

**BALLARD EDWARD, KIDDER
FREDERIC**

**THE POPHAM
COLONY**

Edward Ballard
The Popham Colony

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Ballard E.

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The Popham Colony a discussion of its historical claims, with a bibliography of the subject

PUBLISHERS' ADVERTISEMENT

In the following discussion, the arguments for and against the historical claims of the English Colony that landed at the mouth of the Kennebec River, August 19, (O. S.) 1607, are presented in an able and comprehensive manner. The articles, when they appeared in the columns of a daily newspaper, attracted much attention; and, as they contain matter of permanent historical interest, we have deemed them worthy of preservation in a collected form.

The writers can have no further motive for withholding their names. We therefore state that "P." is Mr. William Frederick Poole, Librarian of the Boston Athenæum; that "Sabino" is Rev. Edward Ballard, D. D., of Brunswick, Me.; and that "Orient" and "Sagadahoc" are the signatures of Mr. Frederic Kidder, of Boston.

Each year, since the first Popham Celebration in 1862, memorial services have been held on the Anniversary of the Landing in 1607. Public addresses have been delivered on these occasions, and these have usually been printed. Mr. John A. Poor, of Portland, Me., delivered the Oration in 1862; Mr. George Folsom, of New York, in 1863; Mr. Edward E. Bourne, of Kennebunk, Maine, in 1864; and Prof. James W. Patterson, of Dartmouth College, in 1865.

This discussion arose from a notice by Mr. Poole, in the Boston Daily Advertiser of April 11, 1866, of Prof. Patterson's Address which appeared about that time in print. In this notice the writer sharply assailed the claims for the Popham Colony, as set forth by the orator, and also by Mr. Kidder in a Letter which the Publishing Committee of the Celebration had printed as an Appendix to the Address. Dr. Ballard replied in the Boston Daily Advertiser of April 21; and Mr. Kidder in the Portland Advertiser of April 26. From this point, the disputants came into close quarters on the general merits of the question.

As earnest historical discussion too often leads to bitterness and estrangement, we are happy to state that such has not been the result in this instance. "P.," whose notice brought on the discussion, received an official invitation to attend the Popham Celebration in August last, which he accepted. One of our firm, who was also present, can state that the hospitality of the Maine gentlemen named in the following extract from the report of the Celebration in the Boston Daily Advertiser, of September 1, is not over-stated: —

"I see to-day, among the guests from Massachusetts, your correspondent "P.," who has written of late some hard things respecting this Popham Colony. He is receiving every personal attention from Rev. Dr. Ballard, ("Sabino,") President Woods, Hon. Chas. J. Gilman and others; and the merry peals of laughter, that burst occasionally from the group, indicate that difference of opinion on historical questions need not disturb the harmony of social intercourse. As I finish this report in Bath, I understand that Dr. Ballard and the other gentlemen named have captured their friendly detractor, and taken him home with them to Brunswick, where he will doubtless receive good treatment."

The Bibliography of the Popham Colony, which is appended, was compiled, at our request, by Mr. Poole; and, so far as the newspaper articles, and the minor pieces connected with the first Celebration, are concerned, it was made chiefly from the collection preserved by Mr. John Wingate Thornton, of Boston, who has kindly placed them in our hands for that purpose. The list was then sent to Dr. Ballard, who has contributed the articles in his possession which were not already included.

W. & L.

[*Boston Daily Advertiser*, April 11, 1866.]
THE LAST POPHAM ADDRESS

We find another contribution to the literature of Popham, in the elegantly printed Address of the Hon. James W. Patterson, delivered at the Peninsula of Sabino, on the 258th Popham Anniversary; which, as all the world knows without our giving the information, was August 29, 1865. Thick, creamy paper, John Wilson and Sons' best typography, and Mr. Wiggin's imprint, were among the least of the motives that induced us to seize upon and devour the contents of this delectable pamphlet.

We confess to a partiality for Popham literature. Its theory is so original, so free from conventional trammels, so utterly at variance with the accepted facts of history, that it is often difficult to persuade one's self that its advocates intend anything more than historical waggery. So we read on, as in other fiction, to be amused.

