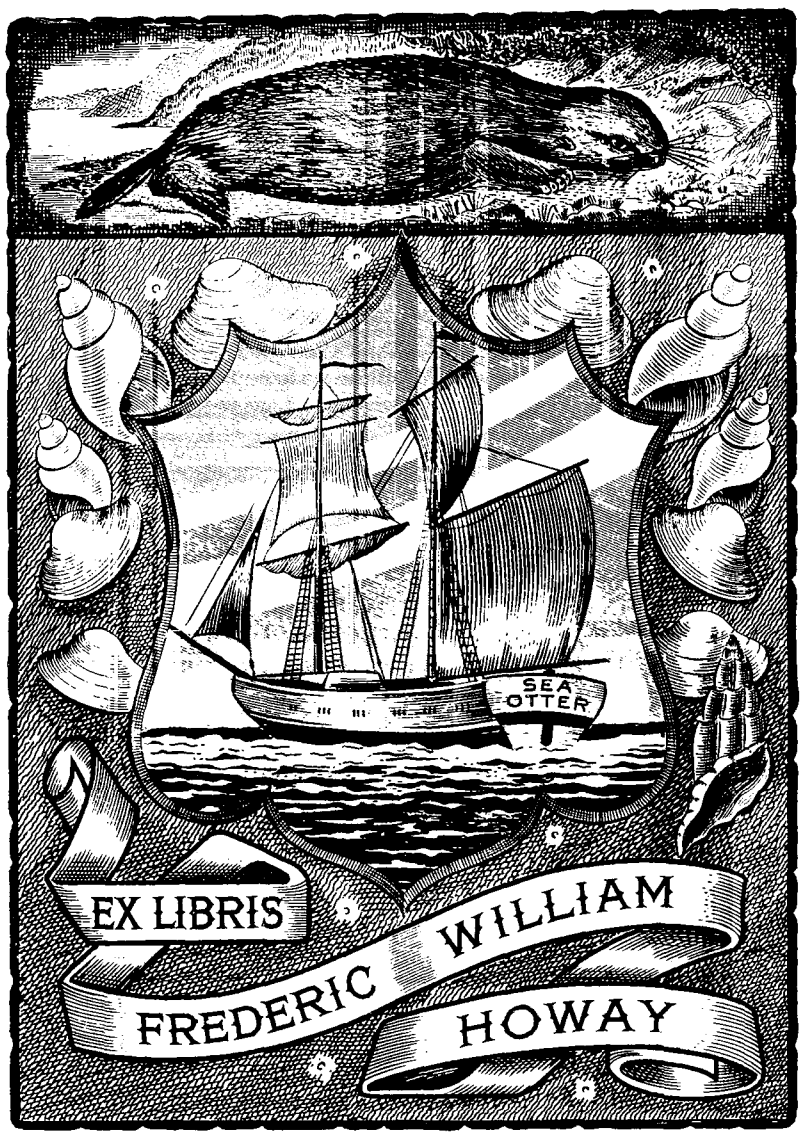
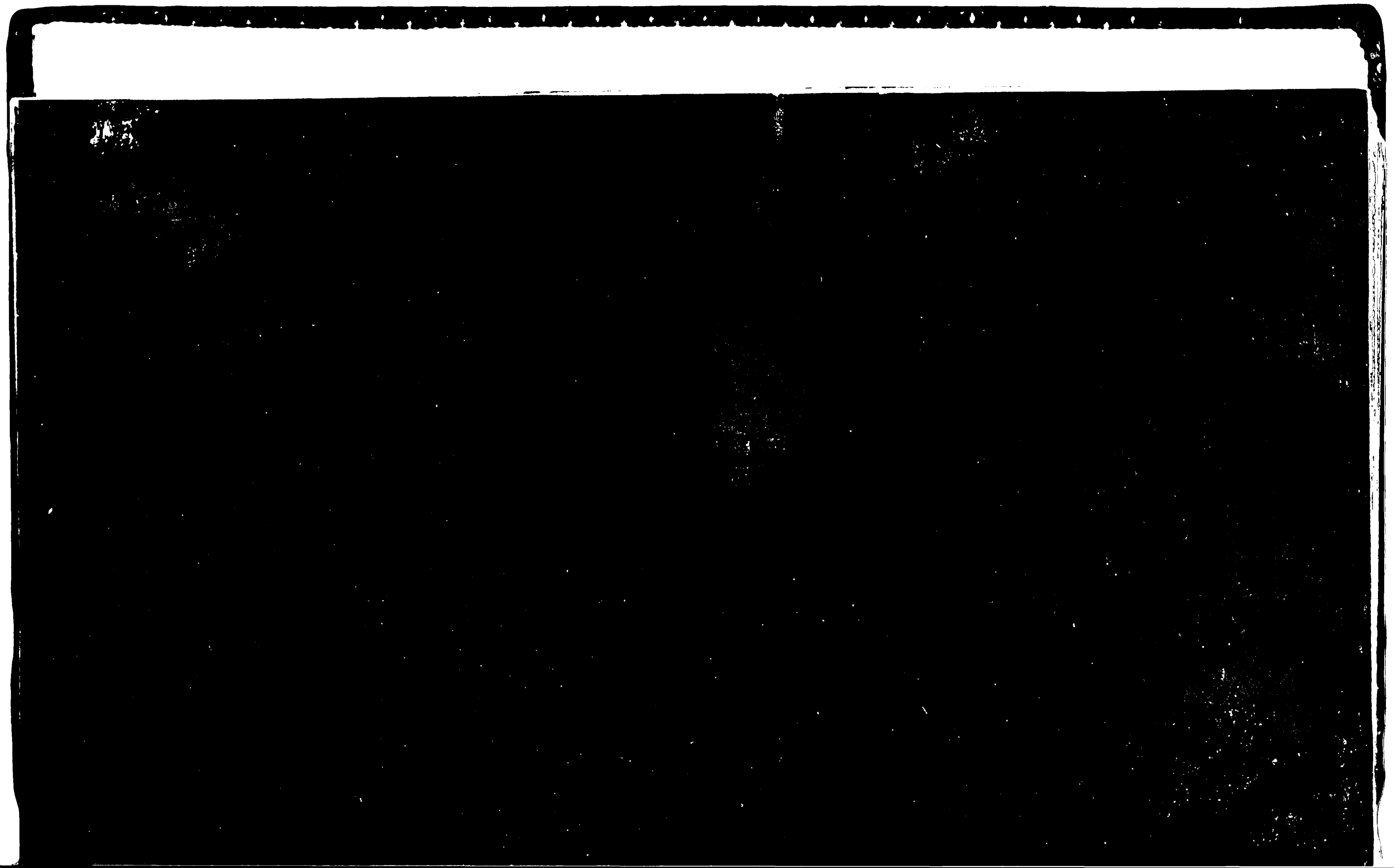




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RUBY.

Came in, the RUBY. Bishop, from Afrca, (Felix Farley's Bristol Journal, 21.7.1794).
RUBY. Bishop, entered out for North America. (ibid, 30.8.1794).
" " Sailed " " " (" 18.10.1794).

Arrived at St. Jago, the RUBY. Bishop, from this port bound
to the South Seas. (ibid, 14.3.1795).

THE LIFE,

VOYAGES AND TRAVELS

OF

CAPT. JOHN MYERS,

DETAILING HIS ADVENTURES

DURING FOUR VOYAGES ROUND

THE WORLD;

HIS VARIOUS ENTERPRIZES

ON THE

Coast of South America,

AND EXHIBITING

A MOST INSTRUCTIVE DESCRIPTION

OF THE

North-West Trade.

LONDON:

PRINTED FOR LONGMAN, HURST, REES AND CO.

AND JOHN BOLSTER, CORK.

1817.

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TO

JOHN WILSON CROKER, ESQ.

L L. D. F. R. S.

Secretary to the Admiralty.

SIR,

I SHALL not betray weakness, want of feeling, or respect, by offering you a Dedication filled with fulsome panegyric; such I am certain, would defeat my object and be only productive of insult to your strong and enlightened mind. Believe me, Sir, I feel peculiar pride in being per-

31468

mitted the high honor of dedicating the following work, to a Gentleman, whose great literary acquirements and exalted official situation, must not only enable him to be the best judge of its merits, but the most honourable Patron it could boast. Relying on your kind Patronage and Support in promoting my wishes, their only object being to extend the *Naval fame* and importance of the BRITISH EMPIRE.

I have the honor to be Sir,

With great Respect,

Your very Humble

And Obliged Servant,

JOHN MYERS.

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PREFACE.

THE great anxiety of my Friends, the hope of communicating information, and the interest I am convinced the Public will feel in the perusal of my Life, are my inducements in offering this Work to the consideration of the Public, every class in society will feel its value, but it will be an object of particular solicitude to Mercantile and Nautical Men; I did intend following the example of other Writers, to commence at the earliest period of my existence, but on a closer consideration, I have deemed it advisable to begin at a more mature stage of it; certainly, the history of man in a state of immaturity is little interesting, his actions are not worth recording, not being entitled to imitation; still it happens that many acts of boyhood interest the feelings, and though they ought to be considered as trifles, yet we must admit, they serve in some degree as a criterion by which parents are enabled to form some plan for the future pursuits of the

child. Aware of the great responsibility that naturally attaches itself to an Author, offering any work of correction, in which a difference of opinion is made to the statements of others,—and being desirous in the following sheets to avoid unmerited censure on their works; I shall only offer corrective observations where error is likely to mislead; from a conviction that national duty is of paramount consideration to individual feeling.

My first two Voyages round the World are but mere Sketches, and the other introductory circumstances of my Life, will not excite that lively interest that the rest is likely to afford, indeed, if I could have contemplated any thing like the present Publication, if for a moment I could have indulged so pleasing a hope, as that the perusal of my Life would interest the public feeling, I would have paid all that attention to observation and enquiry, that must so much enhance the value of a Work; but even here I must observe that memory should be the recorder of my actions; the destruction which often appeared inevitable, the privations I endured, amidst the chances of War and dangers of the Seas, life at every period seemed balanced in uncertainty, and the prospect of enjoying a return to my Native Land was extremely faint and

cheerless. To an excellent constitution am I indebted for my return, was it not for this, I should have long since fallen a victim to the ravages of fatigue, disease, or otherwise, indeed, scarcely a constitution could exist under such sufferings, cast on a Desolate Island with three others, near Botany Bay, having nothing to exist on for Nineteen Days, but the leaves of a Tree; emaciated by want and worn down with anxiety, every instant contemplating a dissolution not brought on by impropriety, or any constitutional cause; and open to our view the grave we had prepared to receive our dying bodies.

In a Work like the present, intended to regulate great interests, the introduction of any matter that has not a tendency to improvement, has been avoided, only confining myself to a detail of those occurrences of my Life best calculated to advance the trade and importance of the country, I must here observe that I am not deficient in material to swell the work to considerable extent, yet for brevity sake, I have preferred selecting the most prominent occurrences, such as I deem best calculated to enlighten; it will be found that I have entered into a very minute description of those places, scarcely known among European Nations, carefully stating the character of the Inhabitants and the production of the soil, I

have paid equal attention to the bearings of the different Countries, the Soundings, Variations, Latitude and Longitude, I have avoided as much as possible, the keen edge of Reviewers, I cannot however expect to escape their scrutiny with so many examples before me; however I submit the work to the consideration of the Public, claiming that allowance for its style, that so long a separation from my country has imposed on me, unquestionably it is deficient in point of rigid literary perfection, though I defy any attack that can be made on my veracity in the relation of any occurrence now stated.

I have entered very largely into a description of what is called the North-West Trade: this trade is so imperfectly understood in Europe that it must be highly important to commercial men to be correctly informed on this most lucrative pursuit. I have been careful to describe the advantages resulting from the articles of those Countries preferred by the natives of the North-West Coast of America, and the returns made for such, and where they are to be disposed of to the best advantage. I regret that it has not been in my power to publish plates in this work, the means with which I undertook the production of my life being very contracted and the difficulty I felt in collecting Subscriptions rendered it impossible on my part to

meet the public expectation or my own wishes, It may be attributed by some individuals as the effects of vanity, my offering the following work to the public. Some are ready to assert, that enough has been written already on maritime affairs; that the discoveries of COOKE and VANCOUVER have satisfied public expectation and exhausted national enquiry. Independent of discoveries, the many incidents that occur on a voyage, the dangers attending it, together with a description of the various places visited, cannot fail to interest.

My time being limited, I was obliged to send the work to press in portions, which were only written as called for by the Printer, consequently it did not undergo a thorough correction. When this is considered, it will plead a sufficient apology, for the *many errors*, throughout the volume.

Cork, October, 17th 1817.

THE

LIFE, VOYAGES AND TRAVELS

OF

CAPT. JOHN MYERS.

Apprenticed to John Roche, Esq. Cork; Impressed into his Majesty's Service;—Description of the Tender; Sails for Plymouth; account of the Guard Ship, and Hospital; drafted on board the Fortitude of 74 Guns; joins the Fleet; arrives in Cadiz for wood and water.

ON a review of the transactions of my past life, I am inclined to think I was only calculated for maritime pursuits. The success invariably attendant upon all my nautical engagements, and the reverses I generally experienced on shore, induce me to declare, without hesitation

that I ought only devote my attention to those pursuits in which I had been fortunate.—Perhaps my want of fortune on land, may more particularly be attributable to my inexperience of mankind, than the effects of any destiny, with which Providence may be disposed to visit man.

I am at a loss at what period of my life I shall commence this work, what incident of my youth sufficiently interesting, I ought to make as the point from which I shall start. Early acts of boyhood are unimportant, and being determined to avoid censure by not resorting to the artifices practised by some writers, I shall date the commencement of my life from that period at which I was impressed into his Majesty's service, the 16th Feb. 1793, on board the Maria, Tender in Passage. Previous to this I served three years and a half to John Roche, Esq. on board the Bloom of Cork, in the West India trade; which gave me many good opportunities of improvement.—Naturally fond of a seafaring life, and ambitious to see the world, I felt no great regret at being forced into the King's

service; and it not appearing to me a matter of any great importance whether I was rated as an impressed man or volunteer, I entered as the latter. My Father who at this period was in the employ of Lord Mount Cashell, on hearing of my being on board the Tender, immediately posted to Passage, and used every means to procure my discharge. He so far succeeded with Admiral Kingsmill, then commanding the Cork station, as to receive an order for my liberation, should it accord with my wishes; but my determination was fixed so firmly, that entreaties and inducements were insufficient to warp me from my former intent on making an experiment at the risk of life, fortune and prospect, on the chance of war.—Thus determined, was I left to my choice, my Father having taken his farewell, to meet no more.

I remained six weeks on board the Tender, suffering innumerable privations, destitute of every convenience.—It's ill appointed state without any prospect of alleviation, gave me daily additional horror of a sea-faring life; and my sufferings augmenting with my stay, caused

me to regret I had not paid submission to the dictates of a parent. The only thing that served to cheer me in my misfortune and give a relish to my situation, was the incessant introduction of inmates and visitors. Though my ardour for the sea remained unabated, my spirits were so dejected by all the circumstances of my confinement, that I began seriously to contemplate the additional privations in progress for me on board whatever vessel I might be appointed to: never up to this period having seen, *that rigid, manly and necessary discipline* practised in his Majesty's Navy.

While on board the Tender, I cultivated an intimacy with a young Midshipman, the son of Sir Barry Denny, of Tralee, County-Kerry. The anxiety of this inestimable youth to become a proficient in maritime science, was so great, and my knowledge not trifling, from my service in the West India Trade, that he stole every opportunity for improvement: even his respect for me only ended with his life in the Mediterranean. The want of fresh provisions

on board the Tender, and the various abuses existing, caused much sickness. Numbers were affected with the dysentery, and even deaths were not unfrequent.

The complaints which I thus state as practised in time of war on board the receiving Ships, call loudly for the interference of the Admiralty It is true, many regulations of a very wholesome description, have been introduced into the Navy since the period to which I now allude; but still many grievances remain unredressed. It is not particularly a want of discipline, which could never be enforced among men, some of whom had not been at sea before, and others for many years were unaccustomed to such a life. The abuses more properly are to be attributed to the ignorance of the Officers employed on this service, persons totally unacquainted with what sailors are, or ought to be. We find men employed for the regulation of the Tender, who were never out of the harbour. Certainly it is not from such, the Navy can reap any advantage.

After a period of six weeks, I had an opportunity of seeing a Ship of war,—On the arrival of the Dryad and Pearl Frigates in Cove, I with some others was ordered on board the former from the Tender. Contrasting her with the wretched Vessel I had just left, I became amazed at the discipline and cleanliness of every department.

Having accomplished our business, we were ordered to return to the Tender. The next day we received orders to repair to England and accordingly dropped down to Cove, on the 28th of March. This evening we experienced a dreadful gale from the S.—W. in which several Vessels dragged their anchors. On the next day we got under weigh, and sailed with the wind at N.—E. On the 1st of April the wind heading us from the S.—E. blowing very strong, we were obliged to put into St. Mary's, one of the Scilly Islands. The succeeding day we got under weigh, and stood for Plymouth Sound. The day after our arrival there, we were sent on board the Cambridge, of 98 guns, then the guard ship. As my astonish-

ment was excited at the sight of the Frigate in the harbour of Cork, it was doubly so at the view of this immense vessel. The impression was indeed different. The elegance and discipline of the Frigate; the size, the bustle and number of persons in this Guard Ship; on board of which every necessary, nay every luxury of life was offered for sale. It could not be expected that the discipline of a vessel so circumstanced, could be attended to with all that rigid observance, we find practised on board a regular appointed Ship: indeed the continued passing and repassing of visitors, only served to retard such. From this I was sent on board the Slop Ship, to pass the ordeal of Surgical Inspection. The account of this ceremony, can be of little importance to the generality of my readers; I shall therefore only state, that on being certified by the Surgeon, as rather sickly at that time; (from our ill treatment on board the Tender;) I was stripped of all my clothes, and dipped in a Vat of Vinegar and Water: several others were bathed at the same time.—After coming out of this, I was equipped in a new suit of clothes, hammock and every

necessary; and in this state transferred to the Hospital on shore. Here my bedding, &c. was stored, until I received an appointment to a vessel.

I cannot here avoid remarking on the elegant and superior attention paid to the subject. He who has had the opportunity of contrasting our Hospitals with similar establishments in other countries, must readily admit the great advantage we enjoy in this respect. If any department of the Navy, or Army of this nation deserves particular praise, every man whose opinion is formed from experience, will without hesitation declare, that the Hospital department has superior claims.—Whenever my necessity, or situation required medical aid, I always experienced attention; whatever was requisite for comfort, was instantly supplied.

I remained one month in the Hospital: at the expiration of that time, I was drafted into the Fortitude, of 74 guns, commanded by the present Admiral Sir William Young, G. C. B. a most highly distinguished Officer. If I did not notice his bravery, in the course of this work. it

would I think be an injustice to the character of an individual, who has many claims on his country, for the services he rendered it on every occasion that offered.

The vessel being appointed, sailed in a few days, and joined the Fleet under Admiral Hotham. In a few days after, we fell in with a Fleet of 9 sail of the line, which we supposed to be French. Never was a fleet more desirous of engaging, never was British ardour more inclined for action, as we supposed ourselves, to be of an equal force; but we were obliged to suppress those fine feelings; the Admiral having received orders not to engage: at this period a determined blow might have been productive of great advantages to Europe. As it savoured too much of connivance to avoid an engagement, the British Fleet were anxiously wishing to be avenged, for the blood of the virtuous that flowed on the axe of jacobine infatuation.—This was the period when the property and existence of all European Nations, seemed to balance between Monarchal and Democratic forms of government. The spirit of the British Nation seemed partic-

larly agitated. The administration of the country, aided by the powerful talents of Burke, splendid without example, and subtle without comparisson ; drawing in his train the aristocracy of the country. The Massacres of the Revolution were so apalling ; the relation so horrible ; that a great portion of the democracy of the Kingdom, called on the administration, to take such precaution as would be sufficient to counteract the designs of the disaffected, so seriously apprehended in these kingdoms, from a belief that they had concerted measures with those of France.—Nothing could be more disgusting to a great and thinking people, than to suppose the example France had set of reform, could be productive of any lasting advantage to mankind.—Every Revolution undertaken with bloodshed has ended with the most abject slavery : its object should be to reform the abuses of the state, and ameliorate the condition of the people.

France shewed a different disposition : the dispersion of the brightest ornaments of that kingdom, the anihilation of the nobles, and the continued destruction of public and private property.

served to rivet the confidence of the unthinking part of the community, in the administration of the country.—Treason seemed to influence in a very extensive degree, the lowest classes in society. The spirit France emitted, became so irresistible and infatuating, that it required strong measures from those who governed, to allay its malignancy.—But at this peculiar crisis we find the fertile genius of PITT, ever ready at expedients, soon to quiet the apprehensions of the loyal, for the constitution, and terrify the disaffected.—war was the only remedy, by which salvation could be offered to the British Empire.

To assert however, that France required not the hand of reform, would be a libel on the names and exertions of many great and good men. So long as historic truth shall pourtray the characters of Mirebau, Necker, and Lafayette, it must be admitted that many grievous abuses existed in that kingdom; not only subversive of the liberty of the subject, but degrading to the nature of man.

It may be supposed that by the introduction of those remarks on the state of the country, I have

digressed from the history of my life; I would however observe, that my entering into his Majesty's Service at this period was solely to be attributed to the agitating spirit of the French Revolution; and though I am determined to avoid the introduction of political matter, still I am of opinion that what I have now stated, is particularly identified with the history of my life. With these feelings, we passed the French, on the 29th of April, 1793, and continued cruising, waiting to be joined by several of the Ships of war.—On the 4th of May, the Fleet set sail: one division to Cadiz, and another to Gibraltar. The Fortitude, on board of which I was, made one of the Cadiz division: I then had an opportunity of seeing the Port to great advantage. Such ships of Spain as were commissioned, appeared well appointed: contrasted however, with the British, there was a visible disparity. The English Navy exhibits an elegant plainess, with the most *rigid discipline;* the Spanish shews a *palpable want* of the first, and not the least pretension to the last: they seem to carry into their ships, all the indolence and apathy of the shore they inhabit.

Cadiz is well circumstanced as to situation for a Naval Depot: it is connected with the Continent by a Bridge, and had at this time the appearance of a good trade. The lower orders of the inhabitants like those of the rest of Spain, are extremely proud, ignorant and lazy: indolence seems to be a peculiar characteristic of this people. It is astonishing to see immense edifices for the instruction of the foreigner, and the natives permitted to grow up in a state of nature, uninstructed: a people who but two centuries past, made such a figure in the scale of Military and Commercial greatness, now sunk into an abject state of supineness. Perhaps on consideration we ought to attribute their failings to a want of Education, rather than to any bad qualities of the heart. They are not wanting at times in generosity, though liberality seems to be banished from their land—there is a prejudice instilled in early habits, that will resist for ages the potency of philosophy, and bid defiance to all intellectual exertions for their improvement. Freedom exists not in any country where Ecclesiastic dictates govern the monarchy, and usurp the rights and liberties of the laity.

CHAP. 2.

Sails from Cadiz; arrives off Toulon; saw the French Fleet in lhe harbour; the Fortitude ordered to the City of Nice; returns to Toulon; ordered to Leghorn; meets a French Frigate, le Empereuse; death of Mr. Denny, a Midshipman; description of the place; joins the Fleet off Toulon, French Fleet come to the outward Roads; English Fleet prepare for action; return of the French to the inner harbour; a Flag of Truce, from Toulon offering to surrender the place, to Lord Hood; the Combined Fleet enter the harbour; takes possesion of the place; description of the harbour, skirmishes with the Republican Troops; ill conduct of the Spanish; reinforcement of English Troops from Gibraltar, under Gen. O'Hara; preparations to reduce the Old Town.

HAVING received a supply of Wood and Water at Cadiz, we sailed for Gibraltar, and formed a junction with Lord Hood: we arrived there on the 26th of May. His Lordship had 21 sail of the line, besides Frigates, Brigs and Cutters. While off Minorca, we fell in with a

large fleet at night, and on nearer approach could distinctly see they were large ships of war. Orders were given to prepare for action ; which was immediately attended to. We lay at quarters all night, and at break of day the Admiral dispatched a Frigate to reconnoitre, who made a signal that they were the Spanish Fleet returning from the Blockade of Toulon. On the 27th we made our appearance off the harbour, where we saw the French Fleet, over a narrow neck of land : they were chiefly heavy vessels. We offered them every inducement to come to an engagement, which they declined. On the 5th of June, we stood close with the land. We saw the French army bringing up their cannon to oppose our landing ; it being a precaution of theirs, as we were unprepared for any descent on the coast at the time ; nor could any efforts of ours effect the general interest of Europe. During all this time, the French Fleet remained at anchor, and exercised their crew every day ; nor did they betray any disposition to engage, though their force exceeded ours, by three sail of the line. Lord Hood now despairing of any opportunity

of trying the prowess of the nation, and finding all inducement to fail; what he could not accomplish by invitation, endeavoured to succeed in by insult; and accordingly hoisted the flag of defiance; which they answered under the protection of the batteries. Lord Hood judging all chance at an end of meeting the Toulon Fleet out of the Port; on the 7th of June, ordered several sail of the line to proceed to Nice, and Naples, for Wood and Water; leaving 14 sail off Toulon to blockade. On our arrival at Nice, we were visited by all the noble and respectable families. The city, (which is a capital of a county of the same name, and subject to the goverment of Genoa,) made a very handsome appearance from the shipping; the houses being from six to seven stories high. On 14th of June signal was made for a strange sail off land, with her larboard tacks on board, we made all sail after her, and closing fired several shots. No notice being taken; the Captain ordered the cutter out and sent a Lieutenant, and boat's crew, to examine her: on boarding, we could not find a human being. She was pierced for 16 guns, polacca

rigged. From the different colours on board, we suspected she was a pirate. Not being able to make out any papers belonging to her, we called her the CAT and DOG, from the singular circumstance of their being the only animals on board. When we examined the vessel, we found she contained a small quantity of wine and provisions. Having arranged matters, we sent her to Leghorn as a prize, and returned to the Fortitude. On 7th July, Lord Hood sent the Juno Frigate, to order our squadron to return, and join the Fleet off Toulon: on our arrival there, we found his Lordship still blockading the harbour. On the 17th. the Acouloung Frigate came into the fleet, with a royal standard hoisted, and an English Prince on board. The Admiral instantly ordered his barge; in which the Prince came on board the Victory, and spent a few hours, then returned to the Frigate, and made sail for Gibraltar. On the 18th of July, we were ordered to proceed to Leghorn, to bring a supply for the fleet: on our arrival there, we saw a fine Frigate of 50 guns, called Le Empruse: we lay close to her at anchor, and her crew mixed daily

with ours. As Leghorn was a neutral port, it would be highly imprudent on our part, to attempt any thing hostile. While we remained here, strict orders were given by Captain Young, that none of the crew should on any account absent themselves from the ship at night. These orders were given in consequence of a complaint made by the principal inhabitants of Leghorn, against some of the crew of the French Frigate, who were in the habit of plundering during the night. This was but a just precaution on the part of the Captain, who I will observe was an Officer of great courage and presence of mind when in action; and cannot be too highly admired for the excellent discipline observed on board every vessel he commanded. While at this place, we lost that most promising youth, Mr. Denny, that I mentioned in the first chapter of this work: he was a lad of the most amiable disposition; and had he lived I am certain would be an ornament to his profession.

Leghorn is one of the finest Cities in Italy, extremely plentiful, and what is singular the Bullocks are all of a cream colour, and are led

by a halter, as a Horse is in this country: it is noted for the finest marble in the world. Here are a great number of Jews; who are very rich, "and so well protected, that it is a proverb, a man may as well beat a Prince as a Jew." Although the harbour is not calculated for very large vessels, it is well secured by an inward and an outward mould, and carries on an extensive trade. So jealous are they of this, that they will not allow any interruption to vessels entering the port.

The commercial man acts with promptitude, and the seafaring without inconvenience. These are certainly advantages of the highest importance to trading men, and highly encouraging. I have at all times invariably prefered a charter or a lower freight, to any port, which is established for dispatch, than to one where discharging officers are regardless of the interest of the ship owners. On the 26th we got under weigh, and passed Cape Corso, in the Island of Corsica. On the 27th we captured a small vessel, laden with ammunition, and sent her into port. On the 29th we joined the

Fleet. On the 7th of August we were ordered as the look out ship for that night, with the Leader Frigate. At 11 o'clock, P. M. we were sixteen miles from the fleet: we saw a light a head; the Leader immediately hailed us to know if we had seen it. The first Lieutenant went in and acquainted the Captain who said it was the old Robust, returning from Leghorn to the Fleet. Orders were immediately given to clear for action, a precaution always observed on the appearance of any suspicious sail. As soon as we closed sufficiently to hail, we found it was, as the Captain stated. Our Fleet by this time was becoming very sickly, and Lord Hood being anxious to bring the French to action, sent in a challenge: but as heretofore they disappointed his Lordship's wishes. On the 15th the French fleet got under weigh, with all sails set, and came to the out roads. When our Admiral saw this disposition, he made signal for the Fleet to clear for action. All was now bustle, the bulkheads were knocked down; and that nothing should interfere with the guns, several necessary and valuable articles were thrown over board. Thus prepared we lay at our quarters

'till the day following, when some of their ships got under weigh and returned to the inner harbour. On the 25th we were joined by 8 sail of the line, and two frigates of the Neapolitan Navy, very fine vessels, but not coppered. On the 26th at night a messenger came out and went on board the Victory, for the purpose of making a proposition for surrendering the town and shipping. He remained two days in the Fleet. His Lordship immediately dispatched a Frigate to acquaint the Spanish Admiral of the circumstance; on which 4 sail of the line were appointed to take all the marines and seamen, that could be spared out of the Fleet, to take possession of the principal batteries and town: which was done without interruption. On the 29th we were joined by the Spanish Fleet of 21 sail of the line. At 1, P. M. the combined Fleet made sail; stood for the harbour, anchored and took possession of the principal places. All the batteries and shipping kept up the tri-coloured flag. Every pass having been secured, the combined Fleet formed in line of battle. Lord Hood led the van in the Victory; then alternately a Span-

ish and English vessel. As this formidable fleet entered, the French retired. All hands were at quarters; every vessel was prepared in the event of necessity should a treacherous act be contemplated,—the busy mind was full of reflection,—the republican flag still flying. Every thing conspired to impress the mind with the belief that a snare was laid to entrap us. If such a scheme had been organized it would have been attended with destruction to a principal part of the Fleet. As soon as Lord Hood's ship anchored, the grand battery saluted, which was immediately returned by his Lordship. When the fleet was in the harbour, a signal was made for all the Commanders to repair on board the Victory. The day following the Spanish troops were landed, and several English Officers went on shore. The French fleet were composed of very heavy ships, two of which were the Sira of 144 guns, and the Commerce of Marcells 130 Guns. Toulon may be justly considered one of the finest and strongest ports in Europe. Five miles from the new town stands the old one; to the left of which is the Hospital. The dock yard formed by Vanban is

situated near the new town. It would require more space than I could possibly spare from this work, to enter into a minute description of this celebrated place. The entrance of the harbour is protected by a half moon battery. On the high ground N.—E. of the town we could perceive from the Ships the Troops engaged. In the roads is very deep water, they are protected by a strong chain of batteries, of which Fort Bourbon is the largest. On the 4th of September we sent all our Sick on shore to the Hospital. We were not long in quiet possession of the place. The malignant spirit of rebellion is difficult to suppress, when efforts have been made in despotic governments to recover freedom. A sudden transition has been attended with greater evils than in their former state, they could have experienced; for though we should all feel an anxiety to see the rights of mankind fully enjoyed, still, we cannot but deplore the dreadful consequences attendant upon insurrection, from one act of excess to another, until the noble ardour which actuated the first desire, is tarnished by the irreparable disgrace that inevitably follows, even the best concerted plans.

