

NOTES ON CHARTS OF THE COAST OF TASMANIA,
OBTAINED FROM THE HYDROGRAPHICAL
DEPARTMENT, PARIS, AND COPIED BY PER-
MISSION OF THE FRENCH GOVERNMENT.

BY A. MAULT.

(CHARTS I, II, III, IV.)

More than a year ago Mr. McClymont spoke to me of the charts of which copies are attached to this paper. He explained at the last meeting of the Royal Society the manner in which he had become acquainted with their existence. I am sorry that it has not fallen to his lot to formally present them to you, for the Society is really indebted to him for their possession. Furthermore, in making the presentation he would have been much more able to accompany the gift with an explanation of the character and history of the charts. Another gentleman to whom thanks are due is my friend Monsieur Adelphe Patricot, of St. James's, Paris, who, after some little difficulty, overcame the prejudice that the French authorities have to allowing plans and maps to be copied, and then insisted on taking upon himself the cost of having fac-simile tracings made. Acknowledgments are also due to the Hon. E. N. C. Braddon, who, when Minister of Lands and Works, authorised the reproduction of the charts at the Government Photo-lithographic Establishment.

CHARTS OF MARION'S EXPEDITION, 1772.

The two charts that are respectively called (1), *Côte des Terres de Diemen parcourues en Mars 1772 par la flute du Roy le Mascarin*, and (2), *Terres de Diémen faisant partie de la Nouvelle Hollande la plus grande Isle connue levé du bord du Vau le Marquis de Castries en faisant route le long de la cote. Par Mr. du Clesmeur*, are particularly interesting. It will be remembered that the first visitors to land in Tasmania after Tasman's time were the French in these vessels. The expedition carried out in them was undertaken at the cost of Captain Marion du Fresne, whose grade in the French Navy was "Captain of fire-ship." The authorities of Mauritius allowed him to charter two of the Government vessels in the Colonial Service, the storeship *Le Mascarin*, the tonnage of which is not given, and the *Marquis de Castries*, apparently a smaller vessel, and to man them at his own pleasure. He himself took command on board the

Mascarin, with Mons. Crozet, who also was Capitaine de brulot, as his second on board, and gave the command of the *Marquis de Castries* to the Chevalier du Clesmeur, who was second in command of the expedition, and succeeded to the entire command on the death of Marion.

An account of the expedition, under the title "New Voyage to the South Sea," was published in Paris in 1783, being compiled from the plans and journals of Crozet. Crozet ignores as much as possible Captain du Clesmeur, who evidently knew it, and also of the proposed publication of the journal. For the editor of the journal prefixes to it a "preliminary discourse," the reading of which, he says, "is indispensable to rectify some important points in the narrative of the voyage;" and in which he declares that it was only on the eve of publication that he learnt that du Clesmeur succeeded to the command on the death of Marion. For in the journal Crozet never once mentions du Clesmeur's name, from the time of Marion's massacre until the moment when the vessels are parting company at Manilla, but always—even in relation to matters on board the *Castries*—says, "I did this," "I ordered that," as if he were in supreme command. The editor of the journal therefore requests the reader to note that everything done after Marion's death was done under the command of du Clesmeur and not of Crozet.

It is necessary to note this jealousy, as it explains some of the events that came to pass, and some of the results of the expedition. Its main object was to seek the great south land. Marion left the Mauritius in October 1771, and after some detention at Bourbon, Madagascar, and the Cape of Good Hope, left this last on the 28th December in that year. On the 19th January, 1772, he discovered, after having looked for Losier-Bouvet's Cap de la Circoncision in the wrong place,—the islands now called Prince Edward's or Marion's, but which he himself named Terre d'Espérance. While examining the islands, the *Mascarin*, by disregarding the then acknowledged "rules of the road," ran foul of the *Castries*, which was lying to, and carried away her bowsprit and foremast. Crozet, who mentions the accident, carefully avoids details as to cause. Jury masts were rigged up, and it seems that the *Castries* after the accident was still a better sailor than her consort, and du Clesmeur told Marion he was ready to go wherever he wished. But Crozet says that the condition of the *Castries* prevented Marion from carrying out his intention of going southward. Sailing eastward, the islands now called the Crozets were discovered on the 22nd January,—they were first sighted from du Clesmeur's ship,—but like other injustices in nomenclature, record the name of a man to whom none of the credit of their discovery is due.

Leaving the Crozets the ships were steered due eastward until they passed the longitude of St. Paul's Island, and then were headed towards the land discovered by Tasman. This was first sighted on the 3rd March, when Crozet calculated that they were in latitude 42deg. 56min. south. The longitude as given in the "New Voyage" is so evidently incorrect—126deg. 20min. east of Paris—that I will not here allude to it but to say that it certainly is a misprint.

