

## THE DISCOVERY OF AUSTRALIA AND NEW ZEALAND.

IT is impossible to say who were the first discoverers of Australia, although there is evidence that the Chinese had some knowledge of the continent so far back as the Thirteenth Century. The Malays, also, would seem to have been acquainted with the northern coast; while Marco Polo, who visited the East at the close of the Thirteenth Century, makes reference to the reputed existence of a great southern continent. There is in existence a map, dedicated to Henry the Eighth of England, on which a large southern land is shown, and the tradition of a Terra Australis appears to have been current for a long period before it enters into authentic history.

In 1503, a French navigator named Binot Paulmyer, Sieur de Gonneville, was blown out of his course, and landed on a large island, which was claimed to be the great southern land of tradition, although Flinders and other authorities are inclined to think that it must have been Madagascar. Some French authorities confidently put forward a claim that Guillaume le Testu, of Provence, sighted the continent in 1531. The Portuguese also advance claims to be the first discoverers of Australia, but so far the evidence cannot be said to establish their pretensions. As early as 1597, the Dutch historian, Wytfliet describes the Australis Terra as the most southern of all lands, and proceeds to give some circumstantial particulars respecting its geographical relation to New Guinea, venturing the opinion that, were it thoroughly explored, it would be regarded as a fifth part of the world.

Early in the Seventeenth Century, Philip the Third of Spain sent out an expedition from Callao, in Peru, for the purpose of searching for a southern continent. The little fleet comprised three vessels, with the Portuguese pilot, De Quiros, as navigator, and De Torres as admiral, or military commander. They left Callao on the 21st December, 1605, and in the following year discovered the island now known as Espiritu Santo, one of the New Hebrides Group, which De Quiros, under the impression that it was indeed the land of which he was in search, named "*La Austrialia del Espiritu Santo.*" Sickness and discontent led to a mutiny on De Quiros' vessel, and the crew, overpowering their officers during the night, forced the captain to navigate his ship to Mexico. Thus abandoned by his consort, De Torres, compelled to bear up for the Philippines to refit, discovered and sailed through the strait that bears his name, and may even have caught a glimpse of the northern coast

of the Australian Continent. His discovery was not, however, made known until 1792, when Dalrymple rescued his name from oblivion, bestowing it upon the passage which separates New Guinea from Australia. De Quiros returned to Spain to re-engage in the work of petitioning the king to despatch an expedition for the purpose of prosecuting the discovery of the Terra Australis. He was finally successful in his petitions, but died before accomplishing his work, and was buried in an unknown grave in Panama, never being privileged to set his foot upon the continent the discovery of which was the inspiration of his life.

During the same year in which De Torres sailed through the strait destined to make him famous, a little Dutch vessel called the "Duyfken," or "Dove," set sail from Bantam, in Java, on a voyage of discovery. This ship entered the Gulf of Carpentaria, and sailed south as far as Cape Keerweer, or Turn-again. Here some of the crew landed, but being attacked by natives, made no attempt to explore the country. In 1616, Dirk Hartog discovered the island bearing his name. In 1622 the "Leeuwin," or "Lioness," made some discoveries on the south-west coast; and during the following year the yachts Pera and Arnhem explored the shores of the Gulf of Carpentaria. Arnhem Land, a portion of the Northern Territory, still appears on many maps as a memento of this voyage. Among other early Dutch discoverers were Van Edels; Pool, in 1629, in the Gulf of Carpentaria; Nuijts, in the "Gulden Zeepaard," along the southern coast, which he called, after himself, Nuijts Land; De Witt; and Pelsaert, in the "Batavia." Pelsaert was wrecked on Houtman's Abrolhos; his crew mutinied, and he and his party suffered greatly from want of water. The record of his voyage is interesting from the fact that he was the first to carry back to Europe an authentic account of the western coast of Australia, which he described in any but favourable terms. It is to Dutch navigators in the early portion of the Seventeenth Century that we owe the first really authentic accounts of the western coast and adjacent islands, and in many instances the names given by these mariners to prominent physical features are still retained. By 1665 the Dutch possessed rough charts of almost the whole of the western littoral, while to the mainland itself they had given the name of New Holland. Of the Dutch discoverers, Pelsaert was the only one who made any detailed observations of the character of the country inland, and it may here be remarked that his journal contains the first notice and description of the kangaroo that has come down to us.