The French now meditated the recovery of the place. Though we were not immediately inconvenienced in the town, we were obliged for our own security, to establish Batteries 10 miles round Skirmishes were frequent at the out posts. The few Neapolitans we had fought very well, but I'am sorry I cannot speak equally in praise of the Spaniards, who frequently surrendered a Fort without firing a shot. The appearance of the French Army, commonly had the effect to make them run from the post they occupied. The Republican Army being reinforced, commenced hostilities. The combined forces were obliged to concentrate, and the fleet furnished a quota of Sailors and Marines to man the batteries and assist on shore; but so prompt were the French in their movements, that before we could oppose any force to their proceedings, they became masters of the old Town,

On the 28th of September, we received a reinforcement of British Troops from Gibraltar under the command of General O'Hara, and a battalion of French Royalists, about 500 effec-

tive men. Measures were now taken to drive the rebels from the old town. A Spanish Frigate was stripped and moored near the Hospital to throw Shells, and the Pompey of 84 guns, was moored at the bite near Fort Carto. 24th of October, her sails and running rigging were unbent, and men from the fleet sent on board to work her guns, which carried one quarter of a mile farther than the cannon of any of the English Ships.

In this state she lay five weeks. On the 24th of October, the Frigate commenced a fire of Shells on the town, one of them falling in the Magazine blew up the fort and a windmill. Several lives were at the same time lost, and the republican army obliged to evacuate the place. The joy infused on this occasion was so sensibly felt, that the Loyalists entreated Lord Hood, to be permitted to hoist the British Flag on the place, as some acknowledgement of the services rendered on that occasion, by this country; but his Lordship refused to comply with their wishes being desirous of giving France an opportunity of securing the views of the combined, that

it was not a triumph over national feelings, it was but an effort to preserve the Monarchy of that Kingdom, from the consequences of civil war, and the horrors of the revolution. Had his Lordship agreed to hoist the British Flag on the place, it might have displeased the confederates; but on this occasion, he shewed a mind peculiarly calculated for this crisis. As soon as the white flag was displayed on the batteries of the old town, a signal was made for all ships to man their yards and fire a grand salute on the occasion. It was one of the finest sights immagination can picture; 72 Sail of the line besides frigates and smaller Vessels, giving joy on the triumph of reason and justice, over insurrection and discord. The great prospect of correcting the abuses of that misguided nation filled every lover of peace and concord, with heartfelt satisfaction; and the desire that the delusions which powerfully influenced the minds and actions of a great portion of Europe, would be soon dissipated, were hopes fondly indulged, by every philantropic breast. The subsequent transactions however of ill-fated France being sufficiently

known supercedes the necessity of any further remarks on that part of the subject.

CHAP. III.

Ordered to Leghorn for refreshments; arrives there; sails for the Fleet; experiences a heavy Levanter; some of the Cattle killed, and the greater part of the Poultry; exertions to save the Vessel; makes Port Spezia in Genoa; arrives at Toulon; sent on shore with the Troops; Skirmishes with the French; defeat of the party, and General O'Hara taken prisoner; sent with the party to Fort Mulgrove; desertion of the Spanish Troops; storming of Fort Mulgrove; preparations to evacuate the Town and Harbour; wretched state of the inhabitants; numbers come off with the Fleet; set fire to the Dock-yard, Magazines, and 14 sail of French ships; fleet sails; anchors in Hieres Bay; British Fleet sails for Corsica; Action there; wounded discharged, and returns home.

ON the 25th October, the Fortitude was ordered to Leghorn, to bring refreshment to the fleet, we sailed the next day, and fell in with the Elecler Sloop of war; she had been taken by the fleet in the Bay of Biscay, on our leaving England, and was immediately commissioned, and stationed in

the Mediteranean. We got into Leghorn, in company with the Egmont. The Le Empereuse French Frigate, that we met on our first visit, in this Port, had made her escape, and ran into Port Spezia in Genoa, where her crew scuttled and sunk her, and sent her ammunition to Corsica: she was afterwards raised by four English Ships of war, and joined the fleet under Lord Hood at Toulon: she was a very fine Frigate, and continued in commission a great part of the war.

Having taken in a supply of Bullocks and Poultry, we sailed on the 1st November: the wind headed us, and came to blow a very heavy gale from the N—E. the Island of Gorgona under our lee: The night became extremely dark, blowing a heavy Levanter. The Ship all this time laboured very much. As we were obliged to carry a press of sail, to weather the Island, at 10 P. M. we carried away our fore-yard in the slings. Danger now threatened us; our apprehensions were great; not a port in the vessel was barred in, and when she lay on her beam ends, the water in a short time was above

the aprons of the guns. Between decks, we were obliged to scuttle the lower deck, to let the water pass into the pump well. On this occasion Mr. Ross, our second Lieutenant was extremely active, and by his exertions with part of the crew, the ship was much eased. At this time there was seven feet of water in the hold, in this extremity five men with me entered the Boatswain's store-room, where we found Cordage and Hand-spikes, which we brought up, to lash and secure the ports with. Had not this precaution been taken, nothing could have preserved the ship from destruction ; and every man on board would inevitably have perished, if it were not for the activity and diligence of our brave Commander and Officers. As we were obliged at this moment to carry a press of sail to clear the land, and having a great quantity of Cattle and Poultry on the upper deck, which interfered with the working of the vessel, we could not attribute neglect to any individual, except the Carpenter, whose duty it was to have seen the ports secured.

On the morning of the 3rd of November, we anchored in Port Spezia, in Genoa, and on over-

hauling the ship, a spectacle of wretched confusion presented itself in every department. The Bullocks which had been stowed between the space of each gun, were thrown on the crates of Poultry, and several of them, with about 300 of the Fowl killed; which was very gratifying to the crew, who made a plentiful meal, after their fatigue the night before. Care not having been taken to secure and lash the chests between decks, they were all broken, and many valuable articles destroyed.

Every thing being well secured, we got under weigh, and stood for Toulon; where we arrived on the 10th, and found the Fleet at anchor, with the lower yards and topmasts struck, in consequence of the heavy gale, we experienced.

We distributed the stock we brought with us among the Fleet, according to the Admiral's orders. The Princess Royal was at this time stripped, moored head and stern against Carlo's Battery, where she lay for about a month; then unfortunately two of her guns burst, which killed and wounded several men: she was relieved by the Windsor Castle of 98 guns.

At this time there were so many men on shore from the Fleet, in Batteries and in Hospital, that we had scarcely hands sufficient to work the ship. A large fleet of Transports arrived from England with provisions, which were landed.—We were obliged to send to Gibraltar, for Shot and Shells. The Shipping began to prepare for Sea, taking on board a double quantity of stores, of every description from the Dock-Yard.—About the 15th of December we were ordered to storm the French Camp, though our force was but small; consisting only of one Regiment of the Royal Scots, the Royal Irish, 700 Seamen and 500 of the French Loyalists, under the command of General O'Hara. It was my good fortune to be one of the number.

A sharp action ensued. In a short time we were complete masters of the Camp, and two Batteries which had been erected on a hill to cover it, and continued our pursuit, driving the French across a river, in which several of them perished. This though an achievement not unbecoming the character of a martial Nation, was but of short duration. The great

resources of the French, soon supplied their loss, they returned with redoubled vigor and force. Though our career was quick, and our victory complete, still our retreat was not marked with less speed than our advance. In this affray General O'Hara was wounded in the arm: we found him in a twelve gun battery, sitting down, and a Drum-major binding his wound. We entreated the General to let himself be carried on a man's back, so as to get out of the Enemy's reach, which he declined, desiring us to make the best of our way. We stood at a small distance from the Camp, debating whether we should make a second attack or not; but finding the French so numerous, we were obliged to decline the attempt; our Officers having adopted the more prudent part, from a conviction that any effort under our disadvantageous situation to regain our former position, must prove abortive, as the Republican Forces opposed to us, could not have been in less proportion than twenty to one. In the afternoon of this day, our force was divided and ordered to reinforce the different forts in the harbour. The division of which I made one, was

sent to Fort Mulgrove, which commanded a principal part of the harbour. During those events, the Fortitude to which I belonged, was ordered to Gibraltar for Ammunition, while I remained on shore with a small party of Seamen. On the 17th of December, the Fort was stormed by a large division of the Republican Army, led by a Midshipman, who but a short time before deserted from our fleet. A large number of the Garrison was composed of Spanish Troops, who on the first onset, ran from their quarters, and left the defence of the place to the English.

Thus attacked by a very superior force, we were driven in the greatest confusion from the Fort, receiving no quarters from the French. Endeavouring to escape the fury of the assailants, I was driven over a very high wall, with two wounds, but not until I had reduced the number of the common enemy. I made my way to the new town, in the best manner I could, and joined the Forces there, and from this to the 20th, all was skirmishing.

Finding all attempts to keep the place fruitless, preparations were made to leave the town

and harbour. When a notification was made to the inhabitants, of this determination on the part of the combined, a scene of dreadful confusion ensued, which can more easily be imagined than possibly described, in a concise Narrative of the busy transactions of twenty-five years. It may perhaps be necessary to state that the precipitation, with which we were obliged to remove from the inner to the outer roads, was such as made us leave some of the French ships on the stocks, and in the harbour, not having sufficient hands to work them. On the 24th the French forces were fast approaching the town: they had thrown up several redoubts, and erected many batteries, which commanded the lines of the Combined Troops. All the Sick were removed on board from the Hospital, with many of the respectable inhabitants, whose fears induced them to quit the place.—On the night of the 27th we succeeded in getting the Courageux of 74 guns out of dock, where she had been for some time repairing the injuries she sustained at Corsica; we also embarked the principal part of the British Force. Great numbers of the inhabitants

repaired to the Fleet, fearing the enraged Rebels returning to possess the town. On the 28th all was confusion! The shore was covered with men, women and children of every rank, supplicating the protection of Lord Hood, there being no longer doubts of the evacuation of the place. It would be impossible to give any adequate description of the horrors and distresses of this day. The shrieks of the women and children only contributed to fire the most callous feelings of human nature, and direct them to the assistance of mankind. Many boats could be seen near the shore, filled with the frightened inhabitants; numbers hanging by the gunnel, expecting to reach the Shipping even in that way; but alas they were destined for another world! They no sooner put off than the numbers on board upset them, and all the unfortunate passengers perished! Well had it been for many of those who were left behind, that they had met a similar fate: it would have spared many a mother the excruciating torture of consigning her infant to the deep, and herself voluntarily plunging after it. During those horrid scenes, I wit-

nessed one of the most inhuman actions, scarcely to be equalled for barbarity amongst savage nations. It is hardly credible that under the semblance of allied friendship, a man will be found (destitute of the fine feelings of delicacy and good-nature,) to commit a crime emanating from the worst and most cruel passions of the heart. It is notorious, that Man in a civilized or savage state, vows tenderness and protection to the female sex. Relentless tyrants, whose anger can scarcely be appeased with the immolation of thousands, at the approach of "lovely woman" lose their turbulence and cruelty, and by a sudden impulse exchange their Lion nature for the Lamb.

The occurrence which I am about to relate, alludes to a Spanish Officer, whose conduct on this occasion must reflect disgrace, even on a Nation of Cowards.—The combined fleet was at this moment under weigh, and the French Army approaching the town, when an elegant and interesting young Lady about 18 years of age, whose manner and appearance shewed she was not of vulgar rank, advanced with great speed

to the shore, holding in her hand a purse of gold, which she offered to any boat that would convey her to the Fleet. The fire of the enemy's round and grape shot being at this time very heavy, and the Spanish boat more advanced on the shore, than the English cutter, (which was conveying to the ships the last of their small-armed men :) the Lady approached it. We rested on our oars to see the Spaniard's gallantry; but sordid lucre was his impulse! humanity dwelt not in his breast! the Lady, amiable and unsuspecting, handed him the purse; on receiving which he ordered the men to shove off: she instantly plunged into the water, and laid her hand on the gunnel of the boat, which, shocking to relate, the inhuman barbarian severed with a blow of his sabre! she being out of her depth sunk to rise no more in this world.—Britons, fired with indignation at an act so base, and perpetrated with such ferocity, instantly levelled their small arms, and shot the savage through the heart. The Spaniards on returning to their fleet related the transaction as unfavourable to the English; but the confusion was so great on board the ships each person using his best endeavours for the se-

curity of his vessel, that an enquiry was never made on the merits of the case. Orders were now given to blow up the forts and magazines, and set fire to the French Fleet in the harbour, that could not be brought off. These were but partially effected. As soon as the French saw the work of destruction commenced, they became enraged and bore every thing before them with irresistable force. We were not able to set fire to more than 14 sail of the line, when we were obliged with precipitation to desert the place altogether. The loss on this day must have been immense. Report stated in the fleet that 4000 perished! Without attempting to arraign the conduct or talent of any of the combined officers on this occasion, I think I ought not to pass from the subject, without remarking on the disgrace cast on the forces engaged at Toulon. It is really hard to suppose that officers of tried experience, commanding one of the most formidable fleets that ever floated on the ocean, and with resources on shore of that extensive and necessary description for defensive operations, could have been hurried into such a mass of confusion, and

not using precaution to assist their numerous adherents on shore, but actually from a want of plan, or arrangement, expose themselves to innumerable losses. Possibly if Toulon was again to be defended, such measures of defence may be adopted, as would place beyond any possibility of failure, the entire destruction of that extensive chain of Fortification. It is singular that the fatality generally attendant on combined expeditions; arises from a want of cordiality between the Officers, and the great delay of all their measures; not that the failure of the expedition at Toulon can be attributed to any such circumstance, perfect unanimity prevailed among the different Commanders. It will remain with some future historian to assign the real cause of it.

A signal was made for the Fleet to get under weigh. The French were keeping up a destructive fire from the batteries, and the wind being very light, we were obliged to tow the vessels out of the Roads. The Ships were crowded to excess with the unfortunate inhabitants of the place, which made it very difficult to work them out of

port: Lord Hood paid every attention to the wants of such as came under his protection, and gave them a passage to the places they proposed living in. The Fleet having worked out of Toulon, signal was made to rendezvous in Hieres Bay; where we remained several days. The Fortitude joined us from Gibraltar, and I was again ordered on board her. In this Bay we experienced a very heavy gale, several ships drove from their anchors, mostly Spanish, and two of them went on shore. As soon as the gale was over and the necessary repairs and arrangements made, the British and Neapolitan Ships proceeded to Corsica. On our arrival off Fiorenzo Bay, the Fortitude and the Juno frigates were ordered to attack a Castle fortified with one 18, and two 24 pounders. The Juno had to encounter the shot of the former, while we were exposed to a destructive fire of red hot shot from the latter, for a period of 12 hours. The Juno was fortunate in dismounting the gun opposed to her, in the early part of the action, but could not render us the least assistance, during the remainder of the day, from the situation of the

Castle commanding that part of the Bay where we lay. In the evening Captain Young directed a part of the crew with two guns, to an eminence on shore that commanded the Castle; this little division played with such effect, that in a very short time it surrendered. In mustering the crew out of a complement of 550 men which we had leaving England, only 113 effective men remained after the action. Such hot work had we this day, that at one period of the engagement, thirty of the crew jumped through the ports with their clothes on fire, and several of the boys were killed by explosions, in bringing the powder from the magazine for the service of the guns. This evening the Fortitude presented a wretched spectacle: the few hands capable of working were employed in cutting out the red hot shot, and it was not until a very late hour they were allowed to refresh themselves, after the fatigue of the day. We found after the engagement 4000 shot which we fired at the Castle during the action: of such materials was it formed, that scarcely one had taken effect.

A strange circumstance occurred that must not be forgotten, and which I shall leave to naturalists to account for. One of the men who had been killed in the action, no wound appearing on any part of his body, the Surgeon supposed his death was occasioned by a shot passing close to his mouth.—After we had committed his body with several others to the deep, (the usual precaution having been taken to sew them up in hammocks,) with a sufficient weight to sink them; in two days the body made its appearance ahead of the vessel without hammock or any other appendage. It was instantly taken into the boat, and enclosed in a similar way, but with a double weight, and again committed to the deep, but to the astonishment of all hands on board, it made a second appearance in three days after, divested of every thing in which it had been enveloped. The reappearance of such a phenomenon excited the astonishment of every person, and though no attempt was made to discover the cause of such an occurrence, there can be little doubt of its been risen by some circumstance resulting from the cause of his death. On a representation

of it to the Captain, he ordered a coffin to be made and the body taken on shore for burial.

I received a slight wound in the thigh in the latter part of the engagement, and though at first I thought little of the consequences of it, yet from the over exerting myself in the regulation of the vessel, and partly through neglect, it became so dreadfully inflamed, that the Surgeon was apprehensive gangrene had commenced. Orders had been given for every person sick or wounded, to be sent on board the Camel Store Ship: she being ordered for England, I was sent on board her with several others, and arrived there on the 4th of March.

I was sent to the Hospital where I remained for a short time, the Surgeon being of opinion from the appearance of the wound, that I would not be fit for service; therefore with many others was discharged, in June, 1794.

I humbly conceive that the circumstances under which a number of the Navy are discharged, reflects injustice to the individuals. A military man, who has scarcely fought a battle, and consequently done little for the good of the country, who can

shew any scar received in the service, is without hesitation awarded an ample pension, according to the nature and extent of the injury. While the sailor, the great sinew of the nation, though his limbs may be broken, or bodily mutilated, is sent out of Hospital, a mendicant on the community; or should he chance through superabundant wounds to receive a consideration; so inadequate is the grant, that it is not sufficient to give him a scanty support three months in the year.

CHAP. IV.

Arrives in Bristol, after being discharged from the Navy; Engages with the owner of the Jane, on a Voyage to the North West Coast of America; sails and arrives at Rio Janiero; proceeds to Falkland Islands; doubles Cape Horn; visits Masafuera; Juan Fernandez, Columban River, and Nootka Sound; Traffics with the Natives; sails for China, to dispose of the cargo; stops at the Sandwich Islands; pass the Landrone and Fermosa Islands; arrives at China disposes of the cargo there to good advantage; returns with the China Fleet to the Cape of Good Hope, from thence to St. Helena, and lastly to England, on the 24th of August, 1796. Observations on the Voyage.

AFTER being disbanded from the Navy I travelled to Bristol intending to return to Ireland, but my wound being extremely painful, I considered it imprudent to proceed any farther, until my thigh was healed. Through the kindness of a friend I procured Surgical assistance. In a very short time all apprehension of danger was removed, and I was enabled to walk without pain or inconvenience. In July a small Vessel of about 100 Tons burden; called the Jane

was fitted out on a trading Voyage to the North-West Coast of America, in which I shipped myself. The Vessel being provided with every article necessary for such a speculation, sailed on the 20th of August, and directed its course for Rio Janiero, where we arrived on the 25th of October, 1794, after a very excellent passage. The Town is very fine, but kept like all Portugueze and Spanish Settlements, in a dirty state. In the bay near the town, stands an Island for the reception of Convicts, chiefly employed in fortifying the place: it is the Capital of the Portugueze Settlements in South America, and enjoys a very brisk trade. Having supplied ourselves with every necessary for prosecuting our voyage, we sailed on the 1st of November, and directed our course to Falkland Islands, where we arrived on the 25th and anchored in seven Fathom water, in Quaker Harbour, Swan-Island: these Islands possess an abundance of wild celery, very useful to the crews of vessels employed on long voyages to the South Sea and Pacific Ocean. Here are numbers of Sea Lions and Seals, also a great plenty of wild Geese and Ducks, which we found

easy to supply ourselves with, and of excellent quality. These Islands were once claimed by the British, but afterward relinquished, in consequence of a treaty entered into between England and Spain: they lie East of Cape Virgins, 390 miles, in Lat. 51, 40. S. Long. 58, W. Between them and the main, there is a very clear and excellent passage: a strong current sets in from the North, which is possibly occasioned by the junction of these from the Straits of Magellan, and Le Maire. They are uninhabited, but the Spaniards keep a guard ship on the station. We procured a large number of Seal skins, and a good supply of Geese and Ducks.

As soon as we had accomplished the necessary repairs of the vessel, and regulated the articles intended for trafficing on the N. W. Coast; we sailed on the 28th of December, and arrived on the 4th January, 1795, at Christmas Harbour, Statin land, in Lat. 54, 30. S. Long. 64, 40 West. This harbour which is very spacious, is rendered rather dangerous in consequence of an extensive shoal lying in the centre. Vessels

should be cautious in anchoring, as the shoal lies parallel to the entrance of the harbour. The land is very high, and generally covered with snow; but fuel may easily be procured and excellent water, of which there is an abundant supply. As at the Falkland Islands, Sea Lions, Seals, Geese, Ducks, &c. &c. the different species of which, shall be minutely described in the further progress of the work. We remained here eight days, during which time we killed several Seals: we got under weigh, and sailed through the Straits of La Maire; having the wind and tide in our favour, we ran through them a distance of 30 miles, in one hour and forty minutes. The tide in these Straits is the strongest I ever experienced in any part of the globe. Having passed them, we doubled Cape Horn, in Lat. 55, 58, S. Long. 67 West of Greenwich. We cleared the Cape about the 15th January, and ran for Juan Fernandez and Masafuera, the latter of which we made on the 3rd of February, Lat. 33, 40, S. Long. 78, W. of Greenwich, where we obtained more Seal skins, and a few goats. The land is

generally high, interspersed with some pleasant vallies, but no anchorage. These Islands were uninhabited at the period of which I am now speaking; but Juan Fernandez has recently received from Spain some convicts, after the plan of the English Colony at New South Wales. We also procured a number of Seal skins at Juan Fernandez. The distance between the two Islands is about 80 miles. From these we directed our course to the Isle Le Lobos, which is extremely barren, about 30 miles S. E. of Cape Aguja, and 70 miles South of Payta. It has a commodious bay, and good anchorage; but it is rendered somewhat dangerous by a sunken rock in the centre. The Island is about 4 miles in circumference; the soil of a light sandy and gritty surface; to which immense flocks of Gulls and Garnetts resort to build their nests in the sand. We got many Seal skins, and a large supply of very fine Cod, and other fish of a delicious flavour. We met several Catamarans with a number of people on board them, from Payta and other parts of the main to catch fish, which they take in great abundance, and

cure in a similar way with those of Newfoundland, and afterward dispose of it to good advantage among the different towns on the main. From this we directed our course N. W. and experienced dreadful heavy rains, light baffling winds and strong currents.

On our passage we met a number of Whales and a variety of smaller marine animals. We were many times diverted with the conflicts between the whale, the sword fish and the trasher, and had little trouble in supplying ourselves with Dolphin, Albicore and Benatta. After expe-riencing a variety of pleasure, we arrived at San Blass, on the 27th February, in Lat. 21, 40, N Long. 105, W. It is a Spanish settlement, on the main, has a good harbour, with rather shoal water: is protected by two batteries, and enjoys good trade, but little frequented by the English. It may be considered as the rendezvous of the Spanish North West Ships. The inhabitants are extremely correct in their dealings, and pay every attention to Foreigners.

As we could not proceed further North at this season with any success, we remained here until

the latter end of April; then took our departure for California, commencing our traffic at Port Sagura, and proceeding in this way up the Gulf as far as the River Colorida. At this period Iron Manufacture brought immense prices, when exchanged for skins. The latter end of May we got round Cape St. Lucre, in Lat. 23, N, Long. 107, 10, W. and immediately proceeded to the Columbine river; Lat. 46, 20. N. Lon. 122. W. In the entrance a large shoal runs East and West, at either side of which, there is very deep water. On proceeding further up, the sight is charmed with one of the most pleasing spectacles of nature: beautiful Islands covered with the choicest trees of the Forest; whilst through the branches, the eye is gratified with the silvery rivulet bursting from the underwood; or diverted with the view of some distant Cataract. The canoes loaded with the inhabitants, bringing the produce of Sea and Land, have a tendency to excite respect for man even in a savage state, and remove any impressions that at first we may be induced to believe unfavourable, as to the dispositions and manners

of our more hardy and less refined species. Here we procured a great number of Otter, Marten, and Beaver Skins. The articles we trafficed for them were trivial; bat it should be considered that so ignorant were the inhabitants, that they readily parted with an Otter skin, for a small Iron spear, which on an average in China, produced us 80 dollars each. Our cargo consisted of Axes, Brandy, Iron Bars, trinkets of various descriptions, Paints, Fire-arms, Ammunition, Tobacco, &c.

These were the articles at that time preferred by the Natives, along that extensive coast, and the different Islands in the Pacific Ocean.

But it will be found in the course of this work, that the disposition of the rude Indian is subject to the same fluctuation and caprice as the more cultivated natives of Europe: that experience and observation on the manners and customs of others, without addressing the rational or sensitive faculties, have given them the opportunity of judging between articles of necessity and superfluity; and that they would now prefer a Blanket, or a piece of Cloth, to the unprofitable possession of a ring

or necklace. Here we fell in with the Chatham, (which was sent out on discovery with VANCOUVER) 60 miles North of Cape Mazori. Both vessels got under weigh, and stood out to sea, after which we parted company, about the 26th of June, and proceeded to Juan de Fucus' Straits. The entrance is formed by the Continent and a large Island, inhabited by the Wakash Indians, and known as the Gulf of Georgia. It is in Lat. 48, 30, N. Long. 123, W. Here we also procured a number of Sea Otter skins, and found the Natives prefer White Paint, Vermillion and Sheet Copper, the latter of which they manufactured into a kind of Sword. We remained here until the 6th of August. After being extremely successful, we worked out of the Gulf, The wind prevails two-thirds of the year, from the S. W. to N. W. and blows very hard at times, setting in a heavy sea. I would recommend none but fast sailing vessels, and such as would take the ground well, on a voyage of this description, after the plan of the North of England vessels. Having got clear of the Gulf, the wind prevailing more in our favour, we

shaped our course to Nootka Sound, where we arrived on the 12th and anchored in Friendly Cove, clear, sandy bottom, from 4 to 14 fathom water. Along the coast and particularly in this place, it is necessary to guard against any surprise: the natives have attempted frequently, to possess themselves of vessels, and therefore the watch should be regularly set, and the boarding nettings secured.

This place is claimed by the Spaniards and produces a variety of Furs and Zinc. The shore is rocky, but the interior of the country is well wooded, in which may be easily procured a quantity of Wild Deer and other animals. The inhabitants are of a fierce disposition, and like the other Wakash Indians, treacherous. Strangers should be cautious in their intercourse with them. It is in Lat. 49, 34. N. Long. 124,—30, West. As you enter the Cove, the Indian Town is directly ahead, and on the starboard bow, the English Factory lately established there, presents itself. My stay here, during this voyage being short, little occured of an interesting nature, we took our departure on the 24th and

on the 26th made Cape St. James's, Queen Charlotte Island, in Lat. 52, N. Long. 129, 10. W. The weather being mild, several canoes put from the shore, filled with the Natives, who entreated us to anchor at the Princess Royal Islands. We ran between them to traffic and succeeded in getting several Sea Otter and Sable skins. The Indians differ in language from those of Nootka Sound and tribes inhabiting the more southern part of the coast.

After collecting as many skins as possible, we proceeded to Cooke's Inlet, in Lat. 59, 10 N. Long. 148, 30 W. We made anchor point, the 4th of September. While off here, we collected some black Fox and Sable skins. The natives are below the middle size; but the nearer we approach the poles, the more stunted they are. They are little acquainted with traffic, and totally ignorant of the value of Furs. They clothe themselves in the skins of the Sea Otter, black Fox and Sable, and appear in every respect like the Indians of Queen Charlotte Island. In these high Northern Latitudes, we experienced very

heavy winds, and as the winter was rapidly advancing, we did not deem it prudent to remain longer to the North; we accordingly directed our course to the South, and made Cape Greville, to the east of the Island of Kishtak, on the 12th, Lat. 57, 30, N. Long. 150, 10 W. From this directed our course to the Sandwich Islands. During the passage, we experienced a strong current, setting to the South; which continues great part of the year, and is strongest during the summer months.

We daily saw innumerable flocks of birds, particularly a description called Boobies, which are about the size of our common Crow, but of a brown colour and web-footed. We also saw a number of Whales, and a variety of fish of the smaller kind.

On the 13th of October, we arrived at Owhyhee, in Lat. 20, N. Long. 154. 50 W. And anchored in Karakoa Bay; Owhyhee is the largest of the Sandwich Islands. The shores are rugged, but the vallies make a beautiful green appearance, stocked with an abundance of Cocoa Nut, Planting Trees, &c. The interior of the

country exhibits marks of volcanic destruction ; at least that it has suffered a change from the effects of some convulsive cause. One of the mountains of this Island may be clearly seen 20 leagues This Island is very populous and supposed to contain 200,000 inhabitants. We procured a large quantity of Santel wood, and took in a good supply of Hogs and Poultry.

The Natives are of a copper colour, and are a stout, resolute and treacherous people, in general above the middle stature. Since this period they are much civilized : the good effects of the Missionary exertions, have in a great degree humanized their disposition and manners, and contributed to give them ideas of thinking and acting like rational beings. From the many proofs they have given of strong intellect and desire of improvement, there can be little doubt that the time is not far distant when the savage disposition of the various tribes inhabiting that extensive coast, and the Islands of the Pacific Ocean, shall be fully reclaimed.