Crozet gives no account of the voyage round the south end of the island, simply saying:—"The chart that I have prepared of the Terres de Diémen will give an exact idea of the configuration of these lands, and of the route we followed till we anchored in a bay named by Abel Tasman, Frederic Henry's Bay, which, according to that navigator, is situated in 43deg. 10min. of south latitude." The chart thus referred to is given in the "New Voyage" on a very small scale—the whole south coast of the island being shown in a space of less than two inches, and no latitude or longitude is marked. Flinders, in the introduction of his "Voyage to Terra Australis," says of it:—"The chart of Mons. Crozet, which accompanies the voyage, appears, though on a very small scale, to possess a considerable degree of exactness in the form of the land. The wide opening called Storm Bay is distinctly marked; as is another bay to the westward with several small islands in it, the easternmost of which are the *Boreel's Eylanden* of Tasman."

A very cursory examination of this small engraved chart will show that it is a reduction made from the first of the charts mentioned above, and this leaves no room for doubting that the manuscript chart copied at Paris is the original one prepared by Crozet himself on the *Mascarin* and during its passage along the coast. The track of the course made is given, with soundings and with the position of the ship at various hours every day during the passage. These details enable us to correct an error into which Flinders has fallen. He says, after mentioning the sighting of land on the 3rd March, 1772:—"Steering eastward round all the rocks and islets lying off the south coast, he arrived on the evening of the 4th in Frederik Hendrik's Bay." Flinders obtained this second date by deducting the six days Marion is said to have stayed in the bay from the date—the 10th March—when he quitted it for New Zealand. But the "New Voyage" is so full of misprints in figures that it is not to be depended upon without checking. This chart of Crozet's affords such a check. From it, it is evident that after sighting land, Marion in the *Mascarin*, steering south-east, arrived south of the Mewstone about 6 o'clock in the evening of the 3rd March. He probably lay to for the night, but by 5 o'clock on the morning of the 4th he had drifted down to 44deg. of south

latitude off South-east Cape. Then steering north-east, at midday he was south of Tasman's Head, and passed the night off Storm Bay. He doubled Tasman's Island at 8 o'clock on the morning of the 5th,—at noon was off the Yellow Bluff, and must have anchored in Frederik Hendrik Bay, now called Marion Bay, early in the afternoon.

I do not think that Flinders, if he had seen Crozet's chart on this larger scale, would have expressed the flattering opinion above given as to its exactness in the form of the land. The longitudes given on this chart and in the "New Voyage" are so far out as to be inexplicable. On the chart the longitude of the anchorage is given as 141deg. 30min. east of Paris—this probably being the result of reckoning and observation during the voyage. At the anchorage Crozet says, "I made several observations for longitude and I found it to be 143deg. east of Paris." This is more than $2\frac{1}{2}$ deg. out! In the simpler matter of latitude he is also wrong, giving quite a false impression of the trend of the south coast by making South-west Cape more southerly than South-east Cape.

But it is in comparing this chart with the one made at the same time, and in similar circumstances by du Clesmeur on board the *Castries*, that the work of Crozet most shows its inferiority. From the tracks laid down on the respective charts, and from the soundings given, it is evident that in sailing down the west coast the *Mascarin* was the nearer in shore. Crozet could therefore see the opening into Port Davey, which du Clesmeur could not. This, and perhaps the entrance to D'Entrecasteaux Channel, are the only points in which the *Mascarin* chart is superior to the *Castries* one.

From du Clesmeur's chart it is evident that the *Castries* had, as usual, outsailed the *Mascarin*, for she had to lie to to allow Marion to come up. The rocks and high land near Mainwaring Cove were, in the distance, taken to be islands. Rocky Point is distinctly and accurately laid down. The De Witt range and the hills on Point St. Vincent which mask the entrance to Port Davey were mistaken for islands, the lower land between them not being seen. If the coast-line be carried along the west side of these mistaken islands and carried back along the eastern side, Point St. Vincent and the entrance to Port Davey will be more accurately shown than on Crozet's chart. All the salient points of the south coast, from the South-west Cape to Tasman's Head, are accurately given with the islands lying off. The far end of the bays and bights, not being seen, are less accurately shown. In Storm Bay and eastward and northward to the anchorage in Frederik Hendrik or Marion Bay, the *Castries* went further in, and along this part of the course the chart is wonderfully accurate—in fact in some places more accurate than Flinders'.

It is not often that one has a chance of comparing the

impressions made by the same coast-line, seen at the same time, and in almost identical circumstances, by two navigators of the same nation and of equal standing. The result of the comparison in this case makes us regret that the recording of the whole of Marion's expedition had not fallen to the lot of du Clesmeur instead of Crozet. One more word and I have done with this part of my subject. What is now called Maria Island, Marion named St. Mary's Isle. Could not the proper name be reverted to ?

CHART OF CAPTAIN HAYES' DISCOVERIES.

Mr. J. B. Walker has recently called your attention to the sole expedition for discovery sent under the auspices of the East India Company into these seas—that commanded by Captain, afterwards Sir John Hayes, who visited the Derwent in 1794. Mr. Walker further told you how “the vessel carrying Hayes' charts and papers to England was captured by the French, and all his journals taken to Paris, and the result of his voyage was lost.” I think this is rather too sweeping an assertion, for it is evident from the narrative of Flinders that “sketches” of Hayes' charts were known, and that Hayes' nomenclature of localities was in many cases adopted. I think it probable that the originals or copies of these charts were kept in the Marine Office at Calcutta, and it was from these that the chart published by Arrowsmith in 1798 was taken. It is a copy of this chart (3) that I now present to you.

