

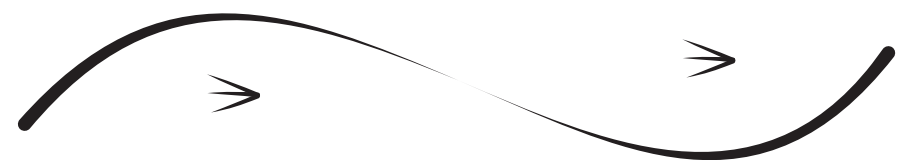
Edgardo Civalero

A history of Galapagos in 15 documents

From Ortelius' map to Darwin's diary



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G A L A P A G O S



GALAPAGUEANA

the tracks of memory in Galapagos

This digital document is part of project *Galapagueana*, led by the Library, Archive & Museum area of the Charles Darwin Foundation, which seeks to recover and disseminate the social and scientific memory of the Galapagos Islands.

<https://galapagueana.darwinfoundation.org/>

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collection "History of Galapagos" : 1

Charles Darwin Foundation
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Introduction

History is conventionally defined as the period in which human societies produced written texts. Arbitrary as it is, such a definition reflects an undeniable fact: through artifacts, manuscripts, prints, images, and many other documents (understood as "any material capable of containing and transmitting some type of information"), it is possible to reconstruct the journey of human beings along the centuries. And while such documents definitively leave out a vast majority of events and characters, they provide at least a basic line allowing the production of an elementary historical panorama.

From that perspective, the history of the Galapagos Islands starts in 1535, when Spanish bishop Tomás de Berlanga gave an account of their existence for the first time in a letter to King Charles I. From that moment, the archipelago began to be mentioned in chronicles, journals, travel diaries, naval logs, notebooks, correspondence, academic articles, novels, and many other materials that, like a trail of crumbs, can be used to (re)build a possible (always provisional, never definitive) history of the human presence in the islands.

In their pages, illustrations and letters, those documents show the progressive change in the gaze of the visitors who arrived in Galapagos, and how their experiences fed each other. They also present the development of different international geo-political contexts, and how the islands were part of them. Finally, they provide essential data to understand the emergence of different worldviews and scientific paradigms, as well as the evolution of different academic approaches and methodologies.

About this book

The present work collects and presents, pursuing an informative goal, a handful of textual materials that, heritage-wise, represent milestones in Galapagoan history. They have been chosen, somewhat haphazardly, from a big and rich document collection, as representative elements of an era. Given that an information explosion began by the mid-nineteenth century, exponentially multiplying the amount of existent literature (international in general and on Galapagos in particular), a previous time range has been set, taking as closing date an event that is emblematic in the history of the archipelago.

The documents are presented in chronological order, according to their initial date of production, despite the fact that they sometimes reflect publications or events that occurred somewhere earlier or later. Each one includes its bibliographic reference and presents the cover (original, when possible), as well as a fragment where the Galapagos Islands are directly referred to.

Additionally, the items are organized by century. Each chronological group presents a brief initial note providing some context for the publications and highlighting their importance.

As a complementary resource, most of the documents have a link to download and view the full text, as a part of "Galapagos Historical Bibliography", a section included in the digital archive *Galapagueana*. Those documents, nowadays part of the public domain and of the universal cultural and historical heritage, have been digitized by libraries and archives around the world and have generally been made available online by those entities or by platforms such as archive.org or Biodiversity Library. The versions to

download from this book have been uploaded to *Galapagueana* to guarantee their access.

All the contents presented in the following paragraphs are a part of the "Chronology" included in the digital archive *Galapagueana*: a timeline that composes the platform's central axis.

The ultimate goal of this work is to provide a basic, initial gateway to a rich and sometimes little-known intellectual production, both literary and academic. Likewise, it aims to show, albeit in a very elementary way, the countless relationships between documents, and between them and the historical events they rescue from oblivion. Finally, it tries to present the idea of social memory (the basis of history) as a dense fabric, made up of innumerable strands of different kinds — shorter or longer, but always equally important.

16th century

After their "discovery" in 1535 by Spanish bishop Tomás de Berlanga, on a trip from Panama to Ecuador, the Galapagos Islands (or one of the many variants of that name) started to appear on general maps of the globe, such as Mercator's planisphere and Ortelius' compilatory atlas, and, very especially, in the earliest charts of the American continent and the South Sea: documents that sought to account for a "new world" yet to be explored.

Spanish conquerors hardly paid attention to the archipelago: surrounded by legends, it seemed to be made up of bewitched, "enchanted" islands, put under a spell that made them appear and disappear at will in the middle of a little known and less charted ocean.

THEA
TRVM
ORBIS
TERRA
RVVM



1570

01

Theatrum Orbis Terrarum

Abrahamus Ortelius

Brabantine cartographer, geographer and cosmographer Abraham Ortelius included the "ye. de los galopegos" in his *Theatrum Orbis Terrarum* ["Theatre of the Terrestrial Globe"], one of the earliest European geographical atlases. First published in Antwerp by Gilles Coppens van Diest in 1570, it went through many subsequent editions and reprints.

Theatrum Orbis Terrarum / Abrahamus Ortelius. [Antwerp]: [Gilles Coppens van Diest], 1570.



At that time, the islands did not have individual names, since none of their historically-known visitors had yet baptized them: neither Bishop Tomás de Berlanga, thrown ashore in 1535 by a persistent calm and the dominant currents, nor the Spanish conqueror Diego de Rivadeneira, who arrived there in 1546 fleeing from his compatriot Francisco de Carvajal, his opponent in the infamous Civil Wars between the Conquerors of Peru. In those early cartographic representations, the name "islas de los galápagos" is already used (that is, "islands of the tortoises", including an old Castilian word for turtles), hence expressing the astonishment caused by the gigantic Galapagoan reptiles among the first travelers and chroniclers. The original authorship of that name is, so far, unclear.

In *Theatrum Orbis Terrarum*'s first edition, the archipelago appeared on a planisphere titled *Typus Orbis Terrarum* ["Map of the terrestrial globe"] and on the map *Americae Sive Novi Orbis, Nova Descriptio* ["America or New World, new representation"]. Both were strongly based, among others, on 1569 Gerardus Mercator's *Nova et Aucta Orbis Terrae Descriptio ad Usus Navigantium Emendate Accommodata* ["New and more complete representation of the terrestrial globe, duly adapted for use in navigation"]. In Mercator's version (and in those of Ortelius up to 1587), the Galapagos appeared duplicated. Although the northernmost group ended up being identified as Cocos Island (Costa Rica), originally such duplication could have been motivated by the cartographers' impossibility to locate the Galapagos — therefore, the reason for their nickname, "Enchanted islands".

The name alluded to the difficulty of Spanish pilots and captains to place the islands on their sea charts. From their medieval perspective, they were difficult

17th century

The fame of being "enchanted" earned by the Galapagos Islands among Spanish sailors made them a perfect shelter for privateers and pirates, especially British. Attracted by the riches of the Hispanic domains in America, those assailants took the islands as a base to attack the colonial fleets leaving the South American Pacific coasts for Panama, and the harbors of present-day Chile, Peru and Ecuador. Hence, the archipelago became one of the many nodes in a struggle among European imperialist powers for the control of the Eastern Pacific Ocean and the American wealth.

The journals of leading English privateers finally placed the islands with some accuracy on international charts, while describing and naming them. Subsequently, the archipelago became a stopping point for a number of exploration expeditions, especially those seeking to "discover" and conquer the islands of Oceania, but also for circumnavigation and naturalist voyages. The peculiar biological diversity of Galapagos was reflected both in the journals of the pirates and in those of the early explorers.

HISTORIA

DEL

descubrimiento de las regiones

AUSTRIALES

HECHO POR EL GENERAL

PEDRO FERNANDEZ DE QUIRÓS

publicada

por

DON JUSTO ZARAGOZA

1605

02

Historia del descubrimiento de las regiones australes...

P. Fdez. de Quirós / Justo Zaragoza

In Historia del descubrimiento de las regiones australes hecho por el general Pedro Fernández de Quirós ["History of the discovery of the austral regions made by General

Historia del descubrimiento de las regiones australes hecho por el general Pedro Fernández de Quirós / publicada por don Justo Zaragoza, tome I, chap. XLII. Madrid: Imprenta de Manuel G. Hernández, 1876.



