genetic deafness, circulated through endogamous marriage patterns.

Deaf Vineyarders generally earned an average or above-average income, proved by tax records, and they participated in church affairs with passion. The deafness on the island affected both females and males in approximately the same percentage. In the late 19th century, the mixed marriages between deaf and hearing spouses comprised 65 percent of all deaf marriages on the island, as compared to the rate of 20 percent deaf-hearing marriage in the mainland. The sign language used by Vineyarders is called Martha's Vineyard Sign Language (MVSL), and it is different from American Sign Language (ASL). However, the geographical, time, and population proximities state that MVSL and ASL are impossible to develop in complete isolation from each other. MVSL was commonly used by hearing residents as well as Deaf ones until the middle of the 20th century. No language barrier created a smooth communication environment for all the residences on the island.

In the 20th century, tourism became a mainstay in the island economy, and new tourism-related jobs appeared. However, jobs in tourism were not as deaf-friendly as fishing and farming had been. Consequently, as intermarriage and further migration joined the people of Martha's Vineyard to the mainland, the island community more and more resembled the oral community there. The last deaf person born into the island's sign-language tradition, Katie West, died in 1952, but a few elderly residents were able to recall MVSL as recently as the 1980s when research into the language began.

## **Climate**

According to the Köppen climate classification system, the climate of the island borders between a humid continental climate (*Dfa/Dfb*), a humid subtropical climate (*Cfa*), and an oceanic climate (*Cfb*), the latter a climate type rarely found on the east coast of North America. Martha's Vineyard's climate is highly influenced by the surrounding Atlantic Ocean, which moderates temperatures throughout the year, although this moderation is nowhere as strong as on opposite sides of the Atlantic (Porto, Portugal) or the Pacific coast of the United States (Crescent City) at similar latitudes.

As a result, winter temperatures tend to be a few degrees warmer while summer temperatures tend to be cooler than inland locations. Winters are cool to cold with a January average of just slightly below 32 °F (0.0 °C). Owing to the influence of the Atlantic Ocean, temperatures below 0 °F (–17.8 °C) are rare, occurring at least 1 day per year and most days during the winter months rise above freezing.

The average annual snowfall is 25.3 inches (643 mm). Summers are warm and mild with temperatures rarely exceeding 90 °F (32.2 °C), with only 1 or 2 days reaching or exceeding it. During the summer months, the island's warmest months (July and August) average around 71.5 °F (21.9 °C). Spring and fall are transition seasons with spring being cooler than fall. Martha's Vineyard receives 46.94 inches (1,192 mm) of precipitation per year, which is evenly distributed throughout the year. The highest daily maximum temperature was 99 °F (37.2 °C) on August 27, 1948, and the highest daily minimum temperature was 76 °F (24.4 °C) on September 4,

2010. The lowest daily maximum temperature was 7 °F (–13.9 °C) on December 26, 1980, and the lowest daily minimum temperature was –9 °F (–22.8 °C) on February 2 and 3, 1961. The hardiness zone is 7a.

## **Towns**

Martha's Vineyard is divided into six towns. Each town is governed by a board of selectmen elected by town voters, along with annual and periodic town meetings. Each town is also a member of the Martha's Vineyard Commission, which regulates island-wide building, environmental, and aesthetic concerns.

Some government programs on the island—such as the public school system, emergency management, and waste management—have been regionalized. There is a growing push for further regionalization areas of law enforcement, water treatment, and possible government regionalization.

Each town also follows certain regulations from Dukes County. The towns are:

- Tisbury, which includes the main village of Vineyard Haven and the West Chop peninsula. It is the island's primary port of entry for people and cargo, supplemented by the seasonal port in Oak Bluffs.
- Edgartown, which includes Chappaquiddick Island and Katama. Edgartown is noted for its rich whaling tradition and is the island's largest town by population and area.
- Oak Bluffs is most well known for its gingerbread cottages, its open harbor, and its vibrant town along

busy Circuit Avenue. Oak Bluffs enjoys a reputation as one of the more active night-life towns on the island for both residents and tourists. It was known as "Cottage City" from its separation from Edgartown in 1880 until its reincorporation as Oak Bluffs in 1907. Oak Bluffs includes several communities that have been popular destinations for affluent African Americans since the early 20th century. It also includes the East Chop peninsula, Lagoon Heights and Harthaven.

- West Tisbury is the island's agricultural center, and it hosts the well-known Martha's Vineyard Agricultural Fair in late August each year.
- Chilmark, including the fishing village of Menemsha. Chilmark is also rural, and it features the island's hilliest terrain. It is the birthplace of George Claghorn, master shipbuilder of the USS *Constitution*, a.k.a. "*Old Ironsides*".
- Aquinnah is home to the Wampanoag Indian tribe and clay cliffs.

The three "Down-Island" towns of Edgartown, Tisbury, and Oak Bluffs are "wet" towns—serving alcohol. West Tisbury and Aquinnah are "soggy" towns that serve only beer and wine, and Chilmark is a "dry" town.

## **Transportation**

### **Water**

Martha's Vineyard is located approximately seven miles off the southern coast of Cape Cod. It is reached by a ferry that

departs from Woods Hole, Massachusetts, and by several other ferries departing from Falmouth, New Bedford, Hyannis, Quonset Point, Rhode Island, and the East 35th Street ferry terminal in Manhattan. The Steamship Authority operates most of the shorter routes, while Martha's Vineyard Fast Ferry and Hy-Line Cruises run faster, longer distance ferries to Rhode Island and Hyannis.

There are direct ferries to each place. SeaStreak operates the seasonal, weekend New York City to Martha's Vineyard route. One ferry departs New York City on Friday afternoon and returns on Sunday night. The trip through Long Island Sound and along the shoreline of Rhode Island and Massachusetts takes about four and a half hours (270 minutes). In the era before modern highways and jet planes, travelers took New York, New Haven & Hartford Railroad trains from New York City or Boston to Woods Hole or Hyannis, at which point they would embark on ferries to the island.

## **Air**

Commuter airline Cape Air offers frequent service to the island via the Martha's Vineyard Airport (MVY). It provides year-round service to and from Boston, Hyannis, New Bedford, Providence, and Nantucket, and seasonal service to White Plains, New York. Additional air service is provided to New York-LaGuardia, as well as Philadelphia and Washington-Reagan seasonally. JetBlue serves the island out of New York's Kennedy Airport. Delta Connection also operates seasonal service to New York-LaGuardia and New York-JFK airports, and American Airlines operates seasonal service to Washington-Reagan. The airport also handles much general aviation traffic. Katama airpark,

with grass runways, is popular with private pilots; it is located near South Beach.. Seasonal service flights also out of HPN-Westchester airport once/day on Elite Airways to and from MVY.

## **Mass transit**

Bus service is provided on the island year-round by the Martha's Vineyard Transit Authority (VTA).

## **Education**

Martha's Vineyard is served by Martha's Vineyard Public Schools:

- Edgartown School (Grades K-8)
- West Tisbury School (Grades K-8)
- Oak Bluffs School (Grades K-8)
- Tisbury School (Grades K-8)
- Chilmark School (Grades K-5)
- Martha's Vineyard Public Charter School (Grades K-12)
- Martha's Vineyard Regional High School (Grades 9-12)

Five of the six towns have their own elementary schools, while Aquinnah residents usually attend nearby Chilmark's elementary school. The Chilmark school serves only grades pre-K to 5, so students in grades 6-8 must attend another middle school—usually the West Tisbury school. The Martha's Vineyard Public Charter School, located in West Tisbury, provides grades K-12 and serves the entire island; it also

welcomes off-island students. Martha's Vineyard Regional High School, which is located in Oak Bluffs, serves the entire island.

## **Tourism and culture**

The Vineyard grew as a tourist destination primarily because of its very pleasant summer weather (during summers, the temperature rarely breaks 32 °C / 90 °F) and many beautiful beaches. It is primarily a place where people go to relax, and the island offers a range of tourist accommodations including large hotels such as the Harbor View Hotel, Mansion House Hotel and Winnetu Resort, modern boutique hotels like the Nobnocket Boutique Inn, as well as traditional inns and bed and breakfasts such as Outermost Inn, Beach Plum Inn, Ashley Inn, Pequot House and Oak Bluffs Inn. Many visitors also rent private homes.

During the whaling era, wealthy Boston sea captains and merchant traders often created estates on Martha's Vineyard with their trading profits. Today, the Vineyard has become one of the Northeast's most prominent summering havens, having attracted numerous celebrity regulars.

The island now has a year-round population of about 17,000 people in six towns; in summer, the population increases to 200,000 residents, with more than 25,000 additional short-term visitors coming and going on the ferries during the summer season. The most crowded weekend is July 4, followed by the late-August weekend of the Agricultural Fair. In general, the summer season runs from June through Labor Day weekend, coinciding with the months most American children are not in school.



In 1985, the two islands of Martha's Vineyard and Chappaquiddick Island were included in a new American Viticultural Area designation for wine appellation of origin specification: Martha's Vineyard AVA. Wines produced from grapes grown on the two islands can be sold with labels that carry the Martha's Vineyard AVA designation. Martha's Vineyard was the home to the winemaker Chicama Vineyards in West Tisbury, though it closed after 37 years on August 10, 2008.

Other popular attractions include the annual Grand Illumination in Oak Bluffs; the Martha's Vineyard Film Center, an arthouse cinema which the non-profit Martha's Vineyard Film Society, and which screens independent and world cinema all year long; the historic Capawock and Strand theatres, also run by the Martha's Vineyard Film Society, the Martha's Vineyard Film Festival, which runs a winter film festival in March, a Summer Film Series and Cinema Circus every Wednesday in July and August, the Martha's Vineyard African-American Film Festival, which showcases the works of independent and established African-American filmmakers in August, and Martha's Vineyard International Film Festival in September; the Farm Institute at Katama Farm in Edgartown; and the Flying Horses Carousel in Oak Bluffs, the oldest operating platform carousel in the United States.

## **Island life and residents**

Its relatively small year-round population has led to a very activist citizenry who are highly involved in the island's day-to-day activities. Tourism, overdevelopment, politics, and environmentalism are of keen interest to the community.

Keeping the balance between the much needed tourist economy and the ecology and wildlife of the island is of paramount importance to residents. In contrast to the seasonal influx of wealthy visitors, Dukes County remains one of the poorest in the state. Residents have established resources to balance the contradictions and stresses that can arise in these circumstances, notably the Martha's Vineyard Commission and Martha's Vineyard Community Services, founded by the late Dr. Milton Mazer, author of *People and Predicaments: Of Life and Distress on Martha's Vineyard*.

The majority of the Vineyard's residents during the summer are well-established seasonal vacationers. While many of these come from all over the United States and abroad, the island tends to be a destination for especially those whose primary residence lies within close proximity in the Northeastern U.S. Many communities around the island tend to have deep family roots on the island that have matured over the years to create hamlets of good friends and neighbors. Nevertheless, many visitors are summer renters and weekenders, for whom the island is simply a "home away from home".

Martha's Vineyard has also been or is home to a number of artists and musicians, including Albert Alcalay, Evan Dando, Tim "Johnny Vegas" Burton of the Mighty Mighty Bosstones, James Taylor, Carly Simon, Livingston Taylor, Kate Taylor, Alex Taylor, Tom Rush, Rick Marotta, Geoff Muldaur, Maria Muldaur, Willy Mason, Unbusted and Mike Nichols. Historian and author David McCullough is also an island resident, as is author Susan Branch and the young-adult books authors: Judy Blume and Norman Bridwell, and crime/political intrigue novelists Richard North Patterson and Linda Fairstein. Late

authors Shel Silverstein and William Styron also lived on the Vineyard, as did writer, journalist and teacher John Hersey, poet and novelist Dorothy West and artist Thomas Hart Benton. Various writers have been inspired by the island—including the mystery writer Philip R. Craig who set several novels on the island. On related note, Martha's Vineyard Poet Laureate, Lee H. McCormack, has written many poems about the island. The Academy Award-winning Patricia Neal owned a home on South Water St in Edgartown, and James Cagney, Lillian Hellman (who is buried in Abel's Hill Cemetery near the site of Belushi's grave), and Katharine Cornell all found the Vineyard an exciting, rewarding place to live.

In addition the famous Life Magazine photographer Alfred Eisenstaedt was a fifty-year summer resident of the Vineyard until his death in 1995. Since 2006 the Australian born author Geraldine Brooks, writer of the Pulitzer Prize winning novel *March*, has lived there with her husband, Tony Horwitz, himself a Pulitzer Prize winner and successful novelist, and their two sons.

Other well-known celebrities who live on or have regularly visited the island: Famously renowned Harlem Renaissance artist Lois Mailou Jones, former president Bill Clinton and his wife, former Secretary of State Hillary Clinton; former U.S. President Barack Obama, comedian and talk show host David Letterman; Bill Murray; Tony Shalhoub; Quincy Jones; Ted Danson and wife Mary Steenburgen; Larry David; the Farrelly brothers; Meg Ryan; Chelsea Handler. Mike Wallace of *60 Minutes* was a summer resident of Martha's Vineyard. Late anchorman Walter Cronkite was a prominent summer resident as well. Other regularly appearing celebrities include film

writer/director Spike Lee, attorney Alan Dershowitz, comedians Dan Aykroyd and James Belushi, politico Vernon Jordan, television news reporters Diane Sawyer, fashion designer Kenneth Cole and former Ambassador and President of the Metropolitan Museum of Art, William H. Luers and Charlayne Hunter-Gault. Despite popular perceptions of the Vineyard as "Hollywood East", the island is very low-key and quiet; celebrities go to the Vineyard to enjoy the atmosphere, and not to be seen.

Locals tend to be protective of celebrity privacy, though recent coverage of celebrity sightings (most notably in the two local newspapers on the Island) has begun to erode that respect for privacy through more frequent reporting on celebrity sightings and famous visitors. In August 2014, both President Obama and Hillary Clinton planned to have overlapping visits to the island, where the presence of security details that create traffic challenges is becoming an annual affair.

Many of the country's most affluent African-American families have enjoyed a century-old tradition of summering on the island. Concentrated primarily in and around the town of Oak Bluffs, and the East Chop area, these families have historically represented the black elite from Boston, Washington, D.C., and New York City. Today, affluent families from around the country have taken to the Vineyard, and the community is known as a popular summer destination for judges, physicians, business executives, surgeons, attorneys, writers, politicians, and professors. The historic presence of African-American residents in Oak Bluffs resulted in its Town Beach being pejoratively called "The Inkwell", a nickname which was reappropriated as an emblem of pride. *The Inkwell* (1994),

directed by Matty Rich, dealt with this close-knit Vineyard community.. The Run&Shoot Filmworks Martha's Vineyard African-American Film Festival held every second week in August, highlights the works of independent and established filmmakers from across the globe. This annual event draws attendees from all across the world.

Since the 19th century, the island has had a sizable community of Portuguese-Americans, concentrated primarily in the three down-Island towns of Oak Bluffs, Tisbury, and Edgartown; they have traditionally worked alongside other island residents in whaling and fishing.

It also has a large community of Brazilian immigrants who work mainly in the maintenance of the island's vacation facilities.

The island's permanent residents were profiled in a London *Telegraph* article showing "the dark side of Martha's Vineyard".

In the same month an article titled "Edgartown's Darker Side" appeared in the *Boston Globe* detailing the extremely poor working conditions suffered by Irish and Serbian students in a newly built private members club in Edgartown.

Concerns over munitions that may be buried on Martha's Vineyard, most from World War II, have led to an 8.1 million dollar project to remove and rebuild part of a privately owned barrier beach off the Tisbury Great Pond.

The year-round working population of Martha's Vineyard earns 30 percent less on average than other residents of the state while keeping up with a cost of living that is 60 percent higher

than average. Many people are moving to more affordable areas. Schools have seen a successive drop in enrollment over the past few years. Typically home to artists, musicians, and other creative types, the Island has many residents who manage by working several jobs in the summer and taking some time off in the winter. The lack of affordable housing on the island has forced many families to move off-island.

Many high-profile residents, movie stars, politicians, writers, and artists contribute to fundraisers and benefits that raise awareness of the fragile ecosystem of the Vineyard and support community organizations and services. The largest of these is the annual Possible Dreams Auction.

### **Martha's Vineyard television and radio**

- MVTV – Martha's Vineyard Community Television  
Comcast Channels 13, 14, 15 Community Television
- WVVY-LP – 96.7 FM, Martha's Vineyard Community Radio, Inc.
- WCAI – 90.1 FM, 91.1 FM, 94.3 FM, Cape and Islands NPR station, radio
- WBUA – 92.7 FM, affiliate of WBUR 90.9 FM, Boston's NPR news station, radio;
- WMVY – stylized as "Mvyradio" and formerly on 92.7 FM, is now on 88.7 FM and available online
- WYOB-LP – 105.5, The Rhythm of the Rock, Reggae format

Most Vineyard residents also have access to FM and AM radio broadcasting from Cape Cod, Southeastern Massachusetts and the Greater Boston Area, television stations from Boston via

both US satellite providers (DirecTV & Dish Network), and television stations from Boston, New Bedford and Providence, Rhode Island via Comcast Xfinity cable, and RCN Cable. With reception methods powerful enough, it is also possible to receive Boston TV stations, along with Providence stations, over-the-air.

## Chapter 2

# First Capital of Acadia

**Acadia** (French: *Acadie*) was a colony of New France in northeastern North America which included parts of what are now the Maritime provinces, the Gaspé Peninsula and Maine to the Kennebec River. During much of the 17th and early 18th centuries, Norridgewock on the Kennebec River and Castine at the end of the Penobscot River were the southernmost settlements of Acadia. The French government specified land bordering the Atlantic coast, roughly between the 40th and 46th parallels. It was eventually divided into British colonies. The population of Acadia included the various indigenous First Nations that comprised the Wabanaki Confederacy, the Acadian people and other French settlers.

The first capital of Acadia was established in 1605 as Port-Royal. A British force from Virginia attacked and burned down the town in 1613, but it was later rebuilt nearby, where it remained the longest-serving capital of French Acadia until the British siege of Port Royal in 1710. There were six colonial wars in a 74-year period in which British interests tried to capture Acadia, starting with King William's War in 1689. French troops from Quebec, Acadians, the Wabanaki Confederacy, and French priests continually raided New England settlements along the border in Maine during these wars. Acadia was conquered in 1710 during Queen Anne's War, while New Brunswick and much of Maine remained contested territory. Prince Edward Island (Île Saint-Jean) and Cape Breton (Île Royale) remained under French control, as agreed



under Article XIII of the Treaty of Utrecht. The English took control of Maine by defeating the Wabanaki Confederacy and the French priests during Father Rale's War. During King George's War, France and New France made significant attempts to regain mainland Nova Scotia. The British took New Brunswick in Father Le Loutre's War, and they took Île Royale and Île Saint-Jean in 1758 following the French and Indian War.

The term Acadia today refers to regions of North America that are historically associated with the lands, descendants, or culture of the former region. It particularly refers to regions of The Maritimes with Acadian roots, language, and culture, primarily in New Brunswick, Nova Scotia, the Magdalen Islands, and Prince Edward Island, as well as in Maine. It can also refer to the Acadian diaspora in southern Louisiana, a region also referred to as Acadiana. In the abstract, Acadia refers to the existence of an Acadian culture in any of these regions. People living in Acadia are called Acadians which changed to Cajuns in Louisiana, the American pronunciation of Acadians, even though most Cajuns are not descendants of Acadians but French-Americans who lived in southern Louisiana in the USA, a region which became known there as Acadiana in the latter part of the 20th century.

## **Etymology**

Explorer Giovanni da Verrazzano is credited for originating the designation Acadia on his 16th-century map, where he applied the ancient Greek name "Arcadia" to the entire Atlantic coast north of Virginia. "Arcadia" is derived from the Arcadia district in Greece, which had the extended meanings of "refuge" or

"idyllic place". Henry IV of France chartered a colony south of the St. Lawrence River between the 40th and 46th parallels in 1603, and he recognized it as *La Cadie*. Samuel de Champlain fixed its present orthography with the *r* omitted, and cartographer William Francis Ganong has shown its gradual progress northeastwards to its resting place in the Atlantic provinces of Canada.

As an alternative theory, some historians suggest that the name is derived from the indigenous Canadian Mi'kmaq language, in which Cadie means "fertile land".

## **Territory**

The borders of French Acadia have never been clearly defined, but the following areas were at some time part of French Acadia :

- Present-day Nova Scotia, with Port Royal as its capital. Lost to Great Britain in 1713.
- Present-day New Brunswick, which remained part of Nova Scotia until 1784 until becoming its own colony in 1785.
- Île-Royale, later *Cape Breton Island*, with the Fortress of Louisbourg. Lost to Great Britain in 1763.
- Île Saint-Jean, later *Prince Edward Island*. Lost to Great Britain in 1763.
- The part of present-day Maine east of the Kennebec River. Became part of the New England Colonies in 1727.

## **17th century**

The history of Acadia was significantly influenced by the warfare that took place on its soil during the 17th and 18th century. Prior to that time period, the Mi'kmaq lived in Acadia for millennia. The French arrived in 1604, claiming the Mi'kmaq lands for the King of France. Despite this, the Mi'kmaq tolerated the presence of the French in exchange for favours and trade. Catholic Mi'kmaq and Acadians were the predominant populations in the colony for the next 150 years.

Early European colonists and settlers, were French subjects primarily from the Poitou-Charentes and Aquitaine regions of southwestern France, now known as Nouvelle-Aquitaine. The first French settlement was established by Pierre Dugua des Monts, Governor of Acadia, under the authority of King Henry IV, on Saint Croix Island in 1604. The following year, the settlement was moved across the Bay of Fundy to Port Royal after a difficult winter on the island and deaths from scurvy. In 1607 the colony received bad news: King Henry had revoked Sieur de Monts' royal fur monopoly, citing that the income was insufficient to justify supplying the colony further. Thus recalled, the last of the French left Port Royal in August 1607. Their allies, the native Mi'kmaq nation, kept careful watch over their possessions. When the former lieutenant governor, Jean de Biencourt de Poutrincourt et de Saint-Just, returned in 1610, he found Port Royal just as it was left.

During the first 80 years, the French and Acadians were in Acadia, there were ten significant battles as the English, Scottish, Dutch and French fought for possession of the colony. These battles happened at Port Royal, Saint John, Cap

de Sable (present-day Port La Tour, Nova Scotia), Jemseg, Castine and Baleine. During the next 74 years, there were six colonial wars that took place in Nova Scotia and Acadia (see the French and Indian Wars as well as Father Rale's War and Father Le Loutre's War).

These wars were fought between New England and New France and their respective native allies before the British defeated the French in North America (1763). After the British siege of Port Royal in 1710, mainland Nova Scotia was under the control of British colonial government, but both present-day New Brunswick and virtually all of present-day Maine remained contested territory between New England and New France.

The war was fought on two fronts: the southern border of Acadia, which New France defined as the Kennebec River in southern Maine. The other front was in Nova Scotia and involved preventing the British from taking the capital of Acadia, Port Royal (See Queen Anne's War), establishing themselves at Canso (See Father Rale's War) and founding Halifax (see Father Le Loutre's War).