A false theory zealously defended commonly finds more sympathy than the truth feebly supported. The Pophamites have nailed their flag to the mast, and ask for no favors from any quarter. We admire their pluck, and, for their sakes, regret that they have so few historical verities in their ammunition locker. We have read their "Memorial Volume," from title-page to errata, as well as Mr. Poor's facetious Addenda in "Vindication of Sir Ferdinando Gorges;" not shying either at his Appendix of fifty-two solid nonpareil pages. Every other Address on the subject, and every scrap of newspaper controversy accessible, we have diligently perused; and yet the impression remains on the mind that the facts to sustain this extraordinary theory have not yet been developed. For some reason, (perhaps to surprise us the more when it does come,) the stern logic of truth is withheld; and we are served to empty assertion and vapid declamation in its stead. Every new publication, therefore, of Popham origin, or from the Maine Historical Society, is of interest, as possibly it may contain the suppressed developments. Plymouth and Massachusetts Bay are waiting, gracefully to yield the honors awarded them in history for more than two hundred years to "the Church Colony" of Sagadahoc. Is the pamphlet before us the coming document? Let us see.

Mr. Patterson is well known as a gentleman and a scholar. He has been Professor at Dartmouth College, and now is Representative in Congress from New Hampshire. Of his early local affinities we know nothing; but there was every reason to expect from him a valuable contribution to this historical discussion. His opening sentence is sonorous and impressive. "This [Fort Popham] is hallowed ground." Why "hallowed ground?" we would detain the Professor for a moment, meekly to inquire; but he hurries on to other glittering generalities. Is this spot "hallowed ground," because a colony of convicted felons landed here in August, 1607, more than half of whom deserted the next December, and all abandoned the spot the following Spring, leaving with the neighboring Indians the memory of the most shocking barbarities committed upon them? (See *Relations des Jésuites*, 1858, tom. i. p. 36; *Parkman's Pioneers of France*, p. 266.) Was it because these sportive colonists enticed friendly Indians into this same Fort, under the pretense of trade; and, causing them to take the drag-ropes of a loaded cannon, fired off the piece when the Indians were in line, and blew them to atoms? (See *Williamson's Hist. of Maine*, vol. i. p. 201.) "The lines of an eventful history," Mr. Patterson goes on to say, "stretching through more than two centuries and a half, converge to this beautiful promontory of Sabino." We think not. Heaven spare the land from such a disgrace! Mr. Patterson devotes two pages to general assertions of similar import, and then branches off into another subject having no relation to the historical question. Into this we do not propose to follow him.

A curious feature in this pamphlet is an isolated Letter,¹ written by a respectable Boston gentleman, found in the Appendix. This alone, of the correspondence received by the Committee on

¹ This Letter is reprinted entire on [page 10](#).

Invitations, we are told, was found worthy of preservation. It was certainly not so much the name of the writer that rescued this letter from the oblivion of the waste-basket, common to its fellows, as the impression on the minds of the managers of the Celebration, that it contained historical information tending to confirm their theory.

The letter-writer finds that the "works" of the colonists, during the few months they stopped at Sabino, "were far more important than their formal acts recorded." The distinction he would make between "works" and "formal acts" is not quite apparent. Among the "works" he specifies, is "a vessel, the dimensions of which are unknown; but fit to cross the ocean." Strachey tells us what we know about this vessel. He says it was "a pretty Pynnace of about some thirty tonne." Whether it was fit to cross the ocean, we will presently consider. The writer claims for this fishing-boat the honor of being "the pioneer ship built in North America." This claim is nothing new. Mr. John A. Poor made it in Popham Memorial, (page 73,) and other writers of less *weight* have repeated it. The real fact, however, is that a vessel was built in the harbor of Port Royal (now Hilton Head) forty-four years before this, by Huguenot colonists, in which a party of more than twenty crossed the ocean. But, leaving out of the account the Huguenot vessel, a similar pinnace had been built at Sabino before this. Strachey says, under the date of 28th of August: "Most of the hands labored hard about the fort, and the carpenters about the buylding of a small pinnace, the president overseeing and applying every one to his worke." The other craft, called the "Virginia," for which the above pretensions are set up, was not framed till after Captain Davies had sailed for England, – that is, after the 15th of December.

The letter-writer further garnishes his theme by talking about this fishing-boat's "safe voyage to England," and the curiosity she excited in an English port. For the sake of these historical statements, the Committee have thought proper to preserve this letter. Their theory must be in a desperate condition to need such a confirmation.