As for the history of this copy I think that probably it is as follows:—It is entitled, *Chart of Several Harbours in the South East part of Van Dieman's Land. London: Published January 1st, 1798, By A. Arrowsmith, Rathbone Place.* Though it is said to be “published,” the copy in the French archives, from which this copy I have was traced, is in manuscript and is kept with the next chart I have to describe, that is, one of Flinders'. In the “Observations” on this latter chart, Flinders says:—“The details of the south-east part of Van Diemen's Land are taken from a manuscript plan made by Mr. J. Hayes who visited that part in a ship called the *Duke* sent out from Bengal. Henshaw's Bay and Cape Hanson of his chart are Frederic Henry Bay and Cape Pillar, of which we have restored the names,” etc. Now the parts of D'Entrecasteaux Channel not seen by Flinders are exactly reproduced by him in his chart as they are laid down in this published chart, but the names mentioned by him are different. I would therefore venture to suggest that Flinders, when at home in the winter of 1800-1801, obtained a copy of Hayes' published chart, which was not identical with the manuscript one he had before seen, and that it was found among his papers when they were taken from him in the

Mauritius; that the draughtsman who copied Flinders' chart, that I am about to describe, seeing the reference therein to Hayes' chart, copied the published one as giving further details about the country that was evidently then claiming much attention from the French, and that it was thus that a manuscript copy of an engraved chart found its way into the Hydrographical Office at Paris.

This copy of Hayes' chart is furthermore interesting in connection with the history of names of places in these parts. For instance, it is curious to note how Ray-Taylor's Bay has become Great Taylor's Bay. And the name, "Admiral D'Entrecasteaux Bay" shows that Hayes had heard of the French navigator's voyage.

I may mention that one of our fellow-members, Colonel Cruickshank, is a great-grandson of Sir John Hayes, and have pleasure in adding that he has promised to obtain, if possible, copies of all documents relating to the expedition that may exist among the family papers in England, or in the Marine Office, Calcutta.

CHART OF FLINDERS' AND BASS' DISCOVERIES.

The last of the charts (4) I have to describe is one of exceptional interest. It is entitled, *Carte du Détroit de Basse entre la Nouvelle Galles Meridionale et la Terre de Diemen Levée par M. Flinders, Lieutenant du Vaisseau Anglais la Reliance, par ordre de M. le Gouverneur Hunter en 1798 et 1799.* Notwithstanding the title, it embraces the whole island of Tasmania, and there are laid down on it the tracks made in the following voyages:—

1. Bass' voyage in the whaleboat from Sydney to Western Port in 1797-8, whereby the existence of a strait between Australia and Van Diemen's Land was virtually proved. I am not aware of the existence of any other chart showing this track.
2. Flinders' voyage in the schooner *Francis* from Sydney to Furneaux Islands in 1798.
3. Flinders' and Bass' voyage in the sloop *Norfolk* round the Island of Van Diemen's Land in 1798-9. In the chart, the Frenchman who was stealing Flinders' observations has called this sloop the "*Jackson*," in specifying the routes, confusing the name of the little vessel with that of the port from which she sailed. He calls her by her right name elsewhere. He frequently mistakes English manuscript figures, especially a long drawn 1 for the long drawn French 5, the 3 for the 5 also, and the 6 for the 8.

The longitudes on the chart are taken from the meridian of Paris. The following "Observations" are made:—"The voyage of M. Flinders, second Lieutenant of the English ship, the

Reliance, round Van Diemen's Land, was made in the colonial sloop *Norfolk* of Port Jackson. The position of Port Dalrymple is fixed by 6 sets of lunar distances, taken in each direction with 2 sextants. The rest of the northern and western coast have been traced by estimates corrected by observations along the coast; but on arriving at South-west Cape our longitude, compared with that deduced from Cook's observations, was only 3min. in error. This error seemed to us so small that we changed nothing in the chart we had made. Adventure Bay is copied from the plan of Captain Cook (8th Edition, Dublin), Swilly Rock or Pedra Blanca is placed 59min. of longitude to the east of South-west Cape, according to the table in Cook's voyage, which agreed with the observations we made. The east coast, where shown by a simple line without shading, is traced from Captain Furneaux, and copied from a chart of New South Wales, of which the scale was about an inch to the degree of longitude. The shaded part of the coast in the neighbourhood of Oyster Bay is copied from a plan of 7in. to the deg. made by J. H. Cox and published by Mr. Dalrymple in 1791. The details of the south-east part of Van Diemen's Land are taken from a manuscript plan made by Mr. J. Hayes, who visited that part in a ship called the *Duke*, sent out from Bengal. We cannot answer for their exactitude. Henshaw's Bay and Cape Hanson of his chart are Frederic Henry Bay and Cape Pillar, of which we have restored the names in this: we have also made some slight changes in the names of points surveyed from the sloop: the ports and bays of his chart were called coves, and the rivers creeks.

