

THE ARK AND THE DOVE ANCESTRAL SHIPS OF MARYLAND

BY GLENN TILLEY MORSE

THIS title suggests the experience of Noah. After the rain had ceased and the Ark had floated many days on the great flood, Noah desired to know what chance he had of landing. "He sent forth a dove from him, to see if the waters were abated from off the face of the ground; But the dove found no rest for the sole of her foot, and she returned unto him into the ark. . . And he stayed yet another seven days: and again he sent forth the dove out of the ark; And the dove came in to him in the evening; and lo, in her mouth was an olive leaf plucked off: so Noah knew that the waters were abated from off the earth. . . . Then Noah and his sons went forth from the ark with their wives and they replenished the earth" (Genesis, Ch. VIII).

We can all look back with interest to the Ark as an ancestral ship. In Massachusetts we hear often of ancestral ships like the *Mayflower* and *Arbella*, and we who are descended from their passengers feel interest in the experiences of our ancestors. Two ships, the Ark and the Dove, of which I am writing, brought some of my ancestors to another part of our country and I think the experiences of those early passengers may be of interest to all Americans.

When Elizabeth was Queen of England, the King of Spain ruled parts of Italy and the Netherlands, and wished to rule England also. Spain claimed all of North and South America except Brazil. Queen Elizabeth had many bold navigators, "Sea dogs of England" they were called and they won many victories. Of them all, Walter Raleigh was her favorite. He fought the Span-

ish in the old world and in the new. The Spanish had a colony in Florida, and Raleigh wished to prevent them from making settlements northward. He desired to see English settlements planted in America as a barrier against Spain. He asked the Queen to give him the right to make them. She gave him a charter, granting him the right to settle and govern any lands not already held by Christians. England claimed all of North America since the days of Henry VII, who had sent John Cabot to make discoveries for England, soon after Columbus had discovered the islands of the New World. Cabot reached the continent before Columbus and on one voyage, with his son Sebastian, he sailed into the mouth of Chesapeake Bay.

Raleigh sent ships across the Atlantic to examine the coast. They reached what is now the southern part of the coast of North Carolina. They sailed northward exploring the land, to Roanoke Island where they landed with the English flag, and claimed the land for Queen Elizabeth and Walter Raleigh. In 1584 Elizabeth named the land Virginia, not defining the boundaries, calling Virginia everything from somewhere north of Delaware Bay southward to Florida. We are familiar with Raleigh's attempts to found settlements and how they failed and disappeared. Raleigh was too much occupied to help his colonies when they needed succour to reinforce and save them. The Spanish Armada was taking all of his attention. After that, Raleigh was ruined and could not finance further colonization.

James I, who succeeded Elizabeth in 1603, disliked Sir Walter Raleigh and shut him up in the Tower of London. James' favorite was Sir Robert Cecil. They both wished for an English colony in America but they did not wish Raleigh to found it. A group of rich merchants and office-holders asked permission to take up Raleigh's work, one of whom was George Calvert. The King gave them a charter to form the London Company, with the right to make settlements

in part of the same area that Queen Elizabeth had given to Raleigh. At this time Captain John Smith reached England. He had explored and knew the American coast. Some of the London Company considered him a good man to send to Virginia. He was eager for new adventures and agreed to go; accordingly the London Company sent him with settlers. They began a settlement on the James River in 1607, naming it Jamestown. It was the first permanent English settlement in the New World. The colony grew and settlements spread along the rivers northward.

George Calvert was born in Yorkshire in 1582. His parents belonged to the English gentry and being able to give him a good education, sent him to Oxford, the oldest and most famous place of learning in England. After finishing there, he traveled on the continent. When he returned to England, he became secretary to Sir Robert Cecil, who was the most important man in England, next to the King. Cecil gave Calvert many things to do that required learning, skill and loyalty. Calvert did them well and won the favor and confidence of Cecil and the King. When Cecil died, King James made Calvert Secretary of State in his place. He was a partner in three trading companies, the English East India Company, the Council of New England, and the London Company. Through the London Company, George Calvert had helped to found the first permanent English Colony in Virginia. But he desired to do more than act through a company. He hoped to found a colony of his own in North America.

