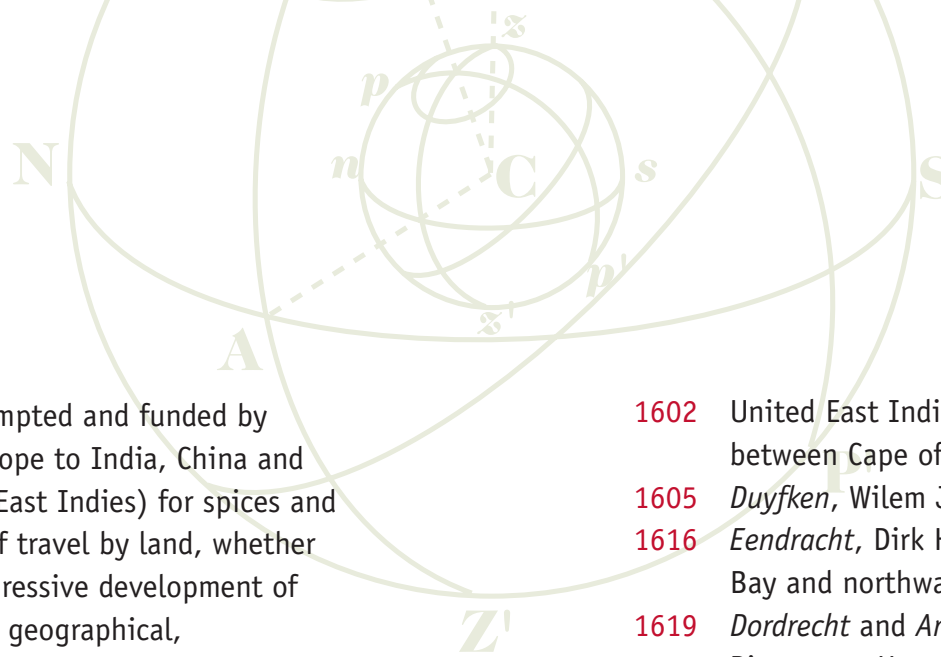


Trade



The pattern of discovery by western civilisation was prompted and funded by commercial trade. Overland routes reached out from Europe to India, China and the Eastern Archipelago (Indonesia, formerly the Dutch East Indies) for spices and other specialised goods of high value. The difficulties of travel by land, whether geographical or political, were circumvented by the progressive development of sea routes. The pattern of development was dictated by geographical, meteorological and oceanographic conditions prevailing in the global regions to be traversed. These conditions combined to make the South Pacific Ocean and the Australasian region last to come to the notice of European culture.

By the end of the 16th century the successive efforts of Spanish, Portuguese and Dutch trade had reached to Africa, the Americas and the Eastern Archipelago. Japanese and Chinese may have reached widely into the Pacific and perhaps Indian Oceans but any information was kept within their civilisations. Records may have been either deliberately suppressed or lost.

Ancient classical geographers had theorised that a large continent must exist in the southern hemisphere to balance Europe, Asia and Africa in the northern hemisphere. This theoretical continent was referred to as "*Terra Australis Incognita*", the "*Unknown South Land*". The possibility of the actual existence of this continent was hinted at early in the 17th century.

In 1611 all Dutch ships were directed to proceed to the Eastern archipelago by steering due east from the Cape of Good Hope and turning due north at the longitude of Sunda Strait. Contacts with the west coast of Australia thus resulted from the uncertainties of navigating this route. Some exploration voyages to the north coast in search of additional resources were also deliberately undertaken.

- 1602 United East India Company (VOC) granted a monopoly of Dutch navigation between Cape of Good Hope and Straits of Magellan
- 1605 *Duyfken*, Wilem Jansz and Jan Lodewycksz, west coast of Cape York
- 1616 *Eendracht*, Dirk Hartog and Gillis Miebais, west coast of Australia, Shark Bay and northward
- 1619 *Dordrecht* and *Amsterdam*, Frederick de Houtman and Jacob Dedel, Swan River area, Houtman's Abrolhos and northward
- 1622 *Leeuwin*, Cape Leeuwin
- 1622 *Pera* and *Arnhem*, Jan Carstensz and Dirk Meliszoon, Arnhem Bay
- 1627 *'t Gulden Zeepard*, Franchois Thysz with Pieter Nuyts, Nuyts Land
- 1628 *Karien*, De Witt, land ENE of North West Cape
- 1628 Pieter de Carpentier, Gulf of Carpentaria
- 1629 *Batavia*, Francois Pelsaert, wrecked Houtman Abrolhos
- 1642 *Heemskerk* and *Zeehaen*, Abel Janszoon Tasman, Van Diemen's Land, now Tasmania and New Zealand
- 1644 *Limmen*, *Zeemeeuw* and *quel de Brac*, Tasman, Gulf of Carpentaria and north west Australian coast
- 1665 Dutch government formally named the west coast of Australia "New Holland"
- 1697 *Geelvink*, Vlaming, Swan River

Contacts by other nations during this period were made by the Spanish, Luis Vaez de Torres in 1605; and the British, John Brooke in 1622 and William Dampier in 1688 and 1699. Torres made a westward transit of the strait that now bears his name. He did not see the Australian continent and knowledge of his voyage was lost. Alexander Dalrymple, while in the employ of the East India Company, found Torres' account in documents captured from the Spanish in the Philippines. Dalrymple included this information in his book *An account of the discoveries made in the South Pacifick Ocean, previous to 1764* published in 1767. John Brooke in the *Tryal* grounded on the rocks that now bear the ship's name in 1622. The surviving crew reached Batavia in the boats without adding significantly to knowledge of the coast. William Dampier as supercargo of the *Cygnat* in 1688 and as Captain of HMS *Roebuck* 1699 visited the north west of Australia. His observations were published in four volumes *New voyage round the World* 1699–1709.