On the 12th of November, we sailed for Canton, to dispose of the Furs, &c. that we had

collected on our voyage. In passing through the Ladrone Islands, we saw a number of Prows, manned with Pirates. We expected to be attacked by some of them; but they did not attempt any thing hostile. Though we had but a complement of 16 men; yet so compact was our little vessel, and so well appointed in every respect, that it would have taken a considerable force to capture us. These Islands are as dangerous in this respect to the unwary mariner, as the Malay Coast, their piratical mode of attack being the same. Having cleared them, we ran for Formoso, which we passed on the 24th of January, and arrived on the 25th at Macao, near Canton. We stopped there four days, then sailed into Canton on the 30th, and delivered our cargo according to our instruction; not being permitted to return to England with the produce of the East, (such being the right of the East India Company only) we were therefore obliged to take in ballast, and sailed on the 1st day of March, in company with the China Fleet, for Europe. On our passage from Canton to the Cape, we experienced very severe

weather in the Chinese Sea ; we made the Cape of Good Hope, on the 3rd of May, and immediately ran for St. Helena, where we arrived on the 20th and anchored under Ladder Hill, in 17 fathom water. This hill commands the principal entrance to the Island, and is very strongly fortified. We remained there three weeks, waiting convoy, during which period we frequented the Island, and were supplied with Water, Potatoes, &c. in three weeks, we sailed with the Fleet for Europe ; our vessel having been appointed one of the look-out ships, in consequence of her warlike appearance, and superiority in sailing. On the 9th of August, we put into the river Shannon, on the west coast of Ireland, and were there joined by several ships of war, to convoy us up the British Channel. On the 15th we sailed, and parted company from the Fleet off Cape Clear, and in two days after made Lundy Island. We got a pilot on board, and ran for Kingroad, where we anchored that night, the day following, got under weigh, and arrived at Bristol, and after receiving the balance due to me, I travelled to London.

Having thus completed a Voyage round the World, in the short period of two years; the reader may be desirous of more correct information as to the success of such a commercial speculation. Probably this Voyage to a scientific mind, would have been productive of much useful information, and have opened in this scarcely known region, many inexhaustible treasures. But it was merely undertaken for profit, in a small vessel, of but 100 tons burthen, and a crew amounting to 16 in number, none of whom felt an interest beyond the particular purpose for which he was engaged.

Voyages on trade, to the North West coast of America, have generally been profitable; but one on so contracted a scale has seldom I believe been attempted. Had it been on a larger plan, returns could not have been made in less than three years. The cargo, outfit and men's wages did not exceed £4,000; while the return we made for such, was not less than £20,000. If a company of enterprising men, not even great capitalists, associated and subscribed a sufficient fund, there cannot be a doubt but such

a scheme would be very productive, and such speculation, would repay the risk, and extend the intercourse, and advantage of British commerce and policy, to those regions which sooner or later, will not be less productive than the most valuable of our colonial possessions.

The establishment of a North-West Company, with a capital of £100,000 actively employed, would be of infinite advantage to the country : it would open a new and extensive field for the disposal of every branch of our manufactures, and its good effects would be diffused through the Empire, taking up from the common stock of misery ; giving employment to a considerable portion of our manufacturing classes, and consequently relieving their wants.

At the present time, when a stagnant infection corrodes every commercial and mechanical interest, too much exertion cannot be used to give relief to the many individuals concerned. I shall not lose any opportunity in the further progress of this work of stating every particular, tending to elucidate this most important subject.

CHAP. V.

Engages with Mr. Anderbury, on board the Ship William, on a Voyage to the South Sea; sails in company with the Beaver and Moss, intending to double Cape Horn; makes the Brazil Coast; arrives off Statin Land, and gets sounding; experiences dreadful weather off the Cape; runs for the Cape of Good Hope and New South Wales, and arrives at Port Jackson; refreshes there and sails for the Coast of Chili; commences killing Whale off St. Mary's, and Masafuera; collects Seal skins for the use of the ship; visits Le Lobos; stops there some days, and then sails for the Gallipagos Islands; visits the Island of Cocoas, and California.

AFTER my discharge from the Jane, I began to turn my attention to a similar engagement. It happened fortunately at this time, that a Mr. Anderbury of London, was fitting out a Vessel on a Voyage to the South Sea. My ignorance of that particular trade and my diffidence, would not allow me to engage in any other capacity than before the mast. In this situation, I shipped myself on Board the William, then commanded by George Fitch. In a few weeks we dropped down to Deptford, were we remained some days

making the necessary preparation for the voyage. The Vessel being ready we took on board a Pilot for the Downs, then joined convoy and proceeded to Portsmouth, where we arrived on the 6th. of November. Here we experienced dreadful weather, blowing a heavy gale, with snow and rain. During this storm a large Dutch-built Vessel ran foul of us, by which accident our sprit sail yard was carried away: however in two days after we supplied our loss, by procuring a spar on shore, and preparing a yard from it on board. We waited 9 days off the mother bank, and sailed on the 15th. in company with the East India fleet, and some south sea men, under regular convoy. From this we parted off the Western Isles on the 7th of January 1797, and continued in company with the Beaver of London. In Lat 10. N. we fell in with a shoal of black fish of the whale species, which are held in trifling estimation by fishermen, as they give but little oil, and that of inferior quality.

We lowered down our boats, intending to kill one for the use of the Vessel, but the Beaver's boat having got ahead and endeavour-

ing to strike one, their boat was stove and the Harponier killed. In giving assistance to the Crew, we gave up any farther pursuit, and the two vessels kept in company until the 9th. when the Beaver out sailed us, and then we separated, and fell in with, in Lat. 8. N. Long 20. W. a Portuguese Ship called St. Antony, from Rio Janeiro, and bound to Lisbon with a cargo of sugar, and tobacco. From her we procured a small quantity of each. We experienced much calm and flattering weather from this to the Line, which we passsed on the 15th. after assisting at the ceremony invariably observed on that occasion, Neptune appeared in his accustomed majesty, with the emblems of the great expanse over which he reigns On the 16th, we had heavy rain and much thunder, and saw several whales on the Brazil banks, but did not lower our boats, fearing we should lose the season for doubling Cape Horn, we made the land in Lat 30 S. and then tacked ship and steered to the S. E. In a few days, after the wind favouring us, we stood to the South west, until we made

soundings at Statin land, in 110 fathom water, sandy bottom, wind. S. W. blowing a dreadful storm, with heavy snow, which continued with unabated fury.

During our stay off the land for six weeks: The ordinary working hands were insufficient for the vessel. In attempting to close reef, the fore and main top sails, they were so stiff with the frost, that at the first attempt it was impossible to bend them; in consequence of which all the hands about 24 in number were ordered aloft, and succeeded in handing them. The cold was so intense and the effects of its benumbing and frigid influence, so powerful that every individual more or less felt its inconvenience; but particularly four of the crew, totally unaccustomed to such severity were obliged to be lowered from the fore top.

Some Portuguese, who had been 20 years on merchant service cried like children with the effects of the cold: even the Captain seemed to forget the duty he had to perform. Perhaps driven from the deck by the severity of the weather, he attempted to indulge himself

by the cabin fire. At this time I was placed at the wheel and the entire management of the ship at my disposal: danger imminent, though not certain. This was not a time for indulgence, when the elements seemed to conspire the destruction of our crew, and the property committed to their care. The Vessel shipped a very heavy sea, which drove me over the wheel, with considerable force into the lee mizzen rigging: fortunately I escaped going over the side.

As soon as I recovered from this dilemma the first thing I heard were the cries of the Captain, begging assistance. I replied in the sulky feelings of the moment, that he was much more comfortably circumstanced than I was. However I went down to his assistance, and found him stretched on his back, with the large Slop chest over him, and drenched with the hot porter which he was preparing for his own use. I soon extricated him from his difficulty, and immediately returned to the helm.

The weather continuing severe, without the least abatement, and the season being so

far advanced that every hope of being able to accomplish our voyage round Cape Horn was at an end; our owners originally guarding against any disappointment and fearing we should not have been able to get round the Cape, had the precaution to obtain a licence from the East India Company, permitting us to run the Eastern passage to new South Wales. We therefore bore away, keeping in view our instructions, taking our departure from the soundings the 12th of April.

The wind continued from the westward, blowing a strong gale, with heavy showers of snow and sleet, during the entire passage.

We made the S. W. Cape of New Holland, Lat. 43, 54, S. Long. 147, E. On the 16th of June, and then ran for Port Jackson, where we arrived on the 26th, off the South head.

We took on board a pilot, who conducted us into Sydney Cove. The shore of this Colony has the appearance of an improved country; it is thickly wooded, presenting at the same time many places covered with the richest verdure. Running up the harbour, you leave Garden Island, on the

larboard hand; which is slightly fortified and chiefly resorted by the new settlers, when out on water parties. Farther up on the starboard side, Ceres' Cove presents itself: it has received its name from the Ceres Store Ship, supposed to be the first vessel that ever entered that Cove.

Three miles farther you make Pinchgut Island, on the same hand, which is a small barren rock, and takes its name from the circumstance of being made the prison of an individual, who committed some great crime, at the period of the first settlers, and in consequence of the sterility of the soil, affording nothing in addition to his scanty allowance, he gave it its present name.

After passing this, the North battery presents itself: it is the most formidable fortification of the place, and with Benelongs Point, forms the entrance of Sydney Cove: the latter takes its name from a Chief of the natives, who had been much attached to the settlers, and whom the English Government attempted to reclaim, naturally expecting advantage from the fortunate civilization of a single individual among those stubborn tribes. In this attempt, however, they had not

the good fortune to succeed, as Benelong, at the last time I visited the Colony, retained all the appearance of his native manners and customs; occasionally retiring into the woods to indulge in savage excess.

Sydney Cove may be classed among the safest and best harbours in the universe. You may anchor in any depth of water, with a good muddy bottom. The Town which at this period was but in an infant state and contained about 1000, Huts and Houses, of which the Governor's stood at the head of the cove. A wharf had been built at the end of his garden which is called the Governor's wharf, near which is a rock with span-shackles, or rings, for heaving down shipping; which can be accomplished with the greatest safety.

At the other side of the Cove, stands the dock-yard, on a small scale, without the advantage of a wet dock: it is stocked with the best timber, the produce of the Colony; of which there are various descriptions, viz. the Ground Oak, Forest Oak, String of Bark, Iron Wood, Tea Tree, Blood Wood, and Dwarf Pine; but this part of

New South Wales does not afford Pine timber of much value. The inhabitants are therefore obliged to build their vessels with Oak and String of Bark.

Having visited Sidney, in sometime after the period of which I am now speaking and under more favourable circumstances, of which I shall give a more minute description, in my subsequent part of the work.

From this we sailed on the 10th of July, for the Coast of Peru, 70 miles, North of Lord Howe's Island, we discovered a very dangerous Shoal, not described by any navigator, nor laid down in any chart at that period. Its extreme length is about one mile; it lies due north and south; is of a hard sandy surface, perfectly level with the water, and we could easily hear the breakers at the distance of two leagues. It is in Lat. 30, 10, S. Long. 159, E. From this to the Coast of Chili, we saw great numbers of Whale, Dolphin, Albicore and other fish.

We made the Island of St. Mary, on the 11th of September, where we anchored in 9 fathom water, and procured a quantity of hogs, wood

and water, This Island stands 6 miles from the coast and forms a fine anchorage between it and the main: in approaching, it appears excellent table land; the soil is of the finest sort, of a rich loamy surface; enjoys all the advantages of wood, water, &c. and is subject to the Spaniards, many of whom resided there, until the commencement of the late war.

There are two bays, one North and the other South, divided by a low land. It is necessary in passing between the Island and the main, to give the low point a good birth, as a shoal runs out two miles from the land when coming to anchorage, which may be done in 9 fathom. We found several fine watering places on this Island, where is an abundance of wild Hogs. excellent Apples, and a great plenty of fire wood: it is about 35 miles in circumference and in Lat 37. 10. S. Long. 72. 10. W.

The next port on the main is La Conception, which has a good trade, in Corn, Brandy, Olives, Cider, &c. The distance to this port from the North End of St. Mary's, is about 20 miles. We stopped at the Island a few days, and

then proceeded to our cruising ground. On the 2nd of October we saw a large spermaceti whale, and lowered down our boats. In a short time the captain got fast; it did not however prove an easy prize, for on attempting to lance it, his boat was knocked to pieces, which obliged him to desist, The chief mate next succeeded in getting fast, and met a similar fate, however the crew of the boat in which I was, attempted and fortunately succeeded in killing it, after receiving considerable damage, and much fatigue. To me unacquainted with such a pursuit, it appeared a singular and bold attempt to follow such a huge animal. But I soon became acquainted with it and though the danger is great, expectation counterbalances it and makes palatable the fatigue endured on such service. After killing the whale we towed it and the stove boats along side. This day we spoke with the Betsey, the property of Mr. Bennett of London, engaged on the fishery.

The Captain sent a boat's crew to us, to assist in cutting in the whale, From her we procured 75 Barrels of oil and filled 4 puncheons

from the cavities of the head with the choicest spermaceti. For the information of many of our readers it may be instructive, to state the process of getting the oil from the whale. As soon as the blubber is stripped from the animal, and lowered between decks, the furnaces are prepared, all the fat is cut into small slices and in that state boiled, and after boiling sufficiently, run through a hose from the upper deck to the casks in the hold, all of which are stowed and stanched, previous to their being filled, where they remain until we return home.

The whale fishery may be considered as one of the most valuable pursuits; it requires little expenditure in the out-fit, and even the fuel used in boiling the blubber down is, the residue from the animal itself. After stowing our oil in the usual way, we regulated the decks and stood for Masafuera, which we made on the 10th. but did not land. From this we proceded to Le Lobos, where we landed and got some seal skins and rock fish, for the use of the ship.

From this we steered to the Gallepagos Islands, made them on the 2nd. of November, and anchored in Stephen's bay, Chatham Island, Lat. 50 miles S. 89. 40. W. This bay is extensive with rather irregular anchorage, the best in 13 fathom In the centre are two very singular rocks, that at a distance have the appearance of old castles. The current sets through them with great force. It is plentifully supplied with rock Cod, Turtle, and Cray fish; a quantity of salt also may be procured on shore.

We saw on this Island some Tortoise, and a variety of the feathered tribe, consisting of Pelicans, Flamingo, Gulls, Garnets and Boobies. The face of this Island exhibits the most unquestionable proof of volcanic irruptions. The shore is covered with cinders, as if discharged from a Smith's forge, and though the country is well covered with wood, it is so stunted as to be of little value for any other purpose than fire wood. The land tortoise is the worst of any on the Gallepagos Islands, which may be attributed to the soil,

On the larboard hand, a small cove is situated among the mangrove bushes, where Turtle resort to get shelter from the sun. I would recommend much caution when walking in this pond to procure them, there are such numbers of Sting rays, as more or less to endanger the security of every person so engaged.

One of the crew while taking turtle in the pond, touched the back of a Sting Ray and received a violent stroke on the shin. The blow was so great as to take, with the poisonous sting, a part of the trowsers and stocking into the wound. Ultimately he lost the use of his leg, and were it not for the particular attention paid, his life would have been forfeited. I saw the wound in eight months after; the leg was withered like the branch of a tree from which the trunk had withdrawn its sap. By the application of strong adhesive plaisters, the sting was drawn out, which was of a black colour, resembling the point of a harpoon. A grown Sting Ray is about the size and shape of a Maiden Ray: its back is speckled like a Leopard, and, like the Torpedo, should be ap-

proached with considerable caution. Near the mangrove is a small pond that receives the sea water at spring tides.

During the retiring spring and neap tides, the water is exhaled by the sun, and the saline particles united and crystalized by its influence. Here at any time may be procured a sufficient quantity of salt for ships use. The ebb and flow of the tide are about 8 feet among the Islands; a very strong current runs from S. E. to N. W. it is very irregular, sometimes continuing for a week, and at others running six weeks. In many parts we observed at the meeting of the lee and weather current, the appearance of a shoal. To persons ignorant of the cause, it would appear as if they were running on a reef. It requires a very stiff breeze to stem it.

From this we proceeded to King Charles' Island, where we landed and got some Tortoise: it is the poorest and most steril of the Gallepagos Islands, affording nothing from the earth for refreshment: covered with a small underwood and prickly pear bushes, very painful, and even

dangerous to walk through, from the construction of the thorns with which they are armed.

After this we visited the Island of Albemarle, where we met the Atlantic, British Tar and Venus ; the former belonging to our proprietor, having her cargo complete, consisting of 1400 barrels of spermaceti oil. In this Island are two very large Bays commonly known as the Lee and weather Bays. The Lee is in middle latitude and Long. 91. 20 West. In this bay the British Tar at anchor procured 1900 barrels of spermaceti oil ; it is about 15 miles long ; at the head is a passage to the weather bay, forming a strait about one mile in extent, which we found in pursuit of a shoal of spermaceti whale, taking that direction. This I think necessary to state in contradiction to a generally received opinion among fishermen, that the spermaceti whale will not go into sounding ; on this occasion we forced several of them on shore.

Vessels in running for the head of the bay, must be very cautious to give the north part of Narborough Island a good birth, by keeping in mid channel, or rather more to the west, as an

extremely dangerous, coral reef runs 4 miles from the shore, no part of it apearing above the surface of the water, it can be seen when approached, about 3 feet below the surface. On the south part of this Island is deep water with a sandy beach, where we procured a large supply of Turtle of the logger head, long tail, and hawk bill species, from the latter, the valuable shell called Tortoise Shell is procured: it is a crustaceous substance, forming the back of the animal. Opposite this Island on Albemarle, a small quantity of fresh water may be procured. It is the place where Captain Extine built a fort, intending to repair his Vessel, but finding it a task too difficult to be accomplished the Island not affording materials for such a purpose, he was obliged to desist.

The south part of Albemarle is thickly covered with underwood and grass, on which immense numbers of land Tortoise breed: they can be taken from 1 lb to 500 weight The very large ones are coarse food, but those weighing about 30 lb, afford the most delicious meat. The animal is uncommonly strong: I have seen

three of our crew stand on the back of one, and with this ponderous weight did it move with as much ease as a horse with his rider. They are harmless, of a black colour, differing in this respect as well as size, from the West India species. We have kept them from six to eight months on board, and astonishing to say, during that period, they had not used any thing to prolong existence. There are also numbers of Guana of the sea and land kind. These animals are also harmless, though on the first approach, a stranger would be inclined to conclude the contrary, from an incessant hissing like the Snake, on the approach of every person. They are in form like the Crocodile. covered with a scaly surface. The sea Guana are amphibious, but the land ones never enter the water, they burrow in the manner of Rabbits, and are extremely prolific.

The West India Guana is esteemed excellent food, but not having used them in that way, I cannot hazard an opinion as to their quality in that respect.

The weather part of this Island is extremely dangerous to approach with a boat, as a dreadful surf continually drives on the S—E. shore. There is one small landing-place, which lies on the starboard hand, as you enter the weather bay.

The marine animals are the same as among the rest of the Gallepagos Islands, among which is frequently found a very singular one, called by seafaring men the Bill Fish: it is larger than a full grown Porpoise and in appearance not unlike the Sword fish: it differs however, very materially in the construction of its head, which is round, and from which the mouth extends, more than six feet, like the bill of a Snipe: as food it is very luscious, and when dressed has the fine flavour of smoked Salmon. This animal is not of the voracious tribe, and is a native of middle latitude: I never during all my voyages saw any of them, but among the Gallepagos Islands.

Here also are extensive shoals of Dolphin, Albicore, Binetta, and a great variety of smaller fish. The Bone and Tiger Sharks are also very numerous in this latitude: the former are often

mistaken for the Spermaceti Whale, and if harpooned under such circumstances, it is necessary immediately to cut the line, from the impossibility of killing them.

From this we proceeded to King James's Island, in Lat. 12 miles S, Long. 90. 40. W. and anchored off the West part of the Island, in nine fathom water, fine sandy bottom,

The Scurvy at this time had made such lamentable progress among our crew, that we were not able to man the boats. To such a state have I seen the crew of a vessel reduced on the cruising places, that several hands have been lowered into the boats, in a chair, to pull after Whale. As soon as we secured the vessel, we removed on shore, taking with us Canvas, Spars, &c. for tents, our hammocks, and every necessary article for culinary purposes. All these preparations were undertaken with the view of what is termed burying the crew. The manner of operation is very simple, safe, and effectual, superseding at once the use of those otherwise necessary stimulants. Having prepared the tents, sufficient to contain at ease, such of the crew as

were diseased, small pits were dug morning and evening, in which each person was placed, and covered with the earth to the middle. In this situation the patient must remain about two hours, during which time he is supplied with a few slices of raw potatoes, previously steeped in vinegar: this has been found the best specific for the most stubborn scorbutic affections among ships crews. It may not be amiss to state the general symptoms of this disease: the lower part of the body and limbs is particularly affected; the entire body has the appearance of mercurial salivation; the gums are swelled; the breathing very difficult, and the thighs and legs inflated to a most enormous size, shewing all the appearance of a commencing mortification; the limbs cannot move as the sinews are contracted. The individual thus affected, feels life intolerable from the excruciating pain of body and loss of spirits To suppose however that when this dreadful enemy of nautical pursuits commences its work of destruction, any precaution can be adopted to counteract its ravages, is not only inconsistent, but altogether an absurdity. No

antiscorbutic, however potent, can stop its progress, nor can any anodyne assuage its pain. THAT ALLWISE BEING who has formed the globe, has given to each animal its sphere and clime. The greatest monster of the deep cannot exist within the influence of land, how then is it to be expected that man can escape that of the sea? if in a chemical point of view, we consider that he exposes the human system to the powerful action of those saline particles of which the ocean is formed, and this exposure must more or less tend to derange that system. From such view, I am certain every man will be inclined to admit, that the contraction of a Scorbutic affection, under such circumstances, is perfectly natural, and proves the consistency of the foregoing remarks, by this demonstrative evidence, that when the subject is removed from the influence of the water, a state of convalescence almost instantly ensues; even in the short period of three weeks, the person diseased is so far recovered from the effects of the loathsome affliction, as to be able to resume his former activity, and become equal to the duties of his pursuits.

Having procured on this Island about 500 Land Tortoise of exquisite flavor, and a great quantity of fire wood, and the crew being perfectly recovered, every vestige of the scurvy having disappeared, we ran for Rock Redondo, in Lat. 15 miles N. Long. 91. 34. W. At this place we fell in with the Greenwich, Captain Briggs, belonging to our employer and lately from England. Both vessels ran for the Island of Cocos, Lat. 5. 30 Long. 88. W. which we made on the 17th December, and sent Boats on shore for refreshments: the Island however did not afford any thing but Cocoa Nuts, with which it is abundantly supplied. It is infested with Rats, Snakes, and a variety of Birds.

We expected to have received a supply of Hogs here, as we were previously informed that COLLINET sent some on shore to breed; but not having stopped a sufficient time to examine the interior, it is not possible to say how far they succeeded. The Island is about 15 miles in circumference, thickly covered with Cocoa-nut trees of immense height: a small Bay is formed to the south, at the entrance of which is a rock covered

with Trees of various descriptions, chiefly Tick-Wood. The water of this Bay is overrun with Sharks of a red colour, and voracious description.

While the men were pulling in for the shore, these animals frequently griped the blades of the oars, and generally held them until pulled above the surface of the water. From this we sailed on the 18th. and directed our course N—W. We saw several flocks of birds of the aquatic tribe, and shoals of flying fish, endeavouring to avoid their natural enemy the Dolphin. We continued this course several days, and then made the Tres Marias, in Lat. 21. 30. N. Long. 106. 30. W. in the Gulf of California, on the 10th. of January, 1798.

CHAP. VI

Joins with the Greenwich on a fishing Cruise; kills a great quantity of whale; the scurvy again attacks the crew; Ignorant of the war between England and Spain; enters Bandero Bay, a Spanish Settlement on the main; skirmishes with the Snaniards; parts company with the Greenwich; sails for the Island of Socorro: a description of it; cruises off Acapulca for whale; proceeds from thence to the Gallepagos Islands, arrives at the Island of Culpepper.

AFTER our arrival in the Gulf of California, the Captains deemed it advisable, to cruise in company, and equally share their success. Accordingly on the 12th. of January every thing being regulated in the vessels, they proceeded in search of prey, and in a short time after saw two spermaceti whales. The boats were immediately lowered in pursuit of them, and after some pulling, succeeded in killing one; from which we procured 80 Barrels of oil. From this we stood to the southward, and made the Tres Marias a second time, where we fell in with a shoal of whale, of the former description. Every preparation was immediately made, and in

a very short time got fast, to four of them, using at the same time the precaution of keeping two Boats as a reserve, in the event of any of them employed in killing, should receive any accident, which is very common in such a pursuit. In about three hours we were so fortunate as to kill twenty-one of them, without receiving any material injury. One boat being only stove, in which I was: her stem was driven in by one of the plunges made by the whale, when lancing her.

Such of the hands as could swim, left her and made for the other boats, while I was left to my fate, unable to save myself in that way. During this exertion for life, the boat being then nearly filled with water, one of the crew pressed on the gunnel, and completely upset her over me. However my mind was made up for such an event; all my thoughts were turned how to escape the danger with which I was surrounded.

Unable to relieve myself, I endeavoured to support my spirits. As I knew not how to swim, I was for full 15 minutes under the boat, sup-

ported by the thoughts between Time and Eternity. Not knowing to which side the balance would incline, confident my companions had given me up for lost, still hope, the solace of human woe, animated me with confidence in that divine providence that watches over us in the most perilous situations, and which in this instance most miraculously saved me. The open in the bottom of the boat, admitted sufficient air for me to breath, until the crew came to take her on board, when finding me entangled in her, I was received with great acclamations of joy as one indeed returned from another world. This days industry was very productive as each vessel shared 300 barrels of oil, which being regulated, we continued cruising. The weather at this time was very severe, accompanied with heavy rains, and strong winds. The scurvy again made its appearance, and it became indispensably necessary, that we should make some port. Accordingly we entered Bandero's Bay, having previously painted some sheets after the manner of American colours, under which we entered the Spanish port, this being a mere pre-

caution, as we were doubtful of a war between the two countries. There we remained two days, during which time, our crew had been several times on shore. On the third day, a division of about sixty men, chiefly Indians, under the command of the Governor, marched to the shore, with a white flag; on seeing which, we manned and armed four boats, and sent them on shore. On our landing the Governor approached us with every mark of friendship, he had previously placed his men in ambush, and on his giving the signal, they all rushed forward, armed with Knives, Cutlasses, &c. &c. and attempted to seize our boats, and fire-arms. In this attempt however, they were frustrated, and we succeeded in getting the boats from the shore. Our Captain to shew his gallantry, was nearly up to his neck in the water. in endeavouring to shove the boat off.

We pulled with all possible speed to our ship; on getting on board, our Captain repaired to the cabin, and after overcoming his fright, taking a glass of Grog, putting on a dry shirt and a clean pair of breeches, came on deck, and exclaimed to

the ships crew, thank God, I have got once more on board of my ship, I never was in an engagement before, and hope never to be in another: there was not a shot fired by either party, the Spaniards had one old Musket, without a lock, which being pointed at our Captains, caused their speedy flight.

We were immediately ordered by our spiritless commanders, to get under weigh, and instantly quit the port, which was refused by the major part of both ships company, the Captains (not being willing to go on shore themselves to renew the contest, agreed, according to our request, to allow us to land, under the command of the two principal Officers of the ships. As we knew the state our crew was in, and the imposibility of reaching a British Port, which could not be done in less than three, or four months. From the ravages of the Scurvy, we thought it much better to risk our lives in procuring refreshment, than to proceed to sea in our feeble state, probably to perish, and lose the property of our employers.

Having every thing in readiness for our landing, on the succeeding day, we were agreeably

surprised, by the reappearance of the Governor on the beach, with four Bullocks, and a quantity of Fruit, as presents, We immediately repaired to the shore, fully armed, in case of an attack, but he attempted nothing hostile.

The Governor informed us, if we would remain in the port, uutil proper Officers should come from Acapulco, to examine our papers, we should have every refreshment thé place would afford. To this proposal we instantly agreed, and attended every day in getting those affected with the Scurvy, buried. In five days the Officers came on- board accompanied by the Governor, and took particular care to examine our force, as well as our papers. After dinner they seemed to be perfectly satisfied, and went on shore, though we had every reason to think the reverse, as our papers were neither legal, or correct; being nóthing more than a few American protections.

The day after their departure, a man belonging to the Greenwich, and I, went on shore for Limes, Lemons, or any kind of Fruit we could procure for our comrades.

There being no regular roads, but numerous path-ways formed by the tracks of wild cattle, and the country a complete forest of the largest timber ; we travelled from eight o'clock in the morning, until sunset, in a North-west direction, and arrived at an Indian Village. Here we expected to get some refreshment, but on examination, we found no inhabitants, however we procured a few Limes, and a draught of water. In one of the huts we thought to remain for the night, but from the roaring of animals, which we supposed to be wild beasts, we were glad to desert our lodging, and take refuge in the top of a large tree, until morning. At day break we heard the sound of horns, in every direction, which we imagined to proceed from the Indians, either collecting their cattle, or forces.

At this time. from hunger and fright, we seemed to have as great a wish to get on board as our Captain had, when the Spaniard presented the musket at him. We ventured from the tree and made all possible speed to the highest hill near us, from which we had a view of the harbour and shipping. From this we shaped our

course, and at dusk got on the beach, opposite the vessels, where we remained 'till next morning, not being able to get on board. At nine A. M. a boat from our ship, approached the shore, in which we got on board, and on the 8th. of February, got under weigh and left the port.

This Bay is very extensive: the entrance is formed by two small Islands on the starboard hand, and on the larboard, an Indian Village, on a low point on the main. The bottom here is stiff mud, at times, a heavy swell sets in, which is very dangerous, and often causes vessels to part their cables. It is in Lat. 19. 20. N. Long. 106. 40. W.

The two vessels cruised but a few days, together, when we parted company: the Greenwich for the Gulf of California, and our ship for the Island of Socorro, which we made on the 21st in Lat. 18. N. Long. 110. 20. W. This Island does not produce any thing of much value, the soil is of a barren nature; there is neither good anchorage, nor fresh water, though it is about 30 miles in extent.