The English claimed the Island of Newfoundland, which John Cabot had discovered. It was reported a land of gentle climate, where the best fruits grew wild and many birds filled the woods with pleasant song and where gold was found. George Calvert, now Sir George, thought it would be a good place to start a colony. An Englishman, Sir William Vaughan, owned the southeastern peninsular of Newfoundland, which

Sir George Calvert purchased. Then he obtained from King James the right to found and rule a colony in Newfoundland. He called it the "Province of Avalon," naming it for a spot where, according to tradition, the Christian religion was first taught in England.

Sir George had a stout ship which was built for the King's service. He called her the Ark. She was large and carried twenty-four cannon. He had a much smaller vessel also, which carried four cannon, and he called it the Dove. The Dove was a pinnace, or "tender" to the Ark. She would follow along with the Ark and make landings where the water was too shallow for the larger vessel. We realize the source of the names, the Ark to carry the passengers who were to replenish the earth in new lands and the food and supplies for their support, and the Dove to explore and find out safe landings and to attend the larger vessel.

George Calvert sent his two vessels to Avalon, carrying settlers and a large supply of money. The settlers built a village on a little bay in Avalon, which village and the valley around it were called Ferryland. They found that the reports had been false and that Newfoundland was no paradise. Still, stock raising might be made to pay, and fishing was profitable. Frenchmen had been fishing off the coast of Newfoundland since the days of John Cabot. In fact, France claimed the island and caused trouble. Calvert kept his little colony alive for a number of years by spending much money to aid his settlers. He had them build a mansion for him at Ferryland.

When George Calvert began his colony of Avalon, in 1620, he and Lady Calvert belonged to the Church of England. They had five sons and five daughters. The eldest son was named Cecil and the second Leonard. In 1622 Lady Ann Calvert died. Sometime after her death, Sir George Calvert became a Roman Catholic and so did his sons, Cecil and Leonard. King James disliked persons who did not agree with him in religion and dealt harshly with both Protestants and

Roman Catholics. Sir George Calvert thought that the King might turn against him, but he went directly to King James and told him that he had become a Roman Catholic, giving up the high office of Secretary of State, since no Romanist could hold that office under the laws of England. To his surprise, King James did not fall into a rage. He must have liked Calvert very much, for he allowed him to sell his office for £6000, created him a baron and for his place-name gave him Baltimore, in the County of Longford, Ireland. So Sir George Calvert became the first Baron of Baltimore and was called Lord Baltimore; and what was more, the title was made hereditary to the oldest son.

In the next month after he had made George Calvert Lord Baltimore, King James I died in 1625. His son, Charles I, succeeded him. When a new ruler came to the throne, all the officeholders in England had to take oath to serve the King faithfully, uphold the Church of England, and oppose the Roman Catholic Church. No true Roman Catholic would take that oath. Lord Baltimore had been friendly to King Charles since Charles was a small boy; but he would not take the anti-Roman Catholic oath. King Charles chose to deal kindly with him, as King James had done. After all, King Charles' wife, Henrietta Maria, a princess of France, was a Roman Catholic.

Free from public office, Lord Baltimore thought of his colony in Newfoundland. Catholics were not treated well in England. Why not offer them a place or refuge in Avalon where no one would trouble them because of their religion. Avalon had cost him much money and brought little return. He decided to go himself, to see if he could make it pay. He went alone on a first visit in the summer of 1627 and then returned to England to get his family. In the spring of 1628, he brought his second wife, Lady Jane Calvert, and seven of his children to Avalon. Also he brought forty new settlers, making the total number a hundred or more.

Lord Baltimore had not been long in Avalon when a

small fleet of French vessels came raiding the coast of Newfoundland. Baltimore sent against them the Ark and the Dove, which drove off the French vessels and captured sixty-six men of their crews. Not long afterwards, the Ark and an English warship captured six French vessels. These prizes Baltimore sent to England. His son Leonard had helped to capture them and went along to deliver them to the King's officers. Lord Baltimore sent his younger children back to England at this time in Leonard's care. Lord Baltimore did not like to make war or destroy. He wished to build and plant. When he sent the captured French vessels to England, he wrote to one of the King's chief men: "I came to build and settle and sow and I am fallen to fighting Frenchmen."