"The coast of New South Wales from Port Jackson to Western Port was surveyed by Mr. Bass in a whaleboat. The shaded parts are copied from a sketch he made of it by sight. The cape called Ram's Head having been placed in the position fixed by Cook and taken as a datum point, the long coast beyond it has been extended further than shown in the sketch, in order to place Cape Wilson in the position it ought to have relatively to Furneaux Islands. Little confidence can be placed in estimates of courses made in waters like these, where there are strong currents, and it is only by estimate that these points have been fixed. The islands were placed by Captain Furneaux eastward of their real position: they have been marked here after the observations made at Port Dalrymple and the estimated course from that Port to the Swan Islands.

"The beginning and end of an eclipse of the moon, observed at the east end of Preservation Island, gave 148deg. 37min. 30sec. of east longitude from Greenwich, 148deg. (146deg.) 17min. 30sec. east of Paris."

Then follow the symbols giving the various routes; after

which the "Observations" continue:—"The double arrows show the direction of the tides.

"In the River Derwent, high water at 8 hours. Height above low water 4 or 5 feet. These tides are feeble, and do not appear to always coincide with full and new moon. Sometimes they have an opposite course. We have grounds for suspecting an under-current in a contrary direction."

What is the history of this chart?

You will remember that when Flinders was kept prisoner in the Mauritius his books, charts and papers were taken from him. After many reclamations most of them were returned to him in the seventh or eighth month of his captivity. In recording this he says:—"Word had been sent me privately that *the trunk had been opened and copies taken of the charts*—(the italics are Flinders') but to judge from appearances this was not true; and on putting the question to Colonel Monistrol, whether the trunk or papers had been disturbed, he answered by an unqualified negative." No one who knows Colonel Monistrol from Flinders' graphic narrative will doubt the Colonel for a moment. But no one who knows from the same source the Governor of the colony, General De Caen, will hesitate for a moment in thinking that he was capable of tampering with the charts, and that if he did so he would take good care that the honest Colonel should not know it. My own opinion is that the private letter was right—the trunk had been opened, and the charts copied—and the manuscript from which this photo-lithograph was taken is one of the copies. I think this is capable of as much demonstration as is possible in such a matter.

Apart from the fact that other information was sent to Europe about Flinders' voyages that could only have been obtained from Flinders' papers—for instance, that which he refers to as having been given in the *Moniteur* of July 7th, 1804—which shows that the papers had been read and a *précis* made or copies taken, there is a great deal of internal evidence that the copy of this chart was made during the time of Flinders' detention in the Mauritius.

In the first place this chart contains exactly all that Flinders knew of Van Diemen's Land at that time—no more and no less. It is true that some of Flinders' charts had been published in England after the return of the *Reliance* in the end of 1800, but it is hardly likely that they were so published till after Flinders had left England in the *Investigator* in May, 1801. I have not seen one of these published charts, but think that they were not precisely similar to this, seeing that Flinders, in his published charts, puts in only his own course, whereas in this he marks Bass' whaleboat track. Again, if this copy were not taken from Flinders' papers, why was it taken at all? If the published

chart was in French hands there was no need to copy it in manuscript.

Then there is some internal evidence. In the "Observations" above given the French copyist begins in the third person, but at the end of the first sentence incontinently drops it, and evidently translates exactly what is before him. This greatly differs from Flinders' style when relating any of his own proceedings only, for he always uses the first person singular. I think, therefore, that the "we" used here shows that these "Observations" were written while Bass was still with him, and before Bass had made any separate report to the Port Jackson authorities.

Again, when Flinders was surveying Frederic Henry Bay he had not seen any charts or details of D'Entrecasteaux's expedition, and consequently it is quite natural for him then to copy from Hayes' chart and make the observation above quoted. But when in England in 1800 he could have obtained details of the French discoveries, and would hardly have published the less accurate work. In his great atlas he unhesitatingly prefers D'Entrecasteaux, and dismisses Hayes with rather scant courtesy.

As for the object for which the chart was copied it was probably in connection with some designs of the French colonial authorities in regard to the occupation of Van Diemen's Land. General De Caen no doubt fully shared in the desire to extend French territory in this direction, and thought that all information regarding the island, and especially the south-east part of it, would be useful. If he knew of the beginning made of English occupation, he was not the sort of man to be turned from his purpose by such an act. It may hereafter be found that the real explanation of Flinders' unjustifiable and otherwise inexplicable detention at the Mauritius was connected with De Caen's suggestions to the French Government of an occupation of Van Diemen's Land. No doubt it was thought that the changing of English into French longitudes would facilitate the comprehension of the chart in Paris. It would be easily done by ruling the parallels 2deg. 20min. east of those given on the original. It is pleasant to note that the copy contains no trace of a desire to rob Flinders of the credit of his discoveries.

But the chart taken by itself is very interesting as showing what was known of our island at the moment of its first occupation by our countrymen, and as such I have great pleasure in presenting it to you. The concluding paragraph of the "Observations" shows how careful an observer Flinders was, and contains a suggestion in regard to the anomalous character of the tides in the Derwent that may be of great use, and which I will not forget.

DISCUSSION.