## **Acadian Civil War**

From 1640 to 1645, Acadia was plunged into what some historians have described as a civil war. The war was between Port Royal, where the Governor of Acadia Charles de Menou d'Aulnay de Charnisay was stationed, and present-day Saint John, New Brunswick, where Governor of Acadia Charles de Saint-Étienne de la Tour was stationed. There were four major battles in the war, and d'Aulnay ultimately prevailed over La Tour.

## **King Philip's War**

During King Philip's War (1675–78), the governor was absent from Acadia (having first been imprisoned in Boston during the Dutch occupation of Acadia) and Jean-Vincent d'Abbadie de Saint-Castin was established at the capital of Acadia, Pentagouët. From there he worked with the Abenaki of Acadia to raid British settlements migrating over the border of Acadia. British retaliation included attacking deep into Acadia in the Battle off Port La Tour (1677).

## **Wabanaki Confederacy**

In response to King Philip's War in New England, the native peoples in Acadia joined the Wabanaki Confederacy to form a political and military alliance with New France. The Confederacy remained significant military allies to New France through six wars. Until the French and Indian War the Wabanaki Confederacy remained the dominant military force in the region.

## **Catholic missions**

There were tensions on the border between New England and Acadia, which New France defined as the Kennebec River in southern Maine. English settlers from Massachusetts (whose charter included the Maine area) had expanded their settlements into Acadia. To secure New France's claim to Acadia, it established Catholic missions (churches) among the four largest native villages in the region: one on the Kennebec River (Norridgewock); one further north on the Penobscot River

(Penobscot); one on the Saint John River (Medoctec); and one at Shubenacadie (Saint Anne's Mission).

## **King William's War**

During King William's War (1688–97), some Acadians, the Wabanaki Confederacy and the French Priests participated in defending Acadia at its border with New England, which New France defined as the Kennebec River in southern Maine. Toward this end, the members of the Wabanaki Confederacy, on the Saint John River and in other places, joined the New France expedition against present-day Bristol, Maine (the siege of Pemaquid (1689)), Salmon Falls and present-day Portland, Maine.

In response, the New Englanders retaliated by attacking Port Royal and present-day Guysborough. In 1694, the Wabanaki Confederacy participated in the Raid on Oyster River at present-day Durham, New Hampshire.

Two years later, New France, led by Pierre Le Moyne d'Iberville, returned and fought a naval battle in the Bay of Fundy before moving on to raid Bristol, Maine, again.

In retaliation, the New Englanders, led by Benjamin Church, engaged in a Raid on Chignecto (1696) and the siege of the Capital of Acadia at Fort Nashwaak.

At the end of the war England returned the territory to France in the Treaty of Ryswick and the borders of Acadia remained the same.

## **18th century**

### **Queen Anne's War**

During Queen Anne's War, some Acadians, the Wabanaki Confederacy and the French priests participated again in defending Acadia at its border with New England. They made numerous raids on New England settlements along the border in the Northeast Coast Campaign and the famous Raid on Deerfield. In retaliation, Major Benjamin Church went on his fifth and final expedition to Acadia. He raided present-day Castine, Maine and continued with raids against Grand Pre, Pisiquid, and Chignecto. A few years later, defeated in the siege of Pemaquid (1696), Captain March made an unsuccessful siege on the Capital of Acadia, Port Royal (1707). British forces were successful with the siege of Port Royal (1710), while the Wabanaki Confederacy were successful in the nearby Battle of Bloody Creek (1711) and continued raids along the Maine frontier.

The 1710 conquest of the Acadian capital of Port Royal during the war was confirmed by the Treaty of Utrecht of 1713. The British conceded to the French "the island called Cape Breton, as also all others, both in the mouth of the river of St. Lawrence, and in the gulph of the same name", and "all manner of liberty to fortify any place or places there." The French established a fortress at Louisbourg, Cape Breton, to guard the sea approaches to Quebec.

On 23 June 1713, the French residents of Nova Scotia were given one year to declare allegiance to Britain or leave the region. In the meantime, the French signalled their

preparedness for future hostilities by beginning the construction of Fortress Louisbourg on Île Royale, now Cape Breton Island. The British grew increasingly alarmed by the prospect of disloyalty in wartime of the Acadians now under their rule. French missionaries worked to maintain the loyalty of Acadians, and to maintain a hold on the mainland part of Acadia.

## **Dummer's War**

During the escalation that preceded Dummer's War (1722–1725), some Acadians, the Wabanaki Confederacy and the French priests persisted in defending Acadia, which had been conceded to the British in the Treaty of Utrecht, at its border against New England. The Mi'kmaq refused to recognize the treaty handing over their land to the English and hostilities resumed.

The Mi'kmaq raided the new fort at Canso, Nova Scotia in 1720. The Confederacy made numerous raids on New England settlements along the border into New England. Towards the end of January 1722, Governor Samuel Shute chose to launch a punitive expedition against Sébastien Rale, a Jesuit missionary, at Norridgewock. This breach of the border of Acadia, which had at any rate been ceded to the British, drew all of the tribes of the Wabanaki Confederacy into the conflict.

Under potential siege by the Confederacy, in May 1722, Lieutenant Governor John Doucett took 22 Mi'kmaq hostage at Annapolis Royal to prevent the capital from being attacked. In July 1722, the Abenaki and Mi'kmaq created a blockade of Annapolis Royal, with the intent of starving the capital. The



natives captured 18 fishing vessels and prisoners from present-day Yarmouth to Canso. They also seized prisoners and vessels from the Bay of Fundy.

As a result of the escalating conflict, Massachusetts Governor Shute officially declared war on 22 July 1722. The first battle of Father Rale's War happened in the Nova Scotia theatre. In response to the blockade of Annapolis Royal, at the end of July 1722, New England launched a campaign to end the blockade and retrieve over 86 New England prisoners taken by the natives. One of these operations resulted in the Battle at Jeddore. The next was a raid on Canso in 1723. Then in July 1724 a group of sixty Mikmaq and Maliseets raided Annapolis Royal.

As a result of Father Rale's War, present-day central Maine fell again to the British with the defeat of Sébastien Rale at Norridgewock and the subsequent retreat of the native population from the Kennebec and Penobscot rivers.

## **King George's War**

King George's War began when the war declarations from Europe reached the French fortress at Louisbourg first, on May 3, 1744, and the forces there wasted little time in beginning hostilities. Concerned about their overland supply lines to Quebec, they first raided the British fishing port of Canso on May 23, and then organized an attack on Annapolis Royal, then the capital of Nova Scotia. However, French forces were delayed in departing Louisbourg, and their Mi'kmaq and Maliseet allies decided to attack on their own in early July. Annapolis had received news of the war declaration, and was somewhat

prepared when the Indians began besieging Fort Anne. Lacking heavy weapons, the Indians withdrew after a few days. Then, in mid-August, a larger French force arrived before Fort Anne, but was also unable to mount an effective attack or siege against the garrison, which had received supplies and reinforcements from Massachusetts. In 1745,

British colonial forces conducted the siege of Port Toulouse (St. Peter's) and then captured Fortress Louisbourg after a siege of six weeks. France launched a major expedition to recover Acadia in 1746. Beset by storms, disease, and finally the death of its commander, the Duc d'Anville, it returned to France in tatters without reaching its objective. French officer Jean-Baptiste Nicolas Roch de Ramezay also arrived from Quebec and conducted the Battle at Port-la-Joye on Île Saint-Jean and the Battle of Grand Pré.

### **Father Le Loutre's War (1749–1755)**

Despite the British capture of the Acadian capital in the siege of Port Royal (1710), Nova Scotia remained primarily occupied by Catholic Acadians and Mi'kmaq. To prevent the establishment of Protestant settlements in the region, Mi'kmaq raided the early British settlements of present-day Shelburne (1715) and Canso (1720).

A generation later, Father Le Loutre's War began when Edward Cornwallis arrived to establish Halifax with 13 transports on 21 June 1749. The British quickly began to build other settlements. To guard against Mi'kmaq, Acadian and French attacks on the new Protestant settlements, they erected fortifications in Halifax (Citadel Hill) (1749), Dartmouth (1750),

Bedford (Fort Sackville) (1751), Lunenburg (1753) and Lawrencetown (1754). There were numerous Mi'kmaq and Acadian raids on these villages such as the Raid on Dartmouth (1751).

Within 18 months of establishing Halifax, the British also took firm control of peninsular Nova Scotia by building fortifications in all the major Acadian communities: present-day Windsor (Fort Edward, 1750); Grand Pre (Fort Vieux Logis, 1749) and Chignecto (Fort Lawrence, 1750). (A British fort already existed at the other major Acadian centre of Annapolis Royal, Nova Scotia. Cobequid remained without a fort.) Numerous Mi'kmaq and Acadian raids took place against these fortifications, such as the siege of Grand Pre (1749).

## **Deportation of the Acadians**

In the years after the British conquest, the Acadians refused to swear unconditional oaths of allegiance to the British crown. During this time period some Acadians participated in militia operations against the British and maintained vital supply lines to Fortress Louisbourg and Fort Beausejour. During the French and Indian War, the British sought to neutralize any military threat Acadians posed and to interrupt the vital supply lines Acadians provided to Louisbourg by deporting them.

This process began in 1755, after the British captured Fort Beauséjour and began the expulsion of the Acadians with the Bay of Fundy Campaign. Between six and seven thousand Acadians were expelled from Nova Scotia to the lower British American colonies. Some Acadians eluded capture by fleeing

deep into the wilderness or into French-controlled Canada. The Quebec town of L'Acadie (now a sector of Saint-Jean-sur-Richelieu) was founded by expelled Acadians. After the siege of Louisbourg (1758), a second wave of the expulsion began with the St. John River Campaign, Petitcodiac River Campaign, Gulf of St. Lawrence Campaign and the Île Saint-Jean Campaign.

The Acadians and the Wabanaki Confederacy created a significant resistance to the British throughout the war. They repeatedly raided Canso, Lunenburg, Halifax, Chignecto and into New England.

Any pretense that France might maintain or regain control over the remnants of Acadia came to an end with the fall of Montreal in 1760 and the 1763 Treaty of Paris, which permanently ceded almost all of eastern New France to Britain. In 1763, Britain would designate lands west of the Appalachians as the "Indian Reserve", but did not respect Mi'kmaq title to the Atlantic region, claiming title was obtained from the French. The Mi'kmaq remain in Acadia to this day. After 1764, many exiled Acadians finally settled in Louisiana, which had been transferred by France to Spain as part of the Treaty of Paris which formally ended conflict between France and Great Britain over control of North America (the Seven Years' War, known as the French and Indian War in the United States),. The demonym *Acadian* developed into *Cajun*, which was first used as a pejorative term until its later mainstream acceptance.

Britain eventually moderated its policies and allowed Acadians to return to Nova Scotia. However most of the fertile former Acadian lands were now occupied by British colonists. The

returning Acadians settled instead in more outlying areas of the original Acadia, such as Cape Breton and the areas which are now New Brunswick and Prince Edward Island.

## 19th century

### Acadian Renaissance

Among the Acadian descendants in the Canadian Maritime provinces, there was a revival of cultural awareness which is recognized as an Acadian Renaissance, with a struggle for recognition of Acadians as a distinct group starting in the mid-nineteenth century. Some Acadian deputies were elected to legislative assemblies, starting in 1836 with Simon d'Entremont in Nova Scotia. Several other provincial and federal members followed in New Brunswick and in Prince Edward Island.

This period saw the founding of Acadian higher educational institutions: the Saint Thomas Seminary from 1854 to 1862 and then Saint Joseph's College from 1864, both in Memramcook, New Brunswick. This was followed by the founding of Acadian newspapers: the weekly *Le Moniteur acadien* (fr) in 1867 and the daily *L'Évangéline* in 1887 (fr), named after the epic poem by Longfellow.

In New Brunswick the 1870s saw a struggle against the Common Schools Act of 1871, which imposed a non-denominational school system and forbade religious instruction during school hours. This led to widespread Acadian protests and school-tax boycotts, culminating in a violent incident in the town of Caraquet. Finally in 1875 a

compromise was reached allowing for some Catholic religious teaching in the schools. In the 1880s there began a series of Acadian national conventions. The first in 1881 adopted Assumption Day (Aug.15) as the Acadian national holiday. The convention favored the argument of the priest Marcel-François Richard (fr) that Acadians are a distinct people which should have a national holiday distinct from that of Quebec (Saint-Jean-Baptiste Day). The second convention in 1884 adopted other national symbols including the flag of Acadia designed by Marcel-François Richard, and the anthem Ave maris stella. The third convention in 1890 created the Société nationale L'Assomption to promote the interests of the Acadian people in the Maritimes. Other Acadian national conventions continued until the fifteenth in 1972.

In 1885 the author, historian and linguist Pascal Poirier became the first Acadian member of the Senate of Canada.

## **20th century**

By the early twentieth century, some Acadians were chosen for leadership positions in New Brunswick. In 1912 Monseigneur Édouard LeBlanc of Nova Scotia was named bishop of Saint John, after a campaign lasting many years to convince the Vatican to appoint an Acadian bishop. In 1917, the premier of Prince Edward Island resigned to accept a judicial position, and his Conservative Party chose Aubin-Edmond Arsenault as successor until the next election in 1919. Arsenault thus became the first Acadian provincial premier of any province in Canada. In 1923, Peter Veniot became the first Acadian premier of New Brunswick when he was chosen by the Liberal Party to complete the term of the retiring premier until 1925.

The expansion of Acadian influence in the Catholic church continued in 1936 with the creation of the Archdiocese of Moncton whose first archbishop was Louis-Joseph-Arthur Melanson, and whose Cathédrale Notre-Dame de l'Assomption was completed in 1940.

The new archdiocese was expanded to include new predominantly Acadian dioceses in Bathurst, New Brunswick (1938), in Edmundston (1944) and in Yarmouth, Nova Scotia (1953).

### **Government of Louis Robichaud**

In 1960 Louis Robichaud became the first Acadian to be elected premier of a Canadian province. He was elected premier of New Brunswick in 1960 and served three terms until 1970.

The Robichaud government created the Université de Moncton in 1963 as a unilingual French-language university, corresponding to the much older unilingual English-language University of New Brunswick.

In 1964, two different deputy ministers of education were named to direct English-language and French-language school systems respectively. In the next few years, the Université de Moncton absorbed the former Saint-Joseph's College, as well as the École Normale (teacher's college) which trained French-speaking teachers for the Acadian schools. In 1977 two French-speaking colleges in Northern New Brunswick were transformed into the Edmundston and Shippagan campuses of the Université de Moncton.

The New Brunswick Equal Opportunity program of 1967 introduced reforms of municipal structures, of health care, of education, and of the administration of justice. In general, these changes tended to reduce economic inequality between regions of the province, and therefore tended to favour the disadvantaged Acadian regions.

The New Brunswick Official Languages Act (1969) declared New Brunswick officially bilingual with English and French having equal status as official languages. Residents have the right to receive provincial government services in the official language of their choice.

## **After 1970**

The New Brunswick government of Richard Hatfield (1970–87) cooperated with the Government of Canada in including the right to linguistic equality in the province as a part of the Canadian Charter of Rights and Freedoms of 1982, so that it cannot be rescinded by any future provincial government.

Nova Scotia adopted Bill 65 in 1981 to give Acadian schools legal status, and also created a study program including Acadian history and culture. The Acadian schools were placed under separate management in 1996.

Prince Edward Island provided French-language schools in 1980 in areas with a sufficient number of Acadian students, followed by a French-language school commission for the province in 1990. In 2000 a decision of the Supreme Court of Canada obliged the provincial government to build French schools at least in Charlottetown and Summerside, the two largest communities.



The new French-language daily newspaper *L'Acadie Nouvelle* published in Caraquet appeared in 1984, replacing *L'Évangeline* which ceased publication in 1982.

The series of Acadian National Conventions from 1881 to 1972 was followed by an Acadian National Orientation Convention in 1979 at Edmundston. Since 1994, there has been a new series of Acadian World Congresses at five-year intervals starting with 1994 in southeastern New Brunswick and 1999 in Louisiana. The most recent was centered in Summerside, Prince Edward Island in 2019.

## **Notable military figures of Acadia**

The following list includes those who were born in Acadia (yet not necessarily of Acadian ethnicity) or those who became naturalized citizens prior to the fall of the French in the region in 1763. Those who came for brief periods from other countries are not included (e.g. John Gorham, Edward Cornwallis, James Wolfe, Boishébert, etc.).

### **17th–18th century**

#### *Others*

- Charles de Saint-Étienne de la Tour – Civil War in Acadia
- Chief Madockawando – King William's War
- John Gyles – King William's War
- Father Louis-Pierre Thury – King William's War
- Pierre Maisonnat dit Baptiste – Queen Anne's War
- Charles Morris (jurist) – King George's War
- Pierre Maillard – Father Le Loutre's War

- Joseph-Nicolas Gautier – Father Le Loutre's War
- Pierre II Surette – French and Indian War

## **Government**

Acadia was located in territory disputed between France and Great Britain. England controlled the area from 1621 to 1632 (see William Alexander, 1st Earl of Stirling) and again from 1654 until 1670 (see William Crowne and Thomas Temple), with control permanently regained by its successor state, the Kingdom of Great Britain, in 1710 (ceded under the Treaty of Utrecht in 1713). Although France controlled the territory in the remaining periods, French monarchs consistently neglected Acadia. Civil government under the French regime was held by a series of Governors (see List of governors of Acadia). The government of New France was located in Quebec, but it had only nominal authority over the Acadians.

The Acadians implemented village self-rule. Even after Canada had given up its elected spokesmen, the Acadians continued to demand a say in their own government, as late as 1706 petitioning the monarchy to allow them to elect spokesmen each year by a plurality of voices. In a sign of his indifference to the colony, Louis XV agreed to their demand. This representative assembly was a direct offshoot of a government system that developed out of the seigneurial and church parish imported from Europe.

The seigneurial system was a "set of legal regimes and practices pertaining to local landholding, politics, economics, and jurisprudence." Many of the French Governors of Acadia prior to Hector d'Andigné de Grandfontaine held seigneuries in

Acadia. As Seigneur, in addition to the power held as governor, they held the right to grant land, collect their seigneurial rents, and act in judgement over disputes within their domain. After Acadia came under direct Royal rule under Grandfontaine the Seigneurs continued to fulfill governance roles. The Acadian seignuerial system came to an end when the British Crown bought the seigneurial rights in the 1730s.

The Catholic parish system along with the accompanying parish priest also aided in the development Acadian self-government. Priests, given their respected position, often assisted the community in representation with the civil government located at Port Royal/Annapolis Royal. Within each parish the Acadians used the elected "marguilliers" (wardens) of the "conseil de fabrique" to administer more than just the churches' affairs in the Parishes. The Acadians extended this system to see to the administrative needs of the community in general. The Acadians protected this structure from the priests and were "No mere subordinates to clerical authority, wardens were "always suspicious of any interference by the priests" in the life of the rural parish, an institution which was, ... , largely a creation of the inhabitants." During the British regime many of the Deputies were drawn from this *marguillier* group.

The Acadians occupied a borderland region of the British and French empires. As such the Acadian homeland was subjected to the ravages of war on numerous occasions. Through experience the Acadians learned to distrust imperial authorities (British and French). This is evidenced in a small way when Acadians were uncooperative with census takers. Administrators complained of constant in-fighting among the

population, which filed many petty civil suits with colonial magistrates. Most of these were over boundary lines, as the Acadians were very quick to protect their new lands.

## **Governance under the British after 1710**

After 1710, the British military administration continued to utilize the deputy system the Acadians had developed under French colonial rule. Prior to 1732 the deputies were appointed by the governor from men in the districts of Acadian families "as ancientest and most considerable in Lands & possessions,". This appears to be in contravention of various British penal laws which made it nearly impossible for Roman Catholics and Protestant recusants to hold military and government positions.

The need for effective administration and communication in many of the British colonies trumped the laws. In 1732 the governance institution was formalized. Under the formalized system the colony was divided into eight districts. Annually on October 11 free elections were to take place where each district, depending on its size, was to elect two, three, or four deputies. In observance of the Lord's Day, if October 11 fell on a Sunday the elections were to take place on the immediately following Monday. Notice of the annual election was to be given in all districts thirty days before the election date. Immediately following election, deputies, both outgoing and incoming, were to report to Annapolis Royal to receive the governor's approval and instructions. Prior to 1732 deputies had complained about the time and expense of holding office and carrying out their duties. Under the new elected deputy system each district was to provide for the expenses of their elected deputies. The duties

of the deputies were broad and included reporting to the government in council the affairs of the districts, distribution of government proclamations, assistance in the settlement of various local disputes (primarily related to land), and ensuring that various weights and measures used in trade were "Conformable to the Standard".

In addition to deputies, several other public positions existed. Each district had a clerk who worked closely with the deputies and under his duties recorded the records and orders of government, deeds and conveyances, and kept other public records. With the rapid expansion of the Acadian populace, there was also a growing number of cattle and sheep. The burgeoning herds and flocks, often free-ranging, necessitated the creation of the position of Overseer of Flocks. These individuals controlled where the flocks grazed, settled disputes and recorded the names of individuals slaughtering animals to ensure proper ownership. Skins and hides were inspected for brands. After the purchase by the British Crown of the seigniorial rights in Acadia, various rents and fees were due to the Crown. In the Minas, Piziquid and Cobequid Districts the seigniorial fees were collected by the "Collector & Receiver of All His Majesty's Quit Rents, Dues, or Revenues". The Collector was to keep a record of all rents and other fees collected, submit the rents to Annapolis Royal, and retain fifteen percent to cover his expenses.

## **Demographics**

- Before 1654, trading companies and patent holders concerned with fishing recruited men in France to come to Acadia to work at the commercial outposts.

The original Acadian population was a small number of indentured servants and soldiers brought by the fur-trading companies. Gradually, fishermen began settling in the area as well, rather than return to France with the seasonal fishing fleet. The majority of the recruiting took place at La Rochelle. Between 1653 and 1654, 104 men were recruited at La Rochelle. Of these, 31% were builders, 15% were soldiers and sailors, 8% were food preparers, 6.7% were farm workers, and an additional 6.7% worked in the clothing trades. Fifty-five percent of Acadia's first families came from western and southwestern France, primarily from Poitou, Aquitaine, Angoumois, and Saintonge. Over 85% of these (47% of the total), were former residents of the La Chaussée area of Poitou. Many of the families who arrived in 1632 with Razilly shared some blood ties; those not related by blood shared cultural ties with the others. The number of original immigrants was very small, and only about 100 surnames existed within the Acadian community. Many of the earliest French settlers in Acadia intermarried with the local Mi'kmaq tribe.

A Parisian lawyer, Marc Lescarbot, who spent just over a year in Acadia, arriving in May 1606, described the Micmac as having "courage, fidelity, generosity, and humanity, and their hospitality is so innate and praiseworthy that they receive among them every man who is not an enemy. They are not simpletons. ... So that if we commonly call them Savages, the word is abusive and unmerited."