The winter that followed was long and cold. Half the settlers were ill and nine or ten died. Lord Baltimore's house was used as a hospital all winter. He himself fell ill, and he never quite got over his illness. He decided that Newfoundland was no place for him; so he wrote and asked the King for a grant of land in Virginia, where the climate was more gentle. He did not feel able to spend another winter in Avalon. Before an answer from the King reached him, he sailed for Virginia with a number of his settlers, having already sent his wife to Jamestown. William Pott, the Governor of Virginia, and other leaders, especially William Claiborne, resented the coming of Roman Catholics to settle in Virginia. They asked Lord Baltimore to take the anti-Roman Catholic oath that he had refused to take in England. Again he refused and Governor Pott asked him to leave the colony.

Before Lord Baltimore sailed for England, he examined the shores of Chesapeake Bay to the north of the Virginia settlements. He had already examined the coast southward. He was greatly pleased with the land which was the kind of country he had expected Newfoundland to be, and he decided to ask the King for a grant of land somewhere near the Virginia settle-

ments where he could start a colony in which Roman Catholics would be welcome. Not only Roman Catholics should be welcome there, but also all others suffering because of their religion. This was the only one of the original thirteen colonies that practiced religious tolerance.

King James had granted to the London Company a long stretch of land on the eastern coast of North America. Virginia was in the middle of it. Southward it reached near Cape Fear and northward beyond Delaware Bay. But before he died, King James took away the Company's charter and deprived it of its special rights to rule Virginia and to make grants of land. The King ruled the colony through governors whom he himself appointed and he claimed all the company's land. The land that had been granted to settlers, however, they were allowed to keep.

Lord Baltimore explained to King Charles the impossibility of making a success of a colony in Newfoundland, which he had given up to fishermen. He needed a milder climate and asked the King to grant him land south of the James River. The King declared that Lord Baltimore was not strong enough for the hard work of leading a new colony and that men with his ability were needed in England. But Lord Baltimore persisted and finally the King gave him a grant. William Claiborne and other Virginia planters arrived in England and asked King Charles not to give Lord Baltimore land to the south of their settlement, because they wished to use that land themselves. Then Lord Baltimore asked for land north of the Virginia settlements. The King gave him a large area north of the Potomac River. The Dutch were pushing southward from New Netherlands towards Virginia and the King thought that an English colony north of Virginia would check them.

The King's charter was, first, for a grant of land, and second, for a constitution, a great law for the government of the colony. Lord Baltimore helped the

King draw up the charter. It gave Lord Baltimore the right to rule his colony almost as if he were King. He might even make war. But nothing might be done against the King of England and the people were to be English subjects, the same as if they were still living in England. Each year, on the Tuesday of Easter week, Lord Baltimore was to give two Indian arrows to the King of England. Also, he was to give to the King one-fifth of all gold and silver mined in the colony. No gold or silver was found in Maryland; so all the King received were the arrows which were useful to him only as a token that he was Lord Baltimore's master. The King named the land Maryland for his Queen, Henrietta Maria. The King ordered the charter to be written on parchment, more lasting than paper, and sent it to the Lord Keeper of the Great Seal of England, who would mould the seal in wax and attach it to the parchment pages of the charter. After the sealing, the charter would be law. The land was all that now constitutes Maryland and Delaware, and a strip about nineteen miles wide that now is part of Pennsylvania, a large area that now belongs to West Virginia, and a narrow point of land between the bay and the ocean, now a part of Virginia.

In 1632, George Calvert, first Lord Baltimore, died and his son Cecil, second Lord Baltimore, who was twenty-six years old, succeeded him. His wife was Lady Anne Arundel, daughter of Lord Arundel of Windsor. Since the charter had not been sealed before George Calvert died, it had to be made out to Cecil Calvert who decided to carry out his father's plans at once. He had the *Ark* and the *Dove* made ready. They lay at Gravesend, on the River Thames, near London, and were to sail from there to Chesapeake Bay, carrying Lord Baltimore's first settlers to his new colony. In 1633 he published a tract "A Declaration of Lord Baltimore's Plantation in Maryland, nigh upon Virginia," to attract settlers. He said that the settlers were to carry the Christian religion to people

who had never heard of it, and were to extend the territories of England. The description of the birds, fish, flowers, fruits and trees of Maryland, its good climate and the fine crops that might be expected, were alluring. An offer was made to men who would send out colonists. For each colonist twenty pounds would be needed to pay passage, buy guns, powder and ball, tools, pots, pans, clothes, and food for the first year. If any man sent out five colonists, he would be given "a manor of good land of two thousand acres," for which he must pay Lord Baltimore four hundred pounds of wheat each year.