MR. J. R. McCLYMONT complimented Mr. Mault on the careful study he had made of these charts. Their friends in Canada had set them an example in this department of work. The Royal Society there published from time to time historical researches, largely regarding the early exploration of their noble Gulf of St. Lawrence. The Canadians had to go back 350 years; as we stood much nearer the origins of our history than they did, it would be a crying disgrace to us if we allowed them to out-distance us, and if we sluggishly left to our descendants historical work that could better and more easily be undertaken to-day. He referred especially to the discovery and exploration of the Derwent and its approaches, and hoped that Mr. Mault, or some other equally competent person would take the matter up thoroughly, and he, for one, would be most happy to render all the assistance in his power. They had a glorious heritage in this river, with its maze of bay and island, strait and peninsula, wrought out of the blue incandescence of a summer sea. This intricate net had involved one navigator after another; to bring order out of the confusion by tracing the development of our completed knowledge of it would be an admirable intellectual exercise.

The voyages of Kerguelen and Marion du Fresne, were historically connected with those of Bouvet de Lozier and Bougainville, and Marion's later discoveries were the confirmation of those of Tasman. The voyage of Bouvet, in turn, was undertaken for the French East India Company for the purpose of discovering in the Southern Ocean a port for their outward-bound vessels—an idea that was suggested to the minds of these merchants by an imperfect record of the voyage of Gonneville in 1503-1505. The tradition in France was, that this merchant of Honfleur had been cast upon a fertile continent and amongst a race of genial pagans when, after rounding the Cape of Good Hope, he had encountered a violent tempest which drove him out of his course to India. The tradition has been traced as far back as the year 1658, when the Abbé Binot-Paulmier de Gonneville—a descendant from the union of a native of the land on which Gonneville was cast with a relation of the navigator—addressed a memoir to the Pope begging that a mission might be sent to the land of his origin. Whether the Abbé merely adopted a current tradition regarding the discovery of his ancestor, or himself misinterpreted the account of the voyage as given in a judicial declaration signed by Gonneville and his officers, we cannot tell. At all events he placed the discovery south of the Cape, and identified the land so fortuitously found with the legendary *Terra Australis*. Bouvet's attempt to follow the course taken by Gonneville led to his discovery, on the 1st

January, 1739, of the *Cap de la Circoncision*, in 55 deg. S., 5 deg. E. The extreme rigour of its climate was incompatible with Gonneville's account of the country visited by him. Despite some difference of opinion as to Gonneville's actual landfall, some placing it in Virginia, others in South America, and others in the lately coasted New Holland, two fresh attempts were made with the object, not only of finding some compensation for the loss to France of its American territory, but also to discover the southern land supposed to lie near the route to India. These voyages were undertaken by the captain Kerguelen de Tremarec, and were as fruitless as that of Bouvet, for they only resulted in the discovery of the barren Kerguelen Land, in 49 deg. 3 min. S., 68 deg. 18 min. E. Kerguelen returned full of the persuasion that Madagascar was the Southern Indies of Gonneville. When Kerguelen's crews were freezing on the shores of his new antarctic island, Marion was altering his course from an easterly one between the parallels of 46 deg. and 47 deg. S., to one with sufficient southing in it to fetch his ships off the west coast of this island, somewhere between Port Davey and Macquarie Harbour. He too had been disappointed in the weary search for a southern continent, and had only added the Prince Edward and Crozet groups to our cognizance of the Southern Ocean.

The interest of Marion's voyage lies in this—that it was the last French voyage ostensibly undertaken with the object of discovering the *Terra Australis*, and with it and the contemporary voyages of Cook the belief in the existence of a continent reaching as far north as 45 deg. or 50 deg. S., may be said to expire. But this was not Marion's own opinion or the opinion of his officers. On the contrary, Crozet says expressly, "At that point where we then were," namely, Possession Island, "everything promised the discovery of the southern continent could we only have continued to the S.E., but, unfortunately, the state of the *Castries* since she had lost her masts (through a collision), did not permit M. Marion to follow in its full extent the careful project he had formed for the discovery of these lands." *Nouveau voyage*, p. 23. Rochon, editor of the journals of Crozet who was lieutenant on the *Mascarin*, does not agree with the opinion that the change of route was due to the accident to the *Castries*, for he says that its commander, M. Duclesmeur, "assured M. Marion so often and so positively of his ability and willingness to follow his leader that M. Marion must have had some other reason for abandoning his original plan than that above assigned." As for Marion's place in relation to his successors, it is this. Our complete cognition of any portion of the earth's surface is generally preceded by a careful hydrographical survey, and that again by a cursory

one, which has confirmed the original discovery. Thus, in Tasmania, the labours of Hayes and Flinders, of Baudin and D'Entrecasteaux, had their *raison d'être* for the English, in the flying visits of Furneaux and Cook, for the French, in that of Marion, whilst in turn Marion, Furneaux, and Cook, were the men who established the indications given by Tasman. Marion is in an intermediate position. He looks back 130 years and—his own plan of original discovery having failed because it was based on insufficiently digested data—he is obliged to be satisfied with the secondary but still honourable and necessary position of the man who confirms another's effort and renders it possible for that effort to flower into scientific achievement.