Most of the immigrants to Acadia were poor peasants in France, making them social equals in this new context. The colony had very limited economic support or cultural contacts with France, leaving a "social vacuum" that allowed "individual talents and industry ... [to supplant] inherited social position as the measure of a man's worth." Acadians lived as social equals, with the elderly and priests considered slightly superior. Unlike the French colonists in Canada and the early English colonies in Plymouth and Jamestown, Acadians maintained an extended kinship system, and the large extended families assisted in building homes and barns, as well as cultivating and harvesting crops. They also relied on interfamily cooperation to accomplish community goals, such as building dikes to reclaim tidal marshes.

Marriages were generally not love matches but were arranged for economic or social reasons. Parental consent was required for anyone under 25 who wished to marry, and both the mother's and father's consent was recorded in the marriage deed. Divorce was not permitted in New France, and annulments were almost impossible to get. Legal separation was offered as an option but was seldom used.

The Acadians were suspicious of outsiders and on occasion did not readily cooperate with census takers. The first reliable population figures for the area came with the census of 1671, which noted fewer than 450 people. By 1714, the Acadian population had expanded to 2,528 individuals, mostly from natural increase rather than immigration. Most Acadian women in the 18th century gave birth to living children an average of eleven times. Although these numbers are identical to those in Canada, 75% of Acadian children reached adulthood, many

more than in other parts of New France. The isolation of the Acadian communities meant the people were not exposed to many of the imported epidemics, allowing the children to remain healthier.

In the 18th century, some Acadians migrated to nearby Île Saint-Jean (now Prince Edward Island) to take advantage of the fertile cropland. In 1732, the island had 347 settlers but within 25 years its population had expanded to 5000 Europeans. The bulk of this population explosion on Île Saint-Jean took place in the early 1750s and has as its source Acadians removing themselves during the rising tensions on peninsular Nova Scotia after the settlement of Halifax in 1749. Le Loutre played a role in these removals through acts of encouragement and threats. The exodus to Île Saint-Jean became a flood with refugees fleeing British held territory after the initial expulsions of 1755.

In 1714, a few Acadian families emigrated to Île Royale. These families had little property. But for the majority of Acadians, they could not be enticed by the French government to abandon their heritage and the land of their forefathers for an area which was unknown and uncultivated.

## **Economy**

Most Acadian households were self-sufficient, with families engaged in subsistence farming only for a few years while they established their farms. Very rapidly the Acadians established productive farms that yielded surplus crops that allowed them to trade with both Boston and Louisbourg. Farms tended to remain small plots of land worked by individual families rather



than slave labor. The highly productive dyked marshlands and cleared uplands produced an abundance of fodder that supported significant production of cows, sheep and pigs. Farmers grew various grains: wheat, oats, barley, hops and rye; vegetables: peas, cabbage, turnips, onions, carrots, chives, shallots, asparagus, parsnips and beets; fruit: apples, pears, cherries, plums, raspberry and white strawberry. In addition they grew crops of hemp and flax for the production of cloth, rope, etc. From the rivers, estuaries and seas they harvested shad, smelts, gaspereau, cod, salmon, bass, etc., utilizing fish traps in the rivers, weirs in the inter-tidal zone and from the sea with lines and nets from their boats.

The fishery was pursued on a commercial basis as in 1715 at the Minas Basin settlements, when the Acadian population there numbered only in the hundreds, they had "between 30 - 40 sail of vessels, built by themselves, which they employ in fishing" reported Lieutenant-Governor Thomas Caulfield to the Board of Trade. Charles Morris observed the Acadians at Minas hunting beluga whales. The Acadians also varied their diets by hunting for moose, hare, ducks and geese, and pigeon.

After 1630, the Acadians began to build dikes and drain the sea marsh above Port Royal. The high salinity of the reclaimed coastal marshland meant that the land would need to sit for three years after it was drained before it could be cultivated. The land reclamation techniques that were used closely resembled the enclosures near La Rochelle that helped make solar salt.

As time progressed, the Acadian agriculture improved, and Acadians traded with the British colonies in New England to

gain ironware, fine cloth, rum, and salt. During the French administration of Acadia, this trade was illegal, but it did not stop some English traders from establishing small stores in Port Royal. Under English rule, the Acadians traded with New England and often smuggled their excess food to Boston merchants waiting at Baie Verte for transshipment to the French at Louisbourg on Cape Breton Island.

Many adult sons who did not inherit land from their parents settled on adjacent vacant lands to remain close to their families. As the Acadian population expanded and available land became limited around Port Royal, new settlements took root to the northeast, in the Upper Bay of Fundy, including Mines, Pisiquid, and Beaubassin. Many of the pioneers into that area persuaded some of their relatives to accompany them, and most of the frontier settlements contained only five to ten interrelated family units.

## **George Weymouth**

**George Weymouth** (Waymouth) (c. 1585-c. 1612) was an English explorer of the area now occupied by the state of Maine.

## **Voyages**

George Weymouth (c. 1585-c. 1612) was a native of Cockington, Devon, who spent his youth studying shipbuilding and mathematics.

In 1602 Weymouth was hired to seek a northwest passage to India by the recently formed East India Company. He sailed the

ship *Discovery* 300 miles into Hudson Strait but turned back on July 26, as the year was far spent and many men were ill. Weymouth reached Dartmouth on September 5, 1602.

## **1605 expedition**

In March 1605 Thomas Arundell, 1st Baron Arundell of Wardour and Henry Wriothesley, 3rd Earl of Southampton sent Captain Weymouth to found a colony in Virginia under the ruse of searching again for a northwest passage.

Weymouth sailed from England on March 31, 1605 on the ship *Archangel* and landed near Monhegan off the coast of Maine on May 17, 1605.

A report of the voyage, written by James Rosier (hired by Arundell to make detailed observations), was published soon after the expedition's return.

The pamphlet described the physical resources available to settlers on the islands and coast of Maine (harbors, rivers, soil, trees, wild fruit and vegetables, and so forth). James Rosier, would write that Monhegan was "woody, growen with Firre, Birch, Oke and Beech, as farre as we say along the shore; and so likely to be within. On the verge grow Gooseberries, Strawberries, Wild pease, and Wilde rose bushes."

The compelling part of the story, however, is the crew's encounters with the Natives, which began eleven days after the *Archangel* first moored among the Georges Islands, on May 30, 1605, as the ship was anchored in Muscongus Bay and the captain and 13 men had gone off in the shallop to explore. The

report tells how the remaining crew had a chance encounter that afternoon with a hunting party, developed a sign language with them, and over several days encouraged their trust with gifts and then trade.

On his return, Weymouth joined in the hospitality, offering the Natives bread and peas which they were unfamiliar with and amazing them with a sword magnetized with a lodestone. After three days of hospitality and trading, Rosier suggested that the crew visit their homes to trade. Rosier wrote that cultivating their trust was part of the plan to colonize once they had decided that the land was prime for European settlement. On June 3, as they themselves had suggested, the English set out to visit their homes. They became skittish when a large assembly came to escort them and decided not to go. Rosier claimed that they then decided to kidnap a number of Natives, from their belief that the Natives intended mischief.

These things considered, we began to joyne them in the ranke of other Salvages, who have beene by travellers in most discoveries found very trecherous; never attempting mischiefe, until by some remisnesse, fit opportunity affordeth them certain ability to execute the same. Wherefore after good advise taken we determined so soone as we could to take some of them, least (being suspicious we had discovered their plots) they should absent themselves from us.

On the next day, they abducted five Natives, three by duplicity and two by having the crewmen force the Natives onto the lower decks. In discussing the forcible kidnapping of two Natives, Rosier noted that the kidnapping had been long planned, saying that they would have resorted to harsher

methods to secure their captives because the capture of Natives was "a matter of great importance for the full accomplishment of our voyage". The idea was undoubtedly conceived by the entrepreneurs back in England as a way to become familiar with the land and inhabitants that they intended to colonize.

The plan operated, however, at cross-purposes with their attempt to create good will. Weymouth and his crew made no secret of their abductions, though among Native communities they were thought to have killed instead of kidnapped the five Natives; not long after Weymouth's crew had left, French explorer Samuel de Champlain, sailing from the north, met a Native man named Anaffon, a minor trader in furs, at Monhegan Island on July 31. The Native told Champlain of a group of Englishmen who had been fishing there not long before and "under cover of friendship" had killed five Natives of the area.

Weymouth returned to England in mid June. All five hostages were taken to England. They were Amoret, Tahanedo, sagamore Manedo, Sketwarroes, and Saffacomoit, a servant; Weymouth presented the latter three to Sir Ferdinando Gorges, governor of Plymouth Fort, piquing his interest in exploration. Gorges was an investor in the Weymouth voyage and became the chief promoter of the scheme when Arundell withdrew from the project.

In a book published in 1658, a decade after Gorges had died, and presumably written when Gorges was quite old, Gorges wrote of his delight in Weymouth's kidnapping, and named Squanto as one of the three given over to him.

Captain George Weymouth, having failed at finding a Northwest Passage, happened into a River on the Coast of *America*, called *Pemmaquid*, from whence he brought five of the Natives, three of whose names were *Manida*, *Sellwarroes*, and *Tasquantum*, whom I seized upon, they were all of one Nation, but of severall parts, and severall Families; This accident must be acknowledged the meanes under God of putting on foote, and giving life to all our Plantations ....

Circumstantial evidence makes nearly impossible the claim that it was Squanto among the three taken by Gorges, and no modern historian entertains this as fact. The abductions were an intentional policy of the English entrepreneurs. Gorges, chief among the entrepreneur in Englands, wanted to impress on the Natives the superiority of the English technology and military might that would encourage colonists to emigrate, and the colonial entrepreneurs wanted to learn as much as they could from their captives about the lands and peoples of the New World.

The entrepreneurs displayed their captives prominently to attract financing and public support for their commercial project. It is more difficult to understand how they continued the policy after the experience with these first captives. Two of the captives, Manedo and Sassacomit, were sent back with Captain Henry Chollons in 1606, but the ship was intercepted by the Spanish. Manedo was lost, but Sassacomit, seriously injured, was lodged in a Spanish prison. Sassacomit was forced to escape his bondage in Spain and make his way to England before he could be returned to his home in what is now Maine. Two other of the kidnapped Abenaki were returned to Maine in connection with Gorges's plan to found a trading colony there.

His idea was that the returned Abenaki would act as liaison between the English settlers and the local population. Instead of providing a safe entrée for the English escorting him, however, one of the two, Skidwarres, had to be forced to identify himself so that the Natives would stop the attack they made on the English. Skidwarres once home, did not persuade the Abenaki to trade with the English but instead warned them to be wary of them. The conduct of Skidwarres and fellow abductee Tahanedo, nurtured the mistrust that would eventually lead to the failure of the Sagadahoc colony. This experience did not deter Gorges or other English entrepreneurs from continuing the practice of abducting local men to be transported to England, abducting Natives in the Cape Cod area as well.

Weymouth named the island Saint George after the patron saint of England.

In Britain, the North American tree species *Pinus strobus* is referred to as the "Weymouth Pine", in honor of George Weymouth.

In July 2005 the Historical Society of Thomaston, Maine celebrated the 400 anniversary of Weymouth's voyage to Maine.

## Chapter 3

# Virginia Company

The **Virginia Company** refers collectively to two joint-stock companies chartered under James I on April 10, 1606 with the goal of establishing settlements on the coast of North America. The two companies are referred to as the "Virginia Company of London" (or the London Company) and the "Virginia Company of Plymouth" (or the Plymouth Company), and they operated with identical charters in different territories. The charters established an area of overlapping territory in North America as a buffer zone, and the two companies were not permitted to establish colonies within 100 miles of each other. The Plymouth Company never fulfilled its charter, but its territory was claimed by England and became New England.

As corporations, the companies were empowered by the Crown to govern themselves. This right was passed on to the colony following the dissolution of the third Charter in 1621. The Virginia Company failed in 1624, but the right to self-government was not taken from the colony. The principle was established that a royal colony should be self-governing, and this is credited with forming the genesis of democracy in America.

## Differences between the two companies

The original charter by King James in 1606 did not mention a Virginia Company or a Plymouth Company; these names were



applied somewhat later to the overall enterprise. The Charter of 1609 stipulates two distinct companies:

that they shoulde devide themselves into twoe collonies, the one consistinge of divers Knights, gentlemen, merchaunts and others of our cittie of London, called the First Collonie; and the other of sondrie Knights, gentlemen and others of the citties of Bristoll, Exeter, the towne of Plymouth, and other places, called the Second Collonie.

The eastern seaboard of America was named Virginia from Maine to the Carolinas; Florida was under Spanish dominion. As corporations, the companies were empowered by the Crown to govern the colonies; this right was not conferred onto the colonies until the dissolution of the third Charter in 1621.

The Virginia Company failed in 1624, following the widespread destruction of the Great Massacre of 1622 by indigenous peoples in the colony, which decimated the English population. But the right to self-government was not taken from the colony. The principle was thus established that a royal colony should be self-governing, forming the genesis of democracy in America.

## **London Company**

By the terms of the charter, the London Company was permitted to establish a colony of 100 miles square between the 34th and 41st parallels, approximately between Cape Fear and Long Island Sound. It also owned a large portion of inland Canada. The company established the Jamestown Settlement on May 14, 1607, about 40 miles inland along the James River,

a major tributary of the Chesapeake Bay in Virginia. In 1620, George Calvert asked King James I for a charter for English Catholics to add the territory of the Plymouth Company.

Also in 1609, a much larger Third Supply mission was organized. A new purpose-built ship named the *Sea Venture* was rushed into service without the customary sea trials. She became the flagship of a fleet of nine ships, with most of the leaders, food, and supplies aboard. Aboard the *Sea Venture* were fleet Admiral George Somers, Vice-Admiral Christopher Newport, Virginia Colony governor Sir Thomas Gates, William Strachey, and businessman John Rolfe with his pregnant wife.

The Third Supply convoy encountered a hurricane that lasted three days and separated the ships from one another. The *Sea Venture* was leaking through its new caulking, and Admiral Somers had it driven aground on a reef to avoid sinking, saving 150 men and women but destroying the ship. The uninhabited archipelago was officially named "The Somers Isles" after Admiral Somers. The survivors built two smaller ships from salvaged parts of the *Sea Venture*, which they named *Deliverance* and *Patience*.

Ten months later, they continued on to Jamestown, arriving on May 23, 1610. They left several men behind on the archipelago to establish possession of it. At Jamestown, they found that more than 85-percent of the 500 colonists there had perished during the "Starving Time".

The *Sea Venture* passengers had anticipated finding a thriving colony and had brought little food or supplies with them. The colonists at Jamestown were saved only by the timely arrival

three weeks later of a supply mission headed by Thomas West, 3rd Baron De La Warr, better known as "Lord Delaware".

In 1612, The London Company's Royal Charter was officially extended to include the Somers Isles as part of the Virginia Colony. However, the isles passed to the London Company of the Somers Isles in 1615, which had been formed by the same shareholders as the London Company.

The Virginia Company of London failed to discover gold or silver in Virginia, to the disappointment of its investors. However, they did establish trade of various types. The company benefitted from lotteries held throughout England until they were cancelled by the Crown. The Company even considered titles of nobility to gain support for the colony.

The biggest trade breakthrough resulted after colonist John Rolfe introduced several sweeter strains of tobacco from the Caribbean. These yielded a product that was much more appealing than that of the harsh-tasting tobacco native to Virginia. Cultivation of Rolfe's new tobacco strains produced a strong commodity crop for export for the London Company and other early English colonies and helped to balance a national trade deficit with Spain.

The indigenous peoples had grown increasingly resistant to the competition from the colonists and mistreatment at their hands. They rose in what is known as Jamestown Massacre of 1622, also known as the Great Massacre, which decimated the population. Survivors of some eighty plantations gathered into eight near Jamestown. The warfare brought unfavorable attention, particularly from King James I, who had chartered the Company. In Britain, Company officers debated over

guarding the original charter, or deciding to disband the Company. In 1624, the King dissolved the Company and made Virginia a royal colony.

## **The charters of the Virginia Company of London**

### **The First charter of the Virginia Company of London, 1606**

The First Charter gave the company the authority to govern its own adventurers and servants through a ruling council in London composed of major shareholders in the enterprise. The members were nominated by the Company and appointed by the King. The council in England then directed the settlers to appoint their own local council, which proved ineffective. The council had to obtain approval from London for expenditures and laws, and limited the enterprise to 100 square miles.

### **The Second charter of the Virginia Company of London, 1609**

The Second Charter expanded the area of the enterprise from sea to sea and appointed a governor, because the local councils had proven ineffective. Governor Thomas West, 3rd Baron De La Warr (known as Lord Delaware) sailed for America in 1610. The king delegated the governor of Virginia absolute power.

### **The Third Charter of the Virginia Company of London, 1612**

The Third Charter expanded territory eastward to include Bermuda and other islands.

**The Great Charter** On November 18, 1618, Virginia Company officers Thomas Smythe and Edwin Sandys sent a set of

instructions to Virginia Governor George Yeardley that are often referred to as "The Great Charter", though it was not issued by the King. This charter gave the colony self-governance, which led to the establishment of a Council of State appointed by the governor and an elected General Assembly (House of Burgesses), and provided that the colony would no longer be financed by shares but by tobacco farming. The birth of representative government in the United States can be traced from this Great Charter, as it provided for self-governance from which the House of Burgesses and a General Council were created.

**Dissolution of the Charter** The Jamestown Massacre in 1622 brought unfavorable attention to the colony, particularly from King James I who had originally chartered the Company. There was a period of debate in Britain between Company officers who wished to guard the original charter, and those who wanted the Company to be disbanded. In 1624, the King dissolved the Company and made Virginia a Royal colony.

## **The Plymouth Company**

The Plymouth Company was permitted to establish settlements between the 38th and 45th parallels, roughly between the upper reaches of the Chesapeake Bay and the U.S.-Canada border. On August 13, 1607, the Plymouth Company established the Popham Colony along the Kennebec River in Maine. However, it was abandoned after about a year and the Plymouth Company became inactive. A successor company eventually established a permanent settlement in 1620 when the Pilgrims arrived in Plymouth, Massachusetts, aboard the Mayflower.

## Heraldry

The heraldic achievement of the "Virginian Merchants" was blazoned as follows:

Coat of Arms – *Argent*, a cross *gules* between four escutcheons, each regally crowned proper, the first escutcheon in the dexter chief, the arms of France and England quarterly; the second in the sinister chief, the arms of Scotland; the third the arms of Ireland; the fourth as the first.

Crest – On a wreath of the colors a maiden queen couped below the shoulders proper, her hair dishevelled, vested and crowned with an Eastern crown *or*.

Supporters – Two men in complete armor with their beavers [visors] open, on their helmets three ostrich feathers *argent*, each charged on the breast with a cross throughout *gules*, and each holding a lance proper in his exterior hand.

Motto – *En dat Virginia quartam/quintam* Behold, Virginia gives a fourth/fifth (dominion)

The motto recognized the colony's status alongside the king's other three or four dominions of England, Ireland, Scotland, and France (a heraldic fiction), and the Kingdom of Great Britain after the Acts of Union 1707. There is no record, however, of these arms actually being granted.

## New World

The "**New World**" is a term which is applied to the majority of Earth's Western Hemisphere, specifically the Americas. The term gained prominence in the early 16th century, during Europe's Age of Discovery, shortly after the Italian explorer Amerigo Vespucci concluded that America represented a new continent, and subsequently published his findings in a pamphlet which he titled *Mundus Novus*. This realization expanded the geographical horizon of classical European geographers, who had thought the world consisted of Africa, Europe, and Asia, collectively now referred to as the Old World, or Afro-Eurasia. The Americas were also referred to as **the fourth part of the world**.

## Usage

The terms "Old World" vs. "New World" are meaningful in historical contexts and for the purpose of distinguishing the world's major biogeographic realms and classifying plant and animal species that originated therein.

The words "Old" and "New" reflect the prehistoric fact that humans first occupied the Eastern Hemisphere, before some migrated to and settled in the Americas.

The term "New World" was first used in the early 16th century, in light of the voyages of Christopher Columbus and the subsequent European colonization of the Americas. It is still commonly employed when discussing these events historically. For lack of alternatives, the term is also useful in collectively

discussing the Americas and the nearby oceanic islands, such as Bermuda and Clipperton Island. In a biological context, species can be divided into those which can be found in the Old World (Palearctic, Afrotropic) and the New World (Nearctic, Neotropic). Biological taxonomists often attach the "New World" label to groups of species that are found exclusively in the Americas, to distinguish them from their counterparts in the "Old World" (Europe, Africa and Asia), e.g. New World monkeys, New World vultures, New World warblers.

The label is also often used in agriculture. Asia, Africa, and Europe share a common agricultural history stemming from the Neolithic Revolution, and the same domesticated plants and animals spread through these three continents thousands of years ago, making them largely indistinct and useful to classify together as "Old World". Common Old World crops (e.g., barley, lentils, oats, peas, rye, wheat), and domesticated animals (e.g., cattle, chickens, goats, horses, pigs, sheep) did not exist in the Americas until they were introduced by post-Columbian contact in the 1490s.

Conversely, many common crops were originally domesticated in the Americas before they spread worldwide after Columbian contact, and are still often referred to as "New World crops"; common beans (*phaseolus*), maize, and squash – the "three sisters" – as well as the avocado, tomato, and wide varieties of capsicum (bell pepper, chili pepper, etc.), and the turkey were originally domesticated by pre-Columbian peoples in Mesoamerica, while agriculturalists in the Andean region of South America brought forth the cassava, peanut, potato, quinoa and domesticated animals like the alpaca, guinea pig and llama. Other famous New World crops include the cashew,



cocoa, rubber, sunflower, tobacco, and vanilla, and fruits like the guava, papaya and pineapple. There are rare instances of overlap, e.g., the calabash (bottle-gourd), cotton, and yam, and the dog, are believed to have been domesticated separately in both the Old and New World, their early forms possibly brought along by Paleo-Indians from Asia during the last glacial period.

In wine terminology, "New World" has a different definition. "New World wines" include not only North American and South American wines, but also those from South Africa, Australia, New Zealand, and all other locations outside the traditional wine-growing regions of Europe, North Africa and the Near East.

## **Origin of term**

The Florentine explorer Amerigo Vespucci is usually credited for coming up with the term "New World" (*Mundus Novus*) for the Americas in his 1503 letter, giving it its popular cachet, although similar terms had nonetheless been used and applied before him.

## **Prior usage**

The Venetian explorer Alvise Cadamosto used the term "un altro mundo" ("another world") to refer to sub-Saharan Africa, which he explored in 1455 and 1456 on behalf of the Portuguese.

This was merely a literary flourish, not a suggestion of a new "fourth" part of the world; Cadamosto was aware that sub-Saharan Africa was part of the African continent.

The Italian-born Spanish chronicler Peter Martyr d'Anghiera doubted Christopher Columbus's claims to have reached East Asia ("the Indies"), and consequently came up with alternative names to refer to them. Only a few weeks after Columbus's return from his first voyage, Martyr wrote letters referring to Columbus's discovered lands as the "western antipodes" ("antipodibus occiduis", letter of 14 May 1493), the "new hemisphere of the earth" ("novo terrarum hemisphaerio", 13 September 1493), and in a letter dated 1 November 1493, refers to Columbus as the "discoverer of the new globe" ("Colonus ille novi orbis repertor"). A year later (20 October 1494), Peter Martyr again refers to the marvels of the New Globe ("Novo Orbe") and the "Western hemisphere" ("ab occidente hemisphero").