From this we took our departure, not thinking it any advantage to anchor, and stood for Acapulco, where we fell in with an abundance of very large Spermaceti Whales. Here we cruised for a few weeks, and were very successful.

This is not a considerable place of commerce, and only for the arrival of the Manilla Ships, would scarcely be known, in consequence of the Galleons annually stopping here, and the riches brought from Peru, a fair is held, which lasts about one month, during which time all is pleasure, every species of amusement to entertain the numerous persons who at that time resort to Acapulco, and raise it from a small place, to a very populous city.

The harbour is well fortified, and though small is perfectly secure, but the country surrounding, is very hilly, between which are numerous pleasant vallies, thickly inhabited. The inhabitants are of the same manners and costume as the principal part of the New World; a great love for dress seems to be the inherent virtue of those who inhabit the vast Continent of South America.

From this we sailed on the 16th. of March, and on the 17th. spoke with a large Spanish Ship. 60 miles South of the harbour, to which we shewed American colours, and passed her as such.

On the 18th. we fell in with a shoal of Whale and killed two of them. After this we continued our course to the south, and on the 23rd. of April, came in sight of the Island of Gorgona, in Lat. 3. 20 N. Long. 77. 50 W. where we anchored the next day in 30 fathom water sandy bottom, within a cable's length of the North East part of the Island. The boats were sent on shore, to bring a supply of wood and water. On the 26th. two boats were ordered to row round the Island, and examine the shore, at the South East end, opposite the Main, where we found the best anchorage. The most plentiful supply of fresh water can be procured here.

We saw three small Huts uninhabited, which must have remained so a considerable time, and were perhaps first erected by the Buccaniers, who formerly made this a place of rendezvous

and where, they usually heaved down their Vessels to repair. From this we pulled to the South part of the Island, at the extremity of which, lies a bank that extends to a reef of rocks; which is about the distance of one mile. Here we procured a boat-load of remarkably large Oysters, from which we obtained Pearls of considerable value. This bank at that period was unknown to Europeans; it was however resorted to, by several Indians from the main, who came for no other purpose but to take pearl, and from which several of them derive a very lucrative trade. At the South West point of the Island, we discovered, a landing place, where we found a good supply of Cocoa-nuts and Plantains, and arrived at the ship, after pulling round the Island, the circumference of which is about 15 miles. The land is very high and woody, and there are great numbers of black monkies with white faces, also snakes of various descriptions, among which I saw several large ones, called the diamond snake.

While cutting down a sapless tree for fire-wood, I was alarmed by one of this species, which at-

tempted springing on me, but was prevented, being confined in too narrow a compass. I immediately ran for a boat-hook, which I forced down its throat, until it died. I then drew it out from its ambush: it measured 7 feet in length, and 16 Inches round the thick part of the body. The skin was of the most beautiful appearance; the colours perfect and the streaks of green and yellow, regular. The next day we landed on the East part of the Island, where we met a great number of Monkies. I fired at one, which had a Cub, and killed it.

As soon as the old one fell, the cub ran and threw itself on her, and made several efforts to stop the wound, by putting tufts of moss to the spot, where the shot had entered. This singular act of attachment (which would have done honour to human nature,) excited my astonishment. When the young Monkey was taken it exhibited all the signs of grief, even the Eye-lid seemed to have been softened with a tear.

On the next morning a part of our crew went on shore, where we were astonished with the

noise of monkies. As soon as we pulled to the beach, they all armed themselves with stones and climbed up the Trees. On our landing they threw a volley of them with great force, one of which came in contact with our Boy's head and very severely cut him.

At the North end of this Island, a very strong current sets between it and the main, from which it is distant about 20 miles, where a very lucrative traffic may be carried on in Cochineal. The Indians who came to take Pearl could be successfully employed in that way. The trade however should be contraband, as the jealousy of the Spanish Government is peculiarly alive to the interest of this very valuable commodity.

We took our departure from this Island on the 5th. of April, and directed our course S. W. We had to contend with very strong currents and baffling winds. On the 12th. we saw a large Spanish Brig, in Lat. 1. N. We continued our course in the same direction, and on the 20th. made the Island of Plata; there we sent boats on shore and procured a few wild goats.

This Island, though close to the main, is uninhabited: it is about 15 miles in circumference, and like other Islands, in those Latitudes produces nothing of much value. It is thickly covered with under-wood. The Buccaniers also rendezvous there. The shore is surrounded with rocks. On the top is a volcano, which at times emits fire: the flame can be clearly distinguished at night, when it is divested of the thick vapour.

The surrounding part of the Island seems to have been formed from the Lava, which has flowed from the bowels of this burning mass, and perhaps the great deformity of the shore, may be attributable to the effects of some Earthquake. We made but a very short stay here, as on the 24th. we sailed and stood to the S. W. in Lat. 2. S. We spoke the Barbary, late from the Cape of Good Hope, where she had been on right Whale fishery. Both vessels joined in partnership and continued standing to the westward. On the 3d. of May, we saw some Whale, and made instant preparation to follow them. We succeeded in killing four. After stowing and securing the oil, we continued to the westward,

and fell in with the Hudson, of Nantucket, also employed on the whale fishery. We parted company, on the next day, and ran for the Island of Gallego, intending to have stopped there some time. After ineffectually searching for it, for the space of six weeks, and not being able to discover any such place, though laid down in in Lat. 1. N. Long. 107. W. We stood for the Gallepagos Islands, and made the Island of Culpepper, on the 27th of June, and sent our boats on shore.

CHAP. VII.

Description of the Island of Culpepper, and other of the Gallepagos Islands; the crew again afflicted with the Scurvy; makes Easter Island, on our passage home; doubles Cape Horn; makes the Islands of Tristan de Cunha, and from thence proceeds to St. Helena, description of the place; joins convoy and proceeds to Europe; arrives in the Cove of Cork, and from thence proceeds for London.

THIS cluster of Islands, seems to have been originally destined by nature for solitude; she having denied them the blessings of water and other useful necessaries for the support of animal existence. The Island of Culpepper, with the other of the Gallepagos Islands, is destitute of any soil, that could be turned to advantage, or possibly reclaimed. It is entirely covered with a gritty substance, and from several obvious reasons, must have been produced by some volcanic erruption. The different Islands labour under the same disadvantage, and vegetation seems to have totally withdrawn its invigorating influence from them.

The variation among those Islands, is 9 degrees E. From this we sailed for the Island of Albemarle, and made the N. W. point of it on the 7th. At this point it is necessary to keep about two miles from the shore, as a very dangerous shoal extends in that direction.

The distance between this Island and rock Redondo, is 11 miles; it bears due West, and resembles an old castle, 4 feet above the water. We sounded within a boat's length of it, and found no less than 50 fathom water.

The immense number of sea fowl, that resort this rock, cover its entire surface. On the 15th we went on shore at the south part of the Island, with two boats, to get a few good Turtle, On approaching, we found it dangerous to land, as a heavy surf drove on shore. The Captain landed three of us on the Island, and sent the other boat on board, keeping one man with himself in his boat, which was anchored a short distance from the rocks.

We commenced killing Seal and procured a good number of Skins, of a very beautiful silver grey colour. We also selected some of the

best Turtle, and brought them down to a point of one of the rocks, to put them into the boat. The Captain threw on shore the end of a rope, which we made fast to the flippers of the animal, and in this manner succeeded in taking off the Island, a few choice ones.

As I was passing from the rocks with two men a terrible surf drove over us, and with such violence as to precipitate them into the water, who swam for the boat while I endeavoured to secure myself by holding one of the projecting edges of the rock. As soon as I recovered myself, I attempted to make the highest part, thinking by that means, I should be able to secure myself from the violence of the sea; but before I had proceeded any great distance, I was again overtaken by the surf, and rolled with great violence. My head and a part of my body had been driven with considerable force into one of the holes of a rock, formed by the continual rolling of the sea.

In this unpleasant predicament, I remained some time: it was fortunate for me, however that I had been so circumstanced; had it been

other-wise, I certainly would have been drowned, as I was unable to swim. As soon as I recovered myself I got up the side of a rock. The Captain called to me to make an effort for the boat. I descended to the safest part of the shore, very much alarmed, expecting to be overwhelmed by the sea. Fortunately I succeeded in taking hold of a rope, that was thrown me, by the men, which I took care to secure well round my waist, and immediately plunged into the water, and got safe into the boat.

My clothes were very much torn, and my flesh dreadfully lacerated, from the sharp edges of the rocks, and it was a long time before I had fully recovered from the effects of the injuries I received. From this we proceeded to King James's Island, where we arrived on the 27th August, at our old anchoring ground. A garden which we had planted with vegetables, and fenced on our first arrival there, while operating for the Scurvy; we expected to have found in a prosperous state, as the soil of this Island is excellent; but the Guanas, which are very numerous, had destroyed every vestige of them, and instead of

finding it in a forward state, not a vegetable of any description remained. The Guanas are very mischievous; they seem to be the natural enemy of the Turtle and Tortoise. As soon as these animals deposit their eggs in the sand, the Guana is in search of food, and on finding the nest, they immediately proceed to suck the eggs.

On leaving the Island, our Captain laid in a supply of Guanas, as a substitute for Poultry, which were secured in the fowl coops, during the night they liberated themselves from their confinement, and went aloft. In the morning, when the Captain made enquiry for them, they were on every part of the rigging, not a spar, block or rope, but was covered with them. They are so formed in the claw, as to be able to use them in climbing, with as much ease and effect as the Monkey.

We sailed from this on the 13th of December, and again joined company with the Barbary, off Rock Redondo, and on the 16th. made preparations to return home. On the 18th. we parted company from the Barbary. On the 21st. we

met a shoal of Whale, and killed one of them: another with which the Mate had been engaged, stove the boat, and broke his leg. This accident induced us to give up every further pursuit, and we returned to the vessel. By this time we had on board 1600 barrels of Oil. We then directed our course to the Southward, and made Easter Island, on the 12th of October. We sent a boat on shore. When landing, a number of the Natives approached us, several of them presented to us water, and fire-wood, and made signs to us to follow them, which we did, to a small pond, filled with stagnant water; the surface of which was covered with a mass of animalcula, of a green colour. Not being actually in want of either fire-wood or water, we returned to the boat. A strange sail made its appearance, which induced us instantly to return on board the vessel, we made sail without examining the shore.

The Natives are of very small stature, of a copper colour, with long black hair, and they observe a custom of stretching their ears, to an unusually great length. The Island is about 15 miles in circumference, possessing a very barren

soil, affording nothing to support the comforts of life. The shore is overrun with Rats; there is neither safe anchorage, nor good water: it is in Lat. 27 5. S. Long. 109. 46. W. From this we directed our course S. E. and on the 15th of December, made Cape Horn. At this time the vessel had laboured with adverse winds and heavy seas, and became very leaky. The Scurvy again had made its appearance among the crew. We than shaped our course, steering N. E. until we made the Island of Tristan de Cunha. The crew by this time, had become so much diseased, that we did not send boats on shore. The Island is very high land, the shore very rocky, and dangerous to approach. It is chiefly resorted to by vessels, in pursuit of Seal, with which the coast abounds. After this we directed our course for the Island of St. Helena. This part of the voyage was the most trying; the progress of the Scurvy became very alarming, the greatest part of the crew were unable to quit their hammocks, and the management of the vessel devolved on five persons, who were themselves so much debilitated, as to be of little use. Under such deplo-

rable circumstances they were divided into two watches. and when their situation is fairly considered, it will appear that nothing short of a miracle could have brought a vessel of such burthen safe into port,

When we made St. Helena, we were so exhausted, as to be unable to get the anchors over the bows. We made the Island on the 2nd of January, 1799, and on getting in close with the East point, made a signal of distress. Boats were instantly sent to our assistance, and as soon as the anchors were down, and coming under the influence of the land, all the crew fainted, such as were effected with the Survy being reduced to skeletons. It therefore, became indispensably necessary, that all the hands should be removed on shore after receiving refreshment from the Island. Governor Brooks with a feeling of humanity, highly characteristic of his conduct towards us during our stay on the Island, ordered us free access and use of the Company's garden, where we daily underwent the operation of burial.

On our arrival at this Island we again fell in with the Barbary; her crew had also felt the

dreadful effects of the Scurvy, they were chiefly on shore, on crutches, slowly recovering from the ravages of that dreadful disease.

One month had elapsed before we were able to use our limbs with tolerable effect. Frequently, during our state of convalescence, by the use of stimulating liquors; our spirits became so much exhilirated, as to cause at intervals a cessation of pain. We remained two months, waiting convoy, in which time, the health of the crew was fully restored.

Having little to do on board the vessel, I embraced every opportunity of examining the Island, and seeing every thing interesting, half of which scarcely shews a blade of grass. At the South-East end is a look out tower, where sentinels are stationed. As soon as a vessel heaves in sight, a Soldier is dispatched with information of it to the Governor, from whom as a reward, he receives a pair of Shoes. From this tower a ship may be easily seen at the distance of Sixty Miles! This assertion may appear rather incredible, to those who are unacquainted with the clear atmosphere of the ocean, where St. Helena

is situated, but I state it fearless of any contradiction, having had many opportuuities of proving what I now assert, and those who from recent transactions have made the Island a subject of public discussion, and given a description of it: to them I appeal for the truth of what I state, if they have personally examined the place. To the Ex-Emperor of France, I appeal, whose residence on the Island for some months past, whose situation, and the circumstances of his expatriation, have in all probability given him opportunity, not within the reach of any of those persons who have published descriptions of the Island.

The many recent accounts which I have read descriptive of its climate, soil and produce, are so diametrically opposite to the characteristic quality of the place, that I cannot account for such palpable inaccuracies, except nature has performed some wonderful revolution in favour of it, since my last visit. The face of the Island is rocky terminating in very high peaks, between which are some patches of verdure in the Vallies, which are St. James's, Warren and Lemon. They are watered with several pleasant rivulets, and abun-

dantly supplied with Cresses and Pumpkins. In the most fertile part of the Island, is the Governor's Country-House, as also the district of Longwood and Sandy Bay. The best road to these is by Ladder Hill. Some of the pasture grounds in this direction, are of a deep rich loam, uncommonly productive, in which vegetables and all esculent plants thrive remarkably well; but the face of the Island is overrun with vermin, which destroys the produce before it reaches maturity. The fertile part may be about thirty acres, and is well stocked with Pheasants, Pigeons, Partridges, Guinea fowl, Rabbits, Rats, Fleas and Java Sparrows. Some of the breed are indigenous, but many have been brought from England.

Sandy Bay lies to the West, in a very deep valley, between two immense dreary hills, terminating in very high peaks, the surface of which is covered with loose stones of great weight, and which on a former occasion, had been intended for articles of defence, in case of an attack from the enemy, by rolling them down the precipices over which they hang.

The Town of St. James, (the seat of the Governor,) is situated in St. James's valley, and surrounded by a chain of strong fortifications. After landing to go into the town, we passed a draw-bridge, which is drawn up during the night, and from that through a gate-way into the town. On your left hand as you enter, is the Governor's House, opposite which, is Ladder Hill, a passage of very difficult ascent, leading to Longwood and other parts of the Island. This hill is very strongly fortified, and commands the Bay. The Town which is comprised in one street, is very meanly built and extends about half a mile; at the termination of it, is the Company's Garden, and the Hospital; the former covers about one English plantation acre, and is kept in the best possible state of cultivation, where all the Tropical fruits and healing herbs, are brought up with great success. The centre is adorned with a handsome fountain, in which are numbers of gold fish.

As to the produce of the Island, it scarcely deserves notice. A bounty of some consideration is paid to any person who cultivates the greatest

quantity of Potatoes, which were so scarce the last time I visited the place, as to be eight shillings a bushel.

A small quantity of Indian Corn is also raised, but all the produce is insufficient to support the Colony one fourth of the year. It has a few Cattle of a very small breed, and some sheep, which had been brought from the Cape of Good Hope.

The Island possesses little to interest, either natural or acquired: generally speaking, it is a rugged surface, having little soil to repay the labour of the husbandman. Many of the Rocks and Peaks, with which it abounds, seem to have been produced from volcanic effects. The appearance in many respects, shews a great similarity to several of the Gallepagos Islands. It possesses however one inexhaustible and very essential requisite, namely good water, with which the shipping can be abundantly supplied.

At St. James's Valley, a Tank is erected, with sufficient cocks, &c. attached to it, for filling a number of casks in the boats. This Tank receives its supply from a rapid rivulet, on which

is a grand Cataract, about a mile from the place where it discharges itself; it falls over a perpendicular precipice, about sixty feet high. In its descent the rays of the sun reflect in all the beautiful and various colours of the rainbow, which have a most pleasing effect.

Though the land is barren, the coast abounds with fish, the most palatable of which are the Cavallo, Albicore and Binetta, Rock-fish in great plenty, and an abundance of Mackarel of a rich and excellent flavour. The Cavallo are the most sought after, and if possibly procured, form the chief part of the dinner-table of persons of condition on the Island. The Albicore and Binetta are only inhabitants of warm latitudes, and generally follow the Dolphin and Flying fish.

While here I saw a large blue Shark, that measured eighteen feet, it was of the most voracious description. A boat's crew from one of the India ships, that had been fishing, was attacked by this terrible monster; and with all their precaution, were scarcely able to defend themselves from its violence, which was several times directed to pull them out of the boat. In a few

days after, some of the same description were brought on shore.

Another very singular animal is frequently seen near this Island, called the Diamond fish, and commonly known among seafaring men, by the name of the Devil fish, in consequence of two protuberances projecting about twelve inches from the head, and the immense size and ugly aspect of the animal. When full-grown, they are about fourteen feet square, and quite flat, with a long tail, resembling a cutting-whip. While I was looking over the side of the vessel, I saw one of them sporting on the water, and instantly with part of the crew, descended into the boat, taking the instruments used in killing Whale, and succeeded in getting fast to it, with a harpoon, thinking we should have little trouble in towing our prize on shore, but were mistaken, for as soon as the harpoon entered, it pulled the boat with considerable force, for above three miles, frequently during the contest, exposing us to imminent danger, by coming in contact with the shipping at anchor; we however succeeded in killing it.

The fish being useless for food, we made a present of it to the Governor's Son, as manure for his garden.

In consequence of a very strong current running to leeward, all vessels in making the Island should keep close to Fort Monday, if they are not particularly cautious of this, the inevitable consequence will be, they will be driven to leeward by the force of it, and will find it impossible to succeed without enduring considerable risk and labour. Should any vessel be so circumstanced, it will be necessary immediately to stand to the southward, by which means they will get out of the current, and take the benefit of the regular sea breeze.

In standing in for the land, a boat must be sent on shore to apprize the Governor of her destination, before permission will be given to anchor. The best anchorage is close in with Ladder Hill, in 18 fathom water, a clear sandy bottom. It is however necessary to have floating buoys on the cables, to keep them off the ground, in consequence of a very treacherous bottom in some parts, with very sharp projecting rocks that fre-

quently cut our cables. One mile to the N. E. of the Island, is a large Rock, called Bird Island, which is well stocked with birds of the aquatic kind. The inhabitants of St. Helena resort there on parties of pleasure, and many for the purpose of collecting Eggs. Turtle are very frequently taken, of excellent quality. St. Helena is in Lat. 15 56. S. Long. 5. 44. W.

After remaining about two months on shore, we were entirely recovered from the Scurvy, and able to work the vessel. About the 25th of March, some of the East India Ships arrived, and orders were given to our Captain to hold himself in readiness to proceed with the Fleet to Europe. Accordingly, on the 5th of April, we sailed in company with the East India Fleet, and a few other ships, and directed our course N. W. for the Island of Ascension, distant from St. Helena, 600 miles. We made it, after a fine passage on the 9th. and lay to off it during the night. In the morning, we sent a boat on shore, and deposited a Letter in a bottle at the well-known Tree called the Post-Office. At this period, the Island was uninhabited: it is

extremely barren, and gives but a small supply of good water; it however furnishes shipping with excellent Turtle, which are taken in great plenty, and of enormous size. The Island is about 10 miles in circumference, in Lat. 7. 57. S. Long. 14. 16. W. From this the Fleet sailed on the 10th for the Western Islands. In passing the Line, we experienced heavy rain, We made the Island of Flores, one of the Azores, on the 15th of May, from which we directed our course for Ireland, and finally arrived at the Cove of Cork, on the 30th

Our delay in the Harbour of Cork, was but of short duration, we only remained to receive instructions and refreshment, the latter of which can be supplied in that Harbour to the largest Fleets, in the greatest abundance. Accordingly the entire fleet got under weigh, on the 7th of June, and sailed for the Downs, where we arrived on the 12th. after an absence from our country, of more than two years and half, during which period, though violently attacked by the Scurvy, and other marine diseases, we were so fortunate as to return without losing one individual, and with a cargo sufficiently valuable, to repay the risk of our employers.

Immediately after our arrival, a very hot press commenced, the vessel was instantly boarded, and all the hands, with the exception of the Cook and a few Foreigners were impressed. I was tolerably fortunate in secreting myself in a paint locker, under the Cabin stairs, and though the Lieutenant of the gang was repeatedly standing on the stair-case, he had not sufficient art to examine the locker. After the gang returned from the vessel, I left my place of refuge, and went on deck. The Captain was in a state of despondence, sufficient hands had not been left to perform the duties of the ship, even the second Mate had been taken away, and how the watch should be kept, was matter of serious consideration. Under such circumstances, I instantly offered to perform that duty for the night, by which time the owners would have been apprized of the state of the ship and cargo.

On the 13th. we got under weigh, and proceeded to the Lower Hope, where we anchored that night, and I again kept the watch.

The next day a well-known Jew of the name of Moses. living in London ; a speculator in Sea-

men's Wills, came along side in a yacht. He had with him four of the men from the Barbary, who under similar circumstances with me, previous to their leaving England, had mortgaged their wills, and given the usual power, in the event of their decease, to this crafty Israelite. The Cook and I having joined them in the boat, made sail for sea reach, where we landed, and employed a guide to pilot us, by different bye-ways to London, being very apprehensive of the press-gang.

As this part of the country did not afford any conveyance by coach, we hired a cart, of which I undertook the department of driver.

Every thing being now regulated for the road, we drove off, but did not proceed far, before my ignorance had precipitated the entire party into a ditch. The only person who had been seriously injured, was Mr. Moses, whose leg had come in contact with one of the wheels, and was dreadfully shattered. Our flesh was more or less filled with the thorns, exceedingly painful, and even though thus deranged and tortured, we could not suppress the influence of risibility, that prevailed among the party, at the plaintive cries and piteous aspect of the injured

son of Levi. He attributed his misfortune to me, and exclaimed, he could not expect better luck, from having associated with such savage dogs. However I did not prove a good Samaritan, having little pity for his fate.

We instantly commenced the regulation of the car, and placed the Jew as comfortably as possible, having bound up his leg, and procured additional straw at a neighbouring house. Thus securing our invalid we set forward on our journey, but I was deprived of the situation of postilion, by the general consent of the party.

We soon arrived at Bellericay, a small hamlet, and hired a chaise, in which we drove off to Rumford, and after refreshing, proceeded to London, we arrived at the house of the elder Mr. Moses, about twelve o'clock at night, and he procured for us safe lodgings among his friends. The old gentleman was very prodigal in his kindness to us. We were soon equipped in the best attire of Rosemary-lane, and Watches placed in our fobs, and to complete every act of civility, he undertook to procure a liberty-ticket, for which he charged me £5. With this I had

the temerity to visit every thing curious and interesting in the Metropolis, but having very incautiously travelled too far to see the Captain, while the vessel was discharging, I was impressed and taken on board the Enterprize receiving Ship. Whatever articles of value I had at the time on my person, I gave in charge to the Gunner, sensible there would be some risk in retaining them. When taken before the Doctor, the next day, he seemed to think I was not fit for service, I thought like the Jews, he expected I would purchase my liberty, as I considered every person in society infected with the Mania of gain, however in this idea, I was mistaken, as the Surgeon pronounced his opinion on the actual state of my frame. My dismissal from the Tender was in consequence of my producing to the Captain the liberty-ticket, which purported my belonging to the Phœnix Frigate, then at Portsmouth. I immediately made my way for my lodgings, but while passing Tower-hill, was taken into custody by another gang. On producing my ticket, and relating what occurred at Deptford, they allowed me to pass, I instantly made for home, where I loitered away my time, and spent my money.

CHAP. VII.

Engage with Mr. Bennett on board the Betsy, Letter of Marque. as third Officer; sail from the Downs; arrive off Madeira and Rio Janiero, anchor in the harbour of the latter; description of the Country; arrive off Statinland; pass through the Straits of Le Maire; description of that part of the Continent of America; Capture a Spanish Brig and burn her; arrive in the Bay of Arica; chase a Spanish Brig and take her; description of this part of the country; sail for the Gallepagos Islands, and arrive at Chatham Island.

BY the latter end of July, I began to think it high time to form on engagement. At this time Mr. D. Bennett of London was fitting out a vessel with licence, as Letter of Marque, for the Coast of Peru, and California. I was readily employed as third Officer on board, she was called the Betsy, mounting 14 guns, with a complement of 50 men. She sailed on the 21st July from the Downs, and anchored at Cowes, Isle of Wight, on the 23rd. and immediately got under weigh, and sailed through the Needles. On the 24th we chased a French Privateer in the Chan-

nel, and pursued her for some leagues without being able to bring her to. On the 30th. we spoke a Cutter bound to Guernsey, with passengers on board. From this to Madeira we experienced an uncommon series of fine weather, on passing the Island, we experienced a very heavy gale, that lasted twenty-four hours, after which it become very moderate.

The day following we picked up a large log of Mahogany, to which circumstance we attributed the wreck of some vessel during the gale. On the 18th. August, we saw a sail ahead, and stood towards her, having previously cleared for action. In a short time we spoke her, she proved to be a Portugueze, from Rio Janiero, bound to Oporto, with a valuable cargo.

On the 2nd September. we spoke a Danish Bark in ballast, for the River La Plata, in chase of which, we carried away our foretop mast, and then lay too, to replace it. On the 18th. we saw the Cape de Verd Islands, on the 21st. spoke the Young William, belonging to our owner, bound to South Georgia. On the 17th of October, we crossed the Equinoctial Line, and directed our course for Rio Janiero, where we arrived on

the 2nd of November, and were saluted from the Fort with fifteen guns, which we returned by a salute of thirteen. We were visited by some Officers from the shore, on the 4th. we got under weigh, and anchored above the Town. While we lay here, we had four Custom-house Officers, on board, and a boat belonging to them along side during the time we remained.

Vegetables are in great plenty, and an abundant supply of fresh water, but the Cattle of the country, are by no means palatable. Brandy is of excellent strength and quality, about 2s. per gallon. In this a very profitable trade may be carried on with the Coast of California, and the North-West Coast of America.

We sailed on the 9th of December for the Falkland Islands, but did not stop there, and continued our course, to Statinland, which we made on the 15th after stopping seven days. We then went to Christmas Harbour, on the North side of the Island, and shot large numbers of Wild Geese, and Ducks. We sounded, and found excellent anchorage, from 12 to 15 fathom water, sandy bottom, mixed with shells. In this harbour is a very dangerous bank, of unequal depth of wa-

ter, in some parts not more than five or six feet, and from the deep colour of the sand, vessels may be inclined to proceed on it, to inevitable destruction. On the shore are several Huts. where some Americans attempted to establish a Factory. Three miles south of this, is a very secure harbour, so closely land-locked that large fleets could anchor in perfect safety: on the shore of this harbour, are also some Huts, betraying the anxiety, and industry of either European or American adventurers, in pursuit of honourable gain. The Climate is not indeed congenial to those, whose habits and views have been formed in more temperate climes, and among society, enjoying all the reciprocity of feeling and unreserved intercourse

On the Island is a great abundance of Wild Celery, it is thickly stocked with Geese, Ducks, and Racoons, the shore abounds with Sea Lions, and Seals.

While on shore, I struck one of the Sea Lions with a club, and with the force of the blow, fell with the animal. It had recovered before I had been able to give a second, and with all the ferocity of its nature grasped me by the thigh

and dragged me some distance towards the water, when one of the Crew pursued the monster, and with a violent blow, brought it to the ground, and rescued me from a premature grave. From this we passed to St. John's. The produce of this Island is the same as the last, it however abounds with a description of water fowl called Penguins, which are about the size of a goose, and mottled. This is very low land, affording neither anchorage nor security to vessels, and is distant about 10 miles from Staten land. Close to this is Hog-Island, it takes its name from the great numbers of animals, of that species, with which it abounds. After we had satisfied our curiosity and collected a supply of the produce of the Islands, we returned on board the Vessel, and sailed to the Southward, intending to go round Staten land, but the wind having headed us, we were obliged to go through the Straits Le Mair. As we entered the Straits, the current bore us with great rapidity. During our passage we saw several of the natives of Tera del Fuego, who are called Patagonians, men of robust habits extremely indolent and very filthy. They dress in the skins of wild beasts, and sup-

port themselves chiefly on fish, and such animals as they kill on shore, when driven to it by the cravings of their appetites, as they scarcely ever wander from their dwellings, but when influenced by the calls of nature. Having passed the straits we directed our course to the Island of St. Mary's where we arrived on the 8th of January 1800. Opposite to this Island are several petty towns, the Natives instituted the same mode of warfare for the capture of prisoners that they generally adopt in taking cattle. This is by a man on horse-back casting a rope with a slip knot on the end, forming a noose, and immediately driving away with speed. Several Americans had been treated in that way, while we cruised along the coast, indeed any person wandering on the shore, at a distance from his Ship, was certain to meet the same fate. On the 1st of February we sailed from the Island of St. Mary's, on the day following off the N. W. point, saw a Sail, and immediately gave her chace, in a short time we brought her too. She proved to be a Spanish Brig, from Beldeavy, bound to Conception, with a cargo of Tallow and Hides. The Captain offered to ran-

som her for 4000 dollars, by permiting him on shore at Conception, to which we assented, but after waiting two days, and he not returning, we set fire to the Brig and Cargo.