Pedro Fernández de Quirós"], published in 1876 by Justo Zaragoza and based on original documents from the navigator (including several handwritten texts from 1605), it is mentioned that the fleet that Portuguese Pedro Fernandes de Queirós put together in 1605 for his trip to the *Terra Australis Ignota* included "a boat or zabra, of smaller size, which had come shortly before from the island of the Galapagos, to pick up the people who had been lost there".

That reference indicates that the Galapagos were already familiar to those navigators who ventured into the vast waters of the Pacific Ocean, although not so familiar as to know if they were one or several islands. In the archipelago there had probably been a number of shipwrecks of Hispanic American ships — the only ones that at the moment sailed those waters. There are no reliable records of such accidents, though.

However, the presence of castaways (and, therefore, of ships) on the islands suggests regular visits to the area, which could be linked to certain semi-legendary colonial narratives, and to the idea that fishermen from the coasts of Ecuador and Northern Peru frequently arrived in the archipelago in colonial and even pre-Hispanic times.

As for the former, stories circulated among the subjects of *Tawantinsuyu* or "Inca Empire" about two islands, Hawa Chumpi and Nina Chumpi, far into the ocean. Those stories were collected by chroniclers such as Pedro Sarmiento de Gamboa (1572), Miguel Cabello Balboa (1586) or Martín of Murua (1616). The narratives could have referred to the Galapagos, although nowadays it is considered that they spoke of some Polynesian islands.

era algo menor, y tambien se compró por cuenta de su Magestad en el Puerto del Callao. La tercera era una lancha ó zabra, de menor porte, que habia venido poco ántes de la isla de los Galápagos, de recoger la gente que allí se habia perdido, y era muy fuerte y buena velera: y en todas se embarcaron cerca de trescientas personas de gente de mar y guerra, con algunos versos y piezas pequeñas de artillería, arcabuces y mosque-

In relation to the latter, the idea that the peoples living on the Latin American western coasts, in their flimsy boats, could travel great distances through the Pacific Ocean and use the intermediate islands, if not as their final destination, at least as a stopover, was seriously considered by Norwegian explorer Thor Heyerdahl. Heyerdahl visited the Galapagos on an "archaeological expedition" in 1952, as part of the same research that, a few years earlier, had led him to cross the Pacific Ocean between Peru and the Tuamotu on the *Kon Tiki* expedition (1947), using a boat made according to South American indigenous models. The results of his travels and research are still hotly debated today, as are the many theories about early human presence in Galapagos.

THE
OBSERVATIONS
OF
SIR RICHARD HAWKINS, K^{N^T}
IN HIS
VOYAGE INTO
THE SOUTH SEA
IN THE YEAR
1593.

1622

03

The observations of Sir Richard Hawkins...

Richard Hawkins

British privateer Sir Richard Hawkins mentioned the "Illas de los Galapagos" in his journal, *The observations of Sir Richard Havvkins Knight, in his voiage into the South Sea*.

The observations of Sir Richard Hawkins, Knt in his voyage into the South Sea in the year 1593 / reprinted from the edition of 1622, edited by C. R. Drinkwater Bethune, captain R.N. London: printed for the Hakluyt Society, 1847.



Anno Domini 1593 (1622), sometimes misquoted as *Voyages to the South Sea* (for a facsimile edition of 1968). The text was republished by the Hakluyt Society in 1847 as *The observations of Sir Richard Hawkins, Knt in his voyage into the South Sea in the year 1593*; that edition is the best known version of the document.

In his navigation log, written almost three decades after his journey, the Englishman pointed out that the Galapagos were deserted and that, in his opinion, they did not provide any fruit. Although he was in the area around 1594 with his galleon, the *Dainty*, it is not clear that he actually visited the islands.

Although his later comments tried to present his voyages as expeditions for geographical discovery, when Hawkins got his ship in 1593 his intentions were clear: to prey on the waters and coasts of the Spanish colonies in America. In that sense, the Briton was a classic Elizabethan-era privateer.

Privateers were people or groups of people, owners of a vessel, who entered into combat with ships or forces belonging to enemy nations, with which their own was at war. For this they had a *letter of marque*: a kind of "permission" issued by a sovereign authority (e.g. the Crown) or its delegates. That patent allowed the privateer to carry out all the hostilities allowed by the uses of war at sea. That included attacking ships, taking them as booty, and capturing crews to trade them (for money, other prisoners, etc.). The final loot was divided between the issuer of the patent, the ship's owners, the sponsors, the captain and pilots, and the crew. Letters of marque allowed the regents of several European nations to raise revenue through the mobilization of private property. They also allowed

under the equinoctial lye; some fourescore leagues to the west-wards of this cape, lyeth a heape of ilands, the Spaniards call Illas de Los Galapagos: they are desert and bear no fruite. From Cape Passaos, wee directed our course to Cape Saint Francisco, which lyeth in one degree to the north-wardes of the lye; and being thwart of it, wee descried a small shippe, which wee chased all that day and night; and the next morning our pinnace came to

many sailors to generate more income than they obtained from trading or fishing.

In general, once the war was over, privateers turned to piracy: the same activity carried out until then, but without official permission, without the excuse of war, and with the gallows (or any other punishment for the lowest criminals) as their final destination.

Born in 1562 and familiar with the sea from a young age, Hawkins traveled to the West Indies for the first time with his uncle, William Hawkins. In 1585 he captained a ship of Sir Francis Drake during his attacks on the Spanish colonies, and in 1588 he commanded one of the ships that Queen Elizabeth I sent against the Spanish Armada. In 1593 he acquired the *Dainty*, crossed the Strait of Magellan in 1594 and carried out several attacks on the Pacific coasts of the Americas. He was finally defeated by Spanish forces off Ecuador and held prisoner and, in 1597, he was taken to the Iberian Peninsula, where he spent

some years in jail. After his release in 1602, the sailor returned home. There he was knighted (1603) and was appointed as mayor of Plymouth, among other honors. In 1620 he was designated Vice Admiral of the fleet sent to the Mediterranean to fight the Algerian corsairs. He died in London in 1622.

Richard Hawkins was the first corsair to mention the Galapagos in his texts, thus inaugurating a tradition that would be continued by some of the great names of British piracy throughout the 17th century.

(2)
THE
VOYAGES

AND
ADVENTURES

OF
Capt. *BARTH. SHARP*

And others, in the

South Sea:

BEING
A JOURNAL of the same.

ALSO

Capt. *Van Horn* with his *Buccanieres* surprizing of *la VERA CRUZ*.

To which is added

1684

04

The Voyages and Adventures of Capt. Barth. Sharp...

Philip Ayres

In June 1684, British buccaneer Bartholomew Sharp reached the "isles of Gallapallo" aboard the *Trinity*, but was unable to land on them.

The Voyages and Adventures of Capt. Barth. Sharp and others in the South Sea: being a journal of the same / published by P[hilip] A[yres], Esq. London: printed by B. W. for R. H. and S. T., 1684.



The fact was mentioned in a myriad of documents related to that expedition. Among them it is the earliest printed one: the diary of John Cox, the pilot of the *Trinity*, published by Philip Ayres in 1684 as *The Voyages and Adventures of Capt. Barth. Sharp and others in the South Sea*. There, the islands are called "Gallipagoes" and, curiously, Cox's name is nowhere to be found.

It was followed by the diaries of Basil Ringrose, of which two are preserved (one by his hand, Ms. Sloane 3820 from the British Library, and another with 12 maps by famous British cartographer William Hacke, Ms. Sloane 48), both from 1682 or before; the printed version of Ringrose's diary, based on Ms. Sloane 48 and published as *Bucaniers of America vol. 2* by William Crooke in 1685 (which, by 1771, already had at least 7 reprints); and the many versions of Sharp's own diary. Among the latter, there are Mss. Sloane 46A and 46B, Pepys PL 2874 and 2610, and the various copies made by Hacke after Ambrose Cowley's return from the Pacific in 1686. In 1699, Sharp's diary went to press, again thanks to Hacke, in his *A Collection of Original Voyages*.

Related to this voyage was also the famous *South Seas Waggoner* and its many variants, such as Ms. Sloane 45 (1687), which contained a Galapagos chart by Hacke (II part, folio 37).

Born around 1650, Sharp participated in privateer expeditions from a very young age, during the Third Anglo-Dutch War (1672-1674). He got to captain his own ship in the Caribbean Sea, attacking Flemish vessels. When his letter of marque expired, he engaged in piracy in the Spanish Caribbean possessions. Together with William Dampier, Lionel Wafer, and Basil Ringrose, among others, he

June the sixth, We fet sail from *Quilbo* in the afternoon, bound for the *Galipagoes*, which are seven Islands that lie under the *Æquinoctial*, and about 100 leagues from the main.