In Columbus's 1499 letter to the Catholic Monarchs of Spain, reporting the results of his third voyage, he relates how the massive waters of South America's Orinoco delta rushing into the Gulf of Paria implied that a previously unknown continent must lie behind it. Columbus proposes that the South American landmass is not a "fourth" continent, but rather the terrestrial paradise of Biblical tradition, a land allegedly known (but undiscovered) by Christendom. In another letter (to the nurse of Prince John, written 1500), Columbus refers to having reached a "new heavens and world" ("nuevo cielo é mundo") and that he had placed "another world" ("otro mundo") under the dominion of the Kings of Spain.

## **Mundus Novus**

The term "New World" (*Mundus Novus*) was coined by Amerigo Vespucci, in a letter written to his friend and former patron

Lorenzo di Pier Francesco de' Medici in the Spring of 1503, and published (in Latin) in 1503–04 under the title *Mundus Novus*. Vespucci's letter contains arguably the first explicit articulation in print of the hypothesis that the lands discovered by European navigators to the west were not the edges of Asia, as asserted by Columbus, but rather an entirely different continent, a "New World".

According to *Mundus Novus*, Vespucci realized that he was in a "New World" on 17 August 1501 as he arrived in Brazil and compared the nature and people of the place with what Portuguese sailors told him about Asia. In fact, a famous chance meeting between two different expeditions had occurred at the watering stop of "Bezeguiche" (the Bay of Dakar, Senegal) – Vespucci's own outgoing expedition, on its way to chart the coast of newly discovered Brazil, and the vanguard ships of the Second Portuguese India armada of Pedro Álvares Cabral, returning home from India.

Having already visited the Americas in prior years, Vespucci probably found it difficult to reconcile what he had already seen in the West Indies, with what the returning sailors told him of the East Indies. Vespucci wrote a preliminary letter to Lorenzo, while anchored at Bezeguiche, which he sent back with the Portuguese fleet – at this point only expressing a certain puzzlement about his conversations. Vespucci was finally convinced when he proceeded on his mapping expedition through 1501–02, covering the huge stretch of coast of eastern Brazil. After returning from Brazil, in the Spring of 1503, Amerigo Vespucci composed the *Mundus Novus* letter in Lisbon to Lorenzo in Florence, with its famous opening paragraph:

In passed days I wrote very fully to you of my return from new countries, which have been found and explored with the ships, at the cost and by the command of this Most Serene King of Portugal; and it is lawful to call it a new world, because none of these countries were known to our ancestors and to all who hear about them they will be entirely new.

For the opinion of the ancients was, that the greater part of the world beyond the equinoctial line to the south was not land, but only sea, which they have called the Atlantic; and even if they have affirmed that any continent is there, they have given many reasons for denying it is inhabited. But this opinion is false, and entirely opposed to the truth.

My last voyage has proved it, for I have found a continent in that southern part; full of animals and more populous than our Europe, or Asia, or Africa, and even more temperate and pleasant than any other region known to us.

Vespucci's letter was a publishing sensation in Europe, immediately (and repeatedly) reprinted in several other countries.

Peter Martyr, who had been writing and circulating private letters commenting on Columbus's discoveries since 1493, often shares credit with Vespucci for designating the Americas as a new world. Peter Martyr used the term *Orbe Novo* (literally, "New Globe", but often translated as "New World") in the title of his history of the discovery of the Americas as a whole, which began to appear in 1511. (Cosmologically, "orbis" as used here refers to the whole hemisphere, while "mundus" refers to the land within it.)

## Acceptance

The Vespucci passage above applied the "New World" label to merely the continental landmass of South America. At the time, most of the continent of North America was not yet discovered, and Vespucci's comments did not eliminate the possibility that the islands of the Antilles discovered earlier by Christopher Columbus might still be the eastern edges of Asia, as Columbus continued to insist until his death in 1506. A 1504 globe created by Leonardo da Vinci depicts the New World sans North and Central America.

A conference of navigators known as *Junta de Navegantes* was assembled by the Spanish monarchs at Toro in 1505 and continued at Burgos in 1508 to digest all existing information about the Indies, come to an agreement on what had been discovered, and set out the future goals of Spanish exploration.

Amerigo Vespucci attended both conferences, and seems to have had an outsized influence on them—at Burgos, he ended up being appointed the first *piloto mayor*, the chief of the navigation of Spain. Although the proceedings of the Toro-Burgos conferences are missing, it is almost certain that Vespucci articulated his recent 'New World' thesis to his fellow navigators there.

It was during these conferences when Spanish officials seem to have finally accepted that the Antilles and the known stretch of Central America were not the Indies they had originally sought (while Columbus insisted that they were) and set out the new goal for Spanish explorers: to find a sea passage or strait

through the Americas which would permit them to sail to Asia proper. In English usage, the term 'New World' was problematic and only accepted by relatively late.

## **Cartographic representation**

While it became generally accepted after Vespucci that Columbus's discoveries were not Asia but a "New World", the geographic relationship between the two continents was still unclear.

That there must be a large ocean between Asia and the Americas was implied by the known existence of vast continuous sea along the coasts of East Asia. Given the size of the Earth as calculated by Eratosthenes this left a large space between Asia and the newly discovered lands.

Even prior to Vespucci, several maps, e.g. the Cantino planisphere of 1502 and the Canerio map of 1504, placed a large open ocean between China on the east side of the map, and the inchoate largely water-surrounded North American and South American discoveries on the western side of map. However, out of uncertainty, they depicted a finger of the Asian land mass stretching across the top to the eastern edge of the map, suggesting it carried over into the western hemisphere (e.g. the Cantino Planisphere denotes Greenland as "Punta d'Asia" – "edge of Asia"). Some maps, e.g. the 1506 Contarini–Rosselli map and the 1508 Johannes Ruysch map, bowing to Ptolemaic authority and Columbus's assertions, have the northern Asian landmass stretching well into the western hemisphere and merging with known North America (Labrador, Newfoundland, etc.).

These maps place the island of Japan near Cuba and leave the South American continent – Vespucci's "New World" proper – detached and floating below by itself. The Waldseemüller map of 1507, which accompanied the famous *Cosmographiae Introductio* volume (which includes reprints of Vespucci's letters) comes closest to modernity by placing a completely open sea (with no stretching land fingers) between Asia on the eastern side and the New World (being represented two times in the same map in a different way: with and without a sea passage in the middle of what is now named Central America) on the western side – which (on what is now named South America) that same map famously labels simply "*America*". However, Martin Waldseemüller's map of 1516 retreats considerably from his earlier map and back to classical authority, with the Asian land mass merging into North America (which he now calls *Terra de Cuba Asie partis*), and quietly drops the "*America*" label from South America, calling it merely *Terra incognita*.

The western coast of the New World – the Pacific Ocean – was only discovered in 1513 by Vasco Núñez de Balboa. But it would take a few more years until another Portuguese – Ferdinand Magellan's voyage of 1519–22 – determined that the Pacific definitely formed a single large body of water separating Asia from the Americas.

It would be several more years before the Pacific Coast of North America was mapped, dispelling lingering doubts. Until the discovery of the Bering Straits in the 17th century, there was no absolute confirmation that Asia and North America were not connected, and some European maps of the 16th century still

continued to hopefully depict North America connected by a land bridge to Asia (e.g. the 1533 Johannes Schöner globe).

In 1524, the term was used by Giovanni da Verrazzano in a record of his voyage that year along the Atlantic coast of North America, land that is now part of the United States and Canada.



## Chapter 4

# Establishment of Jamestown

The **Jamestown** settlement in the Colony of Virginia was the first permanent English settlement in the Americas. It was located on the northeast bank of the James (Powhatan) River about 2.5 mi (4 km) southwest of the center of modern Williamsburg. It was established by the Virginia Company of London as "James Fort" on May 4, 1607 O.S. (May 14, 1607 N.S.), and was considered permanent after a brief abandonment in 1610. It followed several failed attempts, including the Lost Colony of Roanoke, established in 1585 on Roanoke Island, later part of North Carolina. Jamestown served as the colonial capital from 1616 until 1699.

Despite the dispatch of more settlers and supplies, including the 1608 arrival of eight Polish and German colonists and the first two European women, more than 80 percent of the colonists died in 1609–10, mostly from starvation and disease. In mid-1610, the survivors abandoned Jamestown, though they returned after meeting a resupply convoy in the James River.

In August 1619, the first recorded slaves from Africa to British North America arrived in what is now Old Point Comfort near the Jamestown colony, on a British privateer ship flying a Dutch flag. The approximately 20 Africans from the present-day Angola had been removed by the British crew from a Portuguese slave ship, the "São João Bautista". They most likely worked in the tobacco fields as slaves under a system of race-based indentured servitude. One of their number included

Angela, who was purchased by William Peirce. The modern conception of slavery in the colonial United States was formalized in 1640 (the John Punch hearing) and was fully entrenched in Virginia by 1660.

The London Company's second settlement in Bermuda claims to be the site of the oldest *town* in the English New World, as St. George's, Bermuda was officially established in 1612 as New London, whereas James Fort in Virginia was not converted into James Towne until 1619, and further did not survive to the present day.

In 1676, Jamestown was deliberately burned during Bacon's Rebellion, though it was quickly rebuilt. In 1699, the colonial capital was moved to what is today Williamsburg, Virginia; Jamestown ceased to exist as a settlement, and remains today only as an archaeological site, Jamestown Rediscovery.

Today, Jamestown is one of three locations composing the Historic Triangle of Colonial Virginia, along with Williamsburg and Yorktown, with two primary heritage sites. Historic Jamestowne is the archaeological site on Jamestown Island and is a cooperative effort by Jamestown National Historic Site (part of Colonial National Historical Park) and Preservation Virginia. Jamestown Settlement, a living history interpretive site, is operated by the Jamestown Yorktown Foundation, a state agency of the Commonwealth of Virginia.

## **Settlement**

Spain, Portugal, and France moved quickly to establish a presence in the New World, while other European countries

moved more slowly. The English did not attempt to found colonies until many decades after the explorations of John Cabot, and early efforts were failures—most notably the Roanoke Colony which vanished about 1590.

## **1607–1609: Arrival and beginning**

Late in 1606, English colonists set sail with a charter from the London Company to establish a colony in the New World. The fleet consisted of the ships *Susan Constant*, *Discovery*, and *Godspeed*, all under the leadership of Captain Christopher Newport. They made a particularly long voyage of four months, including a stop in the Canary Islands, in Spain, and subsequently Puerto Rico, and finally departed for the American mainland on April 10, 1607.

The expedition made landfall on April 26, 1607, at a place which they named Cape Henry. Under orders to select a more secure location, they set about exploring what is now Hampton Roads and an outlet to the Chesapeake Bay which they named the James River in honor of King James I of England. Captain Edward Maria Wingfield was elected president of the governing council on April 25, 1607. On May 14, he selected a piece of land on a large peninsula some 40 miles (64 km) inland from the Atlantic Ocean as a prime location for a fortified settlement. The river channel was a defensible strategic point due to a curve in the river, and it was close to the land, making it navigable and offering enough land for piers or wharves to be built in the future. Perhaps the most favorable fact about the location was that it was uninhabited because the leaders of the nearby indigenous nations considered the site too poor and remote for agriculture. The island was

swampy and isolated, and it offered limited space, was plagued by mosquitoes, and afforded only brackish tidal river water unsuitable for drinking.

The Jamestown settlers arrived in Virginia during a severe drought, according to a research study conducted by the Jamestown Archaeological Assessment (JAA) team in the 1990s. The JAA analyzed information from a study conducted in 1985 by David Stahle and others, who obtained drawings of 800-year-old bald cypress trees along the Nottoway and Blackwater rivers. The lifespan of these trees is up to 1,000 years and their rings offer a good indication of an area's annual amount of rainfall. The borings revealed that the worst drought in 700 years occurred between 1606 and 1612. This severe drought affected the Jamestown colonists and Powhatan tribe's ability to produce food and obtain a safe supply of water.

- The settlers also arrived too late in the year to get crops planted. Many in the group were either gentlemen unused to work or their manservants, both equally unaccustomed to the hard labor demanded by the harsh task of carving out a viable colony. One of these was Robert Hunt, a former vicar of Reculver, England who celebrated the first known Anglican Eucharist in the territory of the future United States on June 21, 1607. Two-thirds of the settlers died before ships arrived in 1608 with supplies and German and Polish craftsmen, who helped to establish the first manufactories in the colony. As a result, glassware became the foremost American products to be exported to Europe at the

time. Clapboard had already been sent back to England beginning with the first returning ship.

The delivery of supplies in 1608 on the First and Second Supply missions of Captain Newport had also added to the number of hungry settlers. It seemed certain at that time that the colony at Jamestown would meet the same fate as earlier English attempts to settle in North America, specifically the Roanoke Colony (Lost Colony) and the Popham Colony, unless there was a major relief effort. The Germans who arrived with the Second Supply and a few others defected to the Powhatans, with weapons and equipment.

The Germans even planned to join a rumored Spanish attack on the colony and urged the Powhatans to join it. The Spanish were driven off by the timely arrival in July 1609 of Captain Samuel Argall in *Mary and John*, a larger ship than the Spanish reconnaissance ship *La Asunción de Cristo*. Argall's voyage also prevented the Spanish from gaining knowledge of the weakness of the colony. Don Pedro de Zúñiga, the Spanish ambassador to England, was desperately seeking this (in addition to spies) in order to get Philip III of Spain to authorise an attack on the colony.

The investors of the Virginia Company of London expected to reap rewards from their speculative investments. With the Second Supply, they expressed their frustrations and made demands upon the leaders of Jamestown in written form. They specifically demanded that the colonists send commodities sufficient to pay the cost of the voyage, a lump of gold, assurance that they had found the South Sea, and one member of the lost Roanoke Colony. It fell to the third president of the

Council Captain John Smith to deliver a bold and much-needed wake-up call in response to the investors in London, demanding practical laborers and craftsmen who could help make the colony more self-sufficient.

### **1609–1610: Starving Time and Third Supply**

- After Smith was forced to return to England due to an explosion which gave him deep burn wounds during a trading expedition, the colony was led by George Percy, who proved incompetent in negotiating with the native tribes. There are indications that those in London comprehended and embraced Smith's message. The Third Supply mission of 1609 was to be by far the largest and best equipped. They also had a new purpose-built flagship, *Sea Venture*, constructed, and placed in the most experienced of hands, Christopher Newport.

On June 2, 1609, *Sea Venture* set sail from Plymouth as the flagship of a seven-ship fleet (towing two additional pinnaces) destined for Jamestown, Virginia as part of the Third Supply, carrying 214 settlers.

On July 24, the fleet ran into a strong storm, likely a hurricane, and the ships were separated. Although some of the ships did make it to Jamestown, the leaders, and most of the supplies had been aboard *Sea Venture*, which fought the storm for three days before Admiral of the Company, Sir George Somers, deliberately drove it onto the reefs of Bermuda to prevent its foundering. This allowed all aboard to be landed safely.

The survivors (including Lieutenant-General Sir Thomas Gates, Captain Christopher Newport, Sylvester Jordain, Stephen Hopkins, later of *Mayflower*, and secretary William Strachey) were stranded on Bermuda for approximately nine months. During that time, they built two new ships, the pinnaces *Deliverance* and *Patience*. The original plan was to build only one vessel, *Deliverance*, but it soon became evident that it would not be large enough to carry the settlers and all of the food (salted pork) that was being sourced on the islands.

While the Third Supply was stranded in Bermuda, the colony at Jamestown was in even worse shape. In the "Starving Time" of 1609–1610, the Jamestown settlers faced rampant starvation for want of additional provisions. During this time, lack of food drove people to eat snakes and even boil the leather from shoes for sustenance. Only 60 of the original 214 settlers at Jamestown survived. There is scientific evidence that the settlers at Jamestown had turned to cannibalism during the starving time.

The ships from Bermuda arrived in Jamestown on May 23, 1610. Many of the surviving colonists were near death, and Jamestown was judged to be unviable. Everyone was boarded onto *Deliverance* and *Patience*, which set sail for England. However, on June 10, 1610, the timely arrival of another relief fleet, bearing Governor Thomas West, 3rd Baron De La Warr (who would eventually give his name to the colony of Delaware), which met the two ships as they descended the James River, granted Jamestown a reprieve. The Colonists called this *The Day of Providence*. The fleet brought not only supplies, but also additional settlers. All the settlers returned to the colony, though there was still a critical shortage of food.

Relations between the colonists and the Powhatans quickly deteriorated after De La Warr's arrival, eventually leading to conflict. The Anglo-Powhatan War lasted until Samuel Argall captured Wahunsenacawh's daughter Matoaka, better known by her nickname Pocahontas, after which the chief accepted a treaty of peace.

## **1610–1624: Rising fortunes**

Due to the aristocratic backgrounds of many of the new colonists, a historic drought and the communal nature of their work load, progress through the first few years was inconsistent at best. By 1613, six years after Jamestown's founding, the organizers and shareholders of the Virginia Company were desperate to increase the efficiency and profitability of the struggling colony. Without stockholder consent the Governor, Sir Thomas Dale, assigned 3-acre (12,000 m) plots to its "ancient planters" and smaller plots to the settlement's later arrivals. Measurable economic progress was made, and the settlers began expanding their planting to land belonging to local native tribes. That this turnaround coincided with the end of a drought that had begun the year before the English settlers' arrival probably indicates multiple factors were involved besides the colonists' ineptitude.

Among the colonists who survived the Third Supply was John Rolfe, who carried with him a cache of untested new tobacco seeds from Bermuda, which had grown wild there after being planted by shipwrecked Spaniards years before. In 1614, Rolfe began to successfully harvest tobacco. Prosperous and wealthy, he married Pocahontas, daughter of Chief Powhatan, bringing several years of peace between the English and natives.



However, at the end of a public relations trip to England, Pocahontas became sick and died on March 21, 1617. The following year, her father also died. Powhatan's brother, a fierce warrior named Opchanacanough, became head of the Powhatan Confederacy. As the English continued to appropriate more land for tobacco farming, relations with the natives worsened.

Due to the high cost of the trans-Atlantic voyage at this time, many English settlers came to Jamestown as indentured servants: in exchange for the passage, room, board, and the promise of land or money, these immigrants would agree to work for three to seven years. Immigrants from continental Europe, mainly Germans, were usually redemptioners—they purchased some portion of their voyage on credit and, upon arrival, borrowed or entered into a work contract to pay the remainder of their voyage costs.

In 1619, the first representative assembly in America, the General Assembly, convened in the Jamestown Church, "to establish one equal and uniform government over all Virginia" which would provide "just laws for the happy guiding and governing of the people there inhabiting," Initially, only men of English origin were permitted to vote.

On June 30, 1619, in what was the first recorded strike in Colonial America, the Polish artisans protested and refused to work if not allowed to vote ("No Vote, No Work"). On July 21, 1619, the court granted the Poles equal voting rights. Afterwards, the labor strike (the first "in [North] American history") was ended and the artisans resumed their work. Individual land ownership was also instituted, and the colony

was divided into four large "boroughs" or "incorporations" called "citties" by the colonists. Jamestown was located in James Cittie.

Of the first documented African slaves to arrive in English North America, on the frigate *White Lion* in August 1619, were an African man and woman, later named Antoney and Isabella. Their baby, named William Tucker, would become the first documented African child baptized in British North America. Listed in the 1624 census in Virginia, they became the first African family recorded in Jamestown. Another of the early enslaved Africans to be purchased at the settlement was Angela, who worked for Captain William Peirce.

After several years of strained coexistence, Chief Opchanacanough and his Powhatan Confederacy attempted to eliminate the English colony once and for all. On the morning of March 22, 1622, they attacked outlying plantations and communities up and down the James River in what became known as the Indian Massacre of 1622. More than 300 settlers were killed in the attack, about a third of the colony's English-speaking population.

Sir Thomas Dale's development at Henricus, which was to feature a college to educate the natives, and Wolstenholme Towne at Martin's Hundred, were both essentially wiped out. Jamestown was spared only through a timely warning by a Virginia Indian employee. There was not enough time to spread the word to the outposts.

Of the 6,000 people who came to the settlement between 1608 and 1624, only 3,400 survived.

## **1624–1699: Later years**

In 1624, King James revoked the Virginia Company's charter, and Virginia became a royal colony. Despite the setbacks, the colony continued to grow. Ten years later, in 1634, by order of King Charles I, the colony was divided into the original eight shires of Virginia (or counties), in a fashion similar to that practiced in England. Jamestown was now located in James City Shire, soon renamed the "County of James City", better known in modern times as James City County, Virginia, the nation's oldest county.

Another large-scale "Indian attack" occurred in 1644. In 1646, Opchanacanough was captured and while in custody an English guard shot him in the back—against orders—and killed him. Subsequently, the Powhatan Confederacy began to decline. Opechancanough's successor signed the first peace treaties between the Powhatan Indians and the English. The treaties required the Powhatan to pay yearly tribute payment to the English and confined them to reservations.

A generation later, during Bacon's Rebellion in 1676, Jamestown was burned, eventually to be rebuilt. During its recovery, the Virginia legislature met first at Governor William Berkeley's nearby Green Spring Plantation, and later at Middle Plantation, which had been started in 1632 as a fortified community inland on the Virginia Peninsula, about 8 miles (13 km) distant.

When the statehouse burned again in 1698, this time accidentally, the legislature again temporarily relocated to Middle Plantation, and was able to meet in the new facilities of

the College of William and Mary, which had been established after receiving a royal charter in 1693. Rather than rebuilding at Jamestown again, the capital of the colony was moved permanently to Middle Plantation in 1699. The town was soon renamed Williamsburg, to honor the reigning monarch, King William III. A new Capitol building and "Governor's Palace" were erected there in the following years. This was a dramatic change that spelled the decline and doomed the town.

## **Aftermath and preservation**

Due to the movement of the capital to Williamsburg, the old town of Jamestown began to slowly disappear from view. Those who lived in the general area attended services at Jamestown's church until the 1750s, when it was abandoned. By the mid-18th century, the land was heavily cultivated, primarily by the Travis and Ambler families.

During the American Revolutionary War, although the Battle of Green Spring was fought nearby at the site of former Governor Berkeley's plantation, Jamestown was apparently inconsequential. In 1831, David Bullock purchased Jamestown from the Travis and Ambler families.

## **American Civil War**

During the American Civil War, in 1861, Confederate William Allen, who owned the Jamestown Island, occupied Jamestown with troops he raised at his own expense with the intention of blockading the James River and Richmond from the Union Navy. He was soon joined by Lieutenant Catesby ap Roger Jones, who directed the building of batteries and conducted

ordnance and armor tests for the first Confederate ironclad warship, CSS *Virginia*, which was under construction at the Gosport Naval Shipyard in Portsmouth in late 1861 and early 1862. Jamestown had a peak force of 1,200 men.