We have a word to say with regard to this vessel. Writers on New England have generally stated that the departing colonists took this craft with them. This, however, is very different from the statements made above, that she was "fit to cross the ocean," that she made a "safe voyage to England," *etc.* A part of the company were not over anxious to revisit their native land. They had saved their necks once by emigrating, and were not in haste to put them again into the halter. With this "pretty pynnace" they could catch codfish, and cure them along shore; barter them for other commodities with some of the hundreds of vessels from Europe employed in the fisheries on the coast; harass the Indians; and lead generally a wild and free life, such as was congenial to their character and dispositions. The vessels, doubtless, left Sabino at the same time. When the main body of the colonists departed, it was necessary that all should leave; for they had so incurred the enmity of the Indians by their barbarities, that any left behind would have been murdered. Strachey's account is entirely consistent with this. He says "they all ymbarqued in this new arrived ship [the 'Mary and John'] and in the new pynnace, the Virginia, and sett saile for England. And this was the end of that northerne colony uppon the river Sachadehoc." Brief Relation, 1622, says, "they built a pretty barke of their owne, which served them a good purpose, as easing them in their returning." Certainly; but we do not read that the "new pynnace" arrived in England, and was there an object of admiration, as a specimen of naval architecture.

The improbability that this "pynnace" was sea-worthy, and made a voyage across the Atlantic, will appear from the following considerations; —

1. There was not time between the 15th of December and Spring to build a sea-worthy vessel. There were but forty-five persons left in the colony, and this number was reduced before Spring by disease and squabbles with the Indians. There were probably not ten carpenters in the company. The Winter, we are told, was unseasonable and intensely severe. Strachey says, that, "after Capt. Davies's departure they fully finished the fort, trencht and fortified it with 12 pieces of ordnance, and built 50 howses, besides a church and a storehouse," – sufficient work, we might suppose, to employ forty-

five Old Bailey convicts till Spring, without building a sea-going vessel. If Strachey does not tell the truth in this matter, we know nothing at all about this vessel.

2. They had no need of a sea-going vessel. These were furnished by the English undertakers. What they needed was a small craft in which to take fish along shore. The Huguenots built their vessel in 1563 to return home in; it being their only means of escaping starvation. There was no intention of abandoning the Popham settlement till Capt. Davies returned in the Spring with the news that their patron saint, Sir John Popham, surnamed "the hangman," was dead.

3. We know that the Popham colonists were knaves; but it is not necessary to infer that they were fools. Here was a good, staunch ship, the "Mary and John," of London, Captain Davies, master, about to sail for England. The whole company was now reduced to about forty souls. This same ship had brought over, a few months before, more than double that number. The graduates of penal institutions have usually as keen a regard for their corporal safety as other persons. Cowardice is commonly their ruling characteristic. Is it reasonable to suppose that any of that godless company would have risked their lives to a voyage across the Atlantic in that "pretty pynace," built of green pine, in midwinter, when they could have had safe and comfortable quarters in the "Mary and John"? If the intention, on the part of the managers, was to transport the colonists safely to England, there was no motive nor excuse for putting any on board the new craft. If there was a willingness on the part of some of the colonists to embark in it, they must, we think, have had some other project in view than a trip across the Atlantic. The assertion that the vessel made the voyage is purely gratuitous.

P.

[THE LETTER REFERRED TO ON PAGE 7.]

Boston, Aug. 27, 1865.

My Dear Sir, – Your invitation to be present at the Popham Celebration is at hand. The short notice will prevent me from being present to take part in the interesting ceremonies. Without assenting to all the claims made in your "Popham Memorial Volume," allow me to say, that I think those who have spoken or written on that subject have overlooked one of the most important results of that enterprise. In this practical age, we must look to what was really effected by the earliest colonists on these shores. Let us briefly try that at Sagadahoc by this test; for, in my opinion, their works were far more important than the formal acts recorded. They certainly erected houses, a church, a fort; and, lastly, a vessel, the dimensions of which are unknown, but fit to cross the ocean. Now we know, that, in a forest, it is not a difficult thing to build log-houses, or a church and a fort in the same way; but to construct a sea-going vessel is quite a different affair. This requires artisans who are used to such work; and there can be no doubt, that among the colonists there were found a master-builder,² with the necessary journeymen and sawyers (for there were no mills,) a smith, and also several laborers: for the building of a vessel in a remote wilderness would then require three times the amount of manual labor that would now effect the same result – in these days when materials are so easily prepared, transported and fitted, by the aid of machinery.