On the evening of the 5th. we made sail and cruised along shore, but not meeting any vessels, we stood out, and steered to the Northward. On the 21st. we were in Latitude 21. 30, S. and shortly after came in sight of the Island of Pavillion, which lies close in with the main. The next day we passed the River Pica, and on the 25th. saw the Island of Guana, and stood into the Bay of Arica. On the 26th. we saw a sail, and immediately gave her chase: she stood into a little port, in Lat. 18. there she received on board a reinforcement of fifty men: she anchored with springs on her cables, and as soon as we were within reach of her guns, commenced a smart fire on us, which we returned with very good effect. We continued closing on her, several times bringing our guns to bear, when we approached within one fourth of a mile, her crew took to the boats, leaving on board nine killed, and 12 wounded, among whom was the Captain,

who had lost his arm. She was a very fine Brig, built in Old Spain, laden with Flour, Wine, Brandy, Gold and Copper Ore. We sent the wounded on shore, and offered to ransom the vessel; but we were informed, that money could not be raised in the town. Formerly this part of the Coast of South America was rich, and populous, thickly set with Towns and Villages, enjoying a very lucrative trade; the treasures brought from Potosi were shipped at Arica, but the Earthquake that destroyed the latter in 1605, changed its course, and it has been for many years carried over land to Lima; which circumstance, has deprived it of one of the greatest sources of its wealth and prosperity. Finding it impossible to receive a ransom, we took whatever was valuable and necessary out of her, and set her on fire. We next sailed to the Northward and then stood from the land, until we made the Island of Le Lobas. We met there several of the Natives of the main, who resort in great numbers to fish, and from whom we received the most valuable information, as to the state of the Towns on the Main, and the actual force with which they were defended.

It is really astonishing to see with what facility the Natives of this coast, work their unwieldy and ill-formed vessels. The Catamarans are little more than rafts, on which a pile is raised, and formed in a very rough manner, to contain whatever produce or lading; may be conveyed in them; and yet in those irregular aud ill-contrived vehicles, the dexterous Natives are frequently met many leagues from the shore.

We sailed from Le Lobas, on the 5th March, and stood for Payta, where we met a large Catamaran loaded with Rice and Salt, and after some examination, allowed her to pass without molestation; after which we bore down to Lat. 3 S. and stood in near the Port of Guayaquil. The land is very low, and dangerous to approach. We clearly saw a Brig at anchor, and got as near shore as possible, intending to attack her, but night approaching, we deemed it advisable to defer any attempt to the next morning, when we got in as close with the shore as possible, and fired a shot, on which she hoisted her colours and instantly pulled them down. A party was sent on board her; she was in ballast

and her Captain proposed going into Guiaquil, and bringing us some Bullocks, which we stood much in need of. On the 15th March he returned with four accompanied with two Friars. They were entertained on board, and remained during the night. To such a state of intoxication had they drank, that, we were obliged to put them over the side of the vessel in slings, and lay them on their backs in the boat, on planks prepared for the purpose. They were rowed on shore, and given in charge to some Natives, who placed them in a pleasant arbour at some distance from the vessel.

During the course of the night we entered into an agreement with the Priests to bring into this Port under a white Flag whatever prizes of value we should capture off that coast, and for which we were to receive ample consideration. From this we departed steering various courses along the extensive shore of Peru, expecting to meet with Prizes. Our appearance in the Pacific Ocean had struck such terror into the inhabitants of that coast, that Vessels left the Ports with much caution. Peru may be considered as the

garden of the new world: it enjoys a profusion of the necessaries of life ; and many luxuries to add to the comforts of society. It is not however without its inconveniences, many dangerous animals and noxious insects exist on its soil, yet the inhabitants feel but little trouble from them, as they are confined to the woods and morasses of the low grounds, which are otherwise rendered uninhabitable by the scorching rays of the sun. The situation of the Towns and Villages on the high ground and the coast insure them the enjoyment of a clear and wholesome atmosphere. The immense chain of mountains known as the Andes can be clearly seen on the coast near Quito, and along the shore as far as the Tropic of Capricorn, lifting their proud heads above the clouds. Though the Town of Quito enjoys a temperature of climate superior to any in south America, still, it labours under many disadvantages, from its situation, surrounded by a chain of Mountains: it is completely insulated, that during the Season when the mountains discharge immense torrents into the plain, the Town cannot be approached, and the difficulty of taking in any

Beast of burden at any period, makes all sort of commodities and merchandize exceedingly dear. There are but few birds on the coast of South America, except those of the aquatious species. One very singular description ought not to be omitted called the dung Guano, which is the Indian name for ordure, those birds after spending the day in catching themselves food in the sea, repair in innmense flocks to rest during the night on some of the uninhabited Islands near the main, and in such numbers, as to cover the surface of the country, where they void great quantities of excrement. When dried by the burning rays of the sun, it forms an incrustation over the ground. Some are of opinion from its appearance, it is impossible it could be secreted from any animal, and that it must be earth, that has received fermentable particles, from a species of worm, peculiar to the soil.

Such an idea I am not afraid to assert, is contrary to the fact. I had an opportunity of seeing several vessels loaded with it; it forms a lucrative pursuit with many, who are continually employed in collecting it among the Islands, and

subsequently dispose of it on the main, where a prodigious quantity of it, is annually used, as manure in agricultural purposes. My sense could not have been deceived, the insupportable stench which it continually emits, is the best proof that can be adduced, of its being animal excrement. It is much used in the culture of Maize, and with due care, abundantly fertilizes the soil.

The animal called the Guanico, is also peculiar to the province of Peru, I never yet saw them in any other country; it is in shape like the Camel, and perhaps of the same species. Before the introduction of Horses into the country, they were of great advantage to the Natives, giving facility to the transportation of their commodities and produce. On the 17th we got in with the River Tombez, Lat. 3. 28 S, and captured a Brig in ballast; after anchoring in about fifteen fathom water, we agreed to ransom the vessel, for 1,000 dollars, and a supply of provisions, all of which we received. The entrance of this river forms the Port of Tombez, it is a bar harbour, and the ebb and flow of the tide is from twelve to sixteen feet at the entrance,

The land is very low and woody, and in winter the grounds are so dirty and swampy, that it is impossible to walk,

The country produces in great abundance Indigo, Cocoa, Sugar and Rice: the Sugar they are obliged to refine: properly speaking when grown, has as much of the vegetable as sacharine quality, these however are separated by the process of refining, but in that untidy and dirty manner, as to render the article of little value, it is baked in cakes of various sizes. On this coast a regular trade-wind blows from the S. E. it commences about 10 o'clock in the morning and continues until about eight in the afternoon, as soon as this ceases a land breeze springs up that proves very favourable to vessels coasting.

A great part of the town of Tombez is built on wood laid across, for a foundation, the town being built on very low ground, subjects it to many inundations during the winter season, and they use the precaution when building, to raise them so far above the level of the occasional flow of the river, or torrent from the mountains, as to suffer as little inconvenience as possible.

On the 19th. we stood for the Port of Payta, where we found a Sloop on shore laden with Rice. We took out what we wanted, and then set her on fire.

The Port of Payta is formed by a very extensive bay on the starboard hand entering, is a look out tower, and about a mile from this, is the Town in a deep bite off the bay, vessels lie close to it at anchor, it is a fortified place but incapable of making much resistance, we left this on the 21st and worked along shore, examining every port and creek. On the 25th we were close in with Truxilio, it is in Lat. 8. 40 S. and has a very indifferent harbour, but is a place of a very great trade, in Corn, Sugars, Cochineal, and Cattle. The Town is situated in a very fertile country near which the great river Amazon takes its source, and after running a distance of above three thousand miles, discharges itself under the Equinoctial line, forming in its course the boundaries of several of the Provinces of America, it takes its source in Lat. 10. 30. S. Long. 74. 10 W.

On the 12th of April, we made sail for the Island of St. Martin ; it lies in close with the Main. We captured a vessel of little value, and burnt her. On the 15th. we made the Island of Lorenzo, in Lat. 12. 20. S. it forms the Port of Callao, which is about eight miles from Lima, the capital of Peru. From this we sailed along shore, until we arrived off Point St. Helena, where we saw a Brig lying at anchor, we sent boats to board her, she was partly laden with Rock-salt. The Captain though having all the appearance of a Spaniard, betrayed something of English extraction, and for a length of time sternly asserted he was a Spaniard, having brought him on board our vessel and keeping him to dine, after which the grog went merrily round, in the fulness of the moment, he exclaimed ; I am as good an Englishman as any of you present, I was born in Essex, but having by mere chance visited this coast, I married one of the Women of Guayaquil : under these circumstances we made him a present of his Vessel

This is a kind of free port, its trade does not labour under the same restrictions as in other

parts of the Coast. Pitch, Tar and Turpentine can be procured in large quantities. N. E. of this, is a handsome Town about nine miles distance, but the Bay being very shoal, even small vessels cannot approach it, without a pilot. The inhabitants of Peru like those of the rest of the vast continent of America, come under various denominations. The European Adventurers to whom it owes its civilization, to them also is it indebted for the variety of people with which it is inhabited, and from the period of the first settlers to the present time, the intercourse between them and the Natives, have brought into existence; such a variety of shades and colours, that, instead of coming under two denominations, they are divided into above fifty, forming a population truly laughable. Persons of condition are much addicted to costly dress, rich flowing garments and valuable ornaments, are always to be found as part of the attire of the Ladies of Peru, even the Indians, imitating the costume of their oppressors cherish with the fondest delight the merest trinket, and if possible to convert it as an ornament, it is immediately affixed to the most conspicu-

ous part, and either suspended from the nose or the ear. Peru like the rest of the Spanish possessions, have to complain of an illiberal and impolitic species of Government; the pride and indolence of the Spaniards who are always governors; will not allow themselves to understand the true state of the inhabitants, in their various audiences, and the result is, that the Priests and Mestios hold the entire rule, which they exercise with despotic severity, and are careful to preserve with equal illiberality, all the prejudices of the mother country. Generally speaking, the inhabitants are more generous and hospitable than those of old Spain, for if they can but succeed in converting, some European Heretic: and bring such into the bosom of the Mother Church, they will readily and freely exercise all the virtues of exalted minds. After cruising for some time along the Main, we sailed for the Gallepagos and arrived at Chatham Island on the 15th of April.

CHAP. VIII.

Sail from Chatham Island; arrive off the Main; cruise off Acapulco and St. Blas; Capture some Vessels; excursion on the shore; cruise in the Gulf of California, to Princes Royal Island and Cook's Inlet, from thence to Owhyhee.

HAVING anchored in Stephen's Bay, it became necessary to over haul the vessel preparatory to a cruise; this we had accomplished on the 17th, when we got under weigh and ran among the Islands, we fell in with several vessels, south sea ships from England, most of whom had completed their cargoes. Capt. Extine who condemned his ship, was on board the Ratler, Capt. Allcrow; his crew begged to be allowed on board the Betsey, but our vessel being sufficiently

manned, the Capt. could not receive them; we stopped among the Islands a few days, and after stood for the Main, on the 7th of May we were close in with the River Esmeraldas, which runs through the Town of Quito, from this we coasted and on the 9th. made the Island of Gorgona, near the main, we came to anchor in 30 fathom water. Having received a supply of wood and water, and while pulling round the Island, I saw a Canoe, and immediately brought her too, she had in her two Indians who were from the Main, on the Pearl Fishery, from them we received every information, as to the state of the coast in that vicinity. On the 10th we got in close with the shore, and landed some prisoners, after which we stopped at the Island of Depalmas, in Lat. 4. 44. N. This Island is about fifteen miles in circumference, it is crowded with Monkies, Mongoose, Snakes and Sloths or Slow Peter; it has also a variety of Birds, among which are Parrots of various colours.

On the 12th. in Lat. 5. N. we saw Cape Corientes; from this we sailed for Panama Bay, and continued cruising some time. We expe-

perienced a series of uncommonly severe weather, wifh heavy rains, thunder and lightning.

We were very successful off this part of the coast, having taken many vessels, the cargoes of which were trifling; the owner's however ransomed some of them.

Panama is in Lat. 8. 58. N. and lies West, of Porto-bello, about the distance of 110 miles. Old Panama was twice plundered and burnt by the Buccaneers, and is distant about four miles; from the present Town, which is a place of considerable trade, and inhabited by several persons of distinction. To this port are brought all the Gold and Silver of Chili and Peru, preparatory to being taken across the Isthmus of Darien for transportation to Europe. The country in this direction is very unwholesome, and subject to the most violent Earthquakes; the coast is equally unhealthy, the land very low, and consequently swampy, and rain though not frequent, falls in such torrents, that it often destroys the Cattle by sweeping them away.

On the 14th we were off Cape Catalina the most western Land of Coast Arica. Off this

part of the coast I saw several Indians fishing. Though the great majority of them, use canoes, still several are obliged to resort to other vehicles, for such pursuits. One very common article in which they paddle some distance from land, is by filling with wind the hide of a Bullock, and with such judgment is it sewed, as to retain for a great length of time every particle of air, and even resists the violence of tempest and the pressure of the person on it. I have seen them several leagues from the shore of this part of the Coast of Arica, and they appeared as much at their ease and as fearless, as if they were in the most secure vessel. On the 18th we were close in with Cape Catalina, where we captured a Vessel of trifling value. On the 24th we made the Bay of Amakalla in Lat. 12. 10, N. The Town is a place of considerable note, and a few years since carried on a very lucrative trade, in Cochineal, Hides, Indigo and Cocoa. It is however suffered a considerable reduction in its exports during the last twenty years, and many of the inhabitants have removed to the Capitol.

On the 22nd a large Ship was seen standing to the westward, we crowded all sail after her, but the night coming on, she escaped. On the 24th we were close in with the land, and reconnoitred several small ports and passed many of the natives employed fishing. On the 26th we saw a Ship and gave her chase: she however succeeded in getting into the harbour of Acapulco, about which we continued cruising three days and then proceeded to the mouth of the river Baratula, in Lat. 18. 35. N. Here is a great trade carried on in Coffee and Cotton to Peru. We next proceeded to the Tres Marias; which are not inhabited. On the east end of the largest, we found a well of excellent water. The Islands are unproductive, being closely covered with wood, and immense numbers of Rabbits of which I killed a boat full in about four hours. On the 7th of June we fell in with a large Spanish Ship and captured her; she was laden with wine and various articles of Merchandize, we manned and sent her for Port Jackson. We next cruised off St Blas, and sent the prisoners on shore. After which we stood out to Sea

and captured a Sloop with a well assorted Cargo of Iron, Silk, Cloth, Velvet, Lace, &c. &c. We deprived her of the most valuable part of her Cargo and took ransom in Bullocks for the residue. One of the prisoners being taken very ill, we had him removed on shore and a tent erected for the purpose, leaving with him one of the Crew to defend him from any attack of the wild beasts, which are very fierce and numerous in this direction. About midnight we heard a dismal cry, and instantly sent a boat on shore, and the men well armed. The persons in the tent had the precaution to light a fire, with which they had been provided. A shot was fired from the Ship and instantly was heard a great hustling among the bushes, and the most horrible yells. The persons in the tent related a tale truly frightful: they expected nothing every moment but their being torn from the shed where they sought repose: that as soon as the fire would be extinguished which was then only scanty, they were certain of meeting their death by the jaws of some ferocious monster. I went on shore the next day on a shooting party, and lost my

companions in the wood, as I supposed about a mile from the entrance, I attempted to retreat to the water, but in every exertion I met disappointment. I had not sufficient dependance to make an experiment of two or three miles, fearing I might be proceeding further into the wood. Two or three hours, had elapsed without the sight or noise of a shipmate, and I began seriously to think of my dangerous situation. The state of the sick man in the tent, the night previous to this, contributed greatly to my distress. The fear of being left on shore from the Ship continually haunted me. It is astonishing how fertile the mind is, when suddenly plunged into difficulties: it cannot be diverted by any passing object, and even in sleep it labours with dangers, continually harrassing the imagination. While I was left to picture the most gloomy ideas, and began to think of securing myself for the night in one of the highest trees, I heard a shot at no great distance. I then began to cheer up, and discharged my piece: it so far succeeded, that in a few minutes, the second mate, and two of the crew came in view, to my inexpressible pleasure.

We made the best of our way out of the wood; they having very judiciously marked the trees as they advanced in search of me, and in about half an hour, I had the felicity of viewing from the top of an eminence, the vessel a short distance from the shore. This night we expected a large supply of Bullocks from the Captain of the vessel we had last taken, as the ransom for what articles we did not deem of value.

An accident however, of as singular nature, as perhaps ever before occurred, prevented us from receiving them at the time appointed.

An Indian who had been dispatched in the evening, as a driver for the Cattle, was attacked near the entrance of a wood, by a Lion. The monster attempted to rend him to pieces, but he willing to avoid any conflict with the Lord of the Forest, rested his safety in flight. This however he was unable to accomplish, by the hideous animal grasping him in his ponderous paws Thus circumstanced, he had no retreat, and while talons of the monster, penetrated nearly to his heart, he had the presence of mind to pull out his knife, and cut the Lion across the throat.

In the morning they were both found dead close to each other.

In the course of the day, we received the supply of Bullocks, and a quantity of Cheese. On the next day, a Serjeant in the Spanish service came on board, and offered to conduct us to a Port, where a vessel was lying, laden with bars of silver, provided we would promise to give him a proportion of the prize, and a passage to England. At a conference held by the Officers, as to the propriety of accepting his offer, it was deemed advisable, to send him on shore, and pay no attention to his proposal, as he might be employed by some of the Governors to entrap our vessel, and crew; which conjecture was not unfounded, as they succeeded in decoying two men.

From this, we proceeded farther up the Gulf, and stood for Point Lorenzo, there we stopped and shot Deer, and several fine Hares. After this we got under weigh, and stood to the Northward, and on the 1st. July saw a sail, and gave her chase. On closing with her, we found her to be the Mary, Captain Shields. We next proceeded off the Island of St. Joseph, in Lat. 24. 40. N.

From this we proceeded to St. Francis and Tiburon, at the head of the Gulf. We very minutely surveyed the latter Island, and though we could not meet any inhabitants, or even the shadow of a dwelling, we saw the impressions of human beings in the soft parts of the ground. This Island like every one contiguous to the Continent, is thickly set with Trees, in which are great numbers of Deer, of two or three species: it also abounds with Hares of very excellent flavour. The soil is of a soft sandy nature, bordering on dark earth, and if properly cultivated would be very fertile.

From this we cruised to the Port of Conception, off which we remained three days, and after proceeded to the River Colarado, in Lat. 31. N. This being the highest part of the Gulf, we deemed it advisable to alter our course, and make out of it. On the 10th of July, we were off Cape Pale, with a fine pleasant breeze, at W. N. W. We saw an immense shoal of Whale, of the Fin-back species, as also a great number of the Spermaceti kind. The vessel became very leaky, which obliged us to labour at the Pumps

every half hour. On the 12th we had the wind from the S. E. blowing a steady breeze, and passed by St. Joseph, a Spanish Settlement in the Gulf of California, one of the principal Ports. On the 13th. we sailed round Cape St. Lucar, and cruised along shore. The country surrounding the Gulf may be called truly picturesque: it is stocked with a variety of vegetables, fruits and flowers peculiar to the soil, and enjoys the advantage of a fine climate. During my various voyages off this coast, I do not recollect any of our crew being obliged to give up their duty in consequence of sickness. In summer the sun is intensely hot, and the land during that season scarcely ever enjoys a cooling shower; but in winter the rains descend in great torrents, with heavy gales from the S. W. The country is beautifully diversified with hills and vallies. The plains are numerous, and possess the finest pasture. The banks of the rivulets, rivers and shore are covered with a great variety of vegetables and wild vines. The animals are nearly the same as those found in Mexico, with the exception of two or three peculiar to the country, that may be classed under the head of sheep,

greatly differing from those of Europe. The Gulf gives a very plentiful supply of excellent fish, and abounds with Bullocks, Buffaloes, Deer, Tigers, Lions &c. &c.

The inhabitants of a country enjoying such great natural advantages, may be justly called happy; but the want of civilization, deprives them of every idea of improvement. Though the soil presents a great variety of grain, and of the choicest description, they neglect the cultivation of the ground, and seek their support in the woods, and on the coast, preferring bread made from the roots of the Cassada, to that of the most flowery grain.

The articles they invariably offer in traffic for European manufacture are, the skins of various animals, Tallow and Silver. Their demands on Europe are for bar and bolt Iron, particularly such as is used in ship and boat building. Cloths, Hats, Paper, Cutlery, Rice and Tobacco are excellent articles of trade, and spirits never fail to meet a quick sale. They build a few large vessels of the wood of the country, which are very clumsily finished.

Having been clear of the Gulf, we cruised along the coast to the Bay de Piscatores, where we saw a small vessel close in shore, but night coming on, and every appearance of rough weather, we stood off until day-light, when we again stood in for the land, and steered N. W. until we made the Island of Guadaloupe, in Lat. 28, 54 N. 118, 30 W. It is about 35 miles in length, ten in breadth, and well covered with Underwood; but not having occasion to land, we again made the continent, and cruised along shore, passing St. Barbara, and leaving a cluster of Islands to the westward. On the 29th we were close in with Monterrey, an excellent harbour, in the possession of the Spaniards. Lat. 36. 36. N. 121. 35. W. On the 30th we made Port Sir Francis Drake, with a steady breeze from the southward. We cruised along the coast, expecting to intercept some of the Spanish North West ships, and remained off Nootka Sound about eight days, and were daily visited by the natives, who offered us a variety of skins in traffic, but as we could not make a voyage to China they were but of little value. We received information of three

Spanish North West men being at Cook's Inlet. On the 15th August we made the Princess Royal Islands. On the 16th we saw a sail and gave her chase, she afterward proved to be an American, (the Beaver) Capt. Lewis bound for China, with a cargo of Furs. We kept company for a short time, and separated near Chatham Straits, from that to Prince William's Sound, and then steered W. S. W. for Cook's Inlet, where we arrived on the 24th. We saw a sail and immediately gave her chase, supposing her to be one of the Spanish vessels, but to our great disappointment on closing, found her to be the Belsavage of Boston, late from Port Jackson, we kept two days in company, and parting stood N. W. The day following we experienced a dreadful gale which continued for 48 hours, and a tremendous sea running. A north west wind blows in those high Northern Latitudes for the greatest part of the year: the variation of the compass here is 24 degrees, the currents are very irregular, generally setting in from the north. From this we sailed on the 30th for the Black Fox Islands, where we arrived on the 14th of September. I had an

opportunity of seeing much of the manners of the inhabitants, who are a very active race of people. The vessel had sprung a leak a little below the water mark, and it became advisable to lie too and repair it. We ran between the Islands, making one of them and anchored. During our short stay, such of the crew as could be spared, were on shore providing wood, and collecting what ever was necessary for our run to the Sandwich Islands. The inhabitants are uniformly dressed with the skins of animals, to which the sea Otter contributes very largely. Hunting this animal forms one of the hardiest and most lucrative pursuits of the natives: they leave the coast in a canoe, armed with a spear generally made out of the shell of some fish, with which the coast abounds, and with such dexterity do they throw it as frequently to strike at many yards distance. From the construction of the lungs of the animal it cannot remain long under water, and as soon as it dives, the hunter is instantly prepared on its rising, to cast the lance, which generally takes effect. I have seen the Otter asleep on the surface of the water many times. The female with

its young on the approach of any person instantly disappears. So strongly is the female attached to its offspring, that when the hunter succeeds in wounding one of them, the old one interposes and falls a victim of its attachment.

There is very little difference between the manners and customs of barbarous tribes; those who inhabit the Fox Islands, and the natives of King George's Sound are nearly the same in manner of living and pursuits; the advantage is certainly in favour of the Fox Islands, some little intercourse between them and the coast of Kamskatka, and the establishment of some factories by the Russians, have contributed to refine in some degree their ideas, and will not fail ultimately to correct many of the bad habits and customs contracted in a state of nature. Having adjusted the vessel, and laid in a supply of wood and water, we sailed on the 25th of September for Owhyhee. On the 27th we experienced a violent gale from the S. W. which shifted to the N. W. and carried away our fore and main topmasts. The ship at this time labouring, and making much water, obliged us to work both pumps. On the 29th the gale abated,

we replaced our topmasts, and again made sail. The Captain and I went down to the hold, and cut away some of the ceiling, in order to find out the leak, and succeeded in discovering two, which we secured with pieces of beef. This remedy stopped some of the water, so as to enable us to keep the ship free with one pump, which was a great relief. On the 20th of October we saw the Sandwich Islands, and anchored at Owhyhee the next day in 15 fathom water. I found great alteration in the manners of the natives, since the last time I visited this place, the Missionaries having greatly reclaimed their savage manners, and given them notions of religion and industry. They had at this time three sail of vessels on the stocks, and a schooner launched; in the building of which, several Americans and English were employed.

CHAP. IX.

Sails from the Sandwich Islands; arrives on the Coast of Peru; captures a Spanish Brig; sails for the Society Islands; arrives at Otaheite; sails for the Friendly Islands; arrives at Tongotabboo; save eight Missionaries from being perished; account of the place; sails for Port Jackson, arrives at Sydney Cove.

HAVING experienced much severe weather in the passage from the Fox Islands, it became necessary to give the vessel much repair, and a favourable opportunity being now afforded from the situation and advantages of Owhyhee, as soon therefore as we had compleated the repairs of the vessel, we sailed on the 28th of October, intending to cruise along the coast of Peru. During this run we experienccd a strong current from the N. W. and on the 30th saw a Brig standing to the southward, she however on a near approach, proved to be an American vessel. We next altered our course and made sail for the river Tombas, after which we made the Gallepagos Islands and sup-

plied ourselves with Tortoise. We then stood to the southward, and in Lat. 8, S. saw a sail steering N. N. W. to which we gave chase. In coming close, we saw light fore and aft, and immediately concluded that she was a ship of war. We ran alongside, and fired a shot at her, when she instantly hove too, we sent our boat on board. She proved to be a fine Spanish coasting Brig, about 250 tons burden, with a valuable assorted cargo for the Coast of California, ànd 4,000 dollars in specie, which the crew secreted among them; but were not allowed to retain, as we subjected every individual to a search, and recovered the entire sum. We sent a sufficient number of hands to secure the prize, and landed the prisoners on the Main, and on the 1st of December, shaped our course for Otaheite. On the 25th we made Whitsun Island, (called the New Hebrides,) through a narrow channel, and a group of low Islands, inhabited by Cannibals. The appearance of Europeans, never fails to excite jealousy among them, and it is peculiarly incumbent on the crews of vessels touching there, to be always prepared in case of an attack.

This Island is about ten miles long, six broad, and is the highest of the group, in Lat. 19. 30. S. Long. 136 30. W.

We made no stay here, but directed our course to the Society Islands, and arrived at Otaheite on the 30th. While running along shore, several Natives came on board, and asked if we were from Brittania, to which we answered in the affirmative. They would lift themselves with gladness and exclaim "*Miti,*" which signifies "*good.*"

We entered the Bay about two P. M. and found a very irregular sounding, where we anchored, and brought up the prize before mentioned, which I had charge of. The anchorage was so uncertain, that I was obliged to shift our birth to the Westward, in 13 fathom water. Vessels in coming to this port must keep close to the low point, on the larboard hand.

When the anchor was down, about fifty Natives came on board, and while we were handing the sails, they climbed aloft, using every friendly token, and gesture. Such of them as remained below, were employed in cutting the hooks and thimbles out of the rigging, and even

the fishing tackling, spears and harpoons, that were secured on the deck, were forcibly borne away, and the binnacle plundered of the compasses: so much craft in the pursuit of theft, I never saw exercised.

The King came alongside in one of his war canoes, with the Royal Family: he was the stoutest man I ever saw, and would certainly have measured across the shoulders, at least, four feet. When he went on shore he was carried along by the party. The mode of travelling with kings and great men in these Islands, is by placing them on men's shoulders; even the Queen and Princesses are carried in the same way, It is certainly a laughable thing for an European to see a female borne in such a manner; but custom, the great reconciler of every condition, makes even indelicacy endurable.

When the Captain went on shore, he was saluted with a discharge of small arms. We accordingly returned the compliment, the next time we were visited, by discharging three guns.

When I went on shore the next day, I was received in the most respectful manner. Some small

armed men were placed at the entrance of the Town, and announced my approach with a discharge of three vollies. Some of the English Missionaries who had been some years on the Island, employed in the good work of instructing the inhabitants, came out to meet me. The wife of one, a Mrs. Hare, a most interesting old Lady, related to me, with singular good humour, a variety of occurrences. She had been some years on the Island, and during that period had not tasted any Wine, or nourishing liquor: whatever cloth she had taken with her, she was obliged to secure from the Natives. I made her a present of seven gallons of Wine, and a like quantity of spirits, which were also secreted.

The Missionaries were on habits of intimacy with the King, and were regularly visited by him.

A house remains that had been built by Captain Cooke, for an Hospital, to which is affixed a Flag staff: it is the depot of the Island, and contains various articles of Iron Manufacture, and trinkets that are held in high estimation. The houses of the Natives, are wretched hovels, low walls, covered with leaves, and small boughs of trees.

They pay little attention to their habitations, as they live during the summer, under the shade of the Plantain Tree, which gives them an opportunity of indulging in their favourite amusement of dancing, of which they are immoderately fond. The Bread-fruit Tree supplies almost all their necessities; from it they receive a principal part of their food and raiment, and by it mark the annual courses of time, from the phenomenon of its regularly blossoming but once in nine Years, and from that, there are gradual ripenings of the fruit, year after year, until the nine crops are completed.

I had an opportunity of seeing the manufacture of bread from this tree: having dined with the King, a sumptuous entertainment was made on the occasion. The ripe fruit was brought in, and divested of the stems, and any excrescence that may be attached to it. During this time, a large fire was lighted, and several stones thrown into it, and heated to a very high degree. One of the fattest hogs was killed, and some of the Bread fruit laid in the belly, then covered with Plantain leaves, a layer of red-hot stones, with

more leaves, and a quantity of earth, where it remained until fully baked. It contracts a very pleasant flavour from the leaves, and may be esteemed a dish not undeserving a place at the most fashionable entertainments. We were helped to this, with some of a raw Shark, a dish considered of great value among them.

The plates and dishes were the leaves of the Plantain Tree, and the knives were made out of bamboo; some of them nicely carved on the handles, and so finished on the edges as to cut like a fine saw. The table was attended by a number of servants, who were continually employed in handing the milk of the Cocoa-nut as drink, to the company. When dinner was over, a root called the Yabour, was introduced, with an immense wooden dish, formed from the trunk of a great tree. Every one of the party took a small piece, and continued chewing, until it was reduced into a soft state, and then threw it into a bowl, which was the common reservoir for the purpose. As soon as a sufficiency had been masticated, a quantity of water was added to it, and then served up in shells to the company. During

this portion of the entertainment, the party kept up a continued chatter, I was seemingly the great subject of their conversation, during which time the Queen would frequently raise herself from the attitude in which she sat, and make a most obsequious bow, which I returned with due respect. I wished to decline tasting the *Yabour juice*, but as the refusal might seem disrespectful, particularly as it was handed me by the Queen, (who took a mouthful herself,) I judged it proper to conform to the custom of the place.

