

*Polar Regions in the Twentieth Century*

century, and Istoma journeyed from the White Sea to Trondhjem in 1496.

This extended maritime venture by England, into unknown and distant seas, was viewed as an enterprise of unusual difficulty. The utmost care was exercised in preparations; ships were built specially suited to northern waters, the crews were selected men, and the outfitting was made by experts. The undertaking was recognized as a national enterprise, and the departure of the squadron of three ships, on May 30, 1553, under Sir Hugh Willoughby, was marked by salutes and other demonstrations of public enthusiasm in which the court and the populace equally participated. Nordenskiöld points out that it was historic; he says, "All was joy and triumph, it seemed as if men foresaw that the greatest maritime power the history of the world can show, was that day born."

Willoughby and Derfouth perished with their crews on the coast of Lapland, but Chancellor extended Britain's trade, not with China but through Russia. (See Chapter XV.) The voyage of Burrough, 1556, reached the Petchora, and brought information as to Novaya Zemlya and of the Russian mariners' fishing and sailing as far as the Ob. Such intelligence not only seemed to forecast success, but international complications demanded further attempts.

In 1580 Philip II endeavored to ensure a con-