8 *Tuesday* This day at twelve the

crossed the Darien isthmus, captured ships in Panama and dedicated himself to devastating the Pacific coasts. After laying siege and even burning several cities in the Spanish colonies, he crossed Cape Horn (probably the first Englishman to do so eastwards) and headed back to the Caribbean, and from there to England. Spanish authorities wanted him for piracy, but King Charles II granted him an amnesty thanks to the valuable information he provided to British sailors: navigation charts of the Pacific Ocean captured in one of his attacks to a Spanish ship, which later would be known as the *South Seas Waggoner*. In 1696, Sharp settled on the Caribbean island of St. Thomas, where he fell into debts with the Danish authorities and was imprisoned. He died in jail in 1702.

The number and variety of sources that collected, edited, and commented pirates' voyages responded to the interest their adventures provoked in the Elizabethan British society. It was the first action literature based on real events (although, sometimes, quite exaggerated), and included descriptions of places that a large part of the audience would never see and that they would hardly be

able to imagine. The different versions of the same journal or chronicle obeyed an evident economic interest, maintained nowadays by the contemporary publishing industry. But there were several practical reasons as well. All those publications were based on captains' logbooks or on pilots' observations; they collected in their notes a host of details directly related to navigation which were not interesting (or even useful) to final readers — so they had to be summarized or eliminated. Likewise, the style had to be heavily edited: with few and notable exceptions, navigators totally lacked literary skills, which made it difficult for their original writings to be published, sold, and received positively.

William Hacke, in addition to being one of the most prolific cartographers of the late seventeenth century, was a magnificent editor of pirates' diaries. He took advantage of the slightest opportunity and the successive waves of public interest to launch publication after publication. Interestingly enough, although he was once called "captain", it is doubtful that he ever stepped foot on a ship.

Lord Culpeper's
Island

Lord Wenman's
Island

THE GREAT SOUTH

Nories Rocks

Rycot Rock
EARL of ABINGDON'S
ISLAND
East Bay

Eures's Isl.

Bindlo's Isl.

Redondo R.
Equinoctial Line
Albemarle Point

Albanie Point
York Road

South Bay

Farmouth
Road

A. Rock

Dassigneys Isl.

DUKE of NORFOLK'S
ISLAND

SEA

Monks Bay
THE DUKE of AIREMARI'S I.
Elizabeth Bay
Narbrough Isl.
Christopher's P.
Bay

King's James's Islands
Konobey's Inchaned Isl.

Norwich Bay

Dean's Isl.

Bruttles Isl.

King Charles's Isl.

Crossman's Isl.

1684

05

The Gallapagos Islands...

John Harris

The *Batchelor's Delight* was one of the first documented pirate vessels to dock in Galapagos, in May 1684. Commanded by John Cook, and accompanied by John Eaton's *Nicholas*, it carried Edward Davis, William Ambrose Cowley, and William Dampier.

The Gallapagos Islands discovered and described by Capt. Cowley in 1684. [Mapa]. En Navigantium atque Itinerantium Bibliotheca. Or, a complete collection of voyages and travels... / ... by John Harris ... London: Printed for T. Woodward..., 1744, Book 1.



The story of the *Batchelor's Delight* is one of the most interesting chronicles of British piracy in American waters. Captain Cook was hired in the United Kingdom in 1682 for a privateering expedition, commanding an old ship called *Revenge*, which had been captured from the French in the Caribbean. With piracy experience himself, Cook soon assembled a trusted crew, including William Ambrose Cowley. They sailed to Panama, where they picked up Scotsman Lionel Wafer, who was living among the Kuna people after being abandoned there by Bartholomew Sharp. They then headed to Virginia, USA, where they sought for William Dampier and Edward Davis, buccaneers who were trying to go unnoticed to justice. And from there, the ship headed for the West African coast, arriving there in November 1683, with the intention of discarding the wrecked *Revenge* and getting a decent ship.

In Sierra Leone they ran into the Danish-flagged *Charlotte Amalia*, commanded by Thomas Thorsen. The privateers had no chance of attacking and defeating such an opponent, so Dampier and Cowley played cards with the ship's owners, betting the ship. They won. The Danes kept the old *Revenge*, while the British changed the name of theirs and called her *Batchelor's Delight*. Given the ridiculousness of the situation, both sides invented stories full of terrible attacks, heroic defenses, destructions, burnings, and even the taking of African slaves as consorts — accounts that the scant surviving historical evidence totally denies.

From there, instead of going to the Caribbean, by then plagued by Spanish patrols, they decided to carry out their activities on the eastern coasts of the Pacific Ocean. Once they crossed Cape Horn, the attacks began, stretching from Chile to California for several years. In 1684 they joined forces with captain John



Eaton, commanding the *Nicholas*, using the Galapagos and Juan Fernández Islands as lairs. Cowley ended up having serious differences with his companions and left with Eaton, finally returning to Britain in 1686.

Meanwhile, captain Cook died in 1684 and Davis took command of the ship. From that moment a series of adventures began that took them to New Zealand, pursued by Spanish forces. Back on American shores, they attacked various coastal cities between 1685 and 1686. In 1687, the crew of the *Batchelor's Delight* decided to retire. It is said that they buried a good part of their treasure in Cocos Island (Costa Rica). After that, they crossed Cape Horn to the east — possibly glimpsing Antarctica. They eventually arrived at the English colonies in the Caribbean, where they parted ways, and ended up selling the ship in Virginia in 1688.

During his stay in Galapagos, Cowley wrote a series of chronicles and produced a map of the islands — the best until Robert FitzRoy's in 1835 — of which numerous

versions were published — John Harris's in 1744 being one of the most widespread.

Cowley's chronicles also had a story behind them. When abandoning the *Batchelor's Delight*, he forgot his notes on the ship, so he spent the next years rewriting them from memory. He eventually completed a fairly decent version, which was published in various formats until, in its final (and heavily edited) version, it appeared in 1699 in *A collection of original voyages* — a selection edited by William Hacke. Those writings, together with those of Dampier, served as a guide to the navigators who visited the Galapagos Islands during the following two centuries, and established the bases of naturalist literature.

A
New Voyage
ROUND THE
WORLD.

Describing particularly,

The *Isthmus of America*, several Coasts and Islands in the *West Indies*, the Isles of *Cape Verd*, the Passage by *Terra del Freogo*, the *South Sea Coasts of Chili, Peru, and Mexico*; the Isle of *Guam* one of the *Ladrones*, *Mindanao*, and other *Philippine* and *East India* Islands, near *Cambodia, China, Formosa, Luconia, Celebes, &c.* *New Holland, Sumatra, Nicobar Isles*; the *Cape of Good Hope*, and *Santa Hellena*.

1697

06

A New Voyage round the World...

William Dampier

In 1684, aboard the *Batchelor's Delight*, British privateer William Dampier toured the Galapagos Islands, writing detailed chronicles of their geography and wildlife.


A New Voyage round the World: describing particularly... / by William Dampier. Illustrated with particular maps and draughts. London: printed for James Knapton, 1697.



Dampier, born in 1651, had his first sailing experiences as a teenager. In 1670 he boarded a freighter with which he headed for Java. Two years later he enlisted in the British Navy and participated in the Third Anglo-Dutch War (1672-1674). In 1674, being sick, he accepted a job in Jamaica, in which he failed. He then went into the logging business in the Gulf of Campeche, during which he acquired his interest in natural history, along an undeniable ability to write diaries of his experiences — which included drawings of animal and vegetal species. He left Campeche in 1676 after the passage of a hurricane: it seems that his description of the phenomenon is the first recorded with that level of detail.

In 1679 he began his pirate career with British buccaneer Bartholomew Sharp. By 1683 he was in hiding in Virginia, USA, where he was contacted by British captain John Cook, and started his career aboard the *Batchelor's Delight*. However, tired of those activities, Dampier abandoned his crew, moving to Charles Swan's *Cygnets* in 1686 and, after a long journey that took him to the Philippines and the northern coast of Australia, he completed his first circumnavigation of the world and returned to the United Kingdom in 1691.