Immediately the whole party sung a solemn song, the King leading, and striking two Cocoa-nut shells together, as a sort of time.

The Company after taking a sufficiency of the liquor, which is of a very intoxicating quality, retired under the shade of some Plantain Trees, where they continued until midnight, after which I went on board my vessel.

In religion they are perfect idolaters, though the exertions of the Missionaries have been successful in correcting their notions, and convincing many of them of the heniousness of theft, and various irregularities formerly practised among

them, still they never could convince them of the truths of Christianity. The traditions of their foretathers are held in such estimation, that any ceremony superseding the use of images, which all the tribes invariably worship, will not be received.

One of the crew on board the prize, had been taken so ill, that I despaired of his recovery: a native woman who had been in attendance watched the different changes of his complaint. I saw her frequently by the side of the hammocks, lift herself in the attitude of ejaculation, and when the man's health was fully restored she swam on shore, and collected a large quantity of herbs, from which she made a liquid, and immediately sacrificed several Hogs for his recovery. I have frequently seen them offering up prayers to their gods, for their sick friends, as apparently sincere, as any enlightened European.

These people are reckoned the most expert swimmers in the world: I have seen them spring from the gangway overboard, dive under the ship's keel, come up at the opposite side, and then swim to the shore, which may be the dis-

tance of one mile. Otaheite and the rest of the Society Islands may justly be esteemed as the most luxuriant and happy places on the face of the earth ; they are blessed with a fertile soil which spontaneously gives every necessary for man. Each Island enjoys the same degree of advantage from climate, though some difference is observed in the complexion and stature of the inhabitants.

A description of Otaheite may be esteemed as a correct view of the entire group. The inhabitants use very little animal food, and chiefly subsist on vegetables and fruits. Hogs which they have in great abundance, are of the small Chinese breed, and their flesh is exceedingly delicious : it has not the luscious strong flavour of ours, which makes it so disagreeable : this charming quality may be attributed to their food, beside they have not the opportunity like the Hogs in Europe, of wallowing in every channel, the Island being free from stagnant pools, and hillocks of manure so much the cause of complaint against the lower orders of the inhabitants of Europe. The Bananas are most excellent nutriment, as also the Yams and sweet Potatoes. It also yields the largest and

best sugar cane I ever saw produced in any country. A little instruction to the natives in the cultivation and farther process of this luxury would be attended with the most beneficial effects. The land in some parts for miles is covered wit h Bread fruit, Palms, Plantains, Mulberries, Pine Apples, and Dragon Trees; but though well stocked with wood, the country in various parts has the most enchanting aspect, with a variety of plains, lawns, and rivulets formed by nature. The natives sporting in all the good fellowship of primeval innocence and hospitality, strike the European invader with astonishment, whose mind is only occupied with thoughts of gain or rapine. Such ideas never yet found a place in the breasts of the natives of the Society Islands. On money they set no value, and domestic feuds are never kindled with success. Both sexes observe the custom of tatooing, but not to that excess, as in other places. The men pay the greatest respect to the females, and while the latter are employed in weaving cloth, which is at a particular season, it is counted dishonourable for any man to approach them. Their cloth is made of the inside bark of the Mulberry Trees

and a mucilaginous preparation used to make the fibres adhere. They can make it to any breadth and sometimes extend it to fifty yards in length.

In various ways, the women weave it, in a kind of flowing garment, through which they run their head, and a part falls behind, and another before.

We had now stopped three weeks at the Island, and the time passed in the happiest manner. Not a man but would willingly spend, as many years, however strong the love of country may be, we often meet with society so happily regulated, as to offer the most irresistable inducements to forsake the land of open nativity : such may be considered as the state of the Society Isles. A situation, free from the toil and bustle of life, for which every one fondly sighs, may be enjoyed here.

Scarlet Feathers, Axes, Saws, Fish Hooks, Fire-arms, Ammunition, and the like, would procure all the comforts necessary,

The country is delightful; the wild notes of a variety of Birds charming the ear, and astonishing the sight with their most beautiful plumage. A clear horizon by day, never obscured with

vapours; a night more welcome, fanned with the most fragrant breezes, are things beyond description, and perhaps did I give full scope to my pen, and feelings, it might be said that I had been lavish in my praise; that I had been guided more by the enthusiasm of the moment, than the solidity of consideration; but though one of the senses might be deceived, it is impossible that they could all be so.

While we were thus enjoying the pleasures of Otaheite, one circumstance was near blighting all our prospects. One of the chief Officers of the Betsy, (a Mr. Coleman) had been hatching a conspiracy among the Natives, to kill the Captain, and seize on the vessels, and cargo. A treason so diabolical was fortunately discovered through the Missionaries, Messrs. Pyne and Cooper, whose conduct on the occasion speaks greatly in their praise.

Though the repressing of insurrection ought to be a primary object with every well disposed man, still the great advantages that would accrue to those persons by acting in concert, would be matter of no trifling consideration and the offers

which were made to them, was highly flattering. It may be supposed that the Natives whose covetous and thieving disposition was so fully experienced on our arrival, would readily embrace an opportunity so well calculated to gratify their rapacity, but in this the individual was mistaken; for on his communicating to some of the Natives his plan, they immediately ran to the Missionaries for advice: when a representation of the matter was made to Captain Clerk, he immediately ordered the accused into custody, and held an enquiry on shore, as to the probabilty of sustaining the charge: the result was, that sufficient evidence appeared of his guilt, in conspiring against the Captain: he was immediately put in Irons, and in that state conveyed to Port Jackson, where he was turned from the vessel. The Missionaries, Messrs. Pyne, and Cooper, came on board with us; but all our endeavours were insufficient to induce Mrs. Hare or her Husband to quit the Island. They became so much familiarized to the country and inhabitants, such pleasure did they feel in the former, and such an ascendancy did they mildly exercise over the latter,

that their situation was truly enviable. Rich in contentment, they passed their time, free from the cares and anxieties of busy life.

The Betsy got on board a supply of sixty Hogs, and a great quantity of Poultry. A fat Hog may be procured for a small Axe, and a couple of fine Fowls, for a few Nails, which they use as Fish-hooks. I had more on board the prize than I could possibly make use of.

On the 22nd of January, 1801, after taking leave of the King and Royal Family, Mr. and Mrs. Hare, &c. &c. we got under weigh, and next day lost sight of one of the finest Islands I ever visited.

Otaheite is the largest and highest of all the Society Islands, and is in Lat. 17. 30. S. Long. 149. 40. W.

On the 24th we made a small Island, called Ulitea. We experienced very fine weather, but the vessel continued very leaky. We had brought with us four of the Natives from Otaheite, who were extremely active at the pumps, and had every appearance of becoming very useful on board.

On the 29th we made land, not laid down in any chart, in Lat. 18. S. Long. 152. 30 W. we called it Bennett's Island after the owner of the Ship. Several Natives put off from the shore, and paddled round the vessel, looking with a sort of wonder at the Ship and rigging: they continued until about two o'clock, but resisted all our endeavours to bring them on board.

About one o'clock, one of the Chiefs ventured close to the side, and put his hand on the muzzle of one of the guns: we shortly after induced him on board, and he was followed by about 200 of the Natives. Every step was taken as if under the influence of fear, all was trembling and watchfulness, and every motion and act of the crew was watched by them with peculiar anxiety. They were supplied with bread and meat, to which they seated themselves on the deck. When they had been nearly finished, a black Goat, which we had brought from Rio Janiero, and had been accustomed during the time of the mess, to be fed by the crew, sprung in among them. The rapidity with which the animal drove his figure and immense horns, and their own previous fears,

had this effect, that they instantly jumped over-board, and swam to the shore, and such as had been on their way to the ship, they beckoned to go back, placing their fingers on their fore-heads, and describing something hideous, that was to be dreaded on board. In a short time the King put off from the Island in a large Ca-noe, paddled by a about twenty men. He came alongside without much hesitation, and held in his hand a Plaintain leaf, the token of friend-ship. Several signs of amity were exchanged on the occasion, and some presents of trinkets of little value, made to the chief, who seemed to receive them with great pleasure. One of the presents in particular, a brass Buckle, he seemed to eye with the fondest admiration. After viewing it for a length of time, and turning it every way to satisfy his curiosity, he held it to the front of his nose, and made signs he should wear it there. As soon as he had been satisfied on board, he returned to his canoe, and beckoned to the Captain to go on shore, which he did, but not willing to delay long at the place, he imme-diately returned, the vessels not having anchored.

The inhabitants are of a light copper colour, with long brown hair, handsomely platted, and wear no covering except a description of cloth round the waist made of the bark of some Tree: their legs, thighs and arms were tatooed much like the Inhabitants of the Society Islands, their disposition had every appearance of peaceableness, and though the Island had not been noticed in any chart, it must have been visited by some Navigator from the circumstance, when the inhabitants came alongside, some of them put their hands on the muzzles of the cannon and cried boo, as if immitating the sound of a gun, which they could not have known if the Island had not been visited by some vessel. We made sail for the Friendly Islands, and arrived at the Island of Middleburg, one of them, the 2nd. February. This Island lies N. & S. about 20 miles long, and 15 broad, in Lat. 21. 8. S. Lon. 175. W. The ingenuity of the Inhabitants of these Islands, have been successful in building very extraordinary war canoes; at a distance they have the appearance of Turkish Gallies, and though they exhibit no extraordinary marks of superior workmanship, they

are highly creditable to the genius of a people, possessing such scanty means of manufacture, and are finished in such a way, as to be disjoin'-ed, and taken on shore in a few minutes, and as readily put together in case of alarm. Two very large canoes are lashed to each other, and a stage erected in the centre for the Officers: in the front of this a lateen sail is fixed, made of matting, and yet so closely worked as to take the full swell of the breeze; between the boats a seat is contrived for the steerers who very dexterously manage the vessel with large paddles, and in point of sailing would beat any ship I ever saw, going to windward. We met one of them, with several chiefs in it and invited them on board, and asked them to pilot us to Tongataboo, one of the largest of this cluster of Islands and distant about nine miles from Middleburg. When they came on board, we sailed through a channel, a very difficult navigation, and had no soundings with 70 fathom line for some distance: we then passed over a sand bank with about seven fathom of water over it, and extended about one mile. We steered by direction of the Natives for a small

Island a head. In making this a canoe put off with two Englishmen in it, who stated their having been some years on the Island, that they had made their escape on board an American vessel from Botany Bay. They appeared to have degenerated into all the savage dispositions and excess of the Natives.

One of them who stated himself to have been born in London, boasted his having feasted on the flesh of some human victim that had been sacrificed a few days before to the mistaken devotion of the Natives. We came to anchor in nine fathom water, at 9 P. M.

About eleven o'clock, the sudden appearance of a great number of lights, rather astonished the ship's company, and we became apprehensive that something was preparing on the Island against us. The crew were all called to quarters, and every necessary precaution made, to prevent a surprise. In the morning how great was our astonishment, when we found they were nothing more than the Natives fishing.

Shortly after day light, I went on shore to get wood and water for the vessel. The Natives were

extremely courteous, and seemed to vie with each other, which should do us the most acceptable service. I went to a small Island, on the east part of which, Captain Cooke dug holes to get water and procured a small quantity for the use of our Vessels.

The Islands are very scant of fresh water, Cocoa-nuts are in such plenty, as to supersede in a great degree, the use of that wholesome and necessary fluid. The aspect of the Island, from on board the vessel was really charming; the face of the country as far as sight could reach, presented nothing but Groves and Lawns; in some places tall Plaintain trees, carelessly interspersed spreading their umbrageous leaves: the Cocoa-nut and Fig trees, giving the most pleasing variety, and the active inhabitants variously employed, and with such an air of contentment as to silence every feeling of jealousy among them. Here we took on board six Missionaries who had resided some time among the Islands, but with little success. The Natives are equally as courteous to strangers, as the inhabitants of the Society Islands, yet on a more intimate acquaintance they do not

prove to possess the same degree of tractibility. being revengeful, and very treacherous.

Though the king of Tongataboo claims the sovereignity of the entire cluster, his subjects are not always amenable to his decrees. He was but just returned from an expedition to Anamoka, where one of his Chiefs had bid defiance to his authority. To repress such a rebellion was not a matter of great difficulty to such a prince as MIFUFA. All the war Canoes were put into requisition, and manned with 300 of the most expert Spear men. In this manner they set off under the command of the King, and on landing, a most sanguinary engagement ensued. The Royal party was successful, and put every surviving person to death, who had opposed them, except six men and women who were left on the Island to generate.

The women are not exempted from serving in case of invasion, and the consequence is, that they can throw the spear with as much dexterity as the men. Neither males or females are so gracefnlly formed as the inhabitants of Otaheite: their features incline more to the African cast, and in

their persons are more dirty. They practice rubbing a sort of ochre, of a red colour, on particular parts of their body and hair, and generally pluck their beards out, while some prefer scraping it off with a shell sharpened for that purpose.

Though these Islands produce some vegetables, that are not to be found in the Society Islands, still they are not of the best quality. Their Yams are really of a very superior kind, some of them as large as a Cabbage, and when boiled are very flowery, and well flavoured. They are badly supplied with quadrupeds, but have an abundance of excellent Fowl and Fish, particularly of the Shell species.

The water in the roads looks very muddy when agitated by any violent wind, and assumes a thick washy appearance. I went to the mast head to look for a passage through the cluster, for the purpose of avoiding the difficult navigation, by which we entered; but every thing appeared before us like dangerous breakers. We were frequently deceived by such appearances, when they were nothing more than the junction of various currents, coming in contact. I ordered

a boat and sounding lead and line, to be certain of the channel, and found a depth of from five to seven fathom water, a very safe passage.

The next morning the vessels got under weigh, and I piloted them through. While under weigh, the six English Missionaries came on board, who for safety, were going to abandon the Island. They imprudently took a small boat, in which they intended to make Port Jackson, above 2,000 miles from this place. Provided as they were, it was impossible to go one third of the distance, but fortunately they were rescued from their perilous situation, by our giving them a passage. One of the Chiefs expressed much regret at their leaving the Island, and hoped that they would sho ly return. They shewed much gratitude for the attention they experienced from him, while residing on the Friendly Islands, and begged us to make some presents on their behalf, for the innumerable favours he had heaped on them. They pointed out the trinkets most preferred, and ordered us to present him with small buttons, bits of gold lace, and some less valuable articles, which he received as of the greatest value.

Having got clear of the Friendly Islands, we shaped our course to the Southward & Westward, and on the 25th of February, made New Zealand, in Latitude 35. S. Long. 178. E.

The ship being still leaky, and experiencing much severe weather, in the passage from these Islands, the crew were almost continually at the pumps.

We made the South head of Port Jackson, on the 9th of March, where we anchored the same day, in Sydney Cove.

CHAP. X.

Find one of our Prizes at Port Jackson; the Betsy undergoes repair; description of the interior of the country, and inhabitants; dismissal of Mr. Coleman from the ship for conspiracy; sails for New Zealand; anchors there; description of the place; sails for Norfolk Island; arrives there; cast away on Philips's Island; brought off by Major Prevost; joins the Buffalo; arrives at the Cape of Good Hope.

ON our arrival at Sydney Cove, we saw the Spanish vessel we captured off St. Blass: she had been consigned to the care of a Mr. Belmaine, who disposed of the principal part of the cargo, and made return in specie to England, by the Reliance.

The state of the Betsy was the principal cause of our visiting Port Jackson. At the time her situation required considerable attention, and it became a matter of enquiry, whether we should be able to accomplish our voyage in her, to Europe.

We had already been tolerably successful in the capture of vessels, but our last prize was a consi-

derable acquisition, in point of property. Though we had been fortunate in the capture of many vessels, the state of our ship would not allow us to remain longer in the Pacific Ocean, and it became necessary to repair her.

Governor Hunter with that attention and kindness so peculiar to his character, gave us the use of a place near his garden, well calculated for heaving the ship down for repairs, which I have already noticed in this work. On a close examination it was found that her timbers were sound, but her stern frame had become so loose, and open, that a hand could easily be thrust in.

The plan on which the vessel had been built was not the best calculated for a voyage of this description. It was indeed miraculous how we had so long escaped in her; had we been aware of her condition, we would not have attempted such a voyage.

It was very fortunate for us, that one of the Missionaries we had brought from the Friendly Islands, was bred a smith, and through his assistance, and that of Mr. Anderson, the master of the dock-yard at this colony, we were soon enabled to put the vessel in good repair.

While the ship was in hands, I took every opportunity of making myself acquainted with the interior of the country. Several excursions had been undertaken, and one in particular to the Blue Mountains, about 70 miles from Sydney Cove. Guides, compasses, and every thing necessary were provided, on application to the Governor for permission.

Perhaps there is not a part of the globe that can boast such a variety of scenery, as the country of New Holland. Though it abounds with Forests, it has innumerable Vallies and Plains of the choicest pasture. The great growth of the Trees is scarcely credible.

The country is overrun with Kangaroos, Opossums, and a description of animals called Flying Foxes, which last are of the Bat species, and take wing towards the evening. I have frequently seen them drop in the streets of Sydney Cove with the intense heat of the sun.

On our passage to the mountains, particularly on the skirts of the Forests, we saw large flocks of Emmews; they are of the Ostrich species, but differing in some particulars; each quill hav-

ing two feathers, a phenomenon I have never yet seen with any other bird. We also saw a number of black Swans with red bills and claws, and the Bird of Paradise, very excellent food. There are a number of Parrots, differing from what I have seen elsewhere: they are small and speckled, and not so interesting as the common Brazil Parrot.

We met several of the Forest Kangaroos, a much larger species than the Brush kind; we wounded one of them, and like the Moose Deer, they attacked in turn, and we were obliged to defend ourselves by discharging a few shots which made them run off. After passing the mountains, we were astonished with the sight of a great number of horned cattle, grazing in the plains: these were produced from the cattle taken by the first colonists in 1787. They sent animals of different species into the woods, and since that time to the present, they had been extremely successful in the breed: they are now regulated by herdsmen appointed for that purpose, and are sufficient to supply the Colony.

We met several parties of the Natives; they were generally employed in hunting the Kanga-

roos, their favourite pursuit. The animal of the brush kind usually hides itself under the brush-wood, and as soon as the party find a spot where they suppose one may be, they surround the cover, armed with lances, and set fire to the underwood. The animal naturally runs for safety, and as soon as it makes its appearance it is killed by the hunters: when this is accomplished, they cut it up in pieces, and put it on the fire, for some time, after which they devour it with great avidity. They always looked at us with astonishment, getting behind the trees to avoid us. We frequently made overtures to them in a friendly way to come to us, but in every effort we were disappointed: attempts of the same nature were made by the colonists to reclaim them: they sometimes succeeded in inducing them into Sydney, but after gratifying their curiosity with trinkets, and playthings, they invariably ran into the woods, to enjoy their former habits. The Natives are of a very dark colour, with long black hair, and go perfectly naked; even the women are without any covering. They build no huts, or any kind of dwelliug, living in the Fo-

rests. When they cannot get Kangaroos, they feed on snails, caterpillars, and maggots plucked from the trunks of trees. They differ in manners very materially from the Inhabitants of every other country I have visited, and are not under the influence of a belief of any superintendent being, not worshipping a god in any form. They are very revengeful, and carry this passion to such an extreme, that if one of them is killed by any of the settlers, the first white man met by any of the tribe of the deceased, is sure to forfeit his life to their fury. They rove through the country in large numbers, not confining themselves to any spot.

We remained 14 days on our excursion to the Mountains, and visited Paramatta, at which I saw Barrington, the celebrated pick-pocket, exercising the office of chief constable, who in every situation manifested a very fertile mind, but did not long remain unnoticed in the newly formed society, and very soon ingratiated himself into the best graces of the Governor, from whom he received this very lucrative appointment and carrying with him to the new regions his former cha-

racter, as every convict does, it became necessary to establish for him some respect, equal to the situation which he received. To confirm him in this, the Governor ordered that every person in the settlement of Rose Hill, should when passing Mr. Barrington, be cautious to salute him in the most respectful manner. In a short time after this, a Doctor Molloy met him, and not paying him any particular respect; he was sternly reprimanded by Barrington for such a disregard to the Governor's proclamation. His reply soon silenced any further explanation, what says the Doctor, for a gentleman highwayman to pay such respect to a common pick-pocket! Mr. Molloy had been transported for robbing the Dover Diligence, on the London road: he afterwards returned to the Cape of Good Hope with me as Surgeon on board the Buffaló, and during my short acquaintance, I found him to be a very well conducted man.

On an excursion to Paramatta, I stopped to refresh a short time at a farm belonging to Captain Johnstone. I saw there a great number of Oysters, of a very small description, hanging on the trees

near the water, and pulled down a great number which were of very excellent flavour. To account for such a phenomenon, appeared a very difficult matter; but on enquiry as to the immediate cause, I was informed that at the flow of the tide they crawl off the rocks, and affix themselves to the branches of the trees, which are covered with water at high tide, where they remain hanging during the ebb.

I have very frequently heard of the prolific qualities of the women of Port Jackson, which I at all times discredited, not wishing to give them any superiority over the ladies of my own country; but when I had the opportunity of seeing females at very advanced ages, in the various stages of pregnancy, and many of them who never felt the generating influence in their native land. I could not avoid ascribing these qualities to the climate, which is much in favour of the assertion. The children born in the colony are very fair and healthy.

The manner in which the convicts are employed, is highly creditable to the government: they are kept in various pursuits, working

daily from six in the morning, until two P. M. Saturday and Sunday excepted.

After spending the hours laid down by the Governor, they may employ themselves to their own advantage. They are regularly served with rations; each convict is allotted a small portion of land to cultivate for his own use, and every material requisite, and when the period of his sentence expires, he becomes perfectly free, to act according to the nature of his calling.

I knew two convicts at Sydney, who had in a very short period accumulated a large fortune by their industry; one of the name of Lord, and the other a Mr. Crosley, who had been a Solicitor in England, and for some fraudulent transaction was sent to Port Jackson. The former had purchased the vessel and a principal part of the prized goods, sent into Sydney Cove, by us.

The conduct of Mr. Coleman at the Society Islands, was made a matter of enquiry, by order of the Governor, under the direction of Captain Kent of the Buffalo. Sufficient evidence was produced to convict him of the charge in conspiring against the Captain, but as no overt act

could be traced, it was deemed advisable to turn him out of the vessel, in such a manner as to degrade him in the face of the ship's company.

During our stay, Captain Clerk had been attacked with a fit of insanity, which plunged the Officers and crew of the Betsy into great difficulty. His situation was much to be regretted, as during the time he kept the command, he conducted himself with much humanity.

The Officers deemed it advisable to enter a formal protest against him, his intellects having undergone a material change by his incautiously attaching himself to a woman of loose character, with whom in the course of two months he spent about £14,00. To place the vessel again in such hands, was considered unsafe.

In consequence of the protest, the Governor sent him on board, and placed him, and the vessel in my charge, and to other competent Navigators belonging to the ship.

The Betsy being thoroughly repaired, the prizes disposed of, and a sufficient number of men taken on board, we sailed on the 15th of May, intending to cruise off the coast of Peru,

but Port Jackson not producing any Pine fit for ships use, we were obliged to make New Zealand, where we anchored in the river Thames, and procured some very choice spars.

New Zealand is 1380 miles in length, and is divided into two Islands by Cook's Straits.

The Natives are of a copper colour, stout made, and of a very savage disposition. They differ in many respects from the inhabitants of New South Wales, and are reported to be cannibals. In some parts of the country, they are however very artful, and not destitute of much ingenuity. Their canoes which are built of Mahogany, are very handsomely executed, and so ingeniously carved, as to convey some adequate idea of the taste of the Natives in the manufacture of such articles. They finish some of them 30 feet in length.

All their clothing is made of a description of Flax, which grows spontaneously, like the flags in the marshy grounds in Europe. It is prepared in the same way as the flax of this country, and manufactured into garments of various descriptions. From it they also make fishing lines, and nets.

The coast abounds with fish, which is taken by the Natives in large quantities.

The country produces very few animals, but several Hogs had been sent on the Island by Governor Phillips: but the Natives pay such little regard to their interest, or the improvement of the country, that they continually destroy the breed.

We stopped here but three days, when we sailed for Norfolk Island, and arrived there on the 29th of May, when we landed two females, who had taken passage with us from Port Jackson.

Whilst the vessel lay off Sydney Bay, I went on shore to procure some stock for the ship. The Gunner and one of the crew who had come in the boat with us, could not be induced to leave the Island, and the appearance of bad weather, made me anxious to get on board as speedy as possible. The sun was just dipping below the horizon, and the vessel was standing towards the shore, distant about four miles. I shoved off to meet her, with a Mr. Hilliard, who was employed in bailing the boat, and two of the crew, who had previous to this been convicts, were placed

at the oars. The coast is very difficult to approach, and only one boat at a time can attempt to land with safety.

We had pulled for a length of time, and had approached within a quarter of a mile of the vessel, when she tacked, and stood from us. We could plainly hear them singing out on board, hauling aft the fore sheet, and trimming the sails. We hailed them, but the hurry and bustle on board, prevented our voices being heard.

The Betsy stood to the Westward, the wind blowing very fresh from the South, we continued pulling after her, until 1 A. M. when we found we were losing her so very fast, that any further attempt to reach her. was deemed fruitless. The consideration was then, what was best to be done? All agreed that we should return to Norfolk Island.

One of the men at the oars, who had been a long time on the Island promised to pilot us to a safe landing-place, by giving him the direction of the boat. I instantly assented, taking his oar,

The Island is so closely surrounded with dangerous Coral rocks, that it is a great risk to at-

tempt the shore. In a short time we found ourselves so inclosed among the breakers, and a dreadful sea running immediately outside us, we were apprehensive the boat would be stove. I took hold of the tiller, and got the boat out off this difficulty, and then pulled for about an hour to the southward, when we saw a light at the guard house, the only landing spot on that part of the Island. Our guide informed us we could easily get on shore there, but we soon found he had brought us into as great danger as before. The surf broke with equal fury along a coral reef at the entrance. To attempt a landing would have been madness, and a nearer approach would seal our doom. We therefore thought it advisable to pull for Phillips's Island, distant about seven miles. When we got about mid-way, the wind increased, the boat was taking in water very rapidly, when Mr. Hilliard rendered us the greatest assistance by continually bailing her. The men at the oars had now been pulling several hours, and became so fatigued that they refused to pull any longer. I did every thing in my power to cheer them, pointing out the prospect of immediate re-

lief. They listened with attention to my entreaty, but disregarded any command, and rested with a degree of carelessness and unconcern on their oars. Something should be done, and to evince that every effort should be made by me, I instantly threw the provisions we had brought off overboard, except two small pies that I immediately gave the men. They soon began to cheer up, and continued pulling until we got under the lee of the Island. The wind still encreasing and the sea running very high, I thought it prudent to land as quickly as possible. In running close on the shore the boat was driven to atoms by the violence of the surf, and we were thrown among the rocks. As soon as we had escaped further danger, we collected whatever oars and boards of the boat were driven ashore, and with them made our way to an ascent, and rested under the ruins of an old hut, giving thankfulness to the Almighty for so fortunate an escape from a watery grave, but still wretched in the contemplation of the prospect before us.

Now that we had escaped the destruction of the sea, we began to consider how we could exist on

shore, the Island of Phillips being little more than three miles in circumference, not affording either fresh water or vegetables. Our first attention was directed to make some shed where we could repose, and having collected a few handfulls of grass, we contrived a sort of bed: on this we alternately slept for a few hours, though exposed to "pelting storm."

As soon as we had thoroughly recovered from our fatigue, we made a survey of the Island near us. From an eminence we saw the Betsey about twenty miles distant to the westward: our hopes were now big, and we fondly contemplated our return on board; to ensure this the more fully we ripped up our shirts and handkerchiefs and sewing them together with the bark of a tree: we hoisted them on the ends of our oars, we had recovered from the wreck. The day was succeeded by a very dark night, and we retired to repose into our hut, where we past a night of anxiety without any sleep. The morning's dawn was watched with the most anxious solicitude. At day break we proceeded to the eminence where we had erected our stand to view the situation of the ves-

sel, we found she had considerably neared the Island, standing in under close reefs. We were then certain that we had attracted their attention, and every moment expected to see the boat lowered to take us on board.

While we were thus musing on the fortunate prospect just opened to our view, a stiff breeze sprung up. The Betsy crowded sail, and in a few hours was out of sight.

Such a catastrophe could not be felt without the most poignant pain: we could scarcely believe we had seen the vessel at all, and remained motionless some time in sorrowful meditation. After our disappointment, we passed nearly the entire day, expecting to see the Betsy once more, but alas—

"Long o'er the wave a wistful look we cast,
Long watch'd the streaming signal from the mast,
'Till twilight's dewy tints deceiv'd the eye,
And fairy forests fringed the evening sky."

About sunset we began to feel the want of nutriment, having spent two days without tasting food. No water could be procured on the Island and we had not any instrument with which we could get fire. We made experiments on the

timber we found, thinking we would succeed in the manner adopted by the Natives of the North-West Coast of America, but in this we were also disappointed. Something was to be done,—the calls of nature were to be satisfied. I went in search of provisions, with one of the men, taking a small dog with us, that we had brought off from Norfolk Island. While out we met a Sow, and one of her young asleep in a small hollow ; I instantly jumped upon them, and seizing the young one by the hind legs, defended myself with it, from the fierce attack of the mother. In the conflict I killed the young one, and drove the old one off. We returned to our companions, who were in a terrible state of despondence.

Though we were very hungry we could not eat the raw pork : we skinned it, and hung it on the branch of a tree, not far from our wretched hut, and passed the third night without sustenance.

The next morning we summoned up our resolution, determined to do every thing in our power for the best.

After walking a considerable time, we got a wild Garnet, and devoured it with astonishing

avidity: this sufficed in some measure for the day.

On the following morning we commenced preparing a raft, with what timber we could collect: two small beams of the hut, were the principal things we had to depend on. We bound them together with bark, in the form of a Catamaran. As soon as it was in readiness we deemed it prudent to try the experiment, accordingly I agreed with one of the men, named Murray, to make an attempt to reach Norfolk Island. A very strong current generally runs through the channel, that divides the two Islands, this continually ruffles the water on the shore, so as to give it the appearance of a violent surf.