In Maryland the settlers would have a new kind of freedom, a chance for each settler to become an owner of land, to gain wealth, to become "somebody." In England very few men and women had any chance to do better than their fathers and mothers had done before them. Soon enough persons had enlisted. Lord Baltimore had planned to go himself, but he decided he had to remain in England to fight for his rights and to keep enemies from harming his colony. He appointed his brother, Leonard Calvert, to lead the settlers and to become the first Governor of Maryland.

As it was, the trouble makers got the King's officers at the port of London to turn back the Ark and the Dove after they had set sail on October 18, 1633. The officers held the vessels at Gravesend for more than a month. Towards the end of November 1733, the Ark and the Dove lay at Gravesend, near London. The day was clear and bright. Passengers crowded the rails of the vessels, some crying, some waving to friends on shore. We can imagine Cecil Calvert standing on the deck of the Ark, with his brothers, Leonard and George, and some others belonging to the English gentry. The gist of what he said is "Be careful to keep all settlers friendly with one another. Let no offence be given to any protestants. Let no one have just cause to complain against us in England or Virginia. Do not argue about religion. Be kind and just to every one,

no matter what his religion may be." All this and more rules Lord Baltimore wrote on paper, calling them his "Instructions," and handing them to his brother Leonard. A strong breeze began to blow down the Thames. The time for parting had come. Lord Baltimore and a few gentlemen walked to the opening in the ship's rail, everyone saying "Fare you well! God be with you!" They descended to a small boat and were rowed ashore. The captain gave command, the sails were hoisted, and the vessels began to glide down the low-banked Thames. Passengers shouted and were answered from the shore. The ships got underway and the colonists waved farewell to friends and country. The Ark, with its attending Dove, had started for Maryland.

Next day the two ships were in the Strait of Dover, with high chalk cliffs on their right and on their left the shores of France. The Ark and the Dove stopped at Cowes on the Isle of Wight to take on more passengers, among whom were two Jesuit priests, Father Andrew White and Father John Altham. No one knew how many passengers were on the two vessels. Various authorities gave different numbers at the time. There were probably more than two hundred and less than three hundred. The two vessels were crowded. The names of many of the men are known, but of only two of the women. On November 22, 1633, the Ark and the Dove were ready to sail from Cowes. Thomas Upham wrote:

The breeze has swelled the whitening sail,
The blue waves curl beneath the gale,
And, bounding with the wave and wind,
We leave Old England's shores behind—
Leave behind our native shore,
Homes, and all we loved before.

The voyage was a great adventure. There were enemies of the colonists in England, enemy ships sailed the seas, and there was danger of being wrecked on

rocks or by storms. Father White wrote a Relation of the voyage, which forms such a vivid picture, with its narrative of daily happenings, that it is herewith quoted, although abstracted and rephrased to accommodate it to this brief paper.¹ He wrote:

We set sail from Cowes at ten in the morning on Friday, November 22, 1633, this being St. Cecilia's Day. For several hours a gentle wind carried us onward. Then the wind began to fail and we put into Yarmouth, on the Isle of Wight. There several of our sailors told us that others among the two crews were expecting orders from port officers at London to turn our vessels back once more and to delay our vessels at Yarmouth until messengers from London overtook us. That night a gale arose which blew a French vessel afoul the Dove. To escape, the Dove cut loose from her anchor and put out to sea. The Ark followed the Dove out of the harbor, to avoid being separated from her. Thus the two vessels were once more upon their way and the trouble makers had no more opportunity to delay us. We thanked Heaven. By two o'clock, Saturday morning, we passed Hurst Castle, which saluted us with cannon shot. Soon we passed the Needles. By nine o'clock Sunday morning we were beyond Land's End, the Westernmost Cape of England. We could have sailed faster in the Ark, but the Dove was slower and we feared to leave her behind. Alone, she might have been attacked by Pirates.

After a while, a fair ship out of London came up and would have passed us. She was larger than the Ark and was called the Dragon. We raced her. It was great recreation to see that ship and the Ark run with all the sail they could spread. They kept it up for an hour, with fair wind and weather, and the pleasant sound of trumpets. Our vessel carried a topsail less than the other and yet kept even with her. Then we took in some of our sail and waited for the Dove.

