

to have a beneficial and lasting effect on the subsequent history of this State.

It was while at Albany that Henry Hudson decided "to trie some of the chiefe men of the country whether they had any treacherie in them"; and accordingly he "tooke them down into the cabin and gave them so much wine and aqua vitæ that they were all merrie, and one of them had a wife which sate so modestly, as any one of our countrey women would do in a strange place. In the end one of them was drunke."

Not always was the intercourse of this convivial character. After the return of the "Half Moon" to the lower harbor, and when John Coleman and four others were exploring in the shallop, they were attacked by the natives, and Coleman was killed. This was on September 6th. Other conflicts occurred on the 9th and the 15th of September, and on October 1st, the log records how an Indian who had climbed up the rudder to the cabin window was caught stealing and shot. The following day the Indians attacked in force, and were driven off with a loss of eight or ten killed. On the 4th of October the "Half Moon" sailed down the harbor and out to sea, and "on the seventh day of November," according to the log, "being Saturday by the grace of God, the 'Half Moon' safely arrived in the range of Dartmouth in Devonshire in the year 1609."

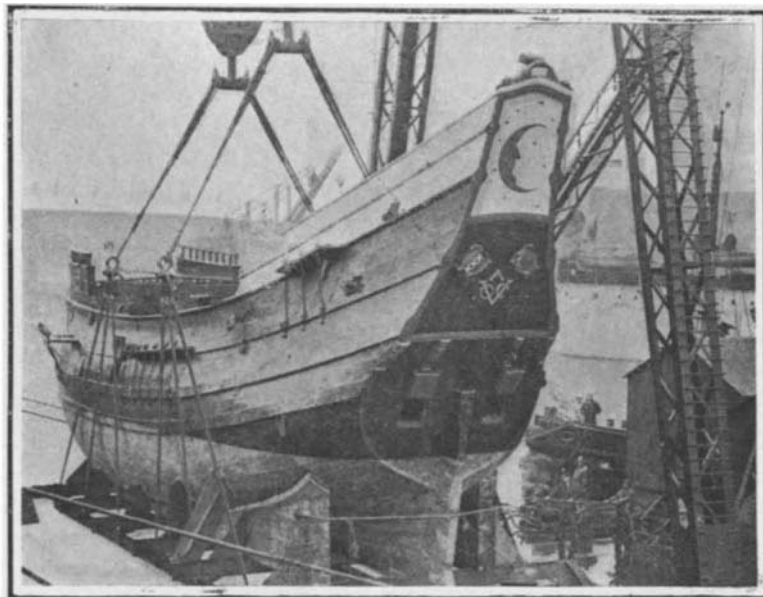
THE "HALF MOON."

When the replica of Henry Hudson's "Half Moon" was lifted by the floating crane at the Brooklyn navy yard from the deck of the "Soestdyk," on which she was brought over from Holland, and lowered into the water, there was a general expression of surprise at her diminutive appearance; for she was actually no larger than a small harbor tug. On rowing over to the craft and going aboard, however, it was at once evident that what she lacked in size, she more than made up in general staunchness and strength of construction. Bluff of bow and high in the poop, as was the fashion in naval architecture of three hundred years ago; built of heavy oak timbers, and planked and decked with the same material, the "Half Moon" was well calculated to stand the buffetings of long deep-sea voyages. Moreover, her underwater model is such, with its long clean run, that, although it must have been slow work beating to windward, it is certain that with the wind free and sheets started the little craft must have been good for say six knots, and possibly—under favorable circumstances—a little more than that. All the same, in view of the diminutive size and exceedingly cramped quarters of the "Half Moon," one is filled with admiration for the daring and resourcefulness of the men who struck boldly to the northwestward in such a cockle shell of a boat, on voyages of many months' duration and in a quest for a northwest passage, which must needs lead them on to dangerous coasts and amid treacherous shoals, of which there was no chart, beacon, or buoy, to give them friendly guidance.