The islets in the Southern Ocean discovered by Bouvet, Kerguelen, and Marion, may be regarded as so many stepping stones to Australia. To Tasman, who held a more northerly course than the French captains did, the stepping stones were the islets of St. Paul and Amsterdam. To the French captains, they were the *Cap de la Circoncision*, Prince Edward and Crozet groups, and Kerguelen Land, the last three being discovered within a month of each other. Their dates are Prince Edward's Island, January 13; Crozets, January 24; Kerguelen Land, February 13, 1772. Sixteen days out from the Cape the first land was sighted by Marion, and named *Terre d'Espérance*, "because its discovery flattered us with the hope of finding the southern continent which we sought." Cook re-named it Prince Edward's Island, after the Duke of Kent, the father of Her present Majesty. Its mountains were visible at a distance of twelve miles, and were covered with snow. Marion was unable to land and explore it because of the accident to the *Castries*, which happened when the ships were about to take soundings preparatory to casting anchor. A smaller island was seen to the N.E. of the larger one; on its N.E. side, according to Crozet's account, or on its east side, following Ross, is a bay with a large cave; round the cave were a number of white flecks like a flock of sheep, perhaps patches of moss, which Moseley describes as forming principal features in the vegetation of Marion Island as seen from a distance. Had the weather permitted, they would have found an anchorage in this bay which was frequented by sealers at a later date. The island was seven or eight miles in circumference. Crozet places these islands in 46 deg. 45 min. S., and 34 deg. 31 min. E. of Paris; Crozier, the companion of Ross, places the North Cape of Prince Edward's Island in 46 deg. 53 min. S., and 37 deg. 33 min. E. of Greenwich, and Cave Bay in the *Ile de la Caverne* of Marion, is reported by Ross to lie in 46 deg. 40 min. S. There is a discrepancy in the nomenclature of these islands: Ross calls the larger island, which it may be presumed is

Marion's *Terre d'Espérance*, Prince Edward's Island, and gives no name to the smaller island; his reference to the cave on it identifies it with Marion's *Ile de la Caverne*. Moseley of the *Challenger*, on the contrary, says that the Prince Edward group consists of Marion and Prince Edward Islands, of which Marion Island is the larger, and contains 80 square miles. Authorities on the Prince Edward and Crozet groups are C. M. Goodridge's *Narrative of a Voyage to the South Seas*. Lond., 1883; Capt. Lindesay Brine's *Visit to the Crozets*, in *Geogr. Mag.*, Oct., 1877, and the accounts of the *Challenger* expedition.

On the sixth day after leaving the *Terre d'Espérance* Marion sighted two other islets in 46 deg. 5 min. S., and 42 deg. E. of Paris by dead reckoning, and named them *Les Iles Froides*. They are the Penguin and Hog Islands of the Crozet group. On the morning of the following day (January 23), they were no longer visible; but Possession Island—*Ile de la prise de possession*—was sighted from the *Castries*, and next day both Possession Island and East Island, the *Ile Aride* of Marion, about ten miles apart, were in sight; the former is placed in 46 deg. 30 min. S., and 43 deg. E. of Paris; Ross places its southernmost point in 46 deg. 28 min. S., its northernmost in 46 deg. 19 min. S., and gives the longitude of these points as 51 deg. 53 min. E., and 51 deg. 56 min. E. respectively.

When the ships were lying off Possession Island, Crozet was sent ashore and annexed it in the name of the King of France, and deposited, according to custom, a bottle containing the declaration of annexation on the summit of a pyramid of rocks about 50 feet above sea level. Not a tree or shrub was visible on the island. He mentions only a species of reed (*junc*) growing along the shores, a small delicate grass (*gramen*), and a plant he calls *ficoïdes*. Penguins, Cape pigeons, cormorants, and other marine birds were so tame as to allow themselves to be taken by hand, and continued to sit on their eggs without apprehension, whilst the seals gambolled undisturbed by the presence of man. Strangest of all, one white pigeon was seen, from which circumstance Crozet supposed that a land producing the food proper to that family could not be far distant. Nothing further of interest occurred till the arrival of the ships in Frederick Henry Bay, on the 5th March, 1772.

MR. J. B. WALKER said that the Society was under great obligations to Mr. Mault for having obtained copies of the interesting maps which he had laid before them, and for his descriptive paper, and also to Mr. McClymont for his criticisms on the sketch charts relating to Marion's expedition. The map of the Southern part of Van Diemen's Land was evidently that of Lieutenant Hayes, though he thought not