On Monday, the 25th, towards dark, the wind shifted and blew such a tempest that the Dragon was forced to turn back and put in at the harbor of Falmouth in Cornwall. The Dove came up with us. Her master, Captain Wintour, told us that

¹From the English translation, printed in *Maryland Historical Society, Fund Publication*, No. 35, 1899.

if the Dove should be in great danger during the night, she would show two lights.

Our master, Captain Richard Lowe, was one of the best of seamen and our ship was as strong as she could be made of oak and iron, built for the King's service, making headway in great storms. Our captain had his choice. He might return to England as the Dragon did, or he might sail with the wind and risk being cast upon the Irish coast. The captain was stout-hearted and wished to find out how good a ship was the Ark, for he had never been to sea in her before. He resolved to sail on. About midnight we saw two lights that the Dove was to show if in trouble, and then we saw the lights no more. During the next six weeks, we thought that the Dove had surely been lost in that stormy sea. The wind changed so that it was full against us. But it was not so strong, and by clever tacking the Ark was made to creep ahead for the 26th, 27th and 28th. On November 29th the winds were gathering all day long. Toward night there poured forth such a sea of wind that it seemed our ship would be blown under water at every blast. All next day, clouds gathered in a fearful manner, like an army of witches coming to battle against us. In the evening, the captain saw sunfish swimming away from the sun, which is a sign of a terrible storm to come. About ten o'clock at night, a black cloud poured a merciless rain upon us. We had taken in all our sails, except the mainsail. Such a furious wind followed the rain that we had to take in some of the mainsail; but before the sailors had finished the task, a new burst of wind split the mainsail from top to bottom and blew one part of it into the sea. This amazed the stoutest hearts. The sailors said they had seen ships wrecked in less violent weather. Many of the passengers fell to praying and preparing for death. The helm was made fast and the ship floated helpless in the midst of winds and waves. We were in fear of death all night, never expecting to see day again. At length the storm quieted somewhat, and by and by still more, till milder weather freed us from all those horrors. From this time till our journey's end, about three months, we had not an hour of bad weather. Our mariners said they had never made so fine a voyage.

We sailed along the Spanish coast, having neither bad nor

very good winds. All the while we kept a lookout for pirates from the Turkish lands of northern Africa, but we saw none. It seems they had returned home to keep their holy month of Ramadan. We passed the great bay before the Strait of Gibraltar and afterward the Madeira Islands. We were now in a trade wind that carried us steadily south and south west. We sighted three ships larger than ours. We feared they might be Turks and made ready to fight. Some were foolish enough to ask the captain to make towards the strangers, but he said if he should do so, he could not excuse himself for the loss of our ship. Happily, they turned out to be Canary Island merchant vessels, which had feared us as much as we feared them.

In the long reach across the ocean we feared nothing more than the calms. Sometimes they last for weeks and the crew and passengers may starve. There were wearisome delays from failure of the wind; but when it came it was still blowing in its former direction. We sailed 3000 miles in this reach of our voyage, over a smooth sea without any calm. It was the dead of winter, yet every day was as hot as the hottest day of summer in England. In summer the heat in these parts can scarcely be endured. Except for the troubles that delayed us so long in leaving England, we should have run into the hottest weather, which might have cost many lives. All things work together for good to them that love God.

From the time we left Cowes till Christmas Day our only sickness was seasickness. Then, for celebrating the day, wine was passed out to all. It was drunk so freely that, in the next day 30 persons fell ill with fever. About a dozen of them, including one of the gentlemen, and the servant of another gentleman, died and were buried at sea.

We saw flying fish, which use their fins to fly as well as swim. As we neared the Tropic of Cancer, we saw great frigate birds on the wing, far from any land. Whether they always keep in the air or sometimes rest, I know not.

When we passed the Canary Islands there was some talk that we might go to Boavista, one of the Cape Verde Islands, directly south. There we could take on a cargo of salt for trade; also some live goats for fresh meat. But our supply of bread

was running low. Besides, if we were to take a longer way we might reach Maryland too late in the year for the proper planting of crops. So we made straight for Barbadoes. There we could get supplies that we should need in Maryland.

On January third, we reached Barbadoes. The Governor, Captain Henry Hawley, is a brother to Mr. Hiram Hawley, one of our gentlemen. We hoped to refresh ourselves for several days, expecting to find good foods easy to buy. We were disappointed, for everything bore so high a price that nothing could be had but it cost us our eyes. The Governor told us at first that Indian corn was one shilling a bushel. But when it was found that we wished to buy a quantity of it to carry to Maryland, he called a meeting of the governing council, which made a rule that no corn should be sold us under two shillings a bushel. Other poor treatment we had from him also, not worth recounting.