As soon as we had adjusted ourselves, and in the act of pushing, the vehicle went down, and we very miraculously escaped, through the assistance of Mr. Hilliard, and the other seamen on shore.

The fate of the raft had now if possible plunged us into greater distress than we had before experienced. It was our only hope, and that having failed, left us without any resource. We could clearly see the people on Norfolk Island, culti-

vating the ground, and attending to their various avocations, but to make them acquainted with our distressing situation, was an impossibility. Had we been able to procure a fire, we would have succeeded, as it was well-known that the Island on which we then were, remained uninhabited.

The only thing we had now left, and an experiment to which we could attach little hope of success, was by erecting what linen and handkerchiefs we had, on the ends of poles, thereby hoping that a glance directed to our desolate abode, might excite the curiosity of some person residing on the opposite shore,

In this situation we remained for many days, and were reduced to such an extremity as gladly to devour the small Hog we had hung in the Tree, though literally a mass of Maggots. When this was disposed of, we were obliged to seek the leaves of the *Hog Vine Tree,* and made them our subsistance. We had by this time given up all hopes of escape from the miseries consequent upon our wretched situation. Our strength was daily wasting, our spirits broken, and our frames so exhausted, as to appear

mere spectres, covered with vermine. Being so familiarized to distress, and so certain of immediate dissolution, we relinquished all thoughts of this world. Murray, one of the boat's crew and myself were the only persons that could move, the other two were so debilitated that they could not stir from the hut. To all appearance their dissolution was immediately at hand, and though we could crawl, still we knew not but they might have outlived us. Under such an idea, we turned up as much earth as would be sufficient to cover us, leaving the longest liver as a prey to the Birds and Hogs of the Island. Beneath such a calamity I began to contemplate my fate; such a train of ideas crowded on me, that I melted into tears; not from any want of fortitude or resignation; but feeling after all my toils and privations that I possessed some knowledge which I could not before have aspired to, that I should in this dreadful way be called out of the world. Yet in all this my constant ejaculation was "the will of God be done."

Murray and I crawled from the hut to search out something for food. In passing near a wood,

we fortunately discovered at a small distance, a Cabbage tree. It is impossible to describe the appetite with which we devoured the produce. We thought it unnecessary to take any part of it to our companions, as we expected on our return to have to perform "the last sacred rights."

While we were thus employed, we heard a voice, calling "MYERS," I thought the Island must have had some persons inhabiting it, that we were not fortunate enough to discover, but Murray said it was one of the two in the hut, that had died, and that the survivor came to apprize us of it, In a few minutes we were undeceived, as a Lieutenant approached, calling out to us to make haste down to the shore, that a boat was waiting for us.

How great was my astonishment; snatched from a premature death, rendered peculiarly harrassing by the many privations I endured, and even after thus suffering, to be destitute of a friend to waft my parting words to my relatives in the land of my nativity, Perhaps that consideration was more distressing, than even the forfeiture of life, as I would have cheerfully parted

Lt. Col Joseph Foveaux was Governor of Norfolk Island in August 1802 when Tuckey left it.
Tuckey's Voyage pp. 277-8.

with it in the service of my country, and deem it an honour so to fall: but the idea of being starved to death, within almost hail of a friendly shore, generally brought with it such a train of reflections as would be sufficient to unman the stoutest heart.

We had now proceeded to the boat, where we met our two comrades we had left in the hut, who had informed the Lieutenant, the state of our misery.

On entering the boat, I was presented with a small loaf of bread, and not having tasted any such for a length of time, its effects were so powerful, that I fainted on smelling it.

The Governor of Norfolk Island, Major Prevost was anxious for the return of the boat: He had been astonished at seeing the linen and handkerchiefs on the piles we had erected, while looking through his glass, expecting the arrival of a Schooner from Port Jackson. His attention was excited with the unusual appearance on the opposite Island, as above stated. When we got to Norfolk Island, he was the first person that approached us.

We were reduced to such a state, as to be unable to stand, and were carried by order of the Governor to his own house, where we received every attention our wants required. When we detailed our sufferings, during the nineteen days we were on Philips's Island, we did not fail to excite the commiseration and attention of all who heard us; indeed our emaciated and worn frames, were the best proof of what we endured—it required no additional evidence—our insatiable appetites after the first day, is hardly credible, the speed with which we even attempted to swallow the food without sufficiently masticating it, had like to prove fatal to some of us—to such a state had I brought myself by immoderate eating, that I swelled like an inflated bladder, and the most serious apprehensions were entertained for my life. Our irregularity in taking food, became so notorious, as obliged the Governor to place us under the direction of a proper person at the time of our taking nutriment. When I had sufficiently recovered I went into the country and stopped sometime with a man of the name of Folly, who formerly belonged to the Ceres, Captain

See Turnbull's Voyage p. 102 ff.

Hunter now Vice Admiral of the Red, and being permitted to settle at Norfolk Island, through industry became affluent. Whilst I remained with him I received much kindness, and attention, and in the course of a few weeks became so much recovered, as to be able to walk some miles a day, and amuse myself in what way I thought most pleasing, generally in the woods shooting wild Goats and Poultry,

The soil of this Island is extremely advantageous and productive to the labour of the husbandman, and the temperature so congenial that it produces two crops of corn a year . It has Pine Timber of an incredible size ; I measured one tree ; its circumference four feet above the surface of the earth, measured thirty seven feet ; yet after all this the trees are of little value, being of a spongy nature, not retaining any turpentine but between the timber and bark. It also produces very excellent sugar cane. The entire Island is covered with wood, except such part as the inhabitants have cleared.

Several wild Goats and Cats are to be met in the forests : the latter are very destructive to the

poultry, which would be in great abundance but for them. They are continually in search of the eggs and chickens, which they instantly destroy.

The only anchorage at the island, is at that part called the cascade. It is fortified with a small battery at the opposite part, where there is a clear beach for about half a mile, which is also defended by a redoubt, slightly fortified, and has communication with the capital. The country is very hilly, one eminence in particular, called Mount Pitt, is very high, and resorted to by birds of the Eagle species.

I made application to the Governor for a passage by the first vessel to Port Jackson, the most likely place of meeting a ship bound to Europe. He told me I should go in any vessel I thought proper. He was about sending a boat's crew to Phillip's Island, to bring wild Hogs; They being more easily taken there, than at the colony, and invited me to join the party. Accordingly a boat was manned under the direction of an officer: some respectable persons also accompanied them. When we landed all were anxious to hear the detail of my sufferings—

" It rous'd reflection's sadly pleasing train,
" And oft I look'd, and wept, and look'd again."

I pointed out the hut in which we passed our nights—the place where we planned our raft—the shore where we were wrecked—the grave we dug, and all the various circumstances attendant upon our situation. The party commenced searching for game, and shortly after met with two wild boars, which they soon dispatched. Two of the crew attacked an immense Hog which gave them battle, and so closed them that they were obliged to seek refuge in a tree. So furious are they in attack, and formidable with their immense tusks, that if they are not disabled in their onset, there is scarcely a possibility of taking them. They also shot a quantity of poultry, with which they returned to Norfolk Island.

In about a month after the Buffalo arrived, with several passengers on board, whose period of transportation had expired. It was intimated to me, that I might take passage in her to England, and when waiting on Gov. Hunter for his assent, he very generously offered me every ne-

cessary his stock was capable of affording, for such I shall ever feel myself indebted to him.

Articles of foreign produce, or manufacture, were very dear. Rum sold at £3 per gallon, Tea 30s. per lb. Scale Sugar 5s. per lb, and every necessary and luxury proportionately extravagant.

The Buffalo was in readiness to depart on the 12th of October, having received every instruction, and on the 13th. got under weigh, and made sail for the Cape of Good Hope. She was a very heavy sailer, mounted 16 guns, and required more hands to navigate her, than any other vessel of the same rate.

Nothing particular occurred during the passage, except the misfortune of losing one of our Officers, a Mr. Leyden, on Christmas Eve, who in a fit of insanity jumped overboard, having bid adieu to the Buffalo and crew. We made every effort to save his life, which proved an impossibility, as the sea was very high.

We were frequently attracted by the appearance of several marine animals.

We made the Cape of Good Hope on the 11th of January, 1802, and anchored in Table Bay.

CHAP. XI.

Engage with Mr. Hogan in the Chance, private Ship of War; sail from Port Jackson, and make Norfolk Island, and from thence proceed to the coast of Chili; anchor at the Island of St. Mary, and sail on a cruise along the coast of Peru.

ON my arrival at the Cape of Good Hope, I was introduced to a Mr. Hogan, who at that period was extensive in some mercantile speculations, and embarked a considerable proportion of his property in the fitting out Privateers, for the Coast of Peru, and other parts of the Pacific Ocean.

The Chance at this time was ready for sailing, under the command of Captain William White, now a respectable Merchant, residing in the City of Cork.

No person on board being sufficiently acquainted with the Coast of Peru, Mr. Hogan used his interest with Sir Roger Curtis, at this time Admiral, to get me from the Buffalo, to join the Chance, which was immediately agreed to. She

mounted 20 guns, but not being permitted to take on board more than fifty men at the Cape, we were obliged to proceed to Port Jackson, to complete our crew.

We got under weigh on the 28th of January, ran the Eastern passage, and arrived in Port Jackson, on the 10th of March. No pilot making his appearance, until we got as far as two rocks, called the Bottle and Glass, I undertook to conduct the vessel into port, and in a few days completed our crew, and sailed for Norfolk Island, and Spanish America.

On the 25th. not being far from Lord Howe's island, I mentioned to Captain White that a very dangerous Shoal bore due North of it, distant about seventy miles: this he seemed to doubt, not having seen it laid down in any book, or chart; but at day-light he was convinced, by being nearly on it, and hearing the sea break like the firing of cannon. I discovered this shoal in my first Voyage round the World.

On the 30th we made Norfolk Island, to procure some live stock I shewed Captain White that part of Philips's Island where I was cast away.

Miantinomo, Capt
Swain

After stopping two days, we proceeded to the Coast of Chili, and anchored at the Island of St. Mary, after a passage of three months, where we met an American Ship, the Miantinomi, Capt. Bunker, from whom we received a supply of bread, in exchange for canvas.

We procured wood and water, shot a few wild Hogs, and on the day following got under weigh, and proceeded along the Coast of Peru, in search of prizes.

My knowledge of the coast induced Captain White to give me a roving commision with the boats along the shore, he keeping the Chance within view, in case of any attack from the enemy. We entered a bay near Valparaiso, thinking we would meet some vessels there, but were disappointed. The weather became hazy, and we lost sight of the vessel until evening, when we saw great numbers of Bullocks straying on the shore.

The ship having made a signal, we repaired on board, and then proceeded to Coquimbo, where we saw a large Ship at anchor: she shewed a tier of ports between decks, and the lights were

easily distinguished through them at night. I proposed boarding her on the bows and quarters, the boats were accordingly hoisted out, and manned with 50 men. On approaching, we found a canoe alongside, and on deck a Spaniard, who could give little account of himself. I thought we had a valuable prize, and instantly gave directions to the men to go aloft and loose the topsails, on which the Captain came on deck, and addressing me in English, requested I would desist from such proceedings, the vessel and cargo being American. She was called the Catherine of New York; engaged on a smuggling speculation. He shewed us his papers, which were highly satisfactory. The Captain gave us every information respecting the Town; in consequence of which we pulled on shore, taking with us a boy from on board the Catherine, to pilot us to the landing place, this being effected, the centinals ran from their different posts and the guards retreated from the town; we immediately commenced the work of destruction, the custom-house was the first that attracted our attention, we found there a quantity of dollars. They had a large

supply of corn which was of little value to us as we left the Town about two hours after day-light taking what Specie and Plate we could find and an excellent whale boat which we found very useful. We got on board the Chance about 11 A. M. presented the trophies of the expedition to our Commander, and next ran the coast down as far as Guasco, in Lat. 28. 10. S. where a party went on shore. This being a poor place chiefly inhabited by copper Manufacturers nothing was to be found more valuable than copper Pans, with which we loaded our boats. The Pans were afterwards sold at the Cape of Good Hope, and proved to us of little value.

We next stood for Arica, where we saw a Brig at anchor, under a twelve-Gun Battery with part of her mooring made fast to the ramparts of the Port. We boarded her at night, found but one man in her, cut her cables and immediately made sail for Ylo, an adjoining Port. On our arrival there, we saw three vessels at anchor. Every preparation was made for landing and our boats instantly hoisted out, manned with about sixty men. As soon as the town on the starboard side opened

our view, we distinguished 200 mules bridled and saddled for the inhabitants to make their escape in case of an attack. As soon as the Chance came to an anchor, the boats were instantly shoved off and pulled on shore. The inhabitants during this time were standing by their mules, and seeing our Party, ran off in the greatest speed; not even affording themselves sufficient time to mount the animals. Our men were very soon masters of the cattle, and on them pursued the fugitive a distance of fifteen miles. We took three Villages, and brought into Ylo about 500 Prisoners, whom we confined in the Chapel of the Virgin.

The Country is very barren near the shore, and difficult to travel in consequence of the deep sand and rocks with which it is covered. While our men were in pursuit of the enemy, several of whom were hurt by falling from the mules. We took the Governor prisoner, and sent him on board the Chance for safety. This part of the main being extremely poor, and scarcely any specie to be found, we gladly entered into a treaty with the Governor to deliver the vessels we found in the harbour laden with grain, provided he would bind

himself to send on board a certain quantity of Bullocks. This appeared extremely pleasing to him, as we did not require any money for the ransom, and as a furthur proof of our confidence in him, we set at liberty the prisoners confined in the chapel. But how great was our astonishment! the morning after their liberation, we found ourselves attacked by a very superior force under the command of the Governor. On his release he repaired into the country and organized in the course of a few hours, a party of bout three hundred men well armed. The plan of attack was not very daring; he invariably pre fered teasing us with a fire of musketry from behind the rocks, where he lay in perfect security. During this transaction, a lugger mounting four Guns hove in sight in the offing, but seeing the state of the Town and the Chance in possession of the harbour, instantly hawled off. Observing this, I instantly proposed to Captain White to allow me to man a boat and bring her back.

To this proposal he immediately agreed. We pulled fourteen miles before we were within shot

of her: she commenced a smart fire on us which we soon returned. One of our bullets passed through the upper work and lodged in the thigh of one of the crew, which made them instantly surrender. We then boarded her, and found a complement of sixteen men, all of whom I confined, and anchored along side the Chance.

The dishonorable conduct of the Governor called loudly for instant and exemplary punishment. We were sensible that the continuation of hostilities would be of little profit to us, and in the combat we should expose and perhaps lose many of our valuable crew; Captain White therefore thought it more advisable to scuttle the vessels in our possession, and set fire to the Town. While effecting the latter we were encountered by the Governor and his party, but some of our shot having taken effect within his entrenchment, they soon decamped, and in a short time were out of sight. We gained nothing by the enterprize, more than having the satisfaction of setting the town on fire and destroying their shipping.

We now made sail along the shore to the Northward and Westward. Being close in with the

land, we hoisted out two boats, manned and well armed under my direction to survey the coast as we sailed along. In passing by Ocona, I saw two Indians seated on something like two large bladders. I fired and drove the ball through one of the vehicles, after which it began to sink. We pulled as smartly as possible to them, and found they were fishing. After giving them something to eat we sent them on shore, made the Island of St. Galan and the day following got into Pisco. There we saw a Spanish brig and a gun boat, the latter had a 36 pounder brass gun on the bows, and manned with twenty-five stout Negroes, and three Spaniards. One of the Spaniards who commanded the gun-boat thought he would have an easy prize. They began to fire at us with this large gun, we reserving our fire untill we got in close to her, then instantly discharging a broad side at her, caused such surprise, that the principal part of them jumped overboard. We instantly took possession of her and the Brig, and secured three officers and sixteen of the crew. As the Negroes were the private property of a mercantile house in Pisco,

and great value being set on them by the proprietors, we readily acceded to an offer of 500 dollars for each of them in our possession, which was paid on board the Chance previous to our delivering them up to their former owners. The Captain of the gun boat and brig gave up the town and shipping.

A party from on board the Chance went on shore, and took possession of the principal parts of the town. The inhabitants fearing the same treatment as the people of Ylo, entered into a treaty with us for their security, to procure a sufficency of cattle and other necessaries, and payed in cash the value of the vessels we had taken in the Port.

We next proceeded to the port of Lima, and on making the Island of St. Laurenzo, saw several vessels under weigh. We took in all our small sails, lowered down our top sails and kept the ship under her courses until dusk, that the shipping coming out might not discern us, At nine P. M. we made all sail, and stood in for the Port, and at eleven got amongst a fleet of large Ships; but being then under the guns of

three heavy batteries, and the wind very light, we deemed it imprudent to attack them until morning. At twelve a light breeze sprung up off the land, which enabled us to get out of Gun-shot from the Ports. At day-light we discovered all the shipping close in at anchor, and one vessel in the offing, to which we immediately gave chace ; but there being but little wind, we had all the crew stationed at the sweeps, to force the ship ahead. At 3 P. M. a stiff breeze sprang up in favour of this vessel, which enabled her to get away, she having the advantage of us in point of sailing. Finding all our pursuit unavailing, we stood in for the Port, until the next day, when she again made her appearance, about five miles distant. We immediately made sail, and chased her as far as the Port of Pisco, and then gave up the pursuit. She was called the Buonaparte, Privateer, fitted out by the Merchants of Lima, mounted fourteen Guns and manned with ninety men. She was shortly after captured by the Le Fortune Privateer, and sent into the Cape of Good Hope.

On the 4th. of July being near Calio, we saw a large ship steering for the Port which we supposed to be a spanish Frigate. Night fast approaching we stood close in with the Island of St. Laurenzo, and shortened sail to make the enemy think we were Spaniards. At 10 P. M. we tacked and stood out to cut her off from the shore: getting within Pistol-shot we hailed her and asked what Ship she was. They answered the amiable Maria from the Port of Conception, bound to Lima, with a cargo of bale goods, wheat &c. Her commander hailed and enquired the name of our Vessel: Captain White answered a British Ship of war called the Chance.

We Immediately commenced a very smart fire; for sometime she did not return a shot, her decks being lumbered with cables, as she was not more than seven miles from her anchoring ground. Captain White ordered Mr. Lynch, the second Lieutenant, with a boat's crew to board her. When getting along-side she convinced us what she was, by commencing a heavy fire, with twenty two brass Guns, eighteen and twenty-four pounders, with a complement of 220 picked men.

The crew of the Chance at this time consisted only of 94 men; her guns eighteen, twelve and six pounders, principally cannonades. We soon found she was but a boat when compared to the Amiable Maria, and the only thing in our favour was to board immediately. Captain White endeavoured to get our vessel's bowsprit over the enemy's stern, but the wind became very light, and in the attempt of boarding our ship fell off and exposed her stern to the Maria's broadside. She commenced wreaking us, upset some guns and killed a brave Officer, a Mr. Bennet. We soon recovered from our perilous situation, made a second attempt to board her, in which we were more fortunate than in the first, having run our bowsprit over her starboard quarter, which we lashed to her mizzen-mast, while the principal part of our crew were engaged on her poop. A party of the enemy got on the Chance's bowsprit and was met by our commander who shortly put them to flight. One man in particular held a long struggle with him, and though his life was completely in the Captain's power he humanely spared it in consequence of the spaniard's gallantry.

We remained on the poop fighting desperately sword in hand for three quarters of an hour before we could attempt the main deck. By this time the men at both sides were falling so fast, and the superiority of the enemy's number over ours, obliged us to be more resolute. We rallied our men and forced the enemy on the main deck, where we continued the conflict for an hour and a quarter. I went forward, and found the Spanish Captain with his two bow guns, eighteen pounders, double loaded with grape shot, pointed to blow us off the poop. I soon measured my sword with his, and disabled him so that he left his quarters and went down below. His crew soon followed, but still persisted in defending their ship with boarding pikes up the hatchways and out of the cabin, until their number was reduced to eighty-six, out of two hundred and twenty men. No Spaniards ever fought with such bravery. The decks were so covered with the slain, as to make it impossible to move without treading on dead bodies: even in the Cook's house we found three killed, and one mortally wounded. Having now possession of the Prize

I immediately had two boats manned, and went into one myself, to tow her off from the land, which was about the distance of four miles, while the Officers and men on board were assisting Captain White to secure the Prisoners and Magazines. On my return to the Prize, I was much grieved at seeing a lady, passenger in the greatest despair in consequence of her child, (that she held in her arms) being cut in two by one of our shots, in the early part of the action. The agony of her mind on this dreadful occasion, can be better imagined than described !—

One of the greatest calamities that can befal parents is the loss of their offspring—but to behold a fond mother reduced to a state of frenzy by the deprivation of her only comfort, must excite pity, even in the most callous of hearts. It was very singular the Lady escaped unhurt ! Another circumstance that is a disgrace to human nature occured on board the Maria. A native of Chili, whose arm was dreadfully shattered, had the ferocity to cut it entirely off to load his gun with ! The savage was killed by a second shot before he had power to fire.

We were busily engaged for the space of half an hour, heaving the dead bodies overboard, and in rendering every assistance to the wounded. The Maria had scarcely a shroud brace or any of the running rigging but was cut.

At 1 P. M. a smart breeze sprang up from the land which enabled us to get a good offing. I returned on board the Chance, where I saw the Spanish Captain and the other prisoners well secured. I was much surprised to see most of our cannonades dismounted and their carriages broken. The plan on which they were made was not of the best, though the maker obtained a patent. They seemed to me better calculated for an ornament in a toy-shop, than for battle.

Our loss in this engagement was very trifling, having but one Officer killed, three wounded with five seamen and four marines: the Chance sustained no other injury than the loss of her figure head.

On the 5th of July we stood in with Callao and sent the prisoners on shore, in the Maria's long boat, and on the day following stood to the westward, manned the Prize and dispatched her for the Cape of Good Hope.

We stood in again for the land, and on the 15th captured a Brig, laden with rice from Callao Her Captain informed us that seventeen of the prisoners we sent on shore died of their wounds; also of the shameful conduct of their companions towards the crew of the American Ship Washington, lying in that port; that as soon as the Prisoners were landed, they butchered every American they could find, thinking it was their countrymen that captured the Maria, and killed so many of their ship-mates.

The Viceroy of Lima offered a large sum of money to the commander of the Washington, if he would send her out manned with Spaniards, accompanied by a brig, in order to take the Chance. The Ship was to mount twenty-four Guns, to be manned with two hundred and fifty men: the brig fourteen Guns and a hundred men. He also promised a large reward if they could take us, and Sixty Pounds, for every man brought in dead or alive.

This information renewed our ardour, and gave us additional spirits. We cruised off the Port for a month, but no such vessels making their

appearance, Captain White sent a challenge to the Viceroy, saying, he was surprised that the Port of Lima could not muster sufficient resolution to send out shipping to take the Chance, and in order to accommodate him he would blockade the Port a fortnight longer to give him sufficient time to fit out as many vessels as he might think proper, and that the Chance should not go more than five miles from the batteries during that time. We remained here fifteen days after sending the challenge, but no ship coming to oppose us, we left the place and steered to the Northward and Westward, and on the first of September, being close in with Payta, we saw four large Vessels at anchor. When we opened the Bay, we could plainly see they were Ships of war, and as night was fast approaching, were anxious to bring them to action as soon as possible. We hoisted American colors, made more sail and stood in to board the largest of them. In getting our Jib-boom nearly over her starboard quarter, the wind died away, and the chance dropped alongside the Enemy, when we opened a very smart fire that set the four ships in the greatest confusion.

situated as they were at anchor, they could not get their guns to bear on us, without firing into the Ship with which we were engaged. The four Vessels immediately cut their cables, and made every exertion to get out the Port.

They crouded all sail from us, but we received a 24 pound shot through our mizzen mast, which rendered it impossible for us to follow them. We lay too off the Port some hours, to repair our damages, expecting them to renew the action, but they did not seem inclined. Three of these Ships were formerly British south-sea men, and had been captured in the Spanish Ports, being ignorant of the war between the two countries. The fourth was a Spanish Brig of war, the Peruvian, and mounted sixteen guns: the other three, viz. the Britannia, the Atlantic, and Beaver, making in all a total of sixty-six guns, with a complement of five hundred and fifty men. The Captain of a small vessel we captured off Cape Blanco, informed us of his being in Guayaquil the week before, where he saw a large ship at anchor, called the St. John, above the Island of Puna, mounting thirty guns, and manned with

two hundred men, under the protection of a twelve-gun battery, taking in a valuable cargo. The captured vessel drawing very little water, the navigation of the river difficult, and no pilot on board that could be depended on, we thought it most advisable to put as many men as could be spared from the Chance, into her, to bring the St. John out. We were so presumptuous as to think little of the difficulties we were to encounter.

Captain White enquired of our ship's company, who would be willing to volunteer on the expedition. I was the first who offered, and in a few minutes was joined by the entire crew. He thought it prudent to send but thirty-five men, which were as many as the Chance could spare.

We went up the river, as far as we could with safety, and anchored our ship, and prize, at 10 P M. At 2 A. M. we heard a Boatswain's call on board some vessel, which we supposed the St. John: all hands were immediately called, and in eleven minutes, we had the anchor up, all sail set, and every man at his quarters. This put a stop to our expedition.

At four in the morning, we saw a man of war-brig to windward of us, with an Admiral's flag at the main. We made all sail to come up with her, but shewed no colours: she hoisted hers, and fired a gun to leeward, as a token of friendship, When the Admiral found we did not answer it, by shewing ours, he stood towards us and fired a shot, to which we paid no attention. Captain White ordered the steward to give each man a glass of grog. By the time they had taken it, the enemy dicharged three broadsides at us to very little effect. Being now within less than pistol-shot, our Captain said to his crew, "come my lads, run your colours up and let them see to what Country we belong". We immediately commenced a heavy fire from our lower yard arms with musquetoons, from the booms and tops with musquetry, and off the main-deck with cannon. I am sure the Admiral never met with such a hot reception before. He received a musquet-ball in his side, and a grape shot through his arm. In fifteen minutes, his ship dropped close along side us, and the engagement became more desperate.

We were greatly annoyed by their hand-shells and other combustibles, hove on board, for the purpose of setting our ship on fire, being at this time yard arm, and yard arm; but the advantage they had over us, from being well supplied with angrinades we made up for by the smart exertion of working our guns, as we could fire at times three broadsides for their one. The action continued two hours and a half, when the Admiral ordered some of his crew to go aloft and loose his top gallant sails, and make all sail to get away if possible But as fast as they ascended, they were shot by our marines. When all his efforts proved ineffectual he ordered them to go and haul his Flag and colours down, saying there was no use in fighting any longer with those Englishmen for they were all devils! Every scupper we could see on board the enemy, was filled with clotted blood. This engagement lasted two hours and three quarters. She proved to be the spanish man of war Brig, Le Meno, mounting eighteen long nines on her main deck, twelve brass four pounders on her poop and gangways, and manned with one hundred and eighty men, commanded by Don Phi-

lip de Martinez, senior Officer of the Spanish marine on that coast, and sent out purposely from Guayaquil to take the Chance, and then to proceed to a Port a short distance Northward, to capture three British south-sea-men, there at anchor.

The people on shore, seeing the engagement, reported to the Governor that the Admiral had taken a British Frigate. Orders were immediately given, to remove the English prisoners in gaol from one apartment to another to make room for those expected. But how great was their disappointment, when they beheld the British Flag displayed over the Spanish on board the Le Meno, and their countrymen landing under a Flag of truce! When I went on board the Prize, I was astonished at the state of the vessel, and the number of killed and wounded.

The Admiral was lying in the Cabin without any hope of recovery. The Le Meno's sides were completely paved with shot, her mast and bowsprit rendered nearly useless—not a spar or shroud on board but was cut. We remained here

three days, during which time the Admiral died and was buried with all the honours of war. The Enemy had fourteen killed, and seven wounded, we had but two men killed, and one wounded. We kept the Spanish Admiral's son on board, with three of his crew, in order to condemn the capture at the Cape of Good Hope. Captain White and I removed from our Ship, on board the Le Meno, leaving the command of the Chance to Mr. Lynch, our second Lieutenant.

Being anxious to try our luck with the St. John, Captain White sent a challenge to the Governor of Guayaquil, intimating that if he had any demand on the Chance, to send out the St. John, her force being three to one against us. But all our efforts to bring her to action were ineffectual. I am of opinion that had she come out, she would not return to that Port again. Our limited time for cruising being now terminated, we left the Island of Puna, on the 29th. of September, and shaped our course for the Gallepago's Islands, where both vessels arrived, and anchored in Stephen's Bay, Chatham Island, on the 9th. of October, 1802.

After putting the foregoing to press, I was favoured by Captain White, with the Waterford Mirror* dated March 3rd. 1802; from which the following extracts are taken.

LONDON GAZETTE.

ADMIRALTY-OFFICE, FEB. 23.

Copy of a Letter from Vice-Admiral Sir Roger Curtis Bart. Commander in chief of his Majesty's ships and vessels, at the Cape of Good Hope, to Evan Nepean, Esq. dated at the Cape, Dec. 20, 1801.

SIR,

The private ship of war the Chance, belonging to Mr. Hogan, of this place, and commanded by Mr. William White, having been on a cruise on the coast of Peru, returned on the 11th instant. The commander of the Chance addressed a letter to me containing an account of his proceeding during his cruise. He appears to

By this Paper, I find I have made a mistake in the date. Where I have mentioned 1802—*it should have been* 1801. *This error I attribute to my being taken prisoner six times by the French, and plundered of all my papers.*

have uniformly acted with great propriety; but his conduct, and that of his officers and men, was, on two occasions, so highly creditable to them, that I send his account of those occurrences for their Lordship's information. I am, &c.

ROGER CURTIS.

Extract of a Letter from Mr. William White, Commander of the Chance private ship of war, fitted out at the Cape of Good Hope, to Vice-Admiral Sir Roger Curtis, Bart.