His travel diaries were published in 1697 under the title *A New Voyage round the World*. Apparently, the narration of his adventures inspired, among others, Jonathan Swift, who wrote some passages of *Gulliver's Travels* based on Dampier. The writings were extremely popular in England at the time and ended up attracting the attention of the British Admiralty. In 1699, considering his knowledge of the South Sea, Dampier obtained the command of the *H.M.S. Roebuck* to explore Australia (back then known as New Holland). He traveled

ould not get in to an Anchor. We refresh'd our *An. 1684*
elves very well, both with Land and Sea-Turtles ; 
nd the next day we failed from thence. The next
land of the *Gallapagos* that we came to, is but two
eagues from this : 'tis rocky and barren like this ;
is about five or six Leagues long, and four broad.
We anchored in the Afternoon. at the North side

around the island-continent, as well as New Guinea and the Bismarck archipelago, and returned to Great Britain in 1701, after making his second trip around the world, but without fulfilling his mission. In London he faced a court-martial, charged with cruelty, and was brought into disrepute.

After other unsuccessful voyages, between 1708 and 1711 Dampier made his third and last trip around the world, this time as a pilot under the command of British pirate Woodes Rogers. The expedition was a success, although Dampier made very little earnings. A few years later he died in London, deeply indebted.

Even if he did not succeed as a navigator, Dampier did as an author: by 1727, the first volume of *A New Voyage Round the World* had gone through seven editions, and it is still in print today. The second volume in the series was published in 1699, and the third and fourth, which covered the voyages of the *Roebuck*, in 1703 and 1709. The books were so famous and influential that Charles Darwin

carried a copy of the first volume in his personal library aboard *H.M.S. Beagle*.

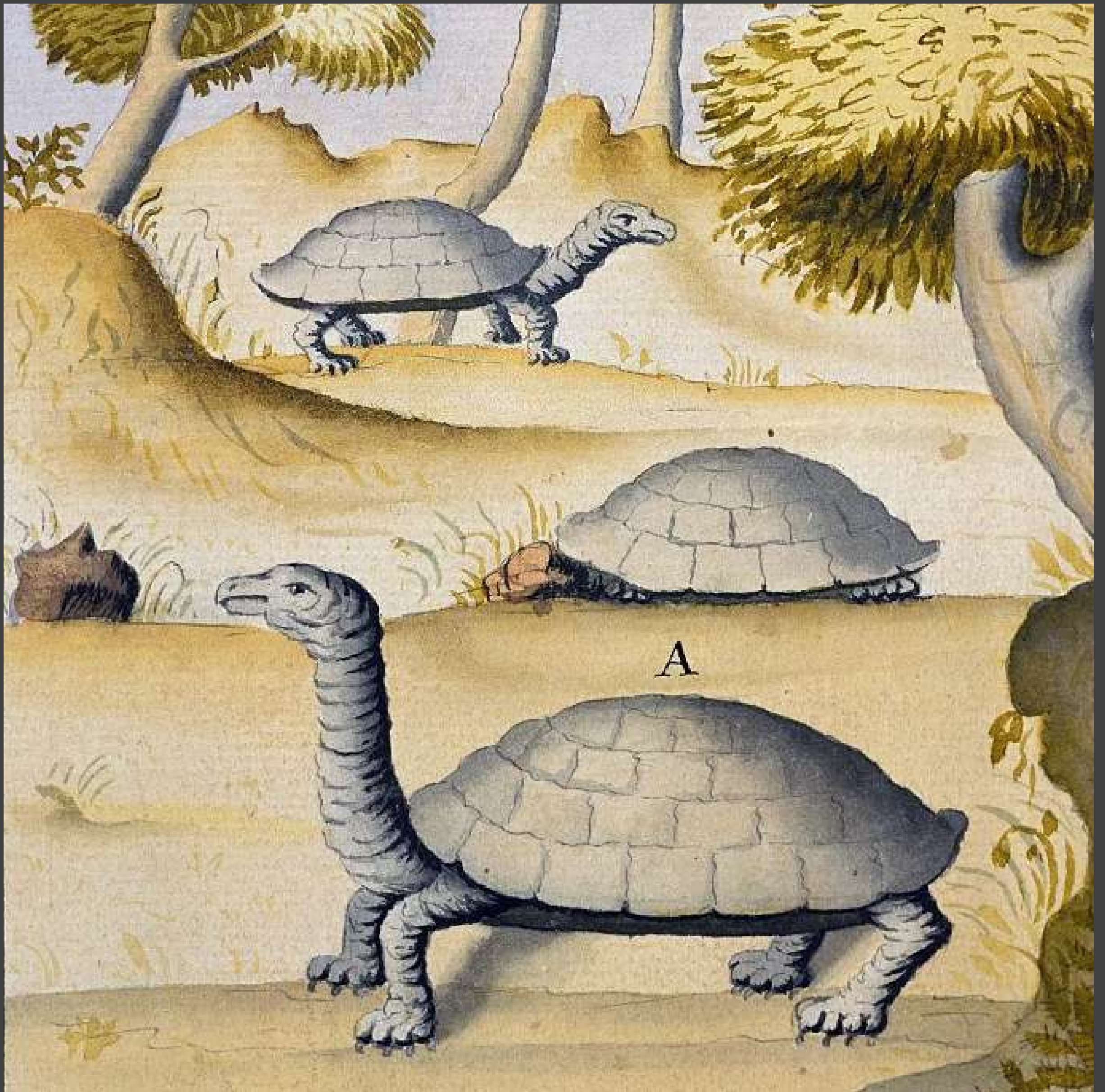
His data on winds and currents were used by James Cook and Horatio Nelson; his notes on Australian fauna were exploited by James Banks; his comments about the breadfruit tree led William Bligh to organize the ill-fated *H.M.S. Bounty* expedition; and some of his paragraphs inspired Alexander von Humboldt. He was the first to write down the recipe for guacamole and mango chutney in English, and one of the first to use in a text words like *barbecue*, *avocado*, and *chopsticks*.

William Dampier's observations led him to be nicknamed "the pirate naturalist". Motivated by an insatiable curiosity, those notes turned out to be so exact and so devoid of exaggeration that, beyond their literary value, they had a scientific one.

18th century

The shift in the global economic paradigm made the Pacific Ocean one of the main whaling areas and, therefore, one of the most important suppliers of oil, an essential good for lighting large cities. Whaling ships began to exploit both the Galapagos waters and their land fauna, in particular the sea lions, which fed a hungry fur industry. The struggle for the control of those resources unleashed between Great Britain and the United States, which sent exploration and attack missions to the area.

At the same time, Latin American wars of independence had repercussions at sea, with European corsairs and local admirals fighting the Spanish fleet and taking refuge in the Galapagos. Last but not least, some scientific expeditions were added to the list of visitors — only a tiny sample of what they would be throughout the following century.



1701

07

Relation journalière d'un voyage fait en 1698...

Le sieur Duplessis

Relation journalière d'un voyage fait en 1698, 1699, 1700 et 1701, par M. de Beauchesne, capitaine de vaisseau, aux isles du Cap Vert, coste du Brésil, coste déserte de l'Amérique méridionale, destroit de Magellan, costes du Chily et du Pérou, aux isles Galapes, destroit du Maire, isles de Sebalds de Vards, isles des Essorts / fait par le sieur Duplessis, ingénieur sur le vaisseau le Conte de Maurepas. [S.d.]: [s.d.], [1701?], Bibliotheque du Service Historique de la Defense, Ms. 223/5617.

Between June and July 1700, the expedition of French navigator and explorer Jacques Gouin, Lord of Beauchêne (or Beauchesne, or Beauchesne-Gouin), made a stopover in the Galapagos Islands, which were registered as "Isles Galapes".

Beauchêne was a sailor worthy of his time and, as such, he alternated the roles of explorer and corsair. Born in Saint Malo in 1652, he soon became a naval officer, but only began his seafaring adventures as part of Jean-Baptiste de Gennes's expedition to the South Sea (1695-1696), prompted by the tales of British corsairs, and which ended in failure.

French interest in establishing a colony on the South American Pacific coasts, in a point not yet occupied by other powers, to trade and discover, was maintained over time. After the signature of the Treaty of Rijswijk / Ryswick, which put an end to the Nine Years' War between France and much of Western Europe, the Compagnie de la Mer du Sud was created in 1698, in which Beauchêne participated. The company equipped two 50-gun ships, the *Phélypeaux* and the *Comte-de-Maurepas* (in honor of Jean-Frédéric Phélypeaux, Count of Maurepas, minister of Louis XVI), along with the frigate *La Bonne Nouvelle* and the barque *La Nécessaire*. The fleet set sail in December 1698, although *La Bonne Nouvelle* and *La Nécessaire* were lost and did not continue the voyage. A year after his departure, Beauchêne had already made a complete map of the Strait of Magellan, which he had entered in June 1699 and from which he left in January 1700. He then traveled the coasts of Chile and Peru, reaching the Galapagos and, on his way back to his country, he crossed Cape Horn in January 1701 (being the first Frenchman to cross it from west to east), named an island south of the

une dure. Oye et ne vient que de poisson ils sont puers.
une dure et ne valent rien a manger

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Falklands after him, and arrived in France in August of that year. Since the Spanish authorities opposed all trade with foreign powers, the trip did not yield the expected financial results. However, it went down in history as one of the first French expeditions to the South Sea.