During the Peninsula Campaign, which began later that spring, Union forces under General George B. McClellan moved up the Peninsula from Fort Monroe in an attempt to capture the Confederate capital of Richmond. The Union forces captured Yorktown in April 1862, and the Battle of Williamsburg was fought the following month. With these developments, Jamestown and the lower James River were abandoned by the Confederates. Some of the forces from Jamestown, and the crew of *Virginia*, relocated to Drewry's Bluff, a fortified and strategic position high above the river about 8 miles (13 km) below Richmond. There, they successfully blocked the Union Navy from reaching the Confederate capital.

Once in Federal hands, Jamestown became a meeting place for runaway slaves, who burned the Ambler house, an eighteenth-century plantation house, which along with the old church was one of the few remaining signs of old Jamestown. When Allen sent men to assess the damage in late 1862, they were killed by the former slaves. Following the Confederate surrender at Appomattox Courthouse, the oath of allegiance was administered to former Confederate soldiers at Jamestown.

## **Preservation and early archaeology**

In the years after the Civil War, Jamestown became quiet and peaceful once again. In 1892, Jamestown was purchased by Mr. and Mrs. Edward Barney. The following year, the Barneys

donated 22½ acres of land, including the ruined church tower, to the Association for the Preservation of Virginia Antiquities (now known as Preservation Virginia).

By this time, erosion from the river had eaten away the island's western shore. Visitors began to conclude that the site of James Fort lay completely underwater. With federal assistance, a sea wall was constructed in 1900 to protect the area from further erosion. The archaeological remains of the original 1607 fort, which had been protected by the sea wall, were not discovered until 1996.

In 1932, George Craghead Gregory of Richmond was credited with discovering the foundation of the first brick statehouse (capitol) building, circa 1646, at Jamestown on the land owned by Preservation Virginia. Around 1936, Gregory, who was active with the Virginia Historical Society, founded the Jamestowne Society for descendants of stockholders in the Virginia Company of London and the descendants of those who owned land or who had domiciles in Jamestown or on Jamestown Island prior to 1700.

Colonial National Monument was authorized by the U.S. Congress on July 3, 1930 and established on December 30, 1930. In 1934, the National Park Service obtained the remaining 1,500 acres (610 hectares) portion of Jamestown Island which had been under private ownership by the Vermillion family. The National Park Service partnered with Preservation Virginia to preserve the area and present it to visitors in an educational manner. On June 5, 1936, the national monument was re-designated a national historical park, and became known as Colonial National Historical Park.

From 1936 J.C. "Pinky" Harrington worked on the NPS's excavations at Jamestown. In 1954 John L. Cotter took charge of field projects at Jamestown, conducted with the site's 350th anniversary (1957) in mind. Cotter worked with Edward B. Jelks and Harrington to survey the area's colonial sites. In 1957 Cotter and J. Paul Hudson co-authored *New Discoveries at Jamestown*. Cotter contributed, along with Jelks, Georg Neumann, and Johnny Hack, to the 1958 report *Archaeological Excavations at Jamestown*.

## **Present day**

In the present time, as part of the Colonial National Historical Park, the Jamestown Island area is home to two heritage tourism sites related to the original fort and town. Nearby, the Jamestown-Scotland Ferry service provides a link across the navigable portion of the James River for vehicles and affords passengers a view of Jamestown Island from the river.

## **Historic Jamestowne**

Historic Jamestowne, located at the original site of Jamestown, is administered by Preservation Virginia and the National Park Service. The central 22½ acres of land, where the archaeological remains of the original James Fort were found, are owned by Preservation Virginia (formerly known as the Association for the Preservation of Virginia Antiquities); the remaining 1,500 acres (6.1 km) are held by the National Park Service and is part of the Colonial National Historical Park.

The site gained renewed importance when in 1996 the Jamestown Rediscovery project began excavations in search of

the original James Fort site, originally in preparation for the quadricentennial of Jamestown's founding. The primary goal of the archaeological campaign was to locate archaeological remains of "the first years of settlement at Jamestown, especially of the earliest fortified town; [and the] subsequent growth and development of the town".

Today, visitors to Historic Jamestowne can view the site of the original 1607 James Fort, the 17th-century church tower and the site of the 17th-century town, as well as tour an archaeological museum called the Archaearium and view many of the close to two million artifacts found by Jamestown Rediscovery. They also may participate in living history ranger tours and Archaeological tours given by the Jamestown Rediscovery staff. Visitors can also often observe archaeologists from the Jamestown Rediscovery Project at work, as archaeological work at the site continues. As of 2014, the archaeological work and studies are ongoing. In addition to their newsletter and website, new discoveries are frequently reported in the local newspaper, the *Virginia Gazette* based in nearby Williamsburg, and by other news media, often worldwide.

## **Jamestown Settlement**

Jamestown Settlement is a living-history park and museum located 1.25 miles (2.01 km) from the original location of the colony and adjacent to Jamestown Island. Initially created for the celebration of the 350th anniversary in 1957, Jamestown Settlement is operated by the Jamestown-Yorktown Foundation, and largely sponsored by the Commonwealth of Virginia. The museum complex features a reconstruction of a



Powhatan village, the James Fort as it was c. 1610–1614, and seagoing replicas of the three ships that brought the first settlers, *Susan Constant*, *Godspeed*, *Discovery*.

## **Commemorations**

With the national independence of the United States established by the end of the 18th century, Jamestown came to be looked at as a starting point. Its founding in 1607 has been regularly commemorated, with the most notable events being held every fifty years.

### **200th anniversary (1807)**

The bicentennial of Jamestown on May 13–14, 1807, was called the Grand National Jubilee. Over 3,000 people attended the event, many arriving on vessels which anchored in the river off the island.

May 13 was the opening day of the festival, which began with a procession which marched to the graveyard of the old church, where the attending bishop delivered the prayer. The procession then moved to the Travis mansion, where the celebrants dined and danced in the mansion that evening. Also during the festivities, students of the College of William and Mary gave orations.

An old barn on the island was used as a temporary theater, where a company of players from Norfolk performed. Attending were many dignitaries, politicians, and historians. The celebration concluded on May 14 with a dinner and toast at the Raleigh Tavern in Williamsburg.

## **250th anniversary (1857)**

In 1857, the Jamestown society organized a celebration marking the 250th anniversary of Jamestown's founding. According to the Richmond *Enquirer*, the site for the celebration was on 10 acres (40,000 m) on the spot where some of the colonists' houses were originally built. However, it is also speculated that the celebration was moved further east on the island closer to the Travis grave site, in order to avoid damaging Major William Allen's corn fields.

The attendance was estimated at between 6,000 and 8,000 people. Sixteen large steam ships anchored offshore in the James River and were gaily decorated with streamers. Former US President John Tyler of nearby Sherwood Forest Plantation gave a 2½ hour speech, and there were military displays, a grand ball and fireworks.

## **300th anniversary (1907): Jamestown Exposition**

The 100th anniversary of the Surrender at Yorktown in 1781 had generated a new interest in the historical significance of the colonial sites of the Peninsula. Williamsburg, a sleepy but populated town of shops and homes, was still celebrating Civil War events. However, as the new century dawned, thoughts turned to the upcoming 300th anniversary of the founding of Jamestown. The Association for the Preservation of Virginia Antiquities (now known as Preservation Virginia) started the movement in 1900 by calling for a celebration honoring the establishment of the first permanent English colony in the New World at Jamestown to be held on the 300th anniversary in 1907.

As a celebration was planned, virtually no one thought that the actual isolated and long-abandoned original site of Jamestown would be suitable for a major event because Jamestown Island had no facilities for large crowds. The original fort housing the Jamestown settlers was believed to have been long ago swallowed by the James River. The general area in James City County near Jamestown was also considered unsuitable, as it was not very accessible in the day of rail travel before automobiles were common.

As the tricentennial of the 1607 Founding of the Jamestown neared, around 1904, despite an assumption in some quarters that Richmond would be a logical location, leaders in Norfolk began a campaign to have a celebration held there. The decision was made to locate the international exposition on a mile-long frontage at Sewell's Point near the mouth of Hampton Roads. This was about 30 miles (48 km) downstream from Jamestown in a rural section of Norfolk County. It was a site which could become accessible by both long-distance passenger railroads and local streetcar service, with considerable frontage on the harbor of Hampton Roads. This latter feature proved ideal for the naval delegations which came from points all around the world.

The Jamestown Exposition of 1907 was one of the many world's fairs and expositions that were popular in the early part of the 20th century. Held from April 26, 1907 to December 1, 1907, attendees included US President Theodore Roosevelt, Kaiser Wilhelm II of Germany, the Prince of Sweden, Mark Twain, Henry H. Rogers, and dozens of other dignitaries and famous persons. A major naval review featuring the United States' Great White Fleet was a key feature. U.S. Military officials and

leaders were impressed by the location, and the Exposition site later formed the first portion of the large U.S. Naval Station Norfolk in 1918 during World War I.

### **350th Anniversary (1957): Jamestown Festival**

With America's increased access to automobiles, and with improved roads and transportation, it was feasible for the 350th anniversary celebration to be held at Jamestown itself in 1957. Although erosion had cut off the land bridge between Jamestown Island and the mainland, the isthmus was restored and new access provided by the completion of the National Park Service's Colonial Parkway which led to Williamsburg and Yorktown, the other two portions of Colonial Virginia's Historic Triangle.

There were also improvements of state highways. The north landing for the popular Jamestown Ferry and a portion of State Route 31 were relocated.

Major projects such were developed by non-profit, state and federal agencies. Jamestown Festival Park was established by the Commonwealth of Virginia adjacent to the entrance to Jamestown Island. Full-sized replicas of the three ships that brought the colonists, *Susan Constant*, *Godspeed*, and *Discovery* were constructed at a shipyard in Portsmouth, Virginia and placed on display at a new dock at Jamestown, where the largest, *Susan Constant*, could be boarded by visitors. On Jamestown Island, the reconstructed Jamestown Glasshouse, the Memorial Cross and the visitors center were completed and dedicated. A loop road was built around the island.

Special events included army and navy reviews, air force fly-overs, ship and aircraft christenings and even an outdoor drama at Cape Henry, site of the first landing of the settlers. This celebration continued from April 1 to November 30 with over a million participants, including dignitaries and politicians such as the British Ambassador and U.S. Vice President Richard Nixon.

The highlight for many of the nearly 25,000 at the Festival Park on October 16, 1957 was the visit and speech of Queen Elizabeth II of the United Kingdom and her consort, Prince Philip. Queen Elizabeth II loaned a copy of the Magna Carta for the exhibition. It was her first visit to the United States since assuming the throne.

The 1957 Jamestown Festival was so successful that tourists still kept coming long after the official event was completed. Jamestown became a permanent attraction of the Historic Triangle, and has been visited by families, school groups, tours, and thousands of other people continuously ever since.

### **400th anniversary: Jamestown 2007**

Early in the 21st century, new accommodations, transportation facilities and attractions were planned in preparation for the quadricentennial of the founding of Jamestown. Numerous events were promoted under the banner of America's 400th Anniversary and promoted by the Jamestown 2007 Commission. The commemoration included 18 months of statewide, national and international festivities and events, which began in April 2006 with a tour of the new replica *Godspeed*.

In January 2007, the Virginia General Assembly held a session at Jamestown. On May 4, 2007, Queen Elizabeth II of the United Kingdom and Prince Philip attended a ceremony commemorating the 400th anniversary of the settlement's arrivals, reprising the honor they paid in 1957.

In addition to the Virginia State Quarter, Jamestown was also the subject of two United States commemorative coins celebrating the 400th anniversary of its settlement. A silver dollar and a gold five dollar coin were issued in 2007.

## **2019 Commemoration**

In 2019 Jamestown, in cooperation with Williamsburg, will hold a commemoration that marks the 400th anniversary of three landmark events in American history: the first meeting of the General Assembly, the arrival of the first Africans to English North America, and the first Thanksgiving.

## **Popham Colony**

The **Popham Colony**—also known as the **Sagadahoc Colony**—was a short-lived English colonial settlement in North America. It was established in 1607 by the proprietary Virginia Company of Plymouth and was located in the present-day town of Phippsburg, Maine, near the mouth of the Kennebec River.

It was founded a few months after its more successful rival, the colony at Jamestown. That colony was established on May 4, 1607 (Old Style, May 14 N.S.) by the Virginia Company of London in present-day James City County, Virginia.

The Popham Colony was the second colony in the region that would eventually become known as New England. The first colony was St. Croix Island, near what is now the town of Calais. (St. Croix Island was settled initially in June of 1604, then moved in 1605 by Samuel de Champlain to the Bay of Fundy).

Popham was abandoned after only 14 months, apparently more due to the death of patrons and the first colony president than lack of success in the New World. The loss of life of the colonists in 1607 and 1608 at Popham was far lower than that experienced at Jamestown.

The first ocean-going ship built by the English in the New World was completed during the year of the Popham Colony and was sailed back across the Atlantic Ocean to England. The pinnace, named *Virginia of Sagadahoc*, was apparently quite seaworthy, and crossed the Atlantic again successfully in 1609 as part of Sir Christopher Newport's nine-vessel Third Supply mission to Jamestown.

The small *Virginia* survived a powerful three-day storm en route which was thought to have been a hurricane and which wrecked the mission's large new flagship *Sea Venture* on Bermuda.

The exact site of the Popham Colony was lost until 1888 when a plan for the site was found in the General Archives in Simancas, Spain. This plan exactly matches the location at Sabino Head near Maine's Popham Beach State Park. Later archaeology in 1994 confirmed the location and the accuracy of the plan. The site is listed on the National Register of Historic Places.

# History

## Founding

Popham was a project of the Plymouth Company, which was one of the two competing parts of the proprietary Virginia Company that King James chartered in 1606 to raise private funds from investors in order to settle Virginia. At the time, the name "Virginia" applied to the entire east coast of North America from Spanish Florida to New France in modern-day Canada. That area was technically under the claim of the Spanish crown, but was not occupied by the Spanish.

The Plymouth Company was granted a royal charter and the rights to the coast between 38° and 45° N; the rival London Company was granted the coast between 34° and 41° N. The colonists were to plant first within their respective non-overlapping areas; the overlapping area between 38° and 41° would then go to the first company that proved "strong enough" to colonize it.

## Colonists

The first Plymouth Company ship, *Richard*, sailed in August 1606, but the Spanish intercepted and captured it near Florida in November.

The next attempt was more successful. About 120 colonists (all men and boys) left Plymouth on May 31, 1607, in two ships. They intended to trade precious metals, spices, furs, and show that the local forests could be used to build English ships. George Popham was president of the colony and captain of *Gift*



*of God*. Raleigh Gilbert was admiral (second in command) of the colony and captain of *Mary and John*. Neither of these men was a mariner and the ship's officers of *Mary and John* were Robert Davies and James Davis. The ship's log and diary from the voyage and first 6 weeks of the colony is the main contemporary source of the information about the Popham Colony. (It was called "Popham" after its principal financial backer, Sir John Popham.) The diary is kept in Lambeth Museum in London. James Davis was later made captain of the ship built by the colonists, *Virginia*, which made at least two voyages across the Atlantic. Robert and James were most likely from a family of mariners from Devon, England.

Sir John Popham was the Lord Chief Justice of England, while Gilbert was the son of Sir Humphrey Gilbert and half-nephew of Sir Walter Raleigh. Other financiers included Sir Ferdinando Gorges, the military governor of Plymouth.

Much of the information about the events in the colony comes from his letters and memoirs. Settlers included the Reverend Richard Seymour, grandson of Sir Edward Seymour,

Duke of Somerset and brother to Queen Jane Seymour. Nine council members and six other gentlemen accompanied the expedition, while the rest were soldiers, artisans, farmers and traders.

In August they arrived at Pemaquid, returning a native, Skidwarres, who had been captured by George Weymouth in 1605. The *Gift of God* arrived at the mouth of the Kennebec River (then called the Sagadahoc River) on August 13, 1607. The *Mary and John* arrived three days later. They quickly began construction of large star-shaped Fort St. George.

## **Fort St. George**

Fort St. George, named for the patron saint of England, was built on the headland of an area named Sabino, ten miles (16 km) south of what is now Bath, Maine, in the town of Phippsburg.

On October 8, 1607, colonist John Hunt drew a plan of the colony. Hunt was listed in the colony register as "draughtsman".

His map showed a star-shaped fort with ditches and ramparts, and 18 buildings including the admiral's house, a chapel, a storehouse, a cooperage, and a guardhouse. The plan for Fort St. George shows nine guns that ranged in size from demi-culverin to falcon. The plan was drafted when work on the site was just beginning, so it is unclear how much was actually built.

As a result of espionage, Hunt's map was sold to the Spanish ambassador to London, Pedro de Zúñiga. The map then passed to King Philip III of Spain, in 1608. In 1888 it was discovered in the Spanish national archives.

Fort St. George was abandoned after 14 months of occupation. Most of the site is privately owned, but part of it is within the Fort Baldwin State Historic Site. Between 1994 and 2013 a number of archaeological explorations were done at the site. Archaeological excavations show some but not all of the buildings in the plan, and shallow ditches where defensive trenches are shown on the plan. No stonework was found, but many of the defenses are based on the natural geography.

## Troubles begin

Popham and Gilbert sent survey expeditions up the river and west across Casco Bay and contacted the Abenaki, an Indian tribe belonging to the Algonquian peoples of northeastern North America. In a letter to the King, Popham wrote that the natives had told them that the area was full of easily exploitable resources. However, the colony failed to establish cooperation with the tribe.

Late summer arrival meant that there was no time to farm for food. With inadequate supplies, half of the colonists returned to England in December 1607 aboard the *Gift of God* and almost starved on the return trip and had to sell their cargo in the Azores.

Others faced a cold winter during which the Kennebec River froze. Historical records indicate that fire destroyed parts of the storehouse and its provisions, but archaeological excavations indicate that other buildings were burned and not the storehouse. George Popham died on February 5, 1608. He is the only colonist known to have died (in contrast to Jamestown which lost half its population that year) although the Abenaki claimed that they killed eleven colonists and set fire to the site. Raleigh Gilbert became president of the colony at the age of 25.

The colonists completed one major project: the building of a 30-ton ship, a pinnace they named *Virginia*. It was the first English ocean-going ship built in the Americas. The primary purpose of *Virginia* was for use in exploration of the area, but was later refitted and some of the colonists returned to

England in it when the colony was abandoned. This was the beginning of a 400-year shipbuilding legacy in the Bath, Maine area.

In May 1608 a supply ship brought a message that Sir John Popham had died. The supply ship returned to England with a cargo. When *Mary and John* returned in September 1608, it brought news that Gilbert's elder brother John had died. Gilbert thus inherited the title and the estate of Compton Castle in Devon.

He decided to return to England and as no other leader was found, the colony decided to disband and the remaining colonists sailed home in *Mary and John* and *Virginia*. (The *Virginia* would make at least one more Atlantic crossing, going to Jamestown the next year with the Third Supply, piloted by Captain James Davis.)

The colony lasted just 14 months. It is likely that the failure of the colony was due to multiple problems: the lack of financial support after the death of Sir John Popham, the inability to find another leader, the hostility of the native people and the French, and the cold winter. Sir Francis Popham (son of Sir John) tried several times to reestablish the colony, but was unable to get the financial backing. The settlement of New England was delayed until it was taken up by refugees instead of adventurers.

## **Later developments**

French colonist Jean de Biencourt with Father Pierre Biard visited the abandoned site in 1611. In 1624, Samuel Maverick also visited the site and reported that it was "overgrown" but

garden herbs could still be seen. In the 18th century the site was divided into farmland and several houses were built on the site.

During the American Civil War, the Union army built Fort Popham in the area, directly on the Kennebec River at the mouth of Atkins Bay (about 500 meters east of the Popham Colony site). In 1905 the US Army built Fort Baldwin on Sabino Head just west of the site, but parts of the site were used for transport and storage. The state of Maine bought some of the area in 1924. Fort Baldwin was reactivated during World War II. After the war, Fort Baldwin was returned to the state of Maine and is now part of the Fort Baldwin State Historic Site. Much of the Popham Colony Site is privately owned.

## **Modern excavations**

The first excavations of the area in the 1960s were unsuccessful. In 1994, Jeffrey Brain of the Peabody Essex Museum confirmed the site of the colony using Hunt's plan as a guide, and confirmed the accuracy of the plan. He began a larger excavation in 1997 and later uncovered the Admiral's house, the storehouse and a liquor storage building. He also proved that Hunt's map was very accurate for those buildings which were actually built.

Parts of the fort, probably including the chapel and graveyard, lie on private property not open for digging and the fort's southern portion is under a public road. One major find in the later excavations was that iron smelting had been done in the Popham Colony, presumably using local bog iron. This might

have been the earliest iron smelting in what is now the United States. The excavation was concluded in 2013.

## **Plymouth Company**

The **Plymouth Company** was an English joint-stock company founded in 1606 by James I of England. It was a company of Knights, merchants, adventurers, and planters of the cities of Bristol, Exeter and Plymouth. Its purpose was establishing settlements on the coast of North America, between 38 and 45 degrees north latitude, within 100 miles of the seaboard. The merchants agreed to finance the settlers' trip in return for repayment of their expenses plus interest out of the profits made.

In 1620, after years of disuse, the company was revived and reorganized as the Plymouth Council for New England. With a new charter, the New England Charter of 1620. The Plymouth Company had 40 patentees at that point, and established the Council for New England to oversee their efforts, but it stopped operating in 1624; that was when these former plantations were dissolved and became Royal Colonies.

## Chapter 5

# Founding of Quebec

## Habitation de Québec

**Habitation de Québec** was an ensemble of buildings interconnected by Samuel de Champlain when he founded Québec during 1608. The site is located in what is now Vieux-Québec.

It was located near the site of the abandoned First Nations village of Stadacona that Jacques Cartier had visited during 1535. It served as a fort and as dwellings for the new colony in New France.

## Samuel de Champlain

**Samuel de Champlain** (French pronunciation: [samɥɛl dəʃɑ̃plɛ̃]) (c. 13 August 1567 – 25 December 1635) was a French colonist, navigator, cartographer, draftsman, soldier, explorer, geographer, ethnologist, diplomat, and chronicler.

He made between 21 and 29 trips across the Atlantic Ocean, and founded Quebec, and New France, on 3 July 1608. An important figure in Canadian history, Champlain created the first accurate coastal map during his explorations, and founded various colonial settlements.

Born into a family of sailors, Champlain began exploring North America in 1603, under the guidance of his uncle, François

Gravé Du Pont. After 1603, Champlain's life and career consolidated into the path he would follow for the rest of his life. From 1604 to 1607, he participated in the exploration and creation of the first permanent European settlement north of Florida, Port Royal, Acadia (1605), as well as the first European settlement that would become Saint John, New Brunswick (1604).

In 1608, he established the French settlement that is now Quebec City.

Champlain was the first European to describe the Great Lakes, and published maps of his journeys and accounts of what he learned from the natives and the French living among the Natives.

He formed long time relationships with local Montagnais and Innu, and, later, with others farther west—tribes of the Ottawa River, Lake Nipissing, and Georgian Bay, and with Algonquin and Wendat; he also agreed to provide assistance in the Beaver Wars against the Iroquois.