Looking, then, at what was certainly done by the Popham Colony, we must allow that, during the short period they occupied the rugged peninsula of Sabino, and making due allowance for a hard winter, the destruction of their storehouse, and the sickness that followed, they deserve credit for enterprise and industry in constructing a vessel fit to encounter the storms of the Atlantic, and make a safe voyage to England. There she must have attracted much attention, being the pioneer ship built in North America. When, therefore, we consider the value of Popham's enterprise, the building and

² Strachey says, "the chief shipwright was one Digby, of London." He also speaks of "the carpenters." – Chap. x.

voyage of the "Virginia of Sagadahoc" is one of its most important results. It was not equalled by the Plymouth colony in the first ten years of its existence; and it was not till the third year of the existence of its powerful neighbor of "Massachusetts Bay," that a ship, fit to cross the ocean, was constructed.

Wishing you a pleasant day and a numerous company, I am,

Yours truly,

FREDERIC KIDDER.

To Rev. Edward Ballard, *Secretary, &c.*

[*Boston Daily Advertiser*, April 21, 1866.]
"THE LAST POPHAM ADDRESS."

To the Editors of the Boston Daily Advertiser: —

By the courtesy of some unknown friend, I have received your paper of the 11th inst., containing a notice of Prof. Patterson's Address at the last Celebration at Fort Popham. As it presents some matters needing amendment, I trust your greater courtesy will allow space in your columns for a few observations.

Your correspondent has confessed a partiality for the literature growing out of the first colonial occupation of the soil of New England under English enterprise; and forthwith, in a style of pleasantry, bearing with it the edge of ridicule, speaks of the efforts of its writers as scarcely better than advocates indulging in "historical waggery," whose pages "we read," as in other fiction, "to be amused."

But without attempting to reply with smiles alone to such attempts at smiling away the force of historic verities, it is pertinent to say, that when your correspondent speaks of the "false theory" of the believers in the Popham Colony, it would have been quite as lucid a mode of treatment, if he had stated the "theory" itself. We had supposed that we were dealing with *facts*; and were not responsible for any deductions drawn therefrom, either by affection or prejudice. And the *facts*, though prominent, may be comprised in a short enumeration: That in 1607 an English colony, under President George Popham, was founded at the mouth of the Kennebec; — was inaugurated and continued with the sacred services of the Christian religion; — was an actual possession of the region afterwards known as New England, under a Royal Charter never denied nor abrogated; — and, though intended, as the documents show, to be perpetual, it came to an end within a year, by reason of the death of its two chief supporters; — and was followed by a succession of occupancies, that proved title, as against the former and never-renewed claims of France.

Now, if these facts make the "extraordinary theory," which your correspondent has not ventured to describe, we are ready to take it in all its dimensions, and furnish your readers the proofs, as readily as you will grant your columns. But we are not inclined to shut our mouths, or stop our pens, by the terror of any such words as "false and extraordinary theory," "empty assertion and vapid declamation." We do not ask "Plymouth and Massachusetts Bay gracefully to yield the honors of their exalted position," any farther than "the stern logic of truth" may demand; and we shall not be unwilling to say, that the claims of history are worthy of respect, even among the present dwellers in those ancient and time-honored colonies. As to the remark about "'the Church Colony' of Sagadahoc," that may pass as a piece of pleasantry, though it was a fact.

The question is asked, in regard to the opening sentence of Mr. Patterson's Address, "Why is this hallowed ground?" We had supposed, that any place where religion had held its services continuously, and in connection with important events, might properly bear such a designation. The orator evidently thought so; and his very large audience, out of the thousands assembled on that day, did not once think of a criticism upon the expression. But the question seems to have been proposed, not so much for disputing the religious associations connected with the undertaking, as to bring in *two* charges against the colonists, of no force whatever against the great purposes of the settlement.

The *first* charge is, that "a colony of convicted felons landed here in 1607." Now who believes this? We who live in the valley of the Kennebec have always supposed, that faith is belief founded on evidence; and that all other demands on faith, if answered, are credulity. What is the evidence that the charge is true? Not a particle. The only pretence of proof is the casual remark of Sir William Alexander, who says of these colonists, — of course he means the laboring part of their number, and not the ten in authority, — that they went to these western shores, "as endangered by the law, or their own necessities." But was there no other law than that against social crime? Contemporaneous

history shows that their *endangerment* proceeded from the statutes against vagrancy. At that time, in consequence of the state of the country, a poor man could hardly avoid their grasp. Surely poverty was no crime. Gorges sought persons of this necessitous class to aid in carrying forward his noble purposes of colonization.³ While history is the best comment on language, the five words of Sir William are entitled to its explanation. True charity never requires us to give the worst interpretation, when the circumstances allow the best. Here they require it.