After that journey, Beauchêne stayed in his native port, where he held various civil and commercial positions until his death in 1730.

One of the products of the French voyage through the eastern Pacific is a collection of various reports, maps, and manuscripts. One stands out among them, prepared by an expedition engineer with no previous travel experience, identified only as "Sieur de Duplessis" or "Du Plessis".

Duplessis kept an extremely vivid journal of the expedition, describing daily life aboard the ships, the storms, the routes taken, the anchorages used, and even the mutiny attempts. His capacity for observation was also expressed in the

watercolors included between the pages of the diary, which represented in a very precise and realistic way the American coasts, the fauna, the flora, and the customs of the mysterious Patagonian indigenous people.

When he came across unknown animals, the chronicler sought to compare them with European species, and even pointed out the quality of their taste. Remarkable from a geographical and naturalistic point of view, Duplessis's testimony was the first complete document describing Tierra del Fuego and also included the first watercolors depicting Galapagoan fauna, as well as the French names given to some of the islands (Isle de Tebac, Isle du Saute, Isle de Mascarin...). His meticulous descriptions of bays, towns, and anchorages were a valuable document for future navigators of the Pacific Ocean.

A CRUISING
VOYAGE
ROUND THE
WORLD:

First to the SOUTH-SEAS, thence
to the EAST-INDIES, and homewards
by the Cape of GOOD HOPE.

Begun in 1708, and finish'd in 1711.

CONTAINING
A JOURNAL of all the Remarkable
Transactions; particularly, Of the Taking of
Puna and *Guiaquil*, of the *Acapulco* Ship, and
other Prizes; An Account of *Alexander Selkirk's*
living alone four Years and four Months in an

1712
08

A Cruising Voyage Round the World...

Woodes Rogers

Between May and June 1709, the Galapagos Islands were visited by the British pirate Woodes Rogers and his partner Stephen Courtney.

A Cruising Voyage Round the World: First to the South-Seas, thence to the East-Indies, and Homewards by the Cape of Good Hope / Captain Woodes Rogers. London: A. Bell & B. Lintot, 1712.



Born in England around 1679, Rogers began his seafaring career as a teenager. Around 1706 he inherited the maritime business of his father, and after suffering several losses at the hands of the French during the War of the Spanish Succession, he dedicated himself to privateering.

The first expedition of the kind was proposed to Rogers by British William Dampier, "the pirate naturalist." With two ships, the *Duke* and the *Duchess*, and with Dampier as the pilot of the first, Rogers left Bristol in August 1708 with the intention of circumnavigating the globe. In 1709, after having endured several mutinies and having passed Cape Horn, the corsairs found Alexander Selkirk on Juan Fernández Island — a character who later inspired William Defoe's *Robinson Crusoe*.

After that, they captured several Spanish ships and, with such a fleet, Rogers attacked Guayaquil. One of his eight vessels was taken by the Hispanic navy: the one led by Simon Hatley. Years later, Hatley shot an albatross to get better winds in the middle of a storm and was immortalized by British writer Samuel T. Coleridge in his *Lyrical Ballads* (1798).

In Guayaquil, and due to the resistance of the population to hand over their goods, the pirates looted the cemeteries. When they got sick, they moved to the nearby Puná Island, and, given the scarcity of water, they decided to go to Galapagos. Since they did not find springs there either, they moved to Gorgona Island, which saved them from being captured by Spanish general Pablo Alzamora y Ursino, who was pursuing them from the port of Callao.

but found no Water, tho' they went 3 or 4 Miles up into the Country : They tell me the Island is nothing but loose Rocks, like Cynders, very rotten and heavy, and the Earth so parch'd, that it will not bear a Man, but breaks into Holes under his Feet, which makes me suppose there has been a Vulcano here ; tho' there is much shrubby Wood, and some Greens on it, yet there's not the least Sign of Water, nor is it possible, that any can be contain'd on such a Surface. At 12 last Night we lost sight of our Galleon ; so that we have only one Bark with us now.

With a very disgruntled crew, Rogers managed to quell a potential mutiny by capturing the wealthy galleon *Encarnación* in Mexico. They resupplied on the island of Guam, stopped in Batavia, and finally arrived in London in October 1711, having completed a circumnavigation of the world. Disfigured by a bullet to the face, Rogers lost all of his earnings by mitigating debts incurred by his family during his absence, although he became famous for being the first Englishman to circumnavigate the planet with his ships and people practically intact.

Both Rogers and a member of his crew, Edward Cooke, wrote books about the voyage. The former's, *A Cruising Voyage Round the World*, was published in 1712 and was most notable for the description of Selkirk's rescue, which the public loved, and which Cooke forgot to note down in his diary. In addition, Rogers' pages included his comments on the visit to Galapagos.

In 1713, Rogers led an expedition to Madagascar, and in 1717 he became Governor of the Bahamas, an appointment he received in return for his

commitment to rid that territory of the pirates who, along with fugitives from nearby Spanish colonies, made up the largest part of Bahaman population. He dedicated himself to eliminating piracy practices and reinforcing the fortifications of the islands. The latter task turned out to be extremely useful when the archipelago was attacked by the Spanish in February 1720, without much success.

In March 1721 he was deposed from office and imprisoned for debts. Around 1723 he published a second book, *A General History of the Robberies and Murders of the Most Notorious Pyrates*, which made him very famous in Britain. He was pardoned and got a second term as Governor of the Bahamas in 1728. He died in 1732 in Nassau, due to health problems that he could never solve.

Rogers was the last captain of Galapagos' "era of pirates". After the decline of the privateers' presence, the waters of the Pacific Ocean witnessed the naval battles for the independence of America, and the arrival of a new species of looters: whalers and furriers.

A
V O Y A G E
TO THE
S O U T H A T L A N T I C
AND ROUND
C A P E H O R N
INTO THE
P A C I F I C O C E A N,
FOR THE PURPOSE OF EXTENDING THE
SPERMACETI WHALE FISHERIES,
AND OTHER OBJECTS OF COMMERCE,
BY ASCERTAINING
T H E P O R T S, B A Y S, H A R B O U R S, A N D A N C H O R I N G B I R T H S,
IN CERTAIN ISLANDS AND COASTS IN THOSE SEAS
AT WHICH THE SHIPS OF THE BRITISH MERCHANTS MIGHT BE REFITTED.

UNDERTAKEN AND PERFORMED
BY CAPTAIN JAMES COLNETT,
O F T H E R O Y A L N A V Y, I N T H E S H I P R A T T L E R.

L O N D O N.
PRINTED FOR THE AUTHOR,
BY W. BENNETT, MARSHAM STREET, WESTMINSTER.
SOLD BY A. ARROWSMITH, CHARLES STREET, SOHO: STOCKDALE

1798

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A Voyage to the South Atlantic and around Cape Horn...

James Colnett

A Voyage to the South Atlantic and around Cape Horn into the Pacific Ocean for the purpose of extending the Spermacetic Whaling Fisheries and other objects of commerce, by ascertaining the Ports, Bays, Harbours and Anchoring Births, in certain Islands and Coasts in those seas at which ships of the British merchants might be fitted / by Captain James Colnett. London: printed for the author by W. Bennett, 1798.



In June 1793, British captain James Colnett, on a reconnaissance trip through the waters of the Southern Atlantic and the eastern Pacific Oceans, made a stopover in Galapagos, which he cited as "Gallipagoe / Galapagoe isles".

Colnett, born in 1753, joined the British Royal Navy in 1770. In 1771 he served under famous captain James Cook, with whom he traveled across the Pacific Ocean between 1772 and 1775. After his return to Great Britain, he commanded various ships during the American Revolutionary War and beyond, between 1775 and 1786.

From 1786 to 1791, Colnett led two private fur expeditions, inspired by information collected during Cook's third voyage. The voyages sought to buy sea otter pelts from indigenous Canadian peoples on the Pacific Northwest coast and sell them in China, using Hawaii as an intermediate base. The first expedition was sponsored by King George's Sound Company (1786-1788), while the second (1789-1791) added the support of John Meares and caused the Nootka Crisis, thanks to which Colnett's name is mostly remembered.