In 1642, Abel Janszoon Tasman sailed on a voyage of discovery from Batavia, the head-quarters of the Governor and Council of the Dutch East Indies, under whose auspices the expedition was undertaken. He was furnished with a yacht, the "Heemskirk," and a fly-boat, the "Zeehaen" (or "Sea Hen"), under the command of Captain Jerrit Jansen. He left Batavia on what has been designated by Dutch historians the "Happy Voyage," on the 14th August, 1642. After

a visit to the Mauritius, then a Dutch possession, Tasman bore away to the south-east, and, on the 24th November, sighted the western coast of the land which he named Van Diemen's Land, in honor of the Governor under whose directions he was acting. The honor was later transferred to the discoverer himself, and the island is now known as Tasmania. Tasman doubled the southern extremity of Van Diemen's Land and explored the east coast for some distance. The ceremony of hoisting a flag and taking possession of the country in the name of the Government of the Netherlands was actually performed, but the description of the wildness of the country, and of the fabulous giants by which Tasman's sailors believed it to be inhabited, deterred the Dutch from occupying the island, and by the international principle of "non-user" it passed from their hands. Resuming his voyage in an easterly direction, Tasman sighted the west coast of the South Island of New Zealand on the 13th December of the same year, and describes the coast line as consisting of "high mountainous country."

Tasman was under the belief that the land he saw was part of a great polar continent discovered some years before by Schouten and Le Maire, to which the name of *Staaten Land* had been given. He, therefore, duplicated the designation; but within three months afterwards Schouten's "*Staaten Land*" was found to be merely an incon siderable island. Tasman's discovery thereupon received the name of New Zealand, on account of a fancied likeness to a province of Holland to which it bears not the least resemblance, and by this name it has been known ever since. Tasman sailed along the coast to a bay, and there he anchored. This inlet is known as Golden or Massacre Bay, called by Tasman, Murderer's Bay. Here an unprovoked attack by the Maoris on a boat's crew resulted in the death of four of Tasman's sailors. Leaving Murderer's Bay, Tasman steered along the west coast of North Island. Vainly seeking a passage to the east, he passed and named Cape Maria Van Diemen, finally taking leave of New Zealand at North Cape. At the Three Kings Islands he made an attempt to land, but the ferocious aspect of the natives terrified his boat's crew, and the voyage was resumed. Tasman left New Zealand with a most unfavourable impression of its inhabitants. He had been off the coast for some three weeks without landing or planting the flag of his country thereon, and more than a century and a quarter elapsed before another European is known to have visited New Zealand.

The first English navigator to sight the Australian continent was William Dampier, who made a visit to these shores in 1688, as supercargo of the "*Cygnet*," a trader, whose crew had turned buccaneers. On his return to England he published an account of his voyage, which resulted in his being sent out in the "*Roebuck*" in 1699 to further prosecute his discoveries. To him we owe the exploration of the coast for about 900 miles—from Shark Bay to Dampier's Archipelago, and thence to Roebuck Bay. He appears to have landed in several places in search

of water. His account of the country was quite as unfavourable as Pelsaert's. He described it as barren and sterile, and almost devoid of animals, the only one of any importance somewhat resembling a racoon—a strange creature, which advanced by great bounds or leaps instead of walking, using only its hind legs, and covering 12 or 15 feet at a time. The reference is, of course, to the kangaroo, which Pelsaert had also remarked and quaintly described some 60 years previously.

During the interval elapsing between Dampier's two voyages, an accident led to the closer examination of the coasts of Western Australia by the Dutch. In 1684 a vessel had sailed from Holland for the Dutch possessions in the East Indies, and after rounding the Cape of Good Hope, she was never again heard of. Some twelve years afterwards the East India Company fitted out an expedition under the leadership of Commander William de Vlamingh, with the object of searching for any traces of the lost vessel on the western shores of New Holland. Towards the close of the year 1696 this expedition reached the island of Rottneest which was thoroughly explored, and early the following year a landing party discovered and named the Swan River. The vessels then proceeded northward without finding any traces of the object of their search, but, at the same time, making fairly accurate charts of the coast line.