Late in the year of 1615, Champlain returned to the Wendat and stayed with them over the winter, which permitted him to make the first ethnographic observations of this important nation, the events of which form the bulk of his book *Voyages et Descouvertes faites en la Nouvelle France, depuis l'année 1615* published in 1619.

In 1620, Louis XIII of France ordered Champlain to cease exploration, return to Quebec, and devote himself to the administration of the country.



In every way but formal title, Samuel de Champlain served as Governor of New France, a title that may have been formally unavailable to him owing to his non-noble status.

Champlain established trading companies that sent goods, primarily fur, to France, and oversaw the growth of New France in the St. Lawrence River valley until his death, in 1635.

Champlain is memorialized as the "Father of New France", "Father of Acadia", or in French "Pere de la Nouvelle France" with many places, streets, and structures in northeastern North America bearing his name, most notably Lake Champlain.

## **Birth year, location and family**

Champlain was born to Antoine Champlain (also written "Anthoine Chappelain" in some records) and Marguerite Le Roy, in either Hiers-Brouage, or the port city of La Rochelle, in the French province of Aunis.

He was born on or before 13 August 1574, according to a recent baptism record found by Jean-Marie Germe, French genealogist.

Although in 1870, the Canadian Catholic priest Laverdière, in the first chapter of his *Œuvres de Champlain*, accepted Pierre-Damien Rainquet's estimate of Champlain's birth in 1567 and tried to justify it, his calculations were based on assumptions now believed, or proven, to be incorrect.

Although Léopold Delayant (member, secretary, then president of *l'Académie des belles-lettres, sciences et arts de La Rochelle*)

wrote as early as 1867 that Rainguet's estimate was wrong, the books of Rainguet and Laverdière have had a significant influence. The 1567 date was carved on numerous monuments dedicated to Champlain and is widely regarded as accurate.

In the first half of the 20th century, some authors disagreed, choosing 1570 or 1575 instead of 1567. In 1978 Jean Liebel published groundbreaking research about these estimates of Champlain's birth year and concluded, "Samuel Champlain was born about 1580 in Brouage, France."

Liebel asserts that some authors, including the Catholic priests Rainguet and Laverdière, preferred years when Brouage was under Catholic control (which include 1567, 1570, and 1575). Champlain claimed to be from Brouage in the title of his 1603 book and to be *Saintongeois* in the title of his second book (1613).

He belonged to either a Protestant family, or a tolerant Roman Catholic one, since Brouage was most of the time a Catholic city in a Protestant region, and his Old Testament first name (Samuel) was not usually given to Catholic children. The exact location of his birth is thus also not known with certainty, but at the time of his birth his parents were living in Brouage.

Born into a family of mariners (both his father and uncle-in-law were sailors, or navigators), Samuel Champlain learned to navigate, draw, make nautical charts, and write practical reports. His education did not include Ancient Greek or Latin, so he did not read or learn from any ancient literature.

As each French fleet had to assure its own defense at sea, Champlain sought to learn to fight with the firearms of his

time: he acquired this practical knowledge when serving with the army of King Henry IV during the later stages of France's religious wars in Brittany from 1594 or 1595 to 1598, beginning as a quartermaster responsible for the feeding and care of horses.

During this time he claimed to go on a "certain secret voyage" for the king, and saw combat (including maybe the Siege of Fort Crozon, at the end of 1594). By 1597 he was a "capitaine d'une compagnie" serving in a garrison near Quimper.

## **Early travels**

In year 3 his uncle-in-law, a navigator whose ship *Saint-Julien* was to transport Spanish troops to Cádiz pursuant to the Treaty of Vervins, gave Champlain the opportunity to accompany him.

After a difficult passage, he spent some time in Cádiz before his uncle, whose ship was then chartered to accompany a large Spanish fleet to the West Indies, again offered him a place on the ship. His uncle, who gave command of the ship to Jeronimo de Valaebrera, instructed the young Champlain to watch over the ship.

This journey lasted two years, and gave Champlain the opportunity to see or hear about Spanish holdings from the Caribbean to Mexico City. Along the way he took detailed notes, and wrote an illustrated report on what he learned on this trip, and gave this secret report to King Henry, who rewarded Champlain with an annual pension.

This report was published for the first time in 1870, by Laverdière, as *Brief Discours des Choses plus remarquables que Sammuel Champlain de Brouage a reconneues aux Indes Occidentalles au voiage qu'il en a faict en icettes en l'année 1599 et en l'année 1601, comme ensuite* (and in English as *Narrative of a Voyage to the West Indies and Mexico 1599–1602*).

The authenticity of this account as a work written by Champlain has frequently been questioned, due to inaccuracies and discrepancies with other sources on a number of points; however, recent scholarship indicates that the work probably was authored by Champlain.

On Champlain's return to Cádiz in August 1600, his uncle Guillermo Elena (Guillaume Allene), who had fallen ill, asked him to look after his business affairs. This Champlain did, and when his uncle died in June 1601, Champlain inherited his substantial estate. It included an estate near La Rochelle, commercial properties in Spain, and a 150-ton merchant ship.

This inheritance, combined with the king's annual pension, gave the young explorer a great deal of independence, as he did not need to rely on the financial backing of merchants and other investors.

From 1601 to 1603 Champlain served as a geographer in the court of King Henry IV. As part of his duties he traveled to French ports and learned much about North America from the fishermen that seasonally traveled to coastal areas from Nantucket to Newfoundland to capitalise on the rich fishing grounds there.

He also made a study of previous French failures at colonization in the area, including that of Pierre de Chauvin at Tadoussac. When Chauvin forfeited his monopoly on fur trade in North America in 1602, responsibility for renewing the trade was given to Aymar de Chaste. Champlain approached de Chaste about a position on the first voyage, which he received with the king's assent.

Champlain's first trip to North America was as an observer on a fur-trading expedition led by François Gravé Du Pont. Du Pont was a navigator and merchant who had been a ship's captain on Chauvin's expedition, and with whom Champlain established a firm lifelong friendship.

He educated Champlain about navigation in North America, including the Saint Lawrence River, and in dealing with the natives there (and in Acadia after). The *Bonne-Renommée* (the *Good Fame*) arrived at Tadoussac on March 15, 1603. Champlain was anxious to see for himself all of the places that Jacques Cartier had seen and described about sixty years earlier, and wanted to go even further than Cartier, if possible.

Champlain created a map of the Saint Lawrence on this trip and, after his return to France on 20 September, published an account as *Des Sauvages: ou voyage de Samuel Champlain, de Brouages, faite en la France nouvelle l'an 1603* ("Concerning the Savages: or travels of Samuel Champlain of Brouages, made in New France in the year 1603").

Included in his account were meetings with Begourat, a chief of the Montagnais at Tadoussac, in which positive relationships were established between the French and the many Montagnais gathered there, with some Algonquin friends.

Promising to King Henry to report on further discoveries, Champlain joined a second expedition to New France in the spring of 1604.

This trip, once again an exploratory journey without women and children, lasted several years, and focused on areas south of the St. Lawrence River, in what later became known as Acadia. It was led by Pierre Dugua de Mons, a noble and Protestant merchant who had been given a fur trading monopoly in New France by the king. Dugua asked Champlain to find a site for winter settlement.

After exploring possible sites in the Bay of Fundy, Champlain selected Saint Croix Island in the St. Croix River as the site of the expedition's first winter settlement. After enduring a harsh winter on the island the settlement was relocated across the bay where they established Port Royal. Until 1607,

Champlain used that site as his base, while he explored the Atlantic coast. Dugua was forced to leave the settlement for France in September 1605, because he learned that his monopoly was at risk. His monopoly was rescinded by the king in July 1607 under pressure from other merchants and proponents of free trade, leading to the abandonment of the settlement.

In 1605 and 1606, Champlain explored the North American coast as far south as Cape Cod, searching for sites for a permanent settlement. Minor skirmishes with the resident Nausets dissuaded him from the idea of establishing one near present-day Chatham, Massachusetts. He named the area Mallebar ("bad bar").

## Founding of Quebec

In the spring of 1608, Dugua wanted Champlain to start a new French colony and fur trading center on the shores of the St. Lawrence. Dugua equipped, at his own expense, a fleet of three ships with workers, that left the French port of Honfleur. The main ship, called the *Don-de-Dieu* (French for the *Gift of God*), was commanded by Champlain. Another ship, the *Lévrier* (the *Hunt Dog*), was commanded by his friend Du Pont. The small group of male settlers arrived at Tadoussac on the lower St. Lawrence in June. Because of the dangerous strength of the Saguenay River ending there, they left the ships and continued up the "Big River" in small boats bringing the men and the materials.

Upon arriving in Quebec, Champlain later wrote: "I arrived there on the 3rd of July, when I searched for a place suitable for our settlement; but I could find none more convenient or better suited than the point of Quebec, so called by the savages, which was covered with nut-trees." Champlain ordered his men to gather lumber by cutting down the nut-trees for use in building habitations.

Some days after Champlain's arrival in Quebec, Jean du Val, a member of Champlain's party, plotted to kill Champlain to the end of securing the settlement for the Basques or Spaniards and making a fortune for himself. Du Val's plot was ultimately foiled when an associate of Du Val confessed his involvement in the plot to Champlain's pilot, who informed Champlain. Champlain had a young man deliver Du Val, along with 3 co-conspirators, two bottles of wine and invite the four worthies to an event onboard a boat. Soon after the four conspirators

arrived on the boat, Champlain had them arrested. Du Val was strangled and hung in Quebec and his head was displayed in the "most conspicuous place" of Champlain's fort. The other three were sent back to France to be tried.

## **Relations and war with Native Americans**

During the summer of 1609, Champlain attempted to form better relations with the local native tribes. He made alliances with the Wendat (derogatorily called *Huron* by the French) and with the Algonquin, the Montagnais and the Etchemin, who lived in the area of the St. Lawrence River. These tribes sought Champlain's help in their war against the Iroquois, who lived farther south. Champlain set off with nine French soldiers and 300 natives to explore the *Rivière des Iroquois* (now known as the Richelieu River), and became the first European to map Lake Champlain. Having had no encounters with the Haudenosaunee at this point many of the men headed back, leaving Champlain with only 2 Frenchmen and 60 natives.

On 29 July, somewhere in the area near Ticonderoga and Crown Point, New York (historians are not sure which of these two places, but Fort Ticonderoga historians claim that it occurred near its site), Champlain and his party encountered a group of Haudenosaunee. In a battle that began the next day, two hundred and fifty Haudenosaunee advanced on Champlain's position, and one of his guides pointed out the three chiefs. In his account of the battle, Champlain recounts firing his arquebus and killing two of them with a single shot, after which one of his men killed the third. The Haudenosaunee turned and fled. This action set the tone for poor French-Iroquois relations for the rest of the century.



The Battle of Sorel occurred on 19 June 1610, with Samuel de Champlain supported by the Kingdom of France and his allies, the Wendat people, Algonquin people and Innu people against the Mohawk people in New France at present-day Sorel-Tracy, Quebec. Champlain's forces armed with the arquebus engaged and slaughtered or captured nearly all of the Mohawks. The battle ended major hostilities with the Mohawks for twenty years.

## **Marriage**

One route Champlain may have chosen to improve his access to the court of the regent was his decision to enter into marriage with the twelve-year-old Hélène Boullé. She was the daughter of Nicolas Boullé, a man charged with carrying out royal decisions at court.

The marriage contract was signed on 27 December 1610 in presence of Dugua, who had dealt with the father, and the couple was married three days later. The terms of the contract called for the marriage to be consummated two years later.

Champlain's marriage was initially quite troubled, as Hélène rallied against joining him in August 1613. Their relationship, while it apparently lacked any physical connection, recovered and was apparently good for many years. Hélène lived in Quebec for several years, but returned to Paris and eventually decided to enter a convent.

The couple had 1 child, and Champlain adopted three Montagnais girls named Faith, Hope, and Charity in the winter of 1627–28.

## Exploration of New France

On 29 March 1613, arriving back in New France, he first ensured that his new royal commission be proclaimed. Champlain set out on May 27 to continue his exploration of the Huron country and in hopes of finding the "northern sea" he had heard about (probably Hudson Bay). He traveled the Ottawa River, later giving the first description of this area. Along the way, he apparently dropped or left behind a cache of silver cups, copper kettles, and a brass astrolabe dated 1603 (Champlain's Astrolabe), which was later found by a farm boy named Edward Lee near Cobden, Ontario. It was in June that he met with Tessouat, the Algonquin chief of Allumettes Island, and offered to build the tribe a fort if they were to move from the area they occupied, with its poor soil, to the locality of the Lachine Rapids.

By 26 August, Champlain was back in Saint-Malo. There, he wrote an account of his life from 1604 to 1612 and his journey up the Ottawa river, his *Voyages* and published another map of New France. In 1614, he formed the "Compagnie des Marchands de Rouen et de Saint-Malo" and "Compagnie de Champlain", which bound the Rouen and Saint-Malo merchants for eleven years. He returned to New France in the spring of 1615 with four Recollects in order to further religious life in the new colony. The Roman Catholic Church was eventually given *en seigneurie* large and valuable tracts of land, estimated at nearly 30% of all the lands granted by the French Crown in New France.

In 1615, Champlain reunited with Étienne Brûlé, his capable interpreter, following separate four-year explorations. There,

Brûlé reported North American explorations, including that he had been joined by another French interpreter named Grenolle with whom he had travelled along the north shore of *la mer douce* (the calm sea), now known as Lake Huron, to the great rapids of Sault Ste. Marie, where Lake Superior enters Lake Huron, some of which was recorded by Champlain.

Champlain continued to work to improve relations with the natives, promising to help them in their struggles against the Iroquois. With his native guides, he explored further up the Ottawa River and reached Lake Nipissing. He then followed the French River until he reached Lake Huron.

In 1615, Champlain was escorted through the area that is now Peterborough, Ontario by a group of Wendat. He used the ancient portage between Chemong Lake and Little Lake (now Chemong Road) and stayed for a short period of time near what is now Bridgenorth.

## **Military expedition**

On 1 September 1615, at Cahiagué (a Wendat community on what is now called Lake Simcoe), he and the northern tribes started a military expedition against the Iroquois. The party passed Lake Ontario at its eastern tip where they hid their canoes and continued their journey by land. They followed the Oneida River until they arrived at the main Onondaga fort on October 10. The exact location of this place is still a matter of debate. Although the traditional location, Nichols Pond, is regularly disproved by professional and amateur archaeologists, many still claim that Nichols Pond is the location of the battle, 10 miles (16 km) south of Canastota,

New York. Champlain attacked the stockaded Oneida village. He was accompanied by 10 Frenchmen and 300 Wendat. Pressured by the Huron Wendat to attack prematurely, the assault failed. Champlain was wounded twice in the leg by arrows, one in his knee. The conflict ended on October 16 when the French Wendat were forced to flee.

Although he did not want to, the Wendat insisted that Champlain spend the winter with them. During his stay, he set off with them in their great deer hunt, during which he became lost and was forced to wander for three days living off game and sleeping under trees until he met up with a band of First Nations people by chance.

He spent the rest of the winter learning "their country, their manners, customs, modes of life". On 22 May 1616, he left the Wendat country and returned to Quebec before heading back to France on 2 July.

## **Improving administration in New France**

Champlain returned to New France in 1620 and was to spend the rest of his life focusing on administration of the territory rather than exploration. Champlain spent the winter building Fort Saint-Louis on top of Cape Diamond. By mid-May, he learned that the fur trading monopoly had been handed over to another company led by the Caen brothers. After some tense negotiations, it was decided to merge the two companies under the direction of the Caens. Champlain continued to work on relations with the natives and managed to impose on them a chief of his choice. He also negotiated a peace treaty with the Iroquois.

Champlain continued to work on the fortifications of what became Quebec City, laying the first stone on 6 May 1624. On 15 August he once again returned to France where he was encouraged to continue his work as well as to continue looking for a passage to China, something widely believed to exist at the time. By July 5 he was back at Quebec and continued expanding the city.

In 1627 the Caen brothers' company lost its monopoly on the fur trade, and Cardinal Richelieu (who had joined the Royal Council in 1624 and rose rapidly to a position of dominance in French politics that he would hold until his death in 1642) formed the *Compagnie des Cent-Associés* (the Hundred Associates) to manage the fur trade. Champlain was one of the 100 investors, and its first fleet, loaded with colonists and supplies, set sail in April 1628.

Champlain had overwintered in Quebec. Supplies were low, and English merchants sacked Cap Tourmente in early July 1628. A war had broken out between France and England, and Charles I of England had issued letters of marque that authorized the capture of French shipping and its colonies in North America. Champlain received a summons to surrender on July 10 from the Kirke brothers, two Scottish brothers who were working for the English government. Champlain refused to deal with them, misleading them to believe that Quebec's defenses were better than they actually were (Champlain had only 50 pounds of gunpowder to defend the community). Successfully bluffed, they withdrew, but encountered and captured the French supply fleet, cutting off that year's supplies to the colony. By the spring of 1629 supplies were dangerously low and Champlain was forced to send people to

Gaspé and into Indian communities to conserve rations. On July 19, the Kirke brothers arrived before Quebec after intercepting Champlain's plea for help, and Champlain was forced to surrender the colony. Many colonists were transported first to England and then to France by the Kirkes, but Champlain remained in London to begin the process of regaining the colony. A peace treaty had been signed in April 1629, three months before the surrender, and, under the terms of that treaty, Quebec and other prizes that were taken by the Kirkes after the treaty were to be returned.

It was not until the 1632 Treaty of Saint-Germain-en-Laye, however, that Quebec was formally given back to France. (David Kirke was rewarded when Charles I knighted him and gave him a charter for Newfoundland.) Champlain reclaimed his role as commander of New France on behalf of Richelieu on 1 March 1633, having served in the intervening years as commander in New France "in the absence of my Lord the Cardinal de Richelieu" from 1629 to 1635. In 1632 Champlain published *Voyages de la Nouvelle France*, which was dedicated to Cardinal Richelieu, and *Traitté de la marine et du devoir d'un bon marinier*, a treatise on leadership, seamanship, and navigation. (Champlain made more than twenty-five round-trip crossings of the Atlantic in his lifetime, without losing a single ship.)

## **Last return, and last years working in Quebec**

Champlain returned to Quebec on 22 May 1633, after an absence of four years. Richelieu gave him a commission as

Lieutenant General of New France, along with other titles and responsibilities, but not that of governor. Despite this lack of formal status, many colonists, French merchants, and Indians treated him as if he had the title; writings survive in which he is referred to as "our governor". On 18 August 1634, he sent a report to Richelieu stating that he had rebuilt on the ruins of Quebec, enlarged its fortifications, and established two more habitations. One was 15 leagues upstream, and the other was at Trois-Rivières. He also began an offensive against the Iroquois, reporting that he wanted them either wiped out or "brought to reason".

## **Death and burial**

Champlain had a severe stroke in October 1635, and died on 25 December, leaving no immediate heirs. Jesuit records state he died in the care of his friend and confessor Charles Lallemant.

Although his will (drafted on 17 November 1635) gave much of his French property to his wife Hélène, he made significant bequests to the Catholic missions and to individuals in the colony of Quebec.

However, Marie Camaret, a cousin on his mother's side, challenged the will in Paris and had it overturned. It is unclear exactly what happened to his estate.

Samuel de Champlain was temporarily buried in the church while a standalone chapel was built to hold his remains in the upper part of the city. Unfortunately, this small building, along with many others, was destroyed by a large fire in 1640.

Though immediately rebuilt, no traces of it exist anymore: his exact burial site is still unknown, despite much research since about 1850, including several archaeological digs in the city. There is general agreement that the previous Champlain chapel site, and the remains of Champlain, should be somewhere near the Notre-Dame de Québec Cathedral.

The search for Champlain's remains supplies a key plot-line in the crime writer Louise Penny's 2010 novel, *Bury Your Dead*.

## Legacy

Many sites and landmarks have been named to honour Champlain, who was a prominent figure in many parts of Acadia, Ontario, Quebec, New York, and Vermont. Memorialized as the "Father of New France" and "Father of Acadia", his historic significance endures in modern times. Lake Champlain, which straddles the border between northern New York and Vermont, extending slightly across the border into Canada, was named by him, in 1609, when he led an expedition along the Richelieu River, exploring a long, narrow lake situated between the Green Mountains of present-day Vermont and the Adirondack Mountains of present-day New York. The first European to map and describe it, Champlain claimed the lake as his namesake.

Memorials include:

- Lake Champlain, Champlain Valley, the Champlain Trail Lakes.
- Champlain Sea: a past inlet of the Atlantic Ocean in North America, over the St. Lawrence, the Saguenay,



and the Richelieu rivers, to over Lake Champlain, which inlet disappeared many thousands years before Champlain was born.

- Champlain Mountain, Acadia National Park – which he first observed in 1604.
- A town and village in New York, as well as a township in Ontario and a municipality in Quebec.
- The provincial electoral district of Champlain, Quebec, and several defunct electoral districts elsewhere in Canada.
- Samuel de Champlain Provincial Park, a provincial park in northern Ontario near the town of Mattawa.
- Champlain Bridge, which connects the island of Montreal to Brossard, Quebec across the St. Lawrence.
- Champlain Bridge, which connects the cities of Ottawa, Ontario and Gatineau, Quebec.
- Champlain College, one of six colleges at Trent University in Peterborough, Ontario, is named in his honour.
- Fort Champlain, a dormitory at the Royal Military College of Canada in Kingston, Ontario; named in his honour in 1965, it houses the 10th cadet squadron.
- A French school in Saint John, New Brunswick; École Champlain, an elementary school in Moncton, New Brunswick and one in Brossard; Champlain College, in Burlington, Vermont; and Champlain Regional College, a CEGEP with three campuses in Quebec.
- Marriott Château Champlain hotel, in Montreal.
- Streets named Champlain in numerous cities, including Quebec, Shawinigan, the city of Dieppe in

the province of New Brunswick, in Plattsburgh, and no less than eleven communities in northwestern Vermont.

- A garden called Jardin Samuel-de-Champlain in Paris, France.
- A memorial statue on Cumberland Avenue in Plattsburgh, New York on the shores of Lake Champlain in a park named for Champlain.
- A memorial statue in Saint John, New Brunswick, Canada in Queen Square that commemorates his discovery of the Saint John River.
- A memorial statue in Isle La Motte, Vermont, on the shore of Lake Champlain.
- The lighthouse at Crown Point, New York features a statue of Champlain by Carl Augustus Heber.
- A commemorative stamp issue in May 2006 jointly by the United States Postal Service and Canada Post.
- A statue in Ticonderoga, New York, unveiled in 2009 to commemorate the 400th anniversary of Champlain's exploration of Lake Champlain.
- A statue in Orillia, Ontario at Couchiching Beach Park on Lake Couchiching. This statue was removed by Parks Canada, and is not likely to be returned, as it incorporated offensive depictions of First Nations peoples.
- HMCS *Champlain* (1919), a S class destroyer that served in the Royal Canadian Navy from 1928 to 1936.
- HMCS *Champlain*, a Canadian Forces Naval Reserve division based in Chicoutimi, Quebec since activation in 1985.