Both Spain and Britain had claimed Canada's Pacific coast as their own since the mid-18th century. In 1789, Spanish José Martínez occupied Nootka Sound, established exclusive Spanish sovereignty, and proceeded to arrest a series of furriers who were hunting in the area and to take their ships. The first to be captured turned out to be James Colnett. By the end of that year, Martínez left Nootka and moved his prisoners and their ships to the port of San Blas, in present-day Mexico. The news about those events gave rise to a diplomatic crisis that was on the verge of becoming a war between the two nations.

On the twelfth, at break of day, we saw Chatham Isle, March 12
and, by sun-set came to an anchor in Stephen's bay, near
the South West point of the isle in twenty-eight fathom
water; the two points of the bay bearing North East and
South West, and the Kicker rock, bearing West, North
West, at the distance of two miles. We attempted to get
into this bay to the Westward of the rock, but as there was
little wind, with a current running right out, and no
soundings to be got, with fifty fathom of line, till within three

The Nootka Conventions, organized by George Vancouver on the one hand and Juan Francisco de la Bodega y Quadra on the other, prevented any escalation and ensured that ships from both countries could work in the region.

Colnett was held as a prisoner until 1790, when he resumed his activities. In 1792, on another private voyage, he was sent by London-based whaling company Enderby & Sons aboard *H.M.S. Rattler* to survey the waters of the South Atlantic and the American Pacific coasts. One of his supply points were the Galapagos Islands, of which he drew a map. That chart, in a version prepared by British cartographer Aaron Arrowsmith, presented a detailed description of the archipelago, was included in the expedition's final report, and was published in 1798.

In 1794, after the beginning of the French Revolutionary Wars (1792-1801), Colnett was promoted to commander. In 1796, after his ship ran aground, he was taken prisoner by the French for six months. In 1802 he made his last voyage

across the waters of the Pacific Ocean, commanding a ship loaded with convicts bound for Australia.

Colnett retired in 1805 and died at his residence the following year. His name appears in various points of the Pacific geography, including Tierra del Fuego, Canada, and Baja California. And he remained associated with Galapagoan history and geography: some authors point out that it was Colnett who placed the famous barrel in Post Office Bay, on Floreana Island, although the British captain never mentioned that fact (or that barrel) in his diary.

19th century

Following Ecuador's independence, the new government rushed to occupy the Galapagos Islands and claim them as its own, in a rapidly changing international political and economic landscape that was leaving the whaling industry behind.

Throughout the century, but especially after the visit of *H.M.S. Beagle* in 1835, the islands became a space for scientific research. The exploitation to which the islands' fauna was subjected by whalers and sealers continued to be active, this time to feed zoos, museums, and natural history cabinets. That plundering led, a century after Darwin's visit, to the emergence of the earliest conservation proposals for the archipelago.

JOURNAL OF A CRUISE

MADE TO THE

PACIFIC OCEAN,

BY

CAPTAIN DAVID PORTER,

IN THE UNITED STATES FRIGATE

ESSEX,

In the Years 1812, 1813, and 1814.

CONTAINING

Descriptions of the Cape de Verd Islands, Coasts of Brazil, Patagonia,
Chili, and Peru, and of the Gallapagos Islands;

ALSO,

A full Account of the Washington Groupe of Islands, the Manners,
Customs, and Dress of the Inhabitants, &c. &c.

1815

10

Journal of a Cruise Made to the Pacific Ocean...

David Porter

Between April and September 1813, American captain David Porter, aboard the *U.S.S. Essex*, toured the eastern Pacific to clean it of British whalers, and visited Galapagos.

Journal of a Cruise Made to the Pacific Ocean by Captain David Porter in the United States Frigate Essex in the Years 1812, 1813, And 1814 / David Porter. Philadelphia: published by Bradford and Inskeep, 1815.



Born in Boston in 1780, Porter joined the US Navy as a young man, participating in the Quasi-War with France (1798-1800) aboard several ships, and in the First Barbary War or War of Tripoli (1801-7), due to which he was held prisoner in North Africa between 1803 and 1805.

With the outbreak of the Anglo-American War of 1812, Porter was promoted to the rank of captain and assigned to the *Essex*. He became famous in the United States for being the first to capture an English ship, the *H.M.S. Alert*, as well as a number of merchants. In February 1813 he crossed Cape Horn and, in the context of the conflict with England, began to attack any British ship that crossed his path along the South American Pacific coast.

During the following year he captured a dozen whalers and took more than 360 prisoners. During his wanderings through the region, he stopped at the Galapagoan coasts. According to his travel diary, published in 1815, he arrived at Floreana Island on April 17. There he noted the first printed mention of the barrel at the famous Post Office Bay: in fact, in his diary he indicated that the sign on the improvised post office box read "Hathaway's Post-office". He also discussed the life of famous Irish settler Patrick Watkins, one of the islands' earliest documented inhabitants, and gave a detailed account of his history. Finally, he described the general flora, fauna, and geography of the archipelago, noting an eruption on Isabela Island (June 6).

Continuing his journey, at the end of 1813 Porter took refuge in the Marquesas Islands, in the middle of Polynesia, and claimed them for the USA. Finally, in March 1814 he was defeated by English forces at the Battle of Valparaíso.

THE GALLAPAGOS ISLANDS ; PRIZES.

ON our first making Chatham Island, which bore, on the morning of the 17th, N.W. by N., distant about 35 miles, I supposed it to be Hood's Island, a common stopping-place for whalers ; and as this was one of the islands I was desirous of examining for them, I hauled in for it, making a signal for the Barclay to do the same ; but shortly afterwards discovered Hood's

Between 1815 and 1822 he was part of the US Board of Navy Commissioners, a position he resigned to lead an expedition against the pirates who devastated the West Indies (1823-1825). Porter resigned from the US Navy in 1826 and joined the Mexican Navy, of which he was commander-in-chief until 1829. After leaving the service in Mexico, he was appointed US Minister for the Barbary States, the countries of northern Africa. In 1831 he became Chargé d'Affaires before the Ottoman Empire, and in 1840 he was promoted to resident minister. Working in that position he died in Constantinople in 1843.

Despite his strong fighting spirit, David Porter had time to calmly describe, in his notes, the landscapes and the wonders of all the biodiversity he came across. Including the Galapagoan one. Those notes had a strong influence in the USA, one of the countries that, throughout the 19th century, most frequently visited the "Enchanted Islands".

NARRATIVE

OF

VOYAGES AND TRAVELS,

IN THE

NORTHERN AND SOUTHERN HEMISPHERES :

COMPRISING

THREE VOYAGES ROUND THE WORLD ;

TOGETHER WITH ▲

VOYAGE OF SURVEY AND DISCOVERY,

1817

Narrative of Voyages and Travels...

Amasa Delano

In 1817, American captain Amasa Delano published *Narrative of Voyages and Travels*, where he first described the Galapagos lava lizards.

Narrative of Voyages and Travels in the Northern and Southern Hemispheres, Comprising Three Voyages Round the World... / by Amasa Delano. Boston: printed by E. G. House, 1817.



A sailor and a shipbuilder, Delano was born in Massachusetts in 1763. While still a teenager, he served in the militias of the American Revolution under the orders of General Heath. In 1779 he sailed for the first time on a privateer ship, the *Mars*, an unpleasant experience that kept him away from the water until 1781. Then he embarked on a merchant ship, the *Russell*, for a voyage to the West Indies.

In 1790 he began the first of his three trips around the world. He left Boston with his brother Samuel aboard the *Massachusetts*, heading for China and the South Sea. In China the ship was sold and the Delanos were forced to find another means of transportation, joining the crew of an East India Company ship, the *Panther*, commanded by John McClure. Before reaching Boston in 1794 they would pass through three other ships (the *Endeavor*, the *Hector*, and the *Three Brothers*) and visit Canton, Palau, Sumatra, Java, Mauritius, Madras, Calcutta and the Netherlands.

In 1799 he began his second voyage to the South Sea, crossing Cape Horn on the *Perseverance*, a ship built by the Delanos themselves. The voyage sought to acquire seal skins off Australian shores for sale in China. He passed through Galapagos (which he cited as "Gallipagos") in 1800 and there, from James Bay, he witnessed an eruption on Isabela Island (August 21). He spent time in Hawaii (1801-1802) and once the Chinese business ended, he returned to Boston, hence completing a second circumnavigation.

