

Sir Walter Raleigh, and to Master Richard Hakluyt, that famous cosmographer, certifying them hereof. And I prayed them to disburse £100, to bring the said Greek pilot into England, with myself, for that my own purse would not stretch so wide at that time. And I had answer that this action was well liked and greatly desired in England; but the money was not ready, and therefore this action died at that time, though the said Greek pilot, perchance, liveth still in his own country, in Cephalonia, towards which place he went within a fortnight after this conference had at Venice."

There is more of the document, detailing quite a correspondence between Lock and the Greek, from which it appears that the old pilot was alive in 1598, but that in 1602, when Lock had finished his business in Venice and was preparing to return to England, he addressed a letter to Fuca, to which he received no answer, and that a short time afterwards he learned that the Greek was dead.

There has been much controversy among historians as to the authenticity of this document. In the long negotiations between England and the United States in regard to the location of the international boundary line, it was vigorously supported by the Americans and as earnestly combated by the representatives of Great Britain. As in the discussion of Sir Francis Drake's voyage, writers were divided strictly upon national lines, and thus are subject to the charge of bias and prejudice. A fair examination will convince an impartial person that, although it is not impossible the voyage was made, the probabilities are that the letter of Mr. Lock was one composed for the purpose of creating a sensation, and no such personage as Juan de Fuca ever existed. The English writers seem to have espoused the better side of the argument, though there is no reason to suppose they would not have as readily advocated the opposite one had the interests of Great Britain required it. The question was long since settled and the boundary established at the forty-ninth parallel and the Straits of Fuca; and now, freed from national prejudice, American writers generally declare their belief that the voyage of the Greek pilot was a myth. Briefly presented, the arguments on either side are as follows:

It is maintained by the supporters of the document that the statements therein contained are many of them known to be true; that in its geographical descriptions it is more accurate than the report of any previous Spanish voyage; that the fact of his locating the entrance to the passage between latitudes 47 and 48 degrees, instead of 48 and 49 degrees, is not as serious as their opponents assert, since much greater errors in locating well-known objects appear in the accounts of voyages of whose authenticity there is no dispute. The Spaniards were not scientific navigators, and their reports bristle with errors in latitude, while longitude seems to have been entirely beyond them. This lack of accuracy prevented them from making a correct map of the coast line of California, even after they had explored and sailed along it for two centuries. There is, also, a marked absence of those stereotyped descriptions of wonderful cities and

strange peoples which seems to have formed such an important part of the accounts of many previous and subsequent voyages. A careful comparison by one who is familiar with the geography of that region will convince him that in the narrative the Straits of Fuca are very accurately described—with the exception of the great rocky pillar on the northwest—especially in the fact that the land north of the straits (Vancouver Island) trends to the northwest. He sailed in the passage twenty days, finding numerous islands and arms of the ocean running in all directions, and finally emerged into the North Sea. What could more accurately describe a voyage through the Straits of Fuca and Gulf of Georgia, between Vancouver Island and the mainland, until the open ocean was again reached on the northwest? It is not claimed that he entered the Atlantic, but the North Sea of Maldonado; and it must be borne in mind that the Straits of Anian as then understood—that described by Maldonado—was a long passage leading in a general north and south direction, connecting the South Sea with the supposed North Sea, and that to reach the Atlantic required a long voyage across this North Sea and through the Straits of Labrador. It must be admitted, then, that the descriptions given in Lock's account are wonderfully accurate if they are wholly imaginary; and as to the error in latitude—a matter of only a few miles—aside from the reasons already given, may it not be accounted for by the fact that the narrative is written from memory by a second party who had received but an oral account of the voyage?

The chief objection to the voyage is that there is no confirmatory evidence whatever to support it. Neither the royal nor colonial records of Spain contain the faintest allusion to it, although other voyages, and especially some made but a few years later, are recorded at length. The narrative of Lock was not given to the public until a quarter of a century had elapsed, and every one who might have had any personal knowledge of it was probably dead. Richard Hakluyt, one of the three gentlemen to whom it is said Lock wrote in relation to the matter from Venice, was one of the greatest men of his age. He was an enthusiastic geographer, who spent much time and money in collecting and publishing the accounts of all important voyages made by the representatives of England or any other nation. It is impossible to believe that he could have been so indifferent to the subject of Lock's letter, since the Straits of Anian were the absorbing geographical enigma of the times, as to have let the matter of £100 prevent him from bringing the Greek pilot to England; and it is equally strange that no hint of such a voyage is given in any of his works, though he is admitted to have been the most thorough and correct geographer of the sixteenth century. Another objection, and perhaps the strongest one, is the fact that at the very time Juan de Fuca is asserted to have been urging his claim for a reward upon the King of Spain, another Spanish expedition was dispatched in search of the Straits of Anian, and in the letter of instructions, which details at length the reasons for ordering the