The "Half Moon" must be seen to be appreciated. Of 80 tons displacement, she is only 80 feet in length over all, 63 feet on the waterline, 16 feet 11 inches beam, 10 feet 1 inch molded depth, and 7½ feet draft of water. She was built by a committee of patriotic Dutch citizens, who provided the necessary funds, her plans being drawn from original sketches and documents prepared by the late instructor of shipbuilding in the Dutch navy. In the parade up the Hudson River she will be manned by officers and a crew from the Dutch ship of war "Utrecht," all dressed in the quaint costumes of three hundred years ago. Forward is the raised forecastle, the sleeping place of the crew, provided with five berths. Forward of this and below the bowsprit is the galley, an extraordinarily exposed and wet position, where, says tradition, the sailors were placed for punishment. At the after end of the boat on the main deck was the position for the steersman, whose head projected through the steeply-sloping quarter deck above him and was protected by a curious canopy. In front of the steersman were a compass, a sand glass, and a log glass. Upon the main deck and covered in by the steeply-sloping deck, known as the quarter deck, is the captain's cabin. Under his berth, in an artistically bound chest, are the books which comprised the captain's small library. Upon the diminutive table is a sea chart, a faithful reproduction of the one existing copy, mentioned by Shakespeare, which is in the British Museum. On the table also is a copy of the contract with Hudson for his notable voyage, dated Janu-

ary 8th, 1609. Here also are the primitive dividers and measuring scales for plotting the course. The cabin contains a Jacob's staff, the primitive sextant with which Hudson determined, with a fair amount of accuracy, his latitude. All of these articles are faithfully copied from prototypes in the Netherland Museum. Above the captain's cabin is a smaller one for the accommodation of the mate; and above this is the lofty poop deck.

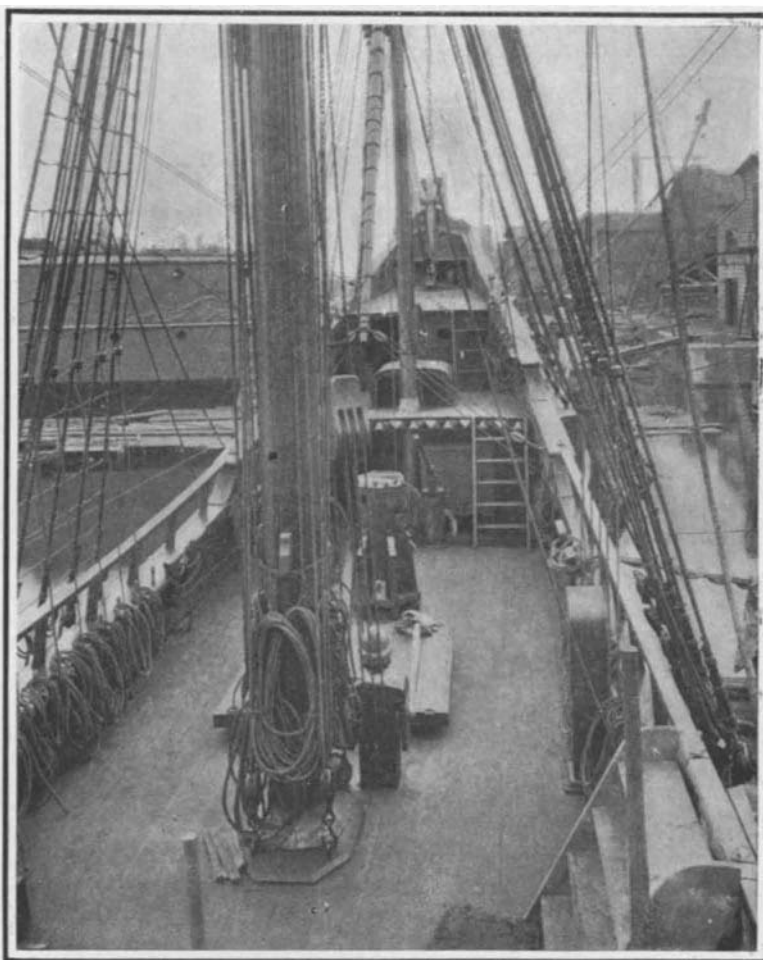
From a naval constructor's point of view, one of the most curious things about the "Half Moon" is the ex-



Note the steel cradle in which the boat was carried on the deck of the "Soestdyk." The transfer was made by the floating crane.