It is most unfortunate for the truth of the charge about the felons in the colony, that Chalmers – than whom no man has had a longer and better opportunity of searching the British State Papers of this period, and who has the credit of being reliable as to facts – says the law for the transportation of convicts was not enforced till 1619; and Bancroft says, that, when they were enforced, "it must be remembered, the crimes of which they were convicted were chiefly political. The number transported to Virginia for social crimes was never considerable; scarcely enough to sustain its pride in its scorn of the laboring population; certainly not enough to affect its character."⁴ If there had been any convicts in the Kennebec Colony, it would be fair to infer from this declaration, that they were "chiefly political" offenders, and "certainly *not numerous enough to affect* its character."

But Chalmers says there was no transportation of any class of the guilty till 1619.⁵ Therefore there was none to Sagadahoc; and for the additional and better reason than his statement, that the law has not yet been shown requiring transportation as a punishment for moral guilt, during the time of the incipency, continuance and end of the Popham Colony. Convicts could not be transported without a law. Any charge, therefore, as about the felons of the colony, is injuriously brought against the memory of the helpless dead.

The *second* charge comes from the cannon story: that the men at the fort induced the Indians to man the drag-ropes, and to stand in the line of direction of the piece aimed for execution; and then fired off the piece upon the whole body of the unfortunates, when thus "in line, and blew them to atoms." This is a tale of woe rather tougher than the quoted Williamson gives it, – who is inclined to discredit it. But is even Williamson's reluctant account true?

The best reply to this allegation of horror is to be found in the narrative of the Jesuits, in 1611, who went to the Kennebec by the inland passage, in quest of corn. The Indians met them. They gave them an account of their treatment of the colonists, whom they represented as having been defeated by them. They "flattered" the French, saying that "they loved them well;" and, to gain their favor, told them how the English drove them from their doors and tables with clubs, and made their dogs bite them. All this might have been done for protection, under a renewal of the hostile attitude assumed by the natives on Gilbert's trip up the Androscoggin. The French were good listeners to any charge against English Protestants. Now, if this story about the cannon had been as true as its reality would have been cruel, why should not these Indians have told its barbarities to such good auditors? A cannon ball, with the explosion from the muzzle, would have made a more damaging narrative than a club or a dog-bite. Yet no syllable of the great event is recorded, while the little ones are faithfully chronicled to the disparagement of the Protestants. It is doubtful whether any cruelties did occur so utterly at variance with the known kind treatment of them by the "worthy" President. For the Jesuits say of these Indians, that they were "flatterers," and "the greatest speech-makers (*harangueurs*) in the world." When they had encouraged their visitors (*honied* them, *emmieloyent*) with promises of grain, they put them off by trucking in beaver.⁶ Such witnesses do not amount to much; and, if Mr. Parkman uses the language of your correspondent in calling these uncertain incidents "the most shocking barbarities," it might be well wished that so able and interesting a historian as he, had given

³ Briefe Narration, Chap. ii.

⁴ Hist. U. S., Vol. ii. p. 191. – Ed. 1837.

⁵ Political Annals, p. 46.

⁶ Fuller information, gained from the military letters of Biard and Masse, shows that the treatment referred to was connected with an occupation of the same location, by the English, in the year *after* the Popham Colony had departed. —*Reports, edited by Carayon.*

the brief narrative itself, rather than to have derived such a "theory" from its statements. Were there no "shocking barbarities" elsewhere against the natives?

The first known utterance of this cannon story was made in Massachusetts, about seventy years after its asserted occurrence.

A few words may be allowed as to the letter in the Appendix, which comes in for a large share of notice. It is intimated that other letters were not worthy of preservation. The reason why they were not printed was because they were notes of courtesy to the Committee, not needing public expression. Mr. Kidder's letter was thought to have a historical value, as illustrating the skillful and industrious abilities of the colonists; and is certainly proved to be of some importance, or it would not have received so much attention.

The first criticism is verbal, on the non-apparent distinction between "works" and "formal acts recorded." To us, who have drunk water, if not inspiration, from the still existent Popham well, beneath the shadow of Sabino Head, it appears that "formal acts recorded," were the acts of taking possession with chartered rights, placed on the minutes by "John Scammon, Secretary." The "works" were the daily toils of the laborers, in trenching, fortifying, building the storehouse and church and the "pretty pynnace."

We thank your correspondent for presenting the fact of a French vessel built at Port Royal forty years before any naval architecture was attempted at Sabino. We have been so much in the habit of thinking of English colonization, that perhaps we have had too narrow a horizon. But, better taught, hereafter we will be careful to put the patrial adjective as the proper predecessor, and say "the *English* 'pioneer ship,'" and so again adhere to fact.