- Champlain Place, a shopping centre located in Dieppe, New Brunswick, Canada.
- The Champlain Society, a Canadian historical and text publication society, chartered in 1927.
- A memorial statue in Ottawa at Nepean Point, by Hamilton MacCarthy. The statue depicts Champlain holding an astrolabe (upside-down, as it happens). It did previously include an "Indian Scout" kneeling at its base. In the 1990s, after lobbying by Indigenous people, it was removed from the statue's base, renamed and placed as "Anishinaabe Scout" in Major's Hill Park.

## Chapter 6

# Henry Hudson Explores the Hudson River

## Henry Hudson

**Henry Hudson** (c. 1565 – disappeared 23 June 1611) was an English sea explorer and navigator during the early 17th century, best known for his explorations of present-day Canada and parts of the northeastern United States.

In 1607 and 1608, Hudson made two attempts on behalf of English merchants to find a rumoured Northeast Passage to Cathay via a route above the Arctic Circle. In 1609, he landed in North America on behalf of the Dutch East India Company and explored the region around the modern New York metropolitan area. Looking for a Northwest Passage to Asia on his ship *Halve Maen* ("Half Moon"), he sailed up the Hudson River, which was later named after him, and thereby laid the foundation for Dutch colonization of the region.

On his final expedition, while still searching for the Northwest Passage, Hudson became the first European to see Hudson Strait and the immense Hudson Bay. In 1611, after wintering on the shore of James Bay, Hudson wanted to press on to the west, but most of his crew mutinied. The mutineers cast Hudson, his son, and seven others adrift; the Hudsons and their companions were never seen again.

## **Early life**

Details of Hudson's birth and early life are mostly unknown. Some sources have identified him as having been born in about 1565, but others date his birth to around 1570. Other historians assert even less certainty; Peter C. Mancall, for instance, states that "[Hudson] was probably born in the 1560s," while Piers Pennington gives no date at all. Hudson is thought to have spent many years at sea, beginning as a cabin boy and gradually working his way up to ship's captain.

## **Exploration**

### **Expeditions of 1607 and 1608**

In 1607, the Muscovy Company of England hired Hudson to find a northerly route to the Pacific coast of Asia. At the time, the English were engaged in an economic battle with the Dutch for control of northwest routes. It was thought that, because the sun shone for three months in the northern latitudes in the summer, the ice would melt and a ship could make it across the "top of the world".

On 1 May 1607, Hudson sailed with a crew of ten men and a boy on the 80-ton *Hopewell*. They reached the east coast of Greenland on 14 June, coasting it northward until the 22 June. Here the party named a headland "Young's Cape", a "very high mount, like a round castle" near it "Mount of God's Mercy" and land at 73° north latitude "Hold with Hope". After turning east, they sighted "Newland"—i.e Spitsbergen—on the

27 May, near the mouth of the great bay Hudson later simply named the "Great Indraught" (Isfjorden).

On 13 July, Hudson and his crew estimated that they had sailed as far north as 80° 23' N, but more likely only reached 79° 23' N. The following day they entered what Hudson later in the voyage named "Whales Bay" (Krossfjorden and Kongsfjorden), naming its northwestern point "Collins Cape" (Kapp Mitra) after his boatswain, William Collins. They sailed north the following two days. On the 16 July, they reached as far north as Hakluyt's Headland (which Thomas Edge claims Hudson named on this voyage) at 79° 49' N, thinking they saw the land continue to 82° N (Svalbard's northernmost point is 80° 49' N) when really it trended to the east. Encountering ice packed along the north coast, they were forced to turn back south. Hudson wanted to make his return "by the north of Greenland to Davis his Streights (Davis Strait), and so for Kingdom of England," but ice conditions would have made this impossible. The expedition returned to Tilbury Hope on the River Thames on 15 September.

Hudson reported large numbers of whales in Spitsbergen waters during this voyage. Many authors credit his reports as the catalyst for several nations sending whaling expeditions to the islands. This claim is contentious—others have pointed to strong evidence that it was Jonas Poole's reports in 1610, that led to the establishment of English whaling, and voyages of Nicholas Woodcock and Willem Cornelisz van Muyden in 1612, which led to the establishment of Dutch, French and Spanish whaling. The whaling industry itself was built by neither Hudson nor Poole—both were dead by 1612.

In 1608, English merchants of the East India and Muscovy Companies again sent Hudson in the *Hopewell* to attempt to locate a passage to the Indies, this time to the east around northern Russia.

Leaving London on 22 April, the ship travelled almost 2,500 mi (4,000 km), making it to Novaya Zemlya well above the Arctic Circle in July, but even in the summer they found the ice impenetrable and turned back, arriving at Gravesend on 26 August.

## **Alleged discovery of Jan Mayen**

According to Thomas Edge, "William [sic] Hudson" in 1608 discovered an island he named "Hudson's Tutches" (Touches) at 71° N, the latitude of Jan Mayen. However, records of Hudson's voyages suggest that he could only have come across Jan Mayen in 1607 by making an illogical detour, and historians have pointed out that Hudson himself made no mention of it in his journal. There is also no cartographical proof of this supposed discovery.

Jonas Poole in 1611 and Robert Fotherby in 1615 both had possession of Hudson's journal while searching for his elusive Hold-with-Hope—which is now believed to have been on the east coast of Greenland—but neither had any knowledge of any discovery of Jan Mayen, an achievement which was only later attributed to Hudson. Fotherby eventually stumbled across Jan Mayen, thinking it a new discovery and naming it "Sir Thomas Smith's Island", though the first verifiable records of the discovery of the island had been made a year earlier, in 1614.

## **Expedition of 1609**

In 1609, Hudson was chosen by merchants of the Dutch East India Company in the Netherlands to find an easterly passage to Asia. While awaiting orders and supplies in Amsterdam, he heard rumours of a northwest route to the Pacific through North America. Hudson had been told to sail through the Arctic Ocean north of Russia, into the Pacific and so to the Far East. Hudson departed Amsterdam on 4 April, in command of the Dutch ship *Halve Maen*. He could not complete the specified (eastward) route because ice blocked the passage, as with all previous such voyages, and he turned the ship around in mid-May while somewhere east of Norway's North Cape. At that point, acting outside his instructions, Hudson pointed the ship west and decided to try to seek a westerly passage through North America.

They reached the Grand Banks of Newfoundland on 2 July, and in mid-July made landfall near the LaHave area of Nova Scotia. Here they encountered First Nations who were accustomed to trading with the French; they were willing to trade beaver pelts, but apparently no trades occurred. The ship stayed in the area about ten days, the crew replacing a broken mast and fishing for food. On the 25 July, a dozen men from the *Halve Maen*, using muskets and small cannon, went ashore and assaulted the village near their anchorage. They drove the people from the settlement and took their boat and other property—probably pelts and trade goods.

On 4 August, the ship was at Cape Cod, from which Hudson sailed south to the entrance of the Chesapeake Bay. Rather than entering the Chesapeake he explored the coast to the



north, finding Delaware Bay but continuing on north. On 3 September, he reached the estuary of the river that initially was called the "North River" or "Mauritius" and now carries his name. He was not the first European to discover the estuary, though, as it had been known since the voyage of Giovanni da Verrazzano in 1524.

On 6 September 1609, John Colman of his crew was killed by natives with an arrow to his neck. Hudson sailed into the Upper New York Bay on 11 September, and the following day began a journey up what is now known as the Hudson River. Over the next ten days his ship ascended the river, reaching a point about where the present-day capital of Albany is located.

On 23 September, Hudson decided to return to Europe. He put in at Dartmouth, England on 7 November, and was detained by authorities who wanted access to his log. He managed to pass the log to the Dutch ambassador to England, who sent it, along with his report, to Amsterdam.

While exploring the river, Hudson had traded with several native groups, mainly obtaining furs. His voyage was used to establish Dutch claims to the region and to the fur trade that prospered there when a trading post was established at Albany in 1614. New Amsterdam on Manhattan Island became the capital of New Netherland in 1625.

## **Expedition of 1610–1611**

In 1610, Hudson obtained backing for another voyage, this time under the English flag. The funding came from the Virginia Company and the British East India Company. At the helm of his new ship, the *Discovery*, he stayed to the north—

some claim he deliberately stayed too far south on his Dutch-funded voyage—reached Iceland on 11 May, the south of Greenland on 4 June, and rounded the southern tip of Greenland.

On 25 June, the explorers reached what is now the Hudson Strait at the northern tip of Labrador. Following the southern coast of the strait on 2 August, the ship entered Hudson Bay. Excitement was very high due to the expectation that the ship had finally found the Northwest Passage through the continent. Hudson spent the following months mapping and exploring its eastern shores, but he and his crew did not find a passage to Asia. In November, however, the ship became trapped in the ice in James Bay, and the crew moved ashore for the winter.

## Mutiny

When the ice cleared in the spring of 1611, Hudson planned to use his *Discovery* to further explore Hudson Bay with the continuing goal of discovering the Passage; however, most of the members of his crew ardently desired to return home. Matters came to a head and much of the crew mutinied in June. Descriptions of the successful mutiny are one-sided, because the only survivors who could tell their story were the mutineers and those who went along with the mutiny.

In the latter class was ship's navigator, Abacuk Pricket, a survivor who kept a journal that was to become one of the sources for the narrative of the mutiny. According to Pricket, the leaders of the mutiny were Henry Greene and Robert Juet. The latter, a navigator, had accompanied Hudson on the 1609 expedition, and his account is said to be "the best

contemporary record of the voyage". Pricket's narrative tells how the mutineers set Hudson, his teenage son John, and seven crewmen—men who were either sick and infirm or loyal to Hudson—adrift from the *Discovery* in a small shallop, an open boat, effectively marooning them in Hudson Bay. The Pricket journal reports that the mutineers provided the castaways with clothing, powder and shot, some pikes, an iron pot, some food, and other miscellaneous items.

## **Disappearance**

After the mutiny, Hudson's shallop broke out oars and tried to keep pace with the *Discovery* for some time. Pricket recalled that the mutineers finally tired of the David–Goliath pursuit and unfurled additional sails aboard the *Discovery*, enabling the larger vessel to leave the tiny open boat behind. Hudson and the other seven aboard the shallop were never seen again. Despite subsequent searches, including those conducted by Thomas Button in 1612, and by Zachariah Gillam in 1668–1670, their fate is unknown.

## **Pricket's reliability**

Pricket's journal and testimony have been severely criticized for bias, on two grounds. Firstly, prior to the mutiny the alleged leaders of the uprising, Greene and Juet, had been friends and loyal seamen of Hudson. Secondly, Greene and Juet did not survive the return voyage to England (Juet, who had been the navigator on the return journey, died of starvation a few days before the company reached Ireland). Pricket knew he and the other survivors of the mutiny would

be tried in England for piracy, and it would have been in his interest, and the interest of the other survivors, to put together a narrative that would place the blame for the mutiny upon men who were no longer alive to defend themselves.

The Pricket narrative became the controlling story of the expedition's disastrous end. Only eight of the thirteen mutinous crewmen survived the return voyage to Europe. They were arrested in England, and some were put on trial, but no punishment was imposed for the mutiny. One theory holds that the survivors were considered too valuable as sources of information to execute, as they had travelled to the New World and could describe sailing routes and conditions.

## **Legacy**

The gulf or bay visited by Hudson is three times the size of the Baltic Sea, and its many large estuaries afford access to otherwise landlocked parts of Western Canada and the Arctic. This allowed the Hudson's Bay Company to exploit a lucrative fur trade along its shores for more than two centuries, growing powerful enough to influence the history and present international boundaries of western North America. Hudson Strait became the entrance to the Arctic for all ships engaged in the historic search for the Northwest Passage from the Atlantic side – though modern voyages take more northerly routes.

Along with Hudson Bay, many other topographical features and landmarks are named for Hudson. The Hudson River in New York and New Jersey is named after him, as are Hudson County, New Jersey, the Henry Hudson Bridge, the Henry

Hudson Parkway, and the town of Hudson, New York. The unbuilt Hendrik Hudson Hotel in New York, planned circa 1897, was also to have been named after him. Instead, ten years later, an apartment building bearing the name had been constructed.

## **Hudson River**

The **Hudson River** is a 315-mile (507 km) river that flows from north to south primarily through eastern New York in the United States. It originates in the Adirondack Mountains of Upstate New York and flows southward through the Hudson Valley to the Upper New York Bay between New York City and Jersey City, eventually draining into the Atlantic Ocean at New York Harbor. The river serves as a political boundary between the states of New Jersey and New York at its southern end. Farther north, it marks local boundaries between several New York counties. The lower half of the river is a tidal estuary, deeper than the body of water into which it flows, occupying the Hudson Fjord, an inlet which formed during the most recent period of North American glaciation, estimated at 26,000 to 13,300 years ago. Even as far north as the city of Troy, the flow of the river changes direction with the tides.

The Hudson River is named after Henry Hudson, an Englishman sailing for the Dutch East India Company who explored it in 1609, and after whom Hudson Bay in Canada is also named. It had previously been observed by Italian explorer Giovanni da Verrazzano sailing for King Francis I of France in 1524, as he became the first European known to have entered the Upper New York Bay, but he considered the river to be an estuary. The Dutch called the river the *North River* – with the

Delaware River called the *South River* – and it formed the spine of the Dutch colony of New Netherland. Settlements of the colony clustered around the Hudson, and its strategic importance as the gateway to the American interior led to years of competition between the English and the Dutch over control of the river and colony.

During the eighteenth century, the river valley and its inhabitants were the subject and inspiration of Washington Irving, the first internationally acclaimed American author. In the nineteenth century, the area inspired the Hudson River School of landscape painting, an American pastoral style, as well as the concepts of environmentalism and wilderness. The Hudson was also the eastern outlet for the Erie Canal, which, when completed in 1825, became an important transportation artery for the early-19th-century United States.

## **Course**

### **Sources**

The source of the Hudson River is Lake Tear of the Clouds in the Adirondack Park at an altitude of 4,322 feet (1,317 m). However, the river is not cartographically called the Hudson River until miles downstream. The river is named Feldspar Brook until its confluence with the Opalescent River, and then is named the Opalescent River until the river reaches Calamity Brook, flowing south from the outlet of Henderson Lake. From that point on, the stream is cartographically known as the Hudson River. The U.S. Geological Survey (USGS) uses this cartographical definition.

The longest source of the Hudson River as shown on the most detailed USGS maps is the "Opalescent River" on the west slopes of Little Marcy Mountain, originating two miles north of Lake Tear of the Clouds, several miles, past the Flowed Lands, to the Hudson River. and a mile longer than "Feldspar Brook", which flows out of that lake in the Adirondack Mountains. Popular culture and convention, however, more often cite the photogenic Lake Tear of the Clouds as the source.

## **Upper Hudson River**

Using river names as seen on maps, Indian Pass Brook flows into Henderson Lake, and the outlet from Henderson Lake flows east and meets the southwest flowing Calamity Brook. The confluence of the two rivers is where maps begin to use the Hudson River name. South of the outlet of Sanford Lake, the Opalescent River flows into the Hudson.

The Hudson then flows south, taking in Beaver Brook and the outlet of Lake Harris. After its confluence with the Indian River, the Hudson forms the boundary between Essex and Hamilton counties. The Hudson flows entirely into Warren County in the hamlet of North River, and takes in the Schroon River at Warrensburg. Further south, the river forms the boundary between Warren and Saratoga Counties. The river then takes in the Sacandaga River from the Great Sacandaga Lake.

Shortly thereafter, the river leaves the Adirondack Park, flows under Interstate 87, and through Glens Falls, just south of Lake George although receiving no streamflow from the lake. It next goes through Hudson Falls. At this point the river forms

the boundary between Washington and Saratoga Counties. Here the river has an elevation of 200 feet (61 m). Just south in Fort Edward, the river reaches its confluence with the Champlain Canal, which historically provided boat traffic between New York City and Montreal and the rest of Eastern Canada via the Hudson, Lake Champlain and the Saint Lawrence Seaway.

Further south the Hudson takes in water from the Batten Kill River and Fish Creek near Schuylerville. The river then forms the boundary between Saratoga and Rensselaer counties. The river then enters the heart of the Capital District. It takes in water from the Hoosic River, which extends into Massachusetts. Shortly thereafter the river has its confluence with the Mohawk River, the largest tributary of the Hudson River, in Waterford. The river then reaches the Federal Dam in Troy, marking an impoundment of the river. At an elevation of 2 feet (0.61 m), the bottom of the dam marks the beginning of the tidal influence in the Hudson as well as the beginning of the lower Hudson River.

## **Lower Hudson River**

South of the Federal Dam, the Hudson River begins to widen considerably. The river enters the Hudson Valley, flowing along the west bank of Albany and the east bank of Rensselaer. Interstate 90 crosses the Hudson into Albany at this point in the river.

The Hudson then leaves the Capital District, forming the boundary between Greene and Columbia Counties. It then meets its confluence with Schodack Creek, widening



considerably at this point. After flowing by Hudson, the river forms the boundary between Ulster and Columbia Counties and Ulster and Dutchess Counties, passing Germantown and Kingston.

The Delaware and Hudson Canal meets the river at this point. The river then flows by Hyde Park, former residence of Franklin D. Roosevelt, and alongside the city of Poughkeepsie, flowing under the Walkway over the Hudson and the Mid-Hudson Bridge. Afterwards, the Hudson passes Wappingers Falls and takes in Wappinger Creek. The river then forms the boundary between Orange and Dutchess Counties. It flows between Newburgh and Beacon and under the Newburgh Beacon Bridge, taking in the Fishkill Creek.

In this area, between Gee's Point at the US Military Academy and Constitution Island, an area known as "World's End" marks the deepest part of the Hudson, at 202 feet (62 m). Shortly thereafter, the river enters the Hudson Highlands between Putnam and Orange Counties, flowing between mountains such as Storm King Mountain, Breakneck Ridge, and Bear Mountain. The river narrows considerably here before flowing under the Bear Mountain Bridge, which connects Westchester and Rockland Counties.

Afterward, leaving the Hudson Highlands, the river enters Haverstraw Bay, the widest point of the river at 3.5 miles (5.6 km) wide. Shortly thereafter, the river forms the Tappan Zee and flows under the Tappan Zee Bridge, which carries the New York State Thruway between Tarrytown and Nyack in Westchester and Rockland Counties respectively. At the state line with New Jersey the west bank of the Hudson enters

Bergen County. The Palisades are large, rocky cliffs along the west bank of the river; also known as Bergen Hill at their lower end in Hudson County.

Further south the east bank of the river becomes Yonkers and then the Riverdale neighborhood of the Bronx in New York City. South of the confluence of the Hudson and Spuyten Duyvil Creek, the east bank of the river becomes Manhattan. The river is sometimes still called the North River at this point. The George Washington Bridge crosses the river between Fort Lee and the Washington Heights neighborhood of Manhattan.

The Lincoln Tunnel and the Holland Tunnel also cross under the river between Manhattan and New Jersey. South of the Battery, the river proper ends, meeting the East River to form Upper New York Bay, also known as New York Harbor. Its outflow continues through the Narrows between Brooklyn and Staten Island, under the Verrazzano Bridge, and into Lower New York Bay and the Atlantic Ocean.

## **Geography and watershed**

The lower Hudson is actually a tidal estuary, with tidal influence extending as far as the Federal Dam in Troy. There are about two high tides and two low tides per day. As the tide rises, the tidal current moves northward, taking enough time that part of the river can be at high tide while another part can be at the bottom of its low tide.

Strong tides make parts of New York Harbor difficult and dangerous to navigate. During the winter, ice floes may drift south or north, depending upon the tides. The Mahican name

of the river represents its partially estuarine nature: *muh-he-kun-ne-tuk* means "the river that flows both ways." Due to tidal influence from the ocean extending to Troy, NY, freshwater discharge is only about 17,400 cubic feet (490 m) per second on average. The mean fresh water discharge at the river's mouth in New York is approximately 21,900 cubic feet (620 m) per second.

The Hudson River is 315 miles (507 km) long, with depths of 30 feet (9.1 m) for the stretch south of the Federal Dam, dredged to maintain the river as a shipping route. Some sections there are around 160 feet deep, and the deepest part of the Hudson, known as "World's End" (between the US Military Academy and Constitution Island) has a depth of 202 feet (62 m).

The Hudson and its tributaries, notably the Mohawk River, drain an area of 13,000 square miles (34,000 km), the Hudson River Watershed. It covers much of New York, as well as parts of Connecticut, Massachusetts, New Jersey, and Vermont.

Parts of the Hudson River form coves, such as Weehawken Cove in the towns of Hoboken and Weehawken in New Jersey.

## **Salinity**

New York Harbor, between the Narrows and the George Washington Bridge, has a mix of fresh and ocean water, mixed by wind and tides to create an increasing gradient of salinity from the river's top to its bottom. This varies with season, weather, variation of water circulation, and other factors; snowmelt at winter's end increases the freshwater flow downstream.

The salt line of the river varies from the north in Poughkeepsie to the south at Battery Park in New York City, though it usually lies near Newburgh.

## **Geology**

The Hudson is sometimes called, in geological terms, a drowned river. The rising sea levels after the retreat of the Wisconsin glaciation, the most recent ice age, have resulted in a marine incursion that drowned the coastal plain and brought salt water well above the mouth of the river. The deeply eroded old riverbed beyond the current shoreline, Hudson Canyon, is a rich fishing area. The former riverbed is clearly delineated beneath the waters of the Atlantic Ocean, extending to the edge of the continental shelf. As a result of the glaciation and the rising sea levels, the lower half of the river is now a tidal estuary that occupies the Hudson Fjord. The fjord is estimated to have formed between 26,000 and 13,300 years ago.

Along the river, the Palisades are of metamorphic basalt, or diabases, the Highlands are primarily granite and gneiss with intrusions, and from Beacon to Albany, shales and limestones, or mainly sedimentary rock.

The Narrows were most likely formed about 6,000 years ago at the end of the last ice age. Previously, Staten Island and Long Island were connected, preventing the Hudson River from terminating via the Narrows. At that time, the Hudson River emptied into the Atlantic Ocean through a more westerly course through parts of present-day northern New Jersey, along the eastern side of the Watchung Mountains to Bound Brook, New Jersey and then on into the Atlantic Ocean via

Raritan Bay. A buildup of water in the Upper New York Bay eventually allowed the Hudson River to break through previous land mass that was connecting Staten Island and Brooklyn to form the Narrows as it exists today. This allowed the Hudson River to find a shorter route to the Atlantic Ocean via its present course between New Jersey and New York City.

Suspended sediments, mainly consisting of clays eroded from glacial deposits and organic particles, can be found in abundance in the river. The Hudson has a relatively short history of erosion, so it does not have a large depositional plain near its mouth. This lack of significant deposits near the river mouth differs from most other American estuaries. Around New York Harbor, sediment also flows into the estuary from the ocean when the current is flowing north.

## **Names**

The river was called *Ca-ho-ha-ta-te-a* ("the river") by the Iroquois, and it was known as *Muh-he-kun-ne-tuk* ("river that flows two ways" or "waters that are never still") by the Mohican tribe who formerly inhabited both banks of the lower portion of the river. The meaning of the Mohican name comes from the river's long tidal range. The Delaware Tribe of Indians (Bartlesville, Oklahoma) considers the closely related Mohicans to be a part of the Lenape people, and so the Lenape also claim the Hudson as part of their ancestral territory, also calling it *Muhheakantuck*.