"HALF MOON" BEING LIFTED FROM STEAMSHIP TO DOCK AT THE BROOKLYN NAVY YARD

aggerated, upward slope of the after part of the main deck and of the quarter and poop decks above it, the effect of which was to give great elevation to the poop. Curious indeed to our eyes is this lofty structure; but it must have been an excellent position from which to navigate the ship. About four feet below the main deck is the "tween deck" or the "derdeck," where the head room is so limited that the crew must have at times performed some of their duties on all fours. Here are the two old-fashioned cannon, the primitive kitchen and berth for the cook, a bread room and berth for the steward, and a gunner's room in which the powder was stored. Below is the hold, in which were stored the provisions, drinking water, cable, and cargo. The "Half Moon" carries three masts and a bowsprit. Below the latter is a curious square sail known as the "blind sail." On the foremast are a foresail and a topsail, on the mainmast a mainsail and a main topsail, and on the mizzen is a lateen sail. The shrouds, stays, spars, and in fact the whole of the rigging, standing and running, is exceedingly strong,



View looking aft, showing the lofty poop, containing the steersman's position and the cabins for Hudson and his mate.

DECK VIEW OF THE "HALF MOON."

and well set up. The old Dutch East India Company, whose chief office was in Amsterdam, placed on all its vessels the initial letter of the port from which they sailed. This accounts for the large letter A on the stern of the "Half Moon." Other signs painted on the vessel are a starry heaven, a comet, planets, and a half moon. Below these are the name of the vessel and the arms of Amsterdam and of the company.

THE FOUR PERIODS OF HUDSON RIVER HISTORY.

For the lovers of history, none of the pageants of the Hulson-Fulton Celebration will equal in interest the great parade of Tuesday, September 28th, which will tell the story of the past three hundred years of Hudson River history, in a procession of over half a hundred floats, representing the successive periods of Indian, Dutch, English, and American occupation.

Henry Hudson, during his exploration, found the river occupied by two great branches of the aboriginal Indians, the Algonquins at the mouth and in the lower river, and the powerful league of the Iroquois, or Five Nations, at its head. With a few slight exceptions, Hudson's reception was friendly, and both he and his crew appear to have treated the Indians with consideration. It is certain that such conflicts as occurred were insignificant in comparison with the battle fought between the Canadian Indians under Champlain on the shores of Lake Champlain and a party of Iroquois Indians—a conflict which occurred only a few days before Hudson sailed into New York Harbor. "The contrast between the French and the Dutch and English treatment," says the Hudson-Fulton Commission, "led to the formation of the famous Covenant Chain of friendship between the Indians and the latter, and prevented the French from ever obtaining a permanent foothold in the State of New York."

The Dutch, who succeeded the Indians as owners of what is now New York State, were in 1609 the leading commercial nation of the world, and Amsterdam, from which Hudson set sail, was its leading port. The interest aroused among the early Dutch traders by Hudson's voyage led to the erection, as early as 1613, of traders' huts along the Hudson River. The first permanent settlements were made at Fort Orange (Albany) in 1624, and at New Amsterdam (New York) two years later. The colonial history of New Netherland began with the landing on Manhattan Island of Peter Minuit, as the first Governor-General, in 1626. Under New Netherland was included the territory between the Connecticut and Delaware rivers. The English took possession in 1664; surrendered to the Dutch in 1673; but once more gained possession, this time destined to be permanent, in 1674.

Henceforth New Netherland was to be known as New York, New Amsterdam as New York city, and New Orange as Albany; but the Dutch origin of New York is still commemorated in such names as Brooklyn, Harlem, and Staten Island. Regarding this momentous change, the Commission is of the opinion that the merger of the Dutch and English régimes was accomplished more completely and naturally than a change of jurisdiction could have been made between almost any other two nations in the world; for the Dutch were more closely allied to the old Anglo-Saxon stock from which the English are descended than any other living European people. Intense rivals in commerce, England and Holland had worked hand in hand for years for the liberties of Europe, and there were radical bonds of sympathy between them, which contributed materially to the progress of the colony of New York.

The American or United States period began, of course, with the Declaration of Independence on July 4th, 1776. The geographical position of the Hudson River, which forms part of the great highway of travel from the Atlantic seaboard to the Great Lakes and Canadian territory, rendered it strategically of the very highest importance, and, therefore, the main object of contention between the opposing forces. The British realized that if they could establish complete possession of the Hudson Valley they would cut the colonies in two; and by establishing a route of communication between Canada and New York, they would be able to defeat the colonies in detail. The vast range of incidents connected with the Hudson River Valley has rendered it necessary for the Commission to confine the floats to the representation of events more immediately connected with New York city.