Delano's final voyage to the South Sea began in 1803, again on the *Perseverance*, accompanied by Samuel Delano's *Pilgrim*. On this trip, Amasa Delano found and

Description of the Gallipagos Islands; with remarks upon them, and the observations made during my first visit, in 1800, and at several subsequent visits.

MY first visit to the Gallipagos Islands was in the year 1800. On the 30th of June we saw Chatham Island bearing north-north-west, ten leagues distant; soon after saw Hood's Island bearing west by north, six leagues distant; and on the 1st day of July anchored in twenty-eight fathoms, middle bottom in Stephen's bay

captured the Spanish ship *Tryal*, an episode that inspired Hermann Melville's *Benito Cereno*.

He passed through Galapagos for a second time, in addition to visiting Hawaii and Macao, and returned to the USA in 1808.

In *Narrative of Voyages and Travels* he included, among many other things, one of the first published references to the fate of the survivors of *H.M.S. Bounty* on Pitcairn Island. Delano died in 1823.

EXTRACTS
FROM
A JOURNAL,
WRITTEN
ON THE COASTS OF
CHILI, PERU, AND MEXICO,
IN THE YEARS
1820, 1821, 1822,
BY
CAPTAIN BASIL HALL,
ROYAL NAVY.

IN TWO VOLUMES.

Review



1825

12

Extracts from a Journal Written on the Coasts...

Basil Hall

In January 1822, the *H.M.S. Conway*, commanded by British captain Basil Hall, toured the archipelago.

Hall was born in Edinburgh, Scotland, in 1788. He joined

Extracts from a Journal Written on the Coasts of Chile, Peru and Mexico in the years 1820, 1821, 1822 / by captain Basil Hall, vol. II, 4th ed. Edinburgh: Archibald Constable and Co., 1825, pp. 138-143.



the British Navy in 1802, graduating as a lieutenant in 1808, and later becoming a captain. In that position he served on various diplomatic missions, as well as on numerous exploration and scientific research vessels. Such academic activities defined an important part of his career. To this was added that, from the beginning of his naval career, he was encouraged by his father to keep diaries, which later ended up becoming books and articles describing his voyages.

In 1810 he traveled to the islet of Rockall aboard the *Endymion*, and in 1811 he was part of the group that landed there for the first time. Those adventures were included in his extensive *Fragments of Voyages and Travels* (9 volumes, 1831-1840).

In 1813, together with John Playfair, he published a description of a granite intrusion in Cape Town, a phenomenon that was described again by Charles Darwin in 1836. He explored Java in 1813 and was part of a mission to China with Lord Amherst in 1816. He explored the coast of Korea and the Ryukyu Islands, as reflected in his book *Account of a Voyage of Discovery to the West Coast of Korea and the Great Loo-Choo Island in the Japan Sea* (1818), one of the earliest descriptions of Korea made by a European.

In 1820 he took command of the *H.M.S. Conway* and shortly thereafter sailed for the western coast of South America. During his passage through Galapagos, he took mineral samples on several islands and stayed a few days in Pinta to make a series of measurements using a Kater pendulum. In 1823 he returned to Great Britain and published his journals from that period, turn into the book *Extracts from a Journal Written on the Coasts of Chile, Peru and Mexico*.

at which it is easily discernible in clear weather.

From Guayaquil we stretched off to the westward to the Galapagos, an uninhabited group of volcanic islands, scattered along the equator, at the distance of two hundred leagues from the mainland.

As this is a place of resort for the South Sea

That same year he retired from the Navy. But his desire to travel did not disappear: in 1828 he toured the USA by land, which allowed him to publish, the following year, *Travels in North America*, a book poorly received for his criticism of the American society at the time.

Mentally ill, he was confined to the Royal Hospital Haslar in Portsmouth, in southern England, where he died in 1844.

Hall contributed to the *Encyclopædia Britannica*, and wrote scientific articles on topics as diverse as the trade winds, the geology of Table Mountain (South Africa), or a comet he observed during his travels off the coast of Chile. He was part of an important nineteenth-century current: that of travelers and navigators interested in describing and understanding the world they encountered in their path. A current that had a decisive influence on the knowledge and eventual protection of the Galapagos Islands.

THE
EDINBURGH
JOURNAL OF SCIENCE.

ART. I.—*Account of a Voyage to Madeira, Brazil, Juan Fernandez, and the Gallapagos Islands, performed in 1824 and 1825, with a view of examining their Natural History, &c.*
By Mr SCOULER. Communicated by the Author.

ALTHOUGH the public are already in possession of many voyages to the Pacific Ocean, yet, as the places I had an opportunity of visiting are seldom frequented by Europeans, and as the natural history of the North West Coast of America is still but imperfectly known, the remarks contained in the following Journal may perhaps be interesting.

The voyage of Captain Vancouver, and the journeys of Sir A. M'Kenzie, and of Captains Lewis and Clarke, have laid open the geography of these remote regions, and added some valuable contributions to our knowledge of their natural productions. The botanical investigation of the North West Coast by Mr Menzies was as complete and extensive as its survey by Captain Van-

1826

13

Account of a voyage to Madeira, Brazil, Juan Fernandez, and the Gallapagos Islands...

John Scouler

In January 1825, Scottish naturalist John Scouler visited the Galapagos Islands aboard the *William and Ann*, commanded by captain Henry Hanwell.

Account of a voyage to Madeira, Brazil, Juan Fernandez, and the Gallapagos Islands, performed in 1824 and 1825, with a view of examining their natural history, &c. / by Mr. Scouler. Communicated by the author. *The Edinburgh Journal of Science*, 5 (11), October 1826.



Scouler, the son of a printer, was born in Glasgow, Scotland, in 1804. He studied medicine at the University of Glasgow and, after that, continued his training at the *Jardin des Plantes* in Paris. Returning to Britain, the botanist William Jackson Hooker secured him a position as surgeon and naturalist aboard the Hudson's Bay Company's *William and Ann*. The ship sailed from London in July 1824 bound for British Columbia, passing through Madeira, Rio de Janeiro, and the Galapagos Islands. His companion throughout the journey and on many of the excursions he undertook was Scottish botanist David Douglas.

In his diary, published as an article in 1826, Scouler wrote about his stay in the "Enchanted Islands", mentioning an eruption on Isabela Island (actually, the historic eruption of the Fernandina volcano) and describing the local fauna. Fruit of his work were the scientific names *Croton scouleri* and *Cordia scouleri*. On the other hand, Douglas and Scouler appear to have been the first naturalists to attempt to preserve iguana specimens (land and marine).

After that, he stayed on the Columbia River until 1825 and returned in 1826. Shortly after his arrival in England, he embarked as a surgeon on the *Clyde*, a merchant ship destined for Calcutta, via Cape Horn and Madras.

Returning to Glasgow, Scouler devoted himself to medicine until he was appointed, in 1829, professor of geology, natural history and mineralogy at the Andersonian University. In 1834 he was appointed professor of mineralogy, in 1829, professor of geology, natural history and mineralogy at the Andersonian University. In 1834 he became a professor of mineralogy, botany, zoology, and botany at the Royal Dublin Society, a position he held until 1854. He visited

7th January.—Our passage to the Gallapagos was the most pleasant part of our voyage. We enjoyed the serene weather and cloudless sky of the tropical regions. During this weather the Noddy (*Sterna stolidus*) for the first time alighted on our vessel, a bird which we only saw in the tropical climates. This bird is remarkable for the stupidity with which it allows itself to be taken; it would perch on the rigging, and, regardless of our presence, quietly allow itself to be laid hold of.

Portugal in 1853 and 1854, together with the Netherlands and later, Scandinavia. After his retirement, he was in charge of managing the Andersonian Museum. He died in Glasgow in 1871.

He was the author of more than 20 articles on geology and natural history, published between 1826 and 1852. He established the *Glasgow Medical Journal* and was one of the editors of the *Edinburgh Journal of Natural and Geographical Science*. The genus *Scouleria* and the mineral scoulerite, among others, were named after him.

Scouler was one of hundreds of scientists who made the Galapagos flora and fauna visible through thorough fieldwork and scholarly publication. His articles are an essential part of the history of science in the archipelago.

V O Y A G E

OF

H. M. S. BLONDE

TO THE

SANDWICH ISLANDS,

IN THE YEARS 1824-1825.

CAPTAIN THE RIGHT HON. LORD BYRON, COMMANDER.