The great voyage of Captain James Cook, in 1769-70, was primarily undertaken for the purpose of observing the transit of Venus, but he was also expressly commissioned to ascertain "whether the unexplored part of the Southern Hemisphere be only an immense mass of water, or contain another continent." H.M.S. "Endeavour," the vessel fitted out for the voyage, was a small craft of 370 tons, carrying twenty-two guns, and built originally for a collier, with a view rather to strength than to speed. Chosen by Cook himself, she was renamed the "Endeavour," in allusion to the great work which her commander was setting out to achieve. Mr. Charles Green was commissioned to conduct the astronomical observations, and Sir Joseph Banks and Dr. Solander were appointed botanists to the expedition. After successfully observing the transit from the island of Tahiti, or Otahete, as Cook wrote it, the Endeavour's head was turned south, and then north-west, beating about the Pacific in search of the eastern coast of the great continent whose western shores had been so long known to the Dutch. On the 6th October, 1769, the coast of New Zealand was sighted, and two days later Cook cast anchor in Poverty Bay, so named from the inhospitality and hostility of the natives.

The expedition had thus far been sailing southward. Dissatisfied with the results, and finding it difficult to procure water in sufficient quantities, Cook put about, determining to follow the coast to the northward. He named a promontory in the neighbourhood Cape Turnagain. Another promontory more to the north, where a huge canoe made a hasty retreat, he called Cape Runaway. In the month

of November he touched at a point on the coast, where he landed and erected an observatory for the purpose of observing the transit of Mercury—one of the chief objects of his expedition on that occasion. A signal station was erected on the headland from which Cook took his observation, and which is now known as Shakespeare's Head. On the 9th of November the transit of Mercury was successfully observed, and the name Mercury Bay was given to the inlet where the observation was made. Two localities, for reasons which will be obvious, were called Oyster Bay and Mangrove River. Before leaving Mercury Bay, Cook caused to be cut upon one of the trees near the watering-place the ship's name and his own, with the date of arrival there, and, after displaying the English colours, took formal possession of it in the name of His Britannic Majesty King George the Third. It is noteworthy that Cook always managed to obtain wood and water wherever wood and water were to be had, no matter whether his intercourse with the natives were friendly or otherwise. He also contrived to carry on his surveys in spite of all opposition with such accuracy and deliberation that they remained the standard authority on the outlines of the islands for some seventy years or more. He was, moreover, a benefactor in no mean degree to the natives, who seldom knew the meaning of meat, save at a cannibal feast after a tribal victory. He not only improved their vegetables by giving them seed potatoes, but he turned loose fowls and pigs to supply their flesh larder. To the time of writing, the wild pigs which haunt the forests and the mountain gorges are called after Captain Cook, and they furnish many a solitary shepherd, miner, farmer, and gum-digger with excellent meat. Cook was, perhaps, either more prudent, or more successful than Captain Tobias Furneaux, of the consort "Adventure," who, in a subsequent voyage to New Zealand, lost an entire boat's crew of nine men, who were captured or killed, and duly cooked and eaten by the Maoris.

On the 17th December, the "Endeavour" doubled North Cape, which is the northern extremity of North Island, and began the descent of its western side. The weather now become stormy, and with a repetition of Tasman's experience from an opposite course on the same coast, very dangerous. Often was the vessel compelled to stand off in great distress, and intercourse with the natives was considerably interrupted. At one point, however, the English mariners satisfied themselves that the inhabitants ate human flesh—the flesh, at least, of enemies who had been killed in battle. On January 30th, 1770, Cook erected a flagpost on the summit of a hill in Queen Charlotte's Sound, where he again hoisted the Union Jack, and, after naming the bay where the ship was at anchor after the Queen, took formal possession of the South Island in the name of His Majesty King George the Third.