absolutely identical with "Captain Hayes' sketch," which Flinders mentions as having had with him on his visit to the Derwent, in the *Norfolk*, in 1798. The latter contained some names—such as Risdon Cove,—which did not appear on the map they had now before them. Of the names on this map very few were now in use. Some of them were given in honour of the captain's fellow-officers in the Bombay Marine. Following His Excellency's suggestion at a former meeting, he had searched for further particulars respecting Captain (afterwards Sir John) Hayes, and his expedition in 1794. He had not succeeded, however, in finding more than was contained in Lieutenant Chas. R. Low's "History of the Indian Navy." That work gave a short account of the discovery expedition, and of Hayes' services in the Indian Seas, from which it appeared that he was a most distinguished naval officer. He was afterwards appointed Master Attendant at Calcutta, ranking next to the officer in Supreme Command of the Indian Navy. As they had in Hobart a descendant of Sir John (Colonel Cruickshank, of New Town), he hoped some clue might be found which would lead to the discovery of the lost journals of the expedition. The map of Van Diemen's Land, purporting to be from Flinders, was most probably copied from one of the manuscript charts which were seized in the *Cumberland* at Mauritius. In a tracing made by Mr. Bonwick from Flinders' original chart, the precise phrases occurred which were here translated into French. With respect to Flinders' detention by Governor De Caen, he had observed in a pamphlet containing a summary of the Brabourne Papers, a statement that amongst the despatches carried by the *Cumberland* was one from Governor King, suggesting the possibility of using Port Jackson as a centre from which to attack the French. The writer of the pamphlet suggested that this despatch might have afforded De Caen a pretext for detaining Flinders, as being a violation of the terms of his safe conduct.

MR. MAULT could not give credence to the latter statement, seeing that Captain Flinders had always been regarded by him in the light of a true man, in every sense in which that could be applied, and strictly honourable in every sense of the word, and he could not credit it that he would so ignore the terms upon which he held his passport from Bonaparte. If such papers were found on him he could not have been aware of their contents.

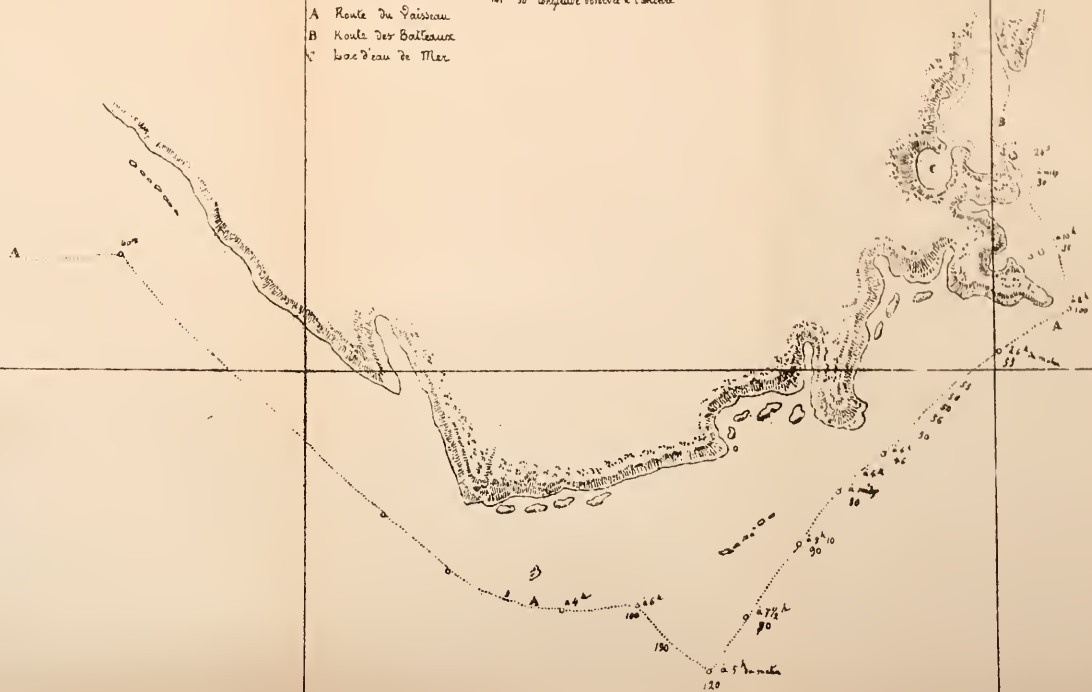
MR. WALKER fully shared Mr. Mault's admiration for Flinders, who was a man wholly incapable of doing a dishonourable action. If he carried such a despatch, it was certain that he was unaware of its nature. It should also be remembered that the *Cumberland* left Port Jackson during the peace of Amiens, and therefore there would have been no impropriety in Flinders carrying despatches.

CÔTE

Des Terres de Diemen

Parcourus en Mars 1772 par la Flûte du Roy le Mascarin.
 141° 30' Longitude observée à l'ancre