As to another "pynnace," built before this one claimed as the first, we are also glad to be assured of the fact for the first time. We had supposed that the two mentions, made in the Popham journal as given by Strachey, related to the one vessel, – in another writer called a "pretty bark."⁷ But, if there were two, so much the better for Mr. Kidder's illustration touching the skill and energy of the colonists. Strachey says, they all embarked in the ship that arrived with supplies from England, "and in the new pynnace, the 'Virginia,' and set sail for England." This word *all*, used also by Gorges and Ogilby, and its equivalent by a contemporaneous writer, forbids utterly the statement of your correspondent, that a considerable portion of the colonists took the other "pynnace" – which we cannot yet see was built – to fish, and "lead generally a wild and free life."

It is also intimated that the "Virginia" did not reach England. But the "Briefe Relation," 1622, gives as much information about its arrival in England as about the arrival of the ship. A fair hearing of the old writer is enough to show that both reached the expected haven; and, doubtless, the first *English* vessel built in these wild regions did awaken curiosity in the beholders at home. But this may be "theory."

As to the improbability of the building of this vessel in the time allowed, and in the unusually cold winter, with the few men, it is enough to reply, that the "Briefe Relation" says this: "Having in the time of their abode there (notwithstanding the coldness of the season, and the small help they had,) built a pretty bark of their own, which served them to good purpose, as easing them [*i. e.* in the other vessel] in their returning."

The application of the term "hangman" is made to the Chief Justice Popham. But it is not easy to see what connection it has with the purpose of the colony. If the laws of the land required criminals to be hung, he cannot be blamed for their administration. Sad indeed will it be for magistrates, if they are to be thus designated because they execute the laws. It would not be difficult to place his character in an honorable light, as he was seen by his contemporaries; and as to his brother, George Popham, he has been truly styled by the historian of ancient Pemaquid, the "worthy" President, whom "New England counts as among the earliest, if not the very first, of her 'illustrious dead.'"

⁷ Briefe Relation.

Sabino.

[*Portland Advertiser*, April 26, 1866.]
"THE LAST POPHAM ADDRESS."

Under the above caption there was printed in the *Boston Daily Advertiser* of the 11th instant, over the signature of "P.," what purports to be a review of Prof. Patterson's Address at the Celebration of the two hundred and fifty-eighth Anniversary of the Planting of the Popham Colony, at Sagadahoc.

At the first reading of this somewhat curious review, I supposed the writer had intended to throw ridicule on the Popham celebrations, and all concerned in them; but, on a closer perusal, I concluded that he has, to the extent of his abilities, really undertaken to overthrow the whole history of that settlement, and all that has been written about them, by the force of his arguments.

He commences his theme by ridiculing the "Popham Memorial," the "Vindication of Gorges," and some other publications; but without attempting to reply to any part of them. He next goes on to tell us that Mr. Patterson is a scholar, has been a Professor at Dartmouth College, and is now a Member of Congress; and then commences his onslaught by stating, that on that spot (Sabino) a colony of convicted criminals landed in 1607, more than half of whom deserted the next December, and the remainder left the next spring, after committing the most shocking barbarities on the Indians; and refers to Williamson's History of Maine, and Parkman's Pioneers, – neither of which authorities justify any such statement; and, although trying to ridicule some of Professor Patterson's sentiments, charges him with branching off into a subject that has no relation to the question at all.

Leaving the thirty odd pages of the Address without any remarks, he attacks a letter, written as a reply to an invitation to be present on that occasion, in which the writer notices the building of a ship by the colonists, as a fact of some importance, which, all the writers on that expedition say, took part of the colonists to England. But let us follow him through his many wild and unsupported assertions relating to that vessel. And here it may be proper to say, that the letter does not endorse the authors of the Popham Memorial, or any part of their theory, but at the outset expresses a dissent to many of the claims made by those writers, and refers almost entirely to the ship and its history. This reviewer, after some grand denunciations, finally concentrates his arguments into three stately propositions.

First, that the vessel never was built, because there was not time, and also that there was not over ten carpenters, or forty persons, in all the colony to do it, – while we know that since that day vessels of five times her size have been built with half that force, and in much less time, in that immediate vicinity. Second, that there was no need of a vessel; and third, that she was built of green pine, and no one would wish himself in her; and so the idea that she made the voyage is absurd. Now this is exactly the famous kettle argument over again, with results just as conclusive.

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