Cook crossed the waters of Doubtless Bay on the same day that the French Captain, De Surville, in the "St. Jean Baptiste," was

approaching the land at Mangonui. A few hours afterwards, and totally ignorant of Cook's presence in New Zealand waters, the Frenchman anchored in this very inlet and named it Lauriston Bay. This navigator was sent out by his Government, who believed that the English had found "an island of gold" in the South Seas, and sailed post haste from India to see if he could not participate in the exploitation of the precious metal. He was received by the natives with great hospitality; but, finding nothing more valuable than spars for his ship, he proceeded to South America, carrying away in irons the Rarawa chief, Ngakinui, who had entertained him and his sick seamen with great hospitality while on shore. Ngakinui pined on ship-board for his native food, and died some eighty days after his seizure. De Surville, only eleven days after the death of this unfortunate Maori chief, was drowned in the surf at Callao.

After voyaging westward for nearly three weeks Cook, on the 19th April, 1770, sighted the eastern coast of Australia at a point which he named after his lieutenant, who discovered it, Point Hicks, and which modern geographers identify with Cape Everard.

The "Endeavour" then coasted northward, and after passing and naming Mount Dromedary, the Pigeon House, Point Upright, Cape St. George, and Red Point, Botany Bay was discovered on the 28th April, 1770, and as it appeared to offer a suitable anchorage, the "Endeavour" entered the bay and dropped anchor. The ship brought to opposite a group of natives, who were cooking over a fire. The great navigator and his crew, unacquainted with the character of the Australian aborigines, were not a little astonished that these natives took no notice of them or their proceedings. Even the splash of the anchor in the water, and the noise of the cable running out through the hawse hole, in no way disturbed them at their occupation, or caused them to evince the slightest curiosity. But as the captain of the "Endeavour" ordered out the pinnace and prepared to land, the natives threw off their nonchalance; for on the boat approaching the shore, two men, each armed with a bundle of spears, presented themselves on a projecting rock and made threatening signs to the strangers. It is interesting to note that the ingenious "wommera," or throwing-stick, which is peculiar to Australia, was first observed on this occasion. As the men were evidently determined to oppose any attempt at landing, a musket was discharged between them, in the hope that they would be frightened by the noise, but it produced no effect beyond causing one of them to drop his bundle of spears, of which, however, he immediately repossessed himself, and with his comrade resumed the same menacing attitude. At last one cast a stone towards the boat, which earned him a charge of small shot in the leg. Nothing daunted, the two ran back into the bush, and presently returned furnished with shields made of bark, with which to protect themselves from the firearms of the crew. Such intrepidity is certainly worthy of passing notice. Unlike the American Indians, who supposed Columbus and his crew to be

supernatural beings, and their ships in some way endowed with life, and who were thrown into convulsions of terror by the first discharge of firearms which they witnessed, these Australians were neither excited to wonder by the ship, nor overawed by the superior number and unknown weapons of the strangers. Cook examined the bay in the pinnace, and landed several times; but by no endeavour could he induce the natives to hold any friendly communication with him. The well-known circumstance of the great variety of new plants here obtained, from which Botany Bay derives its name, should not be passed over. Before quitting the bay the ceremony was performed of hoisting the Union Jack, first on the south shore, and then near the north head, formal possession of the territory being thus taken for the British Crown. During the sojourn in Botany Bay the crew had to perform the painful duty of burying a comrade—a seaman named Forby Sutherland, who was in all probability the first British subject whose body was committed to Australian soil.