At Barbadoes we were told a Spanish fleet lay at Boavista, where we had thought to get salt. The Spanish claimed the right to capture vessels of strangers in those parts. We thanked God for having saved us from that danger. Yet he was to save us from a far greater danger in Barbadoes. On the very day we arrived there, we found the Island all in arms. The servants of the Island had plotted to kill their masters and then take the first ship that came and go to sea. This first ship was ours, and so it was the goodness of God to let the treason be known. This was done through a servant who was afraid to join in the plot.

We stayed there from January 3rd till the 24th. There we met again with our pinnace the *Dove*. Not knowing of our coming to Barbadoes she was guided there to our great joy. Before we saw her in the harbor, we had thought her lost in that fearful storm. This is what happened; after the *Dove* had shown two lights during the storm, she turned back and found refuge in the Scilly Isles, which lie off Land's End in Cornwall. When the storm was over she ventured forth and before long, she met the *Dragon*. With the *Dragon* as her guide, the *Dove* went as far as the Canary Islands. Then the *Dragon* continued southward and the *Dove* entered upon the long stretch of open sea by which she came to Barbadoes.

God's mercy was shown towards us again on this voyage. It happened that five great Spanish warships came to search the Caribbean Sea for enemy vessels; during the very time we were at Barbadoes. These war ships came before the Island of St. Christopher's, where they found two small English vessels and two Hollander merchant ships guarded by a Hollander warship. The Spaniards saluted with a couple of small guns. The Hollander warships answered with a cannon shot. Then all the Hollanders went out to battle. The two small English vessels joined them. Of the five vessels, only two had large guns, but each Spanish warship carried about thirty brass cannon. All the Holland and English vessels ran away, except the warship. Her crew fought until their ship was sunk by gunfire; or it may be they blew her up when they could not hold out any longer. If we had been at St. Christopher's then, it is likely that we had been forward with the others and gone out to battle; for we had so perfect a ship, so well-armed and manned. Whether we had won or lost our ships would surely have been spoiled for sailing until repaired. On January the 24th we left the Barbadoes.

Father White recounts the Ark's visit to different West Indian Islands and trade with the Indians. At Montserrat they found a colony of Irish Roman Catholics whom the Virginians had not allowed to settle there because of their religion. Then they sailed northward from St. Christopher's for about three weeks and on February 24th they came to Cape Henry. They reached Point Comfort and were happy to see land inhabited by Englishmen so near the land they were about to settle. But they were made uneasy. Captain William Claiborne was at Point Comfort. He told them that the Indians in Lord Baltimore's grant were all in arms, as they had heard Spanish ships were coming to destroy them. Most likely, Claiborne himself had started that false report among the Indians.

Leonard Calvert, the Governor of Maryland, had a letter to Sir John Harvey, Governor of Virginia. One of my own ancestors on the Ark, Mr. Nicholas Harvey,

was a relative of Governor Harvey. The Governor gave them the best possible treatment. He promised to furnish them with all manner of supplies for their colony, although this was much against the will of his chief men. Governor Harvey very likely hoped that Lord Baltimore would afterwards help him to collect a large sum of money which the King's government owed him.

They stayed eight days at Point Comfort. Leonard Calvert hired a second pinnace from the Virginians. Some passengers from the Ark went ashore and experienced the same joy to be again on dry ground in the promised land, that the Mayflower passengers experienced on Cape Cod. Some of the passengers from the crowded Ark went aboard the new pinnace, as did a few Virginians whom Calvert hired to help him, especially some who understood the Indian language.

On March 3rd, they left Point Comfort and sailed northward within Chesapeake Bay. Two days later they anchored near the mouth of the Potomac River. If this paper were not so long, I should read you Father White's beautiful description of Chesapeake Bay and the Potomac River, "the sweetest and greatest river," he says, "that I have seene, so that the Thames is but a little finger to it."

When they reached the mouth of the Potomac, they found Indians preparing to defend themselves against them. The warriors were gathering, armed with bows and arrows and at night built signal fires all over the country. They feared the colonists were Spaniards. The bigness of the Ark caused some of the Indians to report that the newcomers came in a canoe as large as an island and had as many men as there were trees in the forest.

