

I return to my history.

Cartier, as has been observed, had unintentionally prejudiced many people against Canada ; but some persons at court thought differently from the mass, and were not inclined to abandon so soon an enterprise, the success of which should not depend on one or two attempts. The one most imbued with this thought was a gentleman of Picardy, Francis de la Roque, Seigneur de Roberval, highly esteemed in his province, and whom Francis I. sometimes styled the Petty King of Vimeu. He asked and obtained a commission to follow up the discoveries ; but a mere commission was too insignificant for a man of his rank, and the king, by letters patent inserted in the *Etat Ordinaire des Guerres*, in the *Chambre des Comptes* at Paris, dated January 15, 1540, declares him Lord of Norimbegua, his viceroy and lieutenant-general in Canada, Hochelaga, Saguenay, Newfoundland, Belleisle, Carpon, Labrador, Great Bay, and Baccalaos, giving him in all these places his own royal power and authority.<sup>1</sup> This was not much, as every thing was yet to be done to secure to France possession of all these places. Mr. de Roberval sailed the next year with five vessels, having under him Jacques Cartier as chief pilot.<sup>2</sup> Some authors

1540.

De Roberval appointed viceroy of Canada.

1541.  
His first voyage.

<sup>1</sup> Lescarbot gives this patent in full ; edition 1618, p. 397. Parkman, p. 197, confounds commission and patent. There is no authority that Cartier had prejudiced people against Canada. His Brief Recit praises it, and hardly bears out the assertion of Le Clercq (*Etablissement de la Foi*, i. 9), that he resolved not to return to Canada.

<sup>2</sup> Roberval did not go with Cartier. Charlevoix, like Champlain, Le Clercq, and most previous French writers, seems to have known nothing of Hakluyt and of the accounts of Cartier's third voyage, and that of Roberval, with the letters of Car-

tier's nephew, preserved by the English collector. To give the true state of facts, it will be necessary here to abridge the narrative. Cartier was appointed captain-general and master-pilot of the expedition, by royal commission, dated October 17, 1540, and set to work, under Roberval's order, to fit out ships at St. Malo ; the plan being to sail in April, 1541, with thirteen vessels and two thousand five hundred men, with provisions for two years, says a Spanish account (Buckingham Smith, *Collecion de Documentos*, 4o, Londres, 1857, p. 108). He certainly got five ships ready ; but Roberval