After leaving Botany Bay, Cook sailed northward. He saw and named Port Jackson, but forebore to enter the finest natural harbour in Australia. Broken Bay and other inlets, and several headlands, were also seen and named, but the vessel did not come to an anchor till Moreton Bay was reached, although the wind prevented Cook from entering this harbour. Still sailing northward, taking notes as he proceeded for a rough chart of the coast, and landing at Bustard and Keppel Bays and the Bay of Inlets, Cook passed over 1,300 miles without the occurrence of any event worthy of being chronicled, till suddenly one night at 10 o'clock the water was found to shoal, without any sign of breakers or land. While Cook was speculating on the cause of this phenomenon, and was in the act of ordering out the boats to take soundings, the "Endeavour" struck heavily, and fell over so much that the guns, spare cables, and other heavy gear had at once to be thrown overboard to lighten the ship. As day broke, attempts were made to float the vessel off with the morning tide; but these were unsuccessful. The water was rising so rapidly in the hold that with four pumps constantly going the crew could hardly keep it in check. At length one of the midshipmen suggested the device of "fothering," which he had seen practised in the West Indies. This consists in passing a sail, attached to cords, and charged with oakum, wool, and other materials, under the vessel's keel, in such a manner that the suction of the leak may draw the canvas into the aperture, and thus partially stop the vent. This was performed with great success, and the vessel was floated off with the evening tide. The land was soon after made near the mouth of a small stream, which Cook called, after the ship, the Endeavour River. A headland close by he named Cape Tribulation. The ship was steered into the river, and there careened and thoroughly repaired. Cook having completed the survey of the east coast, to which he gave the name of New South Wales, sighted and named Cape York, the northernmost point of Australia, and took final possession of his discoveries

northward from latitude 38° south to latitude 10½° south, on a spot which he named Possession Island, thence returning to England by way of Torres Straits and the Indian Ocean.

The great navigator's second voyage, undertaken in 1772, with the "Resolution" and the "Adventure" is of less importance. The vessels became separated, and both at different times visited New Zealand. Captain Tobias Furneaux, in the "Adventure," also found his way to Storm Bay in Tasmania. In 1777, while on his way to search for a north-east passage between the Atlantic and Pacific Oceans, Cook again touched at the coast of Tasmania and New Zealand.

On his return to England, Cook gave a most graphic description of New Zealand and its people. Men engaged in commerce became impressed with the value of the various articles which New Zealand produced, and hence of its importance as a market for manufactured goods; while the savant and the scientist regarded with great interest the information recently published respecting a race of people who, while having a real though hitherto undescribed form of civilisation, were yet greedy eaters of human flesh. Cook's report of the genial climate, the fertile soil, and the evergreen forests of the new archipelago, not only excited considerable interest in England, but so captivated the eminently practical mind of Benjamin Franklin that the American philosopher published a proposal for its immediate colonisation.

Meanwhile, in 1772, Captain Marion du Fresne anchored his two ships, the "Marquis de Castries" and the "Mascarin," in the Bay of Islands. These vessels formed a French expedition of discovery. Sailing from Nantes, on the Loire, Lieutenant Crozet, in command of the King's sloop "Mascarin," had lost his masts, and the two ships put into the Bay of Islands to refit. Du Fresne was frequently on shore during his stay, and habits of intimacy began in the mind of the French Commander confidence in the friendship of the natives. Both races lived in harmony for several weeks. "They treated us," says Crozet, "with every show of friendship for thirty-three days, with the intention of eating us on the thirty-fourth." The Maori version, given by Dr. Thompson, is: "We treated Marion's party with every kindness for thirty days, and on the thirty-first they put two of our chiefs in irons, and burned our sacred places." It matters little whether the Maoris had any valid excuse for eating their guests or not, the fact remains that an attack was made on the French, when twenty-eight of their party and the commander were killed and eaten. Crozet, who had a party of men engaged in getting spars on the Kawakawa River, was also in danger of being trapped by the treacherous savages; but being forewarned, he was enabled to punish those who had killed his comrades and sought his own destruction. Before leaving the river he refitted the two vessels, and, after a stay of sixty-four days in the Bay of Islands, continued his voyage.



On his first voyage, in 1770, Cook had some grounds for the belief that Van Diemen's Land, as Tasmania was then called, was a separate island. The observations of Captain Furneaux, however, did not strengthen this belief, and when making his final voyage, the great navigator appears to have definitely concluded that it was part of the mainland of Australia. This continued to be the opinion of geographers until 1798, when Bass discovered the strait which bears his name. The next recorded expedition is a memorable one in the annals of Australian History—the despatch of a British colony to the shores of Botany Bay. The fleet sailed in May, 1787, and arrived off the Australian coast early in the following January. The history of the British settlements in the Southern Seas has been given with considerable detail in previous issues of this volume, and in the edition for 1902-3 will be found a table of the principal occurrences in Australia and New Zealand, arranged in chronological order from the earliest times up to the close of the year 1903.