They sailed twenty-five miles up the Potomac to several small islands, the Heron Islands. The largest island they named St. Clement's, and it was there that the passengers from the Ark and the Dove went ashore, for the first time, on Maryland soil. Here a number

of the maidservants came near being drowned, as the small boat in which they were going ashore overturned. The maids were saved with difficulty, but much linen, which they were going to wash, was lost which was a serious matter.

The island was too small for a settlement. Governor Calvert visited different Indian settlements trying to make friends with the Indians. He sailed up the river in the *Dove*. At first the Indians fled from him, but after a while they became more trustful. The Governor and Father Altham, one of the Jesuit priests, spoke through one of the Virginian interpreters with Archihoe, who was an uncle of an Indian chief, who was a child, and Archihoe became friendly and welcomed them. Father Altham began teaching Archihoe the Christian religion. He seemed pleased and asked Father Altham to come and live with him, offering to share all he had.

They sailed up the river to the town of the Piscataway Indians, where the great chief lived. Here five hundred bowmen came near to the river, having the great chief with them. Captain Henry Fleet, an English trader, had three small boats of his own at the river's bank, near Piscataway Town. He had lived many years among the Indians, spoke their language, and was liked by them. He came aboard the *Dove* and met Governor Calvert. The Governor asked Captain Fleet to go ashore and invite the great chief to come aboard. Fleet did this, and the chief, with several of his men, came into the cabin of the *Dove*. Governor Calvert treated the Indian visitors courteously and won their confidence. He asked the chief whether he would be content to have the English settle in his country. The chief answered: "I will not bid you go. Neither will I bid you stay. But you may do as you think well." Satisfied with this answer, the Governor returned to St. Clement's.

While the Governor was away, the *Ark* lay at St. Clement's and the neighboring Indians' curiosity

overcame their fear. At length they ventured even to go aboard the Ark. They wondered where that tree had grown out of which so great a canoe could be hewn. They supposed that the hull of the Ark had been made all of one piece of timber, as were their dug-out canoes. They trembled at hearing a salute from the Ark's cannon, thinking the sound more fearful than thunder. At St. Clement's some of the working men put together a barge, which they had brought from England in pieces.

It was at St. Clement's, on March 25, 1634, that some of the company took upon their shoulders a great hewn cross. With the Governor and his chief helpers, they marched to a high spot of ground, where they planted it. Then Governor Calvert stepped forth and said that he took the land for our Saviour and for our sovereign lord the King of England. There they offered the sacrifice of the Mass, the first Mass ever offered in Maryland.

Captain Fleet took the Governor to a river on the north side of the Potomac, perhaps nine miles from the mouth. This lesser river they called St. George's (it is now called St. Mary's). They went up this river about six miles and anchored at the town of the Yoacomaco Indians. Governor Calvert spoke to the chief in a friendly way and told him he was seeking a place where his people might settle. To this the chief made little answer. But he entertained the Englishmen that night in his house and gave the Governor his own bed to lie on. The next day, the chief showed them the country about the town and the fresh-water streams which were plentiful and excellent, while the main rivers were salty. The land was good and the air wholesome and pleasant. Fresh water and wood were in great plenty. The harbor was safe even for large ships and the shore was bold. The place was naturally suited to being fortified.

The Governor decided that this was the best place for the first settlement and he sent to St. Clement's

for the Ark and the Dove to join him. He gave the chief and his most important men some English cloth of the kind that is used in trade with the Indians, also axes, hoes and knives. These the Indians received very gratefully. The Indians freely gave their consent that Governor Calvert and his people should live in one part of their town, while they kept the other part for themselves. Those who dwelt in the part that was given up, gladly left to the English their houses and the corn which they had planted. The Indians agreed that, at the end of the harvest, they would leave the whole of the town to them. Furthermore they sold to the English a space of thirty miles around St. Mary's in exchange for hoes, axes, cloth and hatchets. The English and the Indians made promises to each other to live peaceably together. If any injury should be caused by an Indian to an Englishman or by an Englishman to an Indian, justice would be done in the matter.

Thus, on March 27, 1634, Governor Leonard Calvert began the settlement of the place and named the town St. Mary's. The permanent settlement of Maryland by the English had been made by the colonists, brought to these shores on the Ark and the Dove.

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