1826

14

Voyage of H. M. S. Blonde to the Sandwich Islands...

Lord Byron

Between March 25 and April 2, 1825, the frigate *H.M.S. Blonde*, commanded by British Admiral George Anson,

Voyage of H. M. S. Blonde to the Sandwich Islands in the Years 1824-1825 / captain the right Hon. Lord Byron, commander. London: John Murray, 1826.



7th Lord Byron, stopped at the Galapagos Islands to stock up on wood and water.

Byron, born in 1789, inherited the title from his cousin, celebrated poet George Gordon Byron. He volunteered for the British Royal Navy in 1800, serving in the Napoleonic Wars and attaining the rank of captain in 1814.

In 1824 he was chosen to accompany the remains of Hawaiian king Liholiho (Kamehameha II) and queen Kamāmalu, who died of measles during their visit to Great Britain. He set sail on the *Blonde* in September 1824, accompanied by Scottish botanist James Macrae and by Andrex Bloxam in his first experience as a naturalist. The ship made stops in Madeira and Rio de Janeiro, reaching Valparaíso in February 1825.

On their way through Galapagos, the crew's notes mentioned the eruption of the Fernandina volcano and included descriptions of the Galapagoan fauna. The expedition appeared to collect one of the earliest preserved marine iguana specimens, while Macrae described the genus *Macraea* (now *Phyllanthus*).

Once in Hawaii, in May 1825, Byron and his crew collaborated in the royal funeral ceremony. With the consent of local Christian missionaries, the British looted woodcarvings and other artifacts from the tombs of Hawaiian kings at the ancient temple of Pu'uhonua o Hōnaunau. On his journey back to Britain, Byron discovered the islands of Malden, Mauke, and Starbuck.

James Macrae was sent on the *Blonde* by the Royal Horticultural Society to gather Hawaiian agricultural and botanical information, develop herbariums,

of terrapin or land-turtle for our voyage across the Pacific.

Friday, March 25.—Early in the morning we made Charles's Island, the southernmost of the Gallapagos ; and though we had first intended to have cut wood there, yet fearing that we should not, in that case, reach the little harbour in Albemarle Island before night, we passed it without landing, and shortly afterwards left the Isles of Hood and

and donate seeds to Hawaiians. Upon his return he was sent to Sri Lanka to work at the Royal Botanic Gardens in Peradeniya. There he died, in 1860. Macrae's handwritten diary of his work on the *Blonde* was edited by William Wilson and published in 1922.

The ultimate account of the voyage, however, was compiled by Maria Graham (later Lady Calicot), a travel writer, at the request of her publisher, John Murray. Graham used several sources, including data from the ship's chaplain, Rowland Bloxam, and her brother Andrew, who contributed scant materials. The final result was published under the name of Byron in 1826 and is famous for being one of the few accounts mentioning the funerary rites used for the monarchs of the Kingdom of Hawaii.

JOURNAL OF RESEARCHES
INTO THE
NATURAL HISTORY AND GEOLOGY
OF THE
COUNTRIES VISITED DURING THE VOYAGE OF
H.M.S. BEAGLE ROUND THE WORLD,
UNDER THE
Command of Capt. Fitz Roy, R.N.

By CHARLES DARWIN, M.A., F.R.S.

AUTHOR OF 'ORIGIN OF SPECIES,' ETC.

1839

15

Journal of Researches...

Charles Darwin

British naturalist Charles Darwin visited the Galapagos Islands aboard the *H.M.S. Beagle*, captained by Robert FitzRoy, between September 15 and October 20, 1835, in one of the most famous voyages in the history of modern science.

Journal of Researches into the Natural History and Geology of the countries visited during the voyage of H.M.S. Beagle round the world, under the Command of Capt. Fitz Roy / by Charles Darwin. London: John Murray, 1860.



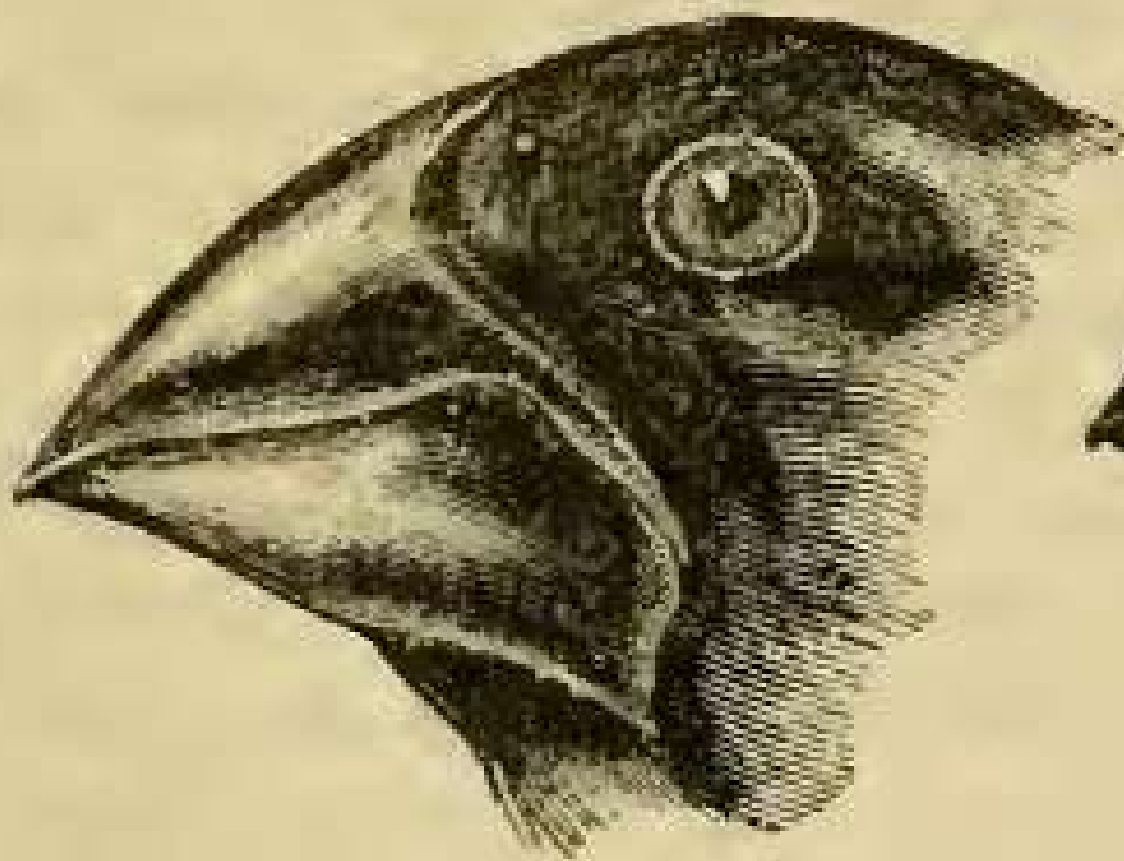
Born in 1809 in England, Darwin entered the medical school at the University of Edinburgh in 1825. In 1831, one of his professors, botanist J. S. Henslow, suggested that he joined the crew of the *Beagle* as a naturalist. In December that year, the ship set sail on an expedition that lasted five years, and that took Darwin around the world, stopping in Brazil, Patagonia, Chile, Galapagos, Australia, and Mauritius, among other points. He returned to Britain in October 1836.

During his stay in Galapagos, FitzRoy drew up the best map of the archipelago published until WWII. Darwin, for his part, collected biological samples, especially of birds, and received information about the different shapes of the local tortoises' shells, and how those shapes allowed to identify from which island they came from. Such information was provided by Jamaican Navy Lieutenant Nicholas Oliver Lawson, whom Darwin met on October 8, 1835, on Santiago Island. Lawson was leading a group that intended to colonize that island — and that failed due to water scarcity.

Darwin's impressions were reflected in his *Journal of Researches*, first published in 1839 and later republished as *The Voyage of the Beagle*.

Specimens of finches brought to Europe were identified by ornithologist John Gould as different species, something that also happened with mockingbirds. By 1837, Darwin already speculated, in his *Red Notebook*, that "one species becomes another": he was taking the first steps in his theory of evolution.

In the following years, Darwin developed his theory of natural selection and published a good number of texts on various subjects related to natural history



and geology, as well as his most famous and influential books: *On the Origin of Species* (1859) and *The Descent of Man* (1871).

Darwin's work changed the course of the history of science. And it forever marked the destiny of the Galapagos Islands and that of its inhabitants, human and non-human.



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