- A Route du Vaisseau
 B Route des Baliseurs
 C Lacs d'eau de Mer



43

40

30

20

10

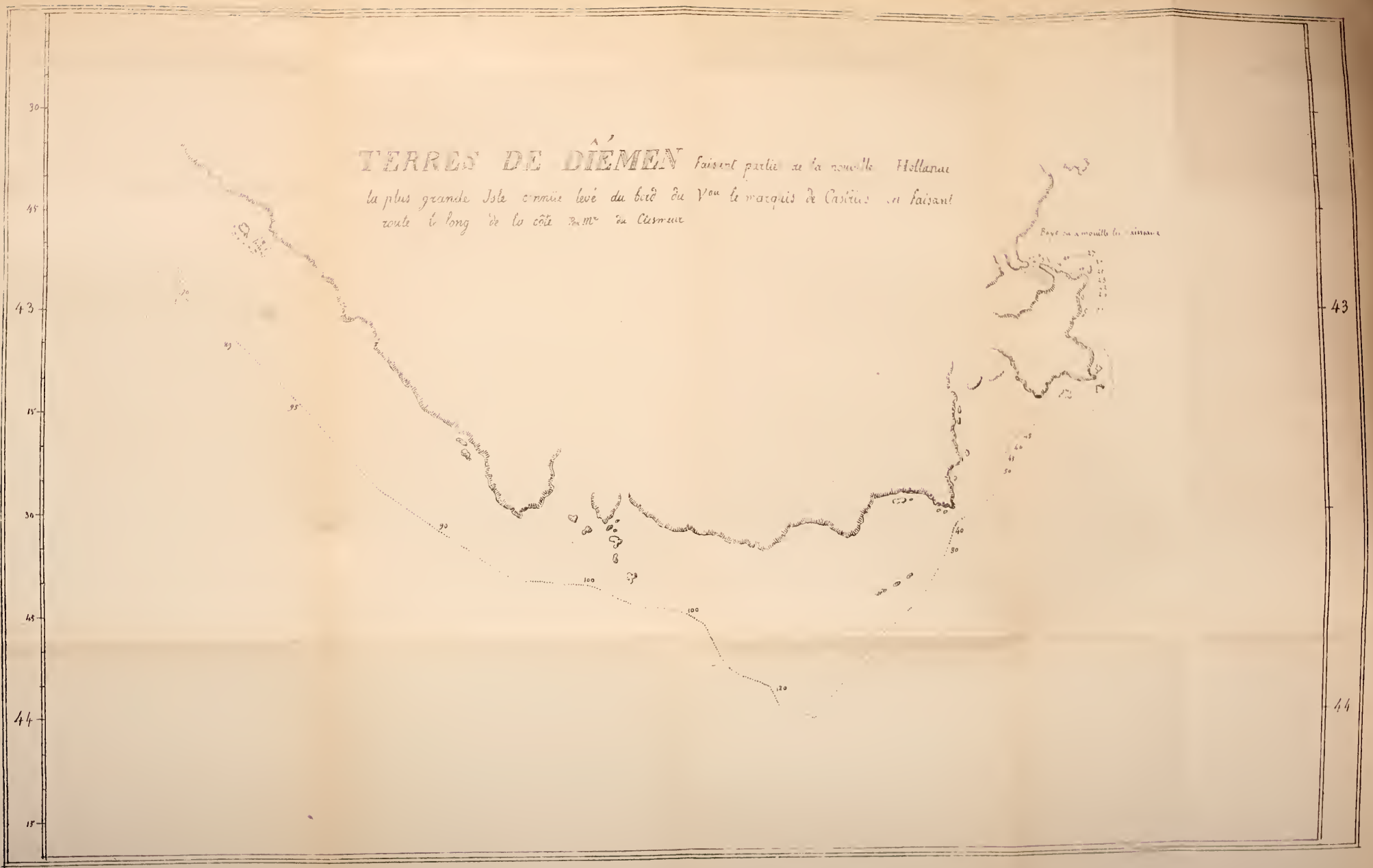
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44

faisant partie de la no
Vau le marquis de Ca

TERRES DE DIËMEN ^À *faisent partie de la nouvelle Hollande*
la plus grande Isle connue levée du bré du Vice le marquis de Castries en faisant
route le long de la côte de M^{re} de Césaire

Baye de Amouille la distance



40°

Partie Sud-Est de la Terre de Diemen sont tirés d'un Plan
a visité cette partie dans un navire nommé le Duc, et après
reponare de leur exactitude. Les Baie Henshaws et Cap Hon-
taie de Frederik Henry et au Cap Pillar dont nous avons ré-
encore quelques légers changements dans les noms des
par le Sloop: les Ports et Baies de cette Carte étoient appelés

Meridien de depuis le Port Jackson jusqu'à Western. Port a
de que Chaloupe de Baleiniers: ces parties ombrées sont copiées
de Le Cap nommé Ram-Herd ayant été placé à la longit.
comme un point fixe la longue Côte qui se trouve à la suite,
qu'elle a dans cette esquisse, afin de placer le Promontoire
qu'il paroît qu'il doit avoir avec les Iles Eurneewa. On doit
tenir des routes dans des parages où règne, comme ici, un
ès l'estime que ces points ont été placés. Les Iles ont été
par le Cap. Furneaux: elles sont placées ici d'après les ob-
Port Dalaymple et le chemin estimé de ce Port aux Iles Swan
re Eclipse de Lune observée à l'extrémité orientale de l'Île
de longitude à l'Est du Meridien de Greenwich 148° 17' 30"

30°

de la Colonie le Francis }
ackson en 1798 et 1799 } du Port Jackson par M. Flinders
ne des Baleiniers par M. Basse Chirurgien du V^m la Reliance
de la direction des routes des Batimens, la Flèche double
re les mouillages
à 8 heures: Elevation au dessus de la basse mer 4 ou 5 Pieds
variaissent pas toujours concider avec les pleines et nou-
t un cours opposé: nous avons lieu de soupçonner un

44°

30'

149°

30'



Fold-out Placeholder

This fold-out is being digitized, and will be inserted
future date.



a

Duke's Track

35

40

45

50

Longitude Ea