The first known European name for the river was the Rio San Antonio as named by the Portuguese explorer in Spain's employ, Estêvão Gomes, who explored the Mid-Atlantic coast in

1525. Another early name for the Hudson used by the Dutch was *Rio de Montaigne*. Later, they generally termed it the *Noortrivier*, or "North River", the Delaware River being known as the *Zuidrivier*, or "South River". Other occasional names for the Hudson included *Manhattes rievier* "Manhattan River", *Groote Rivier* "Great River", and *de grootte Mouritse reviere*, or "the Great Mouritse River" (Mourits is a Dutch surname).

The translated name North River was used in the New York metropolitan area up until the early 1900s, with limited use continuing into the present day. The term persists in radio communication among commercial shipping traffic, especially below the Tappan Zee. The term also continues to be used in names of facilities in the river's southern portion, such as the North River piers, North River Tunnels, and the North River Wastewater Treatment Plant. It is believed that the first use of the name Hudson River in a map was in a map created by the cartographer John Carwitham in 1740.

In 1939, the magazine *Life* described the river as "America's Rhine", comparing it to the 40-mile (64 km) stretch of the Rhine in Central and Western Europe.

Various stretches of the river have their own historical names, many created by early Dutch explorers and settlers. The stretches all have similar sailing conditions, and the names were commonly used until the early common use of the steamboat.

These names include, from south to north, the Great Chip Reach, Tappan Reach, Haverstroo Reach, Seylmakers' Reach, Crescent or Cook's Reach, Hoge's or High Reach, Martyr's or Martelaire Reach, Fisher's Reach, Lange Rack or Long Reach,

Vasterack or Vaste Reach, Kleverack or Claverack, Backerack or Baker's Reach, Jan Playsier's Reach, and Hart's or Hunter's Reach.

## **History**

### **Pre-Columbian era**

The area around Hudson River was inhabited by indigenous peoples ages before Europeans arrived. The Lenape, Wappinger, and Mahican branches of the Algonquians lived along the river, mostly in peace with the other groups. The Algonquians in the region mainly lived in small clans and villages throughout the area. One major settlement was called Navish, which was located at Croton Point, overlooking the Hudson River. Other settlements were located in various locations throughout the Hudson Highlands. Many villagers lived in various types of houses, which the Algonquians called wigwams, though large families often lived in longhouses that could be a hundred feet long.

At the associated villages, they grew corn, beans, and squash. They also gathered other types of plant foods, such as hickory nuts and many other wild fruits and tubers. In addition to agriculture, the Algonquians also fished in the Hudson River, focusing on various species of freshwater fish, as well as various variations of striped bass, American eels, sturgeon, herring, and shad. Oyster beds were also common on the river floor, which provided an extra source of nutrition. Land hunting consisted of turkey, deer, bear, and other animals.

The lower Hudson River was inhabited by the Lenape, while further north, the Wappingers lived from Manhattan Island up to Poughkeepsie. They traded with both the Lenape to the south and the Mahicans to the north. The Mahicans lived in the northern part of the valley from present-day Kingston to Lake Champlain, with their capital located near present-day Albany.

## **Exploration and colonization**

John Cabot is credited for the Old World's discovery of continental North America, with his journey in 1497 along the continent's coast. In 1524, Florentine explorer Giovanni da Verrazzano sailed north along the Atlantic seaboard and into New York Harbor, however he left the harbor shortly thereafter, without navigating into the Hudson River. In 1598, Dutch men employed by the Greenland Company wintered in New York Bay.

In 1609 the Dutch East India Company financed English navigator Henry Hudson in his search for the Northwest Passage. During the search, Hudson decided to sail his ship up the river that would later be named after him. His travel up the ever-widening river led him to Haverstraw Bay, leading him to believe he had successfully reached the Northwest Passage. He landed on the western shore of the bay and claimed the territory for the Netherlands. He then proceeded upstream as far as present-day Troy before concluding that no such strait existed there.

The Dutch subsequently began to colonize the region, establishing the colony of New Netherland, including three



major fur-trading outposts: New Amsterdam, Wiltwyck, and Fort Orange. New Amsterdam was founded at the mouth of the Hudson River, and would later become known as New York City. Wiltwyck was founded roughly halfway up the Hudson River, and would later become Kingston. Fort Orange was founded on the river north of Wiltwyck, and later became known as Albany.

The Dutch West India Company operated a monopoly on the region for roughly twenty years before other businessmen were allowed to set up their own ventures in the colony. In 1647, Director-General Peter Stuyvesant took over management of the colony, and surrendered it in 1664 to the British, who had invaded the largely-defenseless New Amsterdam. New Amsterdam and the colony of New Netherland were renamed New York, after the Duke of York.

Under British colonial rule, the Hudson Valley became an agricultural hub. Manors were developed on the east side of the river, and the west side contained many smaller and independent farms. In 1754, the Albany Plan of Union was created at Albany City Hall on the Hudson. The plan allowed the colonies to treaty with the Iroquois and provided a framework for the Continental Congress.

## **American Revolution**

During the American Revolutionary War, the British realized that the river's proximity to Lake George and Lake Champlain would allow their navy to control the water route from Montreal to New York City. British general John Burgoyne planned the Saratoga campaign, to control the river and

therefore cut off the patriot hub of New England (to the river's east) from the South and Mid-Atlantic regions to the river's west. The action would allow the British to focus on rallying the support of loyalists in the southerly states. As a result, numerous battles were fought along the river and in nearby waterways. These include the Battle of Long Island, in August 1776 and the Battle of Harlem Heights the following month. Later that year, the British and Continental Armies were involved in skirmishes and battles in rivertowns of the Hudson in Westchester County, culminating in the Battle of White Plains.

Also in late 1776, New England militias fortified the river's choke point known as the Hudson Highlands, which included building Fort Clinton and Fort Montgomery on either side of the Hudson and a metal chain between the two. In 1777, Washington expected the British would attempt to control the Hudson River, however they instead conquered Philadelphia, and left a smaller force in New York City, with permission to strike the Hudson Valley at any time. The British attacked on October 5, 1777 in the Battle of Forts Clinton and Montgomery by sailing up the Hudson River, looting the village of Peekskill and capturing the two forts. In 1778, the Continentals constructed the Great West Point Chain in order to prevent another British fleet from sailing up the Hudson.

## **Hudson River School**

Hudson River School paintings reflect the themes of discovery, exploration, and settlement in America in the mid-19th century. The detailed and idealized paintings also typically depict a pastoral setting. The works often juxtapose peaceful

agriculture and the remaining wilderness, which was fast disappearing from the Hudson Valley just as it was coming to be appreciated for its qualities of ruggedness and sublimity. The school characterizes the artistic body, its New York location, its landscape subject matter, and often its subject, the Hudson River.

In general, Hudson River School artists believed that nature in the form of the American landscape was an ineffable manifestation of God, though the artists varied in the depth of their religious conviction. Their reverence for America's natural beauty was shared with contemporary American writers such as Henry David Thoreau and Ralph Waldo Emerson. The artist Thomas Cole is generally acknowledged as the founder of the Hudson River School, his work first being reviewed in 1825, while painters Frederic Edwin Church and Albert Bierstadt were the most successful painters of the school.

## **19th century**

At the beginning of the 19th century, transportation from the US east coast into the mainland was difficult. Ships were the fastest vehicles at the time, as trains were still being developed and automobiles were roughly a century away.

In order to facilitate shipping throughout the country's interior, numerous canals were constructed between internal bodies of water in the 1800s. One of the most significant canals of this era was the Erie Canal. The canal was built to link the Midwest to the Port of New York, a significant seaport during that time, by way of the Great Lakes, the canal, the Mohawk River, and the Hudson River.

The completion of the canal enhanced the development of the American West, allowing settlers to travel west, send goods to markets in frontier cities, and export goods via the Hudson River and New York City. The completion of the canal made New York City one of the most vital ports in the nation, surpassing the Port of Philadelphia and ports in Massachusetts. After the completion of the Erie Canal, smaller canals were built to connect it with the new system. The Champlain Canal was built to connect the Hudson River near Troy to the southern end of Lake Champlain. This canal allowed boaters to travel from the St. Lawrence Seaway, and then British cities such as Montreal to the Hudson River and New York City.

Another major canal was the Oswego Canal, which connected the Erie Canal to Oswego and Lake Ontario, and could be used to bypass Niagara Falls. The Cayuga-Seneca Canal connected the Erie Canal to Cayuga Lake and Seneca Lake. Farther south, the Delaware and Hudson Canal was built between the Delaware River at Honesdale, Pennsylvania, and the Hudson River at Kingston, New York. This canal enabled the transportation of coal, and later other goods as well, between the Delaware and Hudson River watersheds. The combination of these canals made the Hudson River one of the most vital waterways for trade in the nation.

During the Industrial Revolution, the Hudson River became a major location for production, especially around Albany and Troy. The river allowed for fast and easy transport of goods from the interior of the Northeast to the coast. Hundreds of factories were built around the Hudson, in towns including Poughkeepsie, Newburgh, Kingston, and Hudson. The North

Tarrytown Assembly (later owned by General Motors), on the river in Sleepy Hollow, was a large and notable example. The River links to the Erie Canal and Great Lakes, allowing manufacturing in the Midwest, including automobiles in Detroit, to use the river for transport. With industrialization came new technologies for transport, including steamboats for faster transport. In 1807, the *North River Steamboat* (later known as Clermont), became the first commercially successful steamboat. It carried passengers between New York City and Albany along the Hudson River.

The Hudson River valley also proved to be a good area for railroads. The Hudson River Railroad was established in 1849 on the east side of the river as a way to bring passengers from New York City to Albany. The line was built as an alternative to the New York and Harlem Railroad for travel to Albany, and as a way to ease the concerns of cities along the river. The railroad was also used for commuting to New York City. Further north, the Livingston Avenue Bridge was opened in 1866 as a way to connect the Hudson River Railroad with the New York Central Railroad, which goes west to Buffalo. Smaller railroads existed north of this point. On the west side of the Hudson River, the West Shore Railroad opened to run passenger service from Weehawken, New Jersey to Albany, and then Buffalo. In 1889, the Poughkeepsie Railroad Bridge opened for rail service between Poughkeepsie and the west side of the river.

## **20th and 21st centuries**

Starting in the 20th century, the technological requirements needed to build large crossings across the river were met. This

was especially important by New York City, as the river is fairly wide at that point. In 1927, the Holland Tunnel opened between New Jersey and Lower Manhattan. The tunnel was the longest underwater tunnel in the world at the time, and used an advanced system to ventilate the tunnels and prevent the build-up of carbon monoxide. The original upper level of the George Washington Bridge and the first tube of the Lincoln Tunnel followed in the 1930s. Both crossings were later expanded to accommodate extra traffic: the Lincoln Tunnel in the 1940s and 1950s, and the George Washington Bridge in the 1960s. In 1955, the original Tappan Zee Bridge was built over one of the widest parts of the river, from Tarrytown to Nyack.

The late 20th century saw a decline in industrial production in the Hudson Valley. In 1993, IBM closed two of its plants in East Fishkill and Kingston due to IBM losing \$16 billion over the previous three years. The plant in East Fishkill had 16,300 workers at its peak in 1984, and had opened in 1941 originally as part of the war effort. In 1996, the North Tarrytown GM Plant closed. In response to the plant closures, towns throughout the region sought to make the region attractive for technology companies. IBM maintained a Poughkeepsie mainframe unit, and newer housing and office developments were built near there as well. Commuting from Poughkeepsie to New York City also increased. Developers also looked to build on the property of the old GM plant.

Around the time of the last factories' closing, environmental efforts to clean up the river progressed. For example, GE participated in cleanup efforts to remove PCBs from the site of its old factory in Hudson Falls. The cleanup is part of an EPA Superfund site, and consists of dredging a 40-mile stretch of

the river the Troy Dam to Fort Edward in order to remove the probable carcinogen from the ecosystem. Other conservation efforts also occurred, such as when Christopher Swain became the first person to swim all 315 miles of the Hudson River in support of cleaning it up.

In conjunction with conservation efforts, the Hudson River region has seen an economic revitalization, especially in favor of green development. In 2009, the High Line was opened in the Chelsea neighborhood of Manhattan. This linear park has views of the river throughout its length. Also in 2009, the original Poughkeepsie railroad bridge, since abandoned, was converted into the Walkway Over the Hudson, a pedestrian park over the river. Emblematic of the increase in green development in the region, waterfront parks in cities like Kingston, Poughkeepsie, and Beacon were built, and several festivals are held annually.

## **Landmarks**

Numerous places have been constructed along the Hudson that have since become landmarks. Following the river from its source to mouth, there is the Hudson River Islands State Park in Greene and Columbia counties, and in Dutchess County, there is Bard College, Staatsburgh, the Vanderbilt Mansion National Historic Site, Franklin D. Roosevelt's home and presidential library, and the main campus of the Culinary Institute of America, Marist College, the Walkway over the Hudson, Bannerman's Castle, and Hudson Highlands State Park. South of that in Orange County is the United States Military Academy. In Westchester lies Indian Point Energy Center, Croton Point Park, and Sing Sing Correctional Facility.

In New Jersey is Stevens Institute of Technology and Liberty State Park. In Manhattan is Fort Tryon Park with the Cloisters, and the World Trade Center. Ellis Island, partially belonging to both the states of New Jersey and New York, is located just south of the river's mouth in New York Harbor. The Statue of Liberty, located on Liberty Island, is located a bit further south of there.

## **Landmark status and protection**

A 30-mile (48 km) stretch on the east bank of the Hudson has been designated the Hudson River Historic District, a National Historic Landmark. The Palisades Interstate Park Commission protects the Palisades on the west bank of the river. The Hudson River was designated as an American Heritage River in 1997. The Hudson River estuary system is part of the National Estuarine Research Reserve System as the Hudson River National Estuarine Research Reserve.

## **Transportation and crossings**

- The Hudson River is navigable by large steamers up to Troy, and by ocean-faring vessels to the Port of Albany. The original Erie Canal, opened in 1825 to connect the Hudson with Lake Erie, emptied into the Hudson at the Albany Basin, just 3 miles (4.8 km) south of the Federal Dam in Troy (at mile 134). The canal enabled shipping between cities on the Great Lakes and Europe via the Atlantic Ocean. The New York State Canal System, the successor to the Erie



Canal, runs into the Hudson River north of Troy. It also uses the Federal Dam as a lock.

Along the east side of the river runs the Metro-North Railroad's Hudson Line, from Manhattan to Poughkeepsie. The tracks continue north of Poughkeepsie as Amtrak trains run further north to Albany. On the west side of the river, CSX Transportation operates a freight rail line between North Bergen Yard in North Bergen, New Jersey and Selkirk Yard in Selkirk, New York.

The Hudson is crossed at numerous points by bridges, tunnels, and ferries. The width of the Lower Hudson River required major feats of engineering to cross; the results are today visible in the George Washington Bridge and the 1955 Tappan Zee Bridge (replaced by the New Tappan Zee Bridge) as well as the Lincoln and Holland Tunnels and the PATH and Pennsylvania Railroad tubes.

The George Washington Bridge, which carries multiple highways, connects Fort Lee, New Jersey to the Washington Heights neighborhood of Upper Manhattan, and is the world's busiest motor vehicle bridge.

The new Tappan Zee Bridge is the longest in New York, although the Verrazzano-Narrows Bridge has a larger main span. The Troy Union Bridge between Waterford and Troy was the first bridge over the Hudson; built in 1804 and destroyed in 1909; its replacement, the Troy–Waterford Bridge, was built in 1909. The Rensselaer and Saratoga Railroad was chartered in 1832 and opened in 1835, including the Green Island Bridge, the second bridge over the Hudson south of the Federal Dam.

## **Pollution**

The Hudson River's sediments contain a significant array of pollutants, accumulated over decades from industrial waste discharges, sewage treatment plants, and urban runoff. The overall water quality in the river has improved significantly since the 1990s, however.

The most discussed pollution of the Hudson River is General Electric's contamination of the river with polychlorinated biphenyls (PCBs) between 1947 and 1977. This pollution caused a range of harmful effects to wildlife and people who ate fish from the river or drank the water. In response to this contamination, activists protested in various ways. A group of fishermen formed an organization in 1966 that would later become Riverkeeper, the first member of the Waterkeeper Alliance.

Musician Pete Seeger founded the Hudson River Sloop Clearwater and the Clearwater Festival to draw attention to the problem. Environmental activism led to passage of the federal Clean Water Act in 1972 as well as federal government designation of the river as a Superfund site in 1984. Other kinds of pollution, including mercury contamination and discharges of partially-treated sewage, have also caused problems.

Extensive remediation actions on the river began in the 1970s with the implementation of wastewater discharge permits and consequent control or reduction of wastewater discharges, and sediment removal operations, which have continued into the 21st century.

## **Flora and fauna**

### **Plankton**

Zooplankton are abundant throughout both fresh and saltwater portions of the river, and provide a crucial food source for larval and juvenile fish.

### **Invertebrates**

The benthic zone has species capable of living in soft bottom habitats. Within freshwater regions, there are animal species including larvae of chironomid flies, oligochaete worms, predatory fly larvae, and amphipods. In saline regions, there are abundant polychaete annelids, amphipods, and some mollusks such as clams. These species burrow in the sediment and accelerate the breakdown of organic matter. Atlantic blue crabs are among the larger invertebrates, at the northern limit of their range.

The entire Hudson was once far more populated with native suspension-feeding bivalves. Freshwater mussels were common in the river's limnetic zone, but populations have been decreasing for decades, probably from altered habitats and the invasive zebra mussel. Oyster beds were once pervasive in the saltwater portion, but are now reduced through pollution and exploitation.

### **Fish**

According to the NYSDEC Hudson River Estuary Program, about 220 species of fish, including 173 native species,

currently are found in the Hudson River. Commercial fishing was once prominent in the river, although most were shut down in 1976 due to pollution; few survive today. American shad are the only finfish harvested for profit, though in limited numbers.

Species include striped bass, the most important game fish in the Hudson. Estimates of the striped bass population in the Hudson range to nearly 100 million fish. American eels also live in the river before reaching breeding age; for much of this stage they are known as glass eels because of the transparency of their bodies. The fish are the only catadromous species in the Hudson's estuary.

The Atlantic tomcod is a unique species that adapted resistance to the toxic effects of the PCBs polluting the river. Scientists identified the genetic mutation that conferred the resistance, and found that the mutated form was present in 99 percent of the tomcods in the river, compared to fewer than 10 percent of the tomcods from other waters. The hogchoker flatfish have been historically abundant in the river, where farmers would use them for inexpensive livestock feed, giving the fish its name. Other unusual fish found in the river include the northern pipefish, the lined seahorse, and the northern puffer.

The Atlantic sturgeon, a species about 120 million years old, enter the estuary during their annual migrations. The fish grow to a considerable size, up to 15 feet (4.6 m) and 800 pounds (360 kg). The fish are the symbol of the Hudson River Estuary. Their smoked flesh was commonly eaten in the river valley since 1779, and it was sometimes known as "Albany

beef". The city of Albany was called "Sturgeondom" or "Sturgeontown" in the 1850s and 1860s, with its residents known as "Sturgeonites". The "Sturgeondom" name lost popularity around 1900. The fish have been off limits from fishing since 1998. The river's population of shortnose sturgeon have quadrupled since the 1970s, and are also off limits to all fishing as they are a federally endangered species.

## **Marine and invasive species**

Marine life is known to exist in the estuary, with seals, crabs, and some whales reported. On March 29, 1647, a white whale swam up the river to the Rensselaerswyck (near Albany). Herman Melville, author of *Moby-Dick*, lived in and near Albany from 1830 to 1847, and was known to have ancestry from New Netherland, leading some to believe stories of the whale sighting inspired his novel.

Non-native species often originate in New York Harbor, a center of long-distance commerce. Over 100 foreign species reside in the river and its banks. Many of these have had significant effects on the ecosystem and natural habitats. The water chestnut produces a vegetative mat that reduces oxygen content in the water below, enhances sedimentation, impedes small vessel navigation, and is a hazard to swimmers and walkers. The zebra mussel arrived in the Hudson in 1989 and has spread through the river's freshwater region, reducing photoplankton and river oxygen levels. Positively, the mussel clears suspended particles, allowing for more light to aquatic vegetation. In saltwater areas, the green crab spread in the early 20th century and the Japanese shore crab has become dominant in recent years.

## **Habitats**

The Hudson has a diverse array of habitat types. Most of the river consists of deep water habitats, though its tidal wetlands of freshwater and salt marshes are among the most ecologically important. There is strong biological diversity, including intertidal vegetation like freshwater cattails and saltwater cordgrasses.

Shallow coves and bays are often covered with submarine vegetation; shallower areas harbor diverse benthic fauna. Abundance of food varies over location and time, stemming from seasonal flows of nutrients. The Hudson's large volume of suspended sediments reduces light penetration in the area's water column, which reduces phytoplankton photosynthesis and prevents sub-aquatic vegetation from growing beyond shallow depths. The oxygen-producing phytoplankton have also been inhibited by the relatively recent invasion of the zebra mussel species.

The Hudson River estuary is the site of wetlands from New York City all the way up to Troy. It has one of the largest concentrations of freshwater wetlands in the Northeast. Even though the river can be considered brackish further south, 80 percent of the wetlands are outside the influence of the saltwater coming from the Atlantic Ocean.

Currently, the river has about 7,000 acres (28 km) acres of wetlands, and rising sea levels due to climate change are expected to lead to an expansion of that area. Wetlands are expected to migrate upland as sea level (and thus the level of the river) rises. This is different from the rest of the world,

where rising sea levels usually leads to a reduction in wetland areas. The expansion of the wetlands are expected to provide more habitat to the fish and birds of the region.

## **Activities**

Parkland surrounds much of the Hudson River; prominent parks include Battery Park and Liberty State Park at the river's mouth,

Riverside Park in Manhattan, Croton Point Park, Bear Mountain State Park, Storm King State Park and the Hudson Highlands, Moreau Lake State Park, and its source in the High Peaks Wilderness Area.

The New Tappan Zee Bridge between Westchester and Rockland counties has a pedestrian and bicycling path covering a distance of about 3.6 miles. Another pedestrian and bike path exists further north, between Dutchess and Ulster Counties: Walkway Over the Hudson, which has a one-way length of 1.2 miles.

Fishing is allowed in the river, although the state Department of Health recommends eating no fish caught from the South Glens Falls Dam to the Federal Dam at Troy. Women under 50 and children under 15 are not advised to eat any fish caught south of the Palmer Falls Dam in Corinth, while others are advised to eat anywhere from one to four meals per month of Hudson River fish, depending on species and location caught. The Department of Health cites mercury, PCBs, dioxin, and cadmium as the chemicals impacting fish in these areas.

Common native species recreationally fished include striped bass (formerly a major commercial species, now only legally taken by anglers), channel catfish, white catfish, brown bullhead, yellow perch, and white perch. The nonnative largemouth and smallmouth bass are also popular, and serve as the focus of catch-and-release fishing tournaments.