At four P. M. on the 29th of August, the Island St. Laurence bearing N. E. two leagues, saw a large ship bearing down towards us; at nine brought her to close action, and engaged her within half pistol-shot for an hour and a half, but finding her metal much heavier than ours, and full of men, boarded her on the starboard quarter, lashing the Chance's bowsprit to her mizen-mast, and after a desperate resistance of three quarters of an hour, beat them off the upper deck, but they still defended from the cabin and lower deck with long pikes in a most gallant manner. They had fifty men killed and eighty-four

wounded, of whom the Captain was one. Getting final possession, she was so close to the Island that with much difficulty we got her off shore, all her braces and rigging being cut to pieces by our grape shot. She proved to be the new Spanish ship Amiable Maria, of about six hundred tons, mounting twenty-four guns, eighteen and twenty-four pounders, brass, and carrying two hundred and twenty men, from Conception bound to Lima, laden with corn, wine, bale goods, &c. On this occasion I am much concerned to state Mr. Bennett, a very valuable and brave officer, was so dangerously wounded that he died three days after the action; the second and fourth Mates, a Marine Officer, and two Seamen badly wounded by pikes, but since recovered. On the 20th, both ships being much disabled, and having more prisoners than crew, I stood close in and sent the prisoners on shore in the large ship's launch to Lima; we afterwards learned that seventeen of the wounded had died.

At four A. M. on the 24th September, standing in to cut out from the roads of Puna, in Guiaquill Bay, a ship that I had information of, moun-

ting twenty-two guns, fell in with a large Spanish brig, with a broad pendant at her main-top-mast head. At five she commenced her fire on us, but past five, being yard-arm and yard-arm, commenced our fire with great effect, and after a very severe action of two hours and three quarters, during the latter part she made every effort to get away. I had the honour to see the Spanish flag struck to the Chance. She proved to be the Spanish man of war brig Limeno, mounting-18 long nines, and 12 brass four-pounders on her poop and gang-ways, commanded by Commodore Don Philip de Martinez, the Senior Officer of the Spanish Marine on that coast, and manned with one hundred and eighty-men, sent from Guayaquil, for the express purpose of taking the Chance, and then to proceed to the Northward to take three English Whalers lying in one of their ports. She had fourteen men killed and seven wounded; the Captain mortally wounded, who died two days after the action; the Chance had two men killed and one wounded, and had only fifty men at the commencement of the action, mounting sixteen guns twelve and six pounders.

CHAP. XII.

Returns to the Cape of Good Hope; a description of the Colony; hears of the Peace between England and France; engages on board the Ann, an American Vessel; proceeds to the East Indies; arrives at the Isle of France; from thence to Calcutta; a description of the place; Sails from thence for Pegu and arrives there.

IMMEDIATELY on our arrival at Chatham Island, a party was sent on shore to procure Turtle and shortly after returned with a boat full. The next day some of the Crew were sent on shore to cut fire wood, which can be had at the Islands in great plenty. The Admiral's son formerly first Lieutenant of the Le Meno, went with me on a party of pleasure. During this time the Crew were busily employed in catching Cod, Cray fish &c. &c. On the 14th we departed from Stephen's Bay, directing our course to the Southward. The Prize sailing much faster than the Chance, the Captain thought it most advisable to part company. At this time both Vessels were very short of water, and the Crew were

put on a very scanty allowance. On the 25th we lost sight of the Chance and made the best of our way to the Southward and Eastward. We soon felt the want of water, and how we should be supplied with it became a matter of consideration. As "necessity is the parent of invention," we commenced an experiment on salt water with a tea Kettle, over one of the boilers on the cook's house. This rude procees of distillation soon supplied us with a quantity of good water, daily replenished with our alembic. The plan of opperation was certainly simple, and the apparatus by no means complex. The neck of the tea Kettle was closely luted to the neck of the boiler, by which means it condensed the steam, and the fluid ran through the pipe, by the addition of a tube conducted into a cask. By this mode of opperation, we were enabled to draw off above ten gallons of good water per day. In this kind of way we continued our voyage until we arrived off Cape Horn on the 18th of December, and then proceeded to the Cape of Good Hope, and made Table Bay on the 11th of January 1802, where we anchored. The account of the capture of

the Amiable Maria, as well as that of the Le Meno had reached the Cape, previous to our arrival, and the sensations our achievments created, were productive of great anxiety for the arrival of the Vessels. As soon as we saluted the flag, the Governor and Admiral came on board and congratulated us for the very creditable manner in which we supported the Naval fame of our country, and as a token of the services we did on these occasions, Sir Roger Curtis granted a free Pass to the crew of the Chance during the war. Table Bay is very extensive, sheltered by Robin Island and Green Point, the latter which is requisite to give a good birth, as the water is very shoal a great way out. During the winter season, which is June, July and August, it is very dangerous for any Vessel to anchor. Such heavy seas set in with the westerly winds, as to make it impossible for any ship to lie at anchor. I saw a vessel unship her rudder in seven fathom water. The sea is so hollow, and breaks so short, that the only way for saving a Vessel when parting from her cables, is to run her on shore, as close to the wharf as possible, to the Eastward of it

where there is a sandy beach, sheltered from the wind. In the wharf a number of cocks are placed with hose affixed, to convey water into casks in the boats, to supply the shipping. During the summer season, the hot sands driven by the winds are very disagreeable, and not unlike the Egyptian sand destructive to the sight. I have frequently been obliged to quit the deck, though two miles from shore, to avoid a discharge driven from the mountains. It is so very potent, that it easily insinuates itself into every part of the vessel. From the shipping it is seen rising like a thick vapour, and gradually spreading over the surface a light sparkling colour.

Table Land is close to the town, chiefly inhabited by renegade Negroes, and is overrun with monkies.

Cape Town the principal place, is handsomely built with much uniformity. The Barracks which form a beautiful square, are near the Castle, and capable of containing a very formidable force. The Store-houses are all built near the water, but the houses of the Citizens are situated beyond them, on a pleasing ascent. The streets are ge-

nerally broad, intersecting each other in parallel lines, forming right angles, The Hospital is a very extensive building, and highly creditable to the respectable company by whom it was at first erected. The convalescents are allowed access to the gardens of the Colony, which are situated at the extremity of the settlement in a most delightful valley. The view of the country from Table land is very grand and extensive, along the vallies the prospect is truly enchanting. The numerous fine plantations unfolding all the richness, and variety of the different stages of cultivation, and the many rivulets descending from the mountains, winding into a variety of forms in their different courses, are views that can not fail to gratify the beholder. The land when cultivated is very fertile, and produces great quantities of vegetables, and useful plants, Grain of various descriptions, is raised with considerable success; the Grape is also cultivated, from which they extract several descriptions of wine. Two kinds, however, are only deemed of good quality; one a red Wine called Constantia, a rich kind: the other by way of distinction is

called Cape Madiera, It is not filted for stock, as it very soon sours after being taken on board. This, however, may not be attributable to any bad quality, and perhaps more properly arises from the process of making, by not sufficiently extending the fermentation. Cape town is inhabited principally by Duch settlers, with the exception of the Slaves, who were originally brought from the Mosambique and Madagascar. Within a few years back they have reclaimed some of the Hottentots, who are continually kept at work: they are treated with more humanity than the West-India slaves, though little care is paid to their religious instruction.

The cattle of this country are very numerous; the oxen are chiefly employed in works of husbandry and drawing the vehicles of the inhabitants. Sheep, which are in great abundance are of a very singular species and rank food. The tail of one of these animals will weigh from ten to twelve pounds, it consists of an immense lump of fat, and hangs so heavily as greatly to inconvenience and impede the movements of the animal. I have seen several of them when going to pasture

with their tails placed on a crib, and in that manner taken afier them, by slaves. While we remained, we were employed in fitting out the Chance and her prize the Le Maino, for the purpose of again cruising off the coast of Peru. When we were nearly ready for sea, a Dutch Brig of war arrived bearing the news of Peace, and the consequent surrender of the colony to that power. It is scarcely necessary to say, that this news was received with feelings of regret. Our hopes were great, and the prospect of taking so large a force off the coast of Peru, made us calculate very largely on the success of the pursuit. Mr. Hogan was desirous of retaining me in his employ, but a favourable opportunity having just offered on board an American vessel called the Ann from Baltimore, bound to the Isle of France and different Ports in the East Indies, I readily went on board her, and sailed from the Cape of Good Hope on the 10th of April.

A short time after our departure we experienced very severe weather off Cape Agula, during which time, we were obliged to carry such a heavy press of sail to weather the land, that the

vessel strained very much, which obliged the crew alternately to be at the pumps more than three days and nights. On the 17th. the weather having considerably moderated, we saw a ship gaining fast upon us. We hove too, and coming within hail, she proved to be a French Corvet. Having kept company for a few hours, she asked if we were in want of any thing, and offered us every assistance requisite. The rest of the passage to the Isle of France, which we made on the 12th. of May, was unattended with any circumstance worth relating. In getting in with the Gunner's Coyne, we made signal for a Pilot, and in a few hours after, anchored in Port Lewis. Here are are several dangerous shoals, which render the Port unsafe to attempt without a proper Pilot.

The harbour is well fortified with two strong batteries on the starboard, and one on the larboard hand, that makes it almost impossible for an enemy to approach. Near the town is a dock on a small scale, and on the opposite side a bason is formed partly by nature, but by the industry of the French was rendered of considerable

benefit to the Shipping during the hurricane months in which twenty Sail of Vessels may lie in perfect safety. We saw at this period several East India Vessels, that had been captured by the French, among which I recollect the Poacher the Cornwallis and the Belona. The Town is nearly surrounded by a chain of hills, which is strongly planted with cannon and commands the Town and Harbour. The former of which is large and may contain about 20,000 Inhabitants. They carried on a very brisk trade with the Americans, chiefly confined to Indigo, which they cultivate with great success. It has been erroneously stated, that the Island produces nothing else. The industry of the French was however successful in raising large quantities of cloves, cochineal and several aromatics. We received on board the Ann, some of the cargo of the Poacher. During our delay in this Port, we repaired our Vessel, and discharged our cargo, which consisted principally of Naval Stores, and Cape Madeira.

On the 16th. of June, we sailed for Bengal and after a pleasant Passage arrived off the

sand heads on the 9th of July, where we got on board a Pilot, and anchored that night in Saugar roads. Next day we got under weigh and proceeded up the river, as far as Diamond Harbour. On the day following we endeavoured to pass the mouth of the Ganges, where it connects with the river Hooghly. At this time the wind became very light and a strong indraught setting up the river. Notwithstanding all our exertions to avoid it, we were forced above Fort Mornington, which is situated on a point of land that divides the two rivers

This Fort was erected during the Government of the Marquis of Welsley, and in honour to him takes its name. It is raised on Salt-Petre mines, and the rapidity of the tide on its base has made several large excavations, which ultimately will destroy it. While passing up this river we ran aground on a shoal, called the John and Mary, which takes its title from the circumstance of a vessel of that name, being wrecked there. We received no injury and got off the next tide, after which we anchored in close to Fulther, near Garmage's Hotel. This village is very

pleasantly situated and built in the same manner of all Indian Towns. The Huts are either formed of cane or mud. The Hotel however is an exception to this, as it is a Building by no means disgraceful to the most improved stile of modern architecture. A number of Captains and travellers of consequence land here taking their departure over land to their various destinations in India. From hence we proceeded up the river to Calcutta. Perhaps there is not a part of the Globe where the sight can be so highly gratified, continually feasting on the most delightful and picturesque spots. From Garden-reach to Calcutta, a distance of about three miles, is one continued chain of palaces and villas; not even deformed by the presence of a native cottage. Nothing seems too costly for decoration, and the arrival of an European is commonly announced by the introduction of some more costly article of furniture or equipage. Each rapacious intruder rules over the natives with intolerable sway. The possession of an immense number of domestics, seems to be peculiar to the East. Every article of male and female attire is generally

consigned to the care of a separate individual; and all these are regulated by one acting the part of steward, who generally insinuates himself into the good graces of the master, by the satisfaction with which he receives chastisement from him. The grounds of the palaces and villas are laid out to great advantage, covered with evergreens and flowers, perfuming the air to a very high degree. The ponds of water which are invariably covered with swans, and other domestic aquatious animals, with the rays of the sun darting through the shrubs, give grandeur and liveliness to the scene. On the other side of the river is situated the Company's garden, perhaps the finest in the universe. Near this that noble animal, the Elephant is seen towards the evening, slowly plodding to the water. When the vessel had come abreast of Bank's Hall, which is a sort of custom House, we dropped anchor, and as soon as every thing was regulated, I went on shore with the pilot, who conducted me to Fort William, one of the handsomest and strongest fortifications in India, mounting three hundred and sixty-five pieces of cannon, each surrounded with a fish pond, and the edges planted with box-wood.

A communication to each battery is over a draw bridge, and in this manner all may be visited. Passing the last, I arrived at the Barracks, a large building, forming a handsome square, in which a military force is continually kept, partly regular and native troops. From this I went to the Esplinade, which may be considered the court-end of the city, principally inhabited by the English. The buildings are magnificent, and furnished in a very superb style. They are neatly built, principally in squares; perhaps this is observed for the purpose of enjoying a free circulation of air, as the sun is intensely hot. Calcutta is very large, containing a population of at least 100,000 souls. Probably not a city in the world exhibits such a diversity of manners and customs. The continual bustle of the thoughtless Europeans, the ceremonious observances of the Hindoos, and the grotesque appearance of the Fakirs, with such a variety of costumes, at first view astonish a stranger. For its present state of grandeur it is indebted to the industry of our European adventurers. Not more than a century past Govindpoor, an obscure indian village stood on part of

its present site, but it has been chiefly built within the last fifty years. All the buildings of the English are on the most modern plan ; the entrance to them, is generally by flights of steps, with projecting porticos, which give them the most courtly appearance. People of condition are always borne about in coaches and palanquins. The most obscure European would be esteemed mean, if seen walking in the streets, during the heat of the day. A palanquin can be hired for one rupee per day. Even the most luxurious articles are to be had at a trivial price, and the richest silks can be purchased at a moderate rate. Having taken a tolerable view of the City, I returned on board, and after discharging a part of our cargo, we took in such commodities as were in demand at Pegu and Japan. Taking on board a pilot, we sailed on the 19th of August for Pegu. The navigation of this river is perhaps one of the most difficult and intricate in any part of the globe. The shoals are numerous, but particularly what is termed the sand heads, are extremely dangerous. In coming up with them it is indispensibly necessary to cruise until

boarded by one of the pilot brigs. They are fitted up like vessels of war under the direction of a branch pilot, and have masters, mates boatswains and leads men. Not a man on board but is capable of conducting a vessel, through the most difficult part of the river. When one of those takes charge of a ship, the Branch goes on board; if a small one he generally sends one of his leads men, who will not allow any person to interfere, nor would he entrust the heaving of the lead to any one. The pilot vessel goes a head with a man in the chains, who holds a flag in his hand. This is used as a signal to the vessel following. For every fathom he lifts the flag to his head, and if half a fathom interferes, it is only raised half the height. With such persons in charge of a vessel, the Captain and crew can rest in perfect safety. In no other place is the knowledge of this description of navigation, reduced to a state of servitude. It would be well for the mercantile and naval interests of this country, if they would take example by the regulations adopted for piloting vessels to Calcutta. No person is allowed to take charge of a Ship,

whose competency of the practical parts of his profession, had not been approved of by a board regularly appointed for that purpose. Such appointments are at present made under the Corporation of the Trinity House; but so insufficient are the persons generally appointed as branch pilots, many of whom are in some parts of Europe ignorant of the navigation of the ports where they reside and not subject to the superintendance of any authority. They are generally in moments of necessity to be found any where, but at the place where they can be of use.

The regular tide of the Hooghly and Ganges, drives with great impetuosity at least ten miles an hour. If a vessel by any mishap, strikes on a bank, in a very few minutes she will be on dry sand. It is therefore necessary for a man to be always at the wheel: even while she is at anchor, her head must be kept to the current, least by chance she may veer on one of the banks which are so steep, that when the tide runs from them, she may upset. While off Culpee, I went on shore with some boats, and strayed a short distance among the brush-wood, and in a few minutes

heard a great rustling through the thicket, a Deer very shortly after, passed quick as lightning, and almost at its heels a Tiger, as large as a yearling heifer. I saw it turn its head towards me, but the speed with which it pursued its prey, secured for me a respite. I heard the plunges of the animals shortly after in the water, and instantly making the best of my way to the boat, secured myself from any other danger of the forest. No animals strike greater terror in the inhabitants of the East, than the Tiger, and Alligator. The former is furious in its attack, and universally fatal; yet when hunted may be subdued, or driven from its retreat. But this is not the case with the Alligator, which is sure to avoid coming in contact with its destroyers, and in the night will prowl, frequently devouring cattle of every species.

Notwithstanding these inconveniences, the country is very alluring, and blessed with a most luxuriant produce. The noise of the Jackalls at night is very disagreeable to Europeans.

The land is level, and in some parts marshy. Poultry is very reasonable; a dozen of Fowl

may be purchased for three shillings, and eggs are so reasonable as to be of little value, in short every thing may be had, proportionably cheap.

There is not a country where the peculiarity, and prejudices of religion, are so disgusting and inconvenient, as among the various sects of the natives. Some are so absurd as to worship animals, or whatever may strike their fancy. While walking through the streets of Calcutta, I was attracted by the position of some Gentoos of inferior rank, prostrate on the ground, and on enquiring of my companion, the cause of so unexpected a sight, he informed me they were worshiping an immense Bull, that had just passed. Their prejudices are however stronger than their religious observances. Should one of the out-cast tribes, such as the Hallachores or the Poulichees, come in contact with a Hindoo, of a superior tribe, his life is in danger for polluting his religion, and no farther question asked as to the cause of committing such a henious crime.

While we lay at anchor, one of the crew was sent every morning to remove the dead bodies from the cables. To account for this singular in-

convenience, I ought to observe, that it is customary with the inferior tribes, when any of their family are on the point of expiring, to remove them to the edge of the river at low water mark; and should they be so fortunate as to crawl from the flow of the tide and recover, they are never received by their relatives but obliged to seek refuge, among the out-cast tribes. Indeed the river at all hours presents an unpleasant spectacle, and the dangerous effluvia from many of the carcases in a state of putrefaction is often the cause of malignant disease. One day while crossing the river, one of the natives fell overboard, and during my efforts to get him into the boat, I nearly lost my life: however being fortunate in saving him, his first cry was for a maintenance. I asked him how he could expect so inconsistent a thing, especially as I had been instrumental in rescuing him from a watery grave. He said I had prevented him from going to his God, and enjoying that state of felicity, to which the will of Providence had just called him. Having received such a reprimand, for an act that among the most savage tribes would be entitled to

gratitude, I determined while in India never to interfere with the destiny of any of the natives. Every thing being ready for sea, we got a pilot on board and proceeded to Diamond Harbour, where we remained two days and then sailed for Pegu, arrived there on the 1st of September, and anchored abreast of Rangoon.

CHAP. XIII.

DESCRIPTION of the Port of Rangoon, and its inhabitants; passes through the Straits of Malacca; made the Island of Borneo and the Phillipine Islands; proceeds to Japan; description of the place, inhabitants, and trade.

ON our arrival at Rangoon, we were visited by a Scotch man of the name of Johnson, who exercises the chief authority in the place. He had been formerly in the Portugueze service but on a recent introduction to the kingdom of Pegu, conformed to the religion of its inhabitants, by which means he was appointed to the government of Rangoon, and its dependancy. This city is situated on a branch of the river Ava, is meanly built and enjoys a good trade in Elephant's teeth, bees wax, small diamonds and timber. The latter article they send in great quantities to Calcutta, and the other British dependencies in India, and is well adapted for Ship building. The river leading to the town is a very difficult navigation something like the Ganges, interspersed with dangerous

sands. About two leagues up the river, is a watch-house on the starboard hand, from which we received on board an Officer, and about the same distance is the City of Rangoon, which is inclosed with mud walls about twelve feet high, on which are number of Towers for the protection of the place and four gates by which the inhabitants enter the City. This part of Pegu is very low and subject to great periodical inundations in consequence of which they are obliged to build their houses, (which are chiefly of wood) on piles, and during the time of the flood, communicate with each other by boats. One great peculiarity among this people is, that they hold it one of the highest crimes to paint or white wash any of their dwellings, and though it would tend to remove in a great degree, much of the humid state of their atmosphere, yet no effort could be made, of which cleanliness bore a part, as it would directly clash with one of their most scrupulous observances.

The natives are a squalid race, of a copper colour, with coarse black hair, they wear slippers but no stockings. The females are very fond of

blacking their teeth, and colouring their lips with vermilion. When a stranger enters among them he is instantly assailed by numbers offering him for sale a variety of females. The price is generaly regulated according to the delay the individual may have to make among them. Incontinence is punished with singular severity, frequently by burning to death, the person so transgressing, though the men are allowed a plurality of wives.

The Portugueze Missionaries have been successful in correcting many of their inconsistencies of late years. Numbers of the natives have conformed to the Catholic Faith, but notwithstanding the favourable reception the truths of Christianity have met among them, it is so corrupted by a mixture of their former superstitions, that they can hardly be esteemed within the pale of the Christian religion. The Bramins exercise great authority over the Hindoos, not only in matter of religion but in all temporal concerns. The temples of the natives, or what they call Pagods, are all built of wood, with a circular spire which is surrounded with Iron hoops from each, from which are suspended about 200 small Bells. When the

wind blows it shakes the hoops and the bells ring. The religious instantly repair to the temple, believing they are called by the peculiar will of the Almighty, and that he decends in a particular manner to bless them. The country parts being much infested with Tigers and other ferocious animals, all the houses are so built that they are entered at the upper part, by which the inhabitants are preserved during the night from the attacks of every ravenous monster at Rangoon. I saw a Tiger chained as a sort of curiosity, in consequence of his immense size. An unfortunate woman who had been convicted of adultry was precipitated into the dwelling of the monster, and although it had been kept without food for three days, it did offer her not even the smallest injury. When it was found that the woman remained unhurt, the keeper was ordered to goad the animal with a spear, and after receiving considerable irritation it sprung on the unfortunate victim, and in a very short time tore her to atoms. While here, the Company's Ship Mornington, arrived, bringing an ambassador for the purpose of negociating some thing of importance. The Envoy and his suit which

were numerous proceeded to the capitol, the residence of the King, they were on the mission two months. Mr. Johnston on this, as on every other occasion, shewed considerable solicitude to further the object of every European visitor. As we sailed long before the return of the Ambassador and his suit, I cannot say how far successful they were in it. The tyranny of Eastern Monarchs is intolerable: they exercise an absolute sway, without any temper of mercy. The Rajah assuming to himself the consequence of the most powerful Potentate, persecuted and persecuting, and the whole extent of Asia groaning under the exactions of these several repacious monsters, alike disgraceful to power and monarchy. It is hard to suppose that countries so oppressed, can be flourishing—that the human mind chained and tortured, can be prepared for the reception of science.

Such however is the situation of Asia, exhibiting all the grandeur and glare of power on the one hand, and the oppression and poverty of human nature on the other.

Having retained a sufficient part of the cargo, for disposal at Japan, we sailed for that place on

the 21st of September, and experienced thunder-storms, accompanied with excessive rain.

In approaching the Straits of Malacca, we saw many of the Malay Prows, which are considered pirates, and did every thing to avoid them. In these straights a strong current sets to the North-ward, and the soundings are very irregular, with dangerous reefs of Coral rocks, in every direction, that while solicitous to avoid the pursuit of the treacherous pirates, infesting these seas, a vessel is apt to strike on some of the reefs, and meet instant destruction. Having passed the Straits, we directed our course to the Phillipine Islands, and passed them by without coming to anchor, and shaped our course for Niphon, one of the Japan Islands, where we arrived on the 21st of October, entering the port of Firando under Dutch colours, and licence. When the anchor was down, a guard of soldiers was sent on board, and boats stationed round the vessel. The crew were all examined and counted, which was observed morning and evening while we remained in the harbour, lest any catholic Missionary should be on board.

Holland is the only country permitted to trade with Japan. This favor was acquired through irreligious hardihood. The Portugueze Missionaries who had been making rapid strides in the conversion of the Japanese, rather incautiously opposed polagamy; this the most favorite of the eastern luxuries, soon excited the opposition of the natives, to the introduction of a religion that annihilated their greatest pleasure. Holland taking advantage of the moment, privately propagated the report, that the Missionaries intended to bring the empire into subjection to the Portugueze, and as the cross was the standard under which they preached, the Dutch would be the first to trample that ensign of christian redemption under their feet. This act was so highly gratifying to the Japanese nation, that they have granted them a free trade to their ports, under the impression that they are not Christians. As to the religion of the Japanese, it is purely Pagan, divided into two sects; one indulging in all the looseness and luxury of life, and the other regulated by the most painful observances. Their Temples are filled with Idols, and the priests

exercise an unbounded authority over the minds and properties of the people. While our men were one day fitting the rigging, one of them had a crucifix marked on his arm, which was perceived by one of the sentinals, who immediately gave the word that a Christian Priest was on board. He was immediately seized, taken on shore, and committed for three days to a dungeon, and would have been put to death, but for the interference of the Dutch President, who stated that the man had been taken by the Portugueze, and forcibly marked in that way by them. With such an excuse, he procured his pardon, but they would not allow him liberty until the vessel was leaving the Port.

Firando has a good harbour, well fortified. On the opposite side is a small Island called Desima, where the Dutch are allowed a factory: it is connected with the city of Nigasaki by a bridge, where they were formerly allowed to store their commodities, but in consequence of their privately introducing some pieces of ordnance, were obliged to remove to the Island, which they cannot leave without permission from the Governor, after performing the most abject acts.

In customs, the people of Japan are diametrically opposite to those of every other country. Our common drinks are cold; they drink every thing hot; we uncover the head out of respect; they the feet, and their language is of such a peculiar construction, as not to be understood by any other people.

The country is well circumstanced for trade, and with such a population, directed to commercial pursuits, would become very flourishing. Their prejudices and fears, will not however allow them to embrace such advantages.

The commodities the Dutch offer for traffic, are Sugar, Spices, Silks, English serge, Linen and woollen Cloths, Wines, Brandy, Gin, &c. &c. For which theyreceive Copper refined and coarse, Umbrellas, Japanned Wares, Rhubarb, Specie, &c, &c. This trade is not now as productive as formerly, several extortions of the Dutch, having created much difference among the Japanese Merchants, which were the cause of instituting valuators of the commodities, previous to their being exposed for sale. This mode of dealing has so much depreciated the value of the articles

supplied, and added to the returns made by the Japanese, that scarcely a third of the profits realized in that trade, during the last century, are now to be made.

The vessels built at Japan are wretchedly put together and are little better than rafts. The hull is about eighty feet long, and twenty-six broad, with a great opening in the stem and stern, which renders them unfit for sea. They answer a coasting trade, but the ignorance of the sailors causes many accidents, the N. E. coast abounding with shoals and Coral reefs. During the Monsoons, the destruction is very extensive.

The situation of Japan between the latitudes of 33 and 41 N. and 137 E. insures for it a very temperate climate. It is not subject to the intolerable heat in summer, that the more southern possessions of Asia endure: nor has it to contend with the severities of cold, so much experienced in higher northern latitudes.

The country is extremely fruitful in the produce of various necessaries and luxuries, and the Japanese are extremely successful in the cultivation of the ground.

A short time before we entered the Port, the ceremony of trampling the Cross, was performed. It is used at the anniversary of the massacre and expulsion of the Portugueze, and takes place in the City of Nigasaki, formerly the principal residence of the christians. This account I received from a Mr. M'Kenzie, a native of Scotland who conformed to the religion of Japan, and received employment on board the guard ship, in the Port of Firando. The ceremony observed on that occasion is very solemn and conducted with all the pomp of pagan observance. It is performed by the religious of the Sect of Sinto, "that is of the ancient Idol worhip of Japan" and commences at noon under the direction of the Dairis of that district. This appelation according to the language of the country, signifies a religious Emperor, but among christians may be understood as a pagan Bishop. The priests receive their instructions from the Dairis, and are all habited with a loose garment of either white or yellow cotton, from which is suspended a number of tassels. On the head they wear a stiff lacquered cap, of an oblong shape, tied under the chin with

fantastic coloured ribbon, each holding a wand in his hand, on the top of which is a yellow silk tassel. The elder priests are proceeded by two or three rows of inferior rank, and these are followed by others holding the image of the crucifixtion, and Virgin Mary, which is made of brass about twelve inches long. As soon as they arrive at one of their temples the images are laid before the high Priest, who first tramples them under foot, the whole procession following. After which they divide and go through every street in the city until they have gratified themselves. During which, the women take the children from their breasts to trample the images, as a proof of their detestation of christianity. It may be supposed from such an act of singular prejudice, that the Japanese are intolerant and that persecution is the foundation of their religion. But it is not the case, all creeds are allowed that do not interfere with the secular government of the country, and the success which attends the introduction of foreign religions into the Empire, is the best proof of the liberality and the anxiety of the people to become informed. Had the Portugueze Missionaries conducted

themselves with mildness, had they taken the pure precepts of christianity for their guide, and preached the truths of their religion without claiming obedience to the Papal see, they would have been as successful as the missionaries of Budso, who have by their exertions and examples, conformed to their opinions more than half the population of the Empire.

When the Portuguese introduced themselves to the people of Japan, they found them divided into three great sects ; first the ancient religion of the Nation, purely Pagan and Idolatrous ; second the Budso, or followers of Siaka, alike pagan and idolatrous ; but of a more refined description than the former : thirdly the philosophers and moralists differing altogether from the other two, not using any idols nor temples, but inculcating by their writings and examples, the soundest and most excellent principles of morality. They were very numerous at that period, but in consequence of a belief that they favoured the introduction of christianity, several severe imperial decrees were made, seriously affecting them, and instead of being a proselyting sect such as

they were at that period, they are daily decreasing. One decree obliges them to hang up in the best part of their houses, an Image, thereby forcing them to make some acknowledgement of the pagan rights of the Empire. From what I have already stated, it is not to be expected that the commerce of Japan, can be in a flourishing state, labouring as it does under the severest restriction A general intercourse with foreign states would unquestionably be in favor of its trade, and the great advantage it possesses over other countries in the manufacture of its fine porcelain and lacquered wares, would give employment to a great portion of its populàtion. In Japan the tea tree is very productive, of a finer flavor than any in China, and is commonly planted as a bordering to their pleasure grounds. I saw one of these shrubs brought on board, which was about the size of a slow tree. It is impossible for any person trading here, to inform himself correctly as to the state of the Empire. The Dutch themselves, who are attached to their factories, are as ignorant of the country as the humblest mariner, who but occasionally visits it. They are incarcerated within the precincts of Desiman,

the whole extent of which is not more than two hundred and fifty yards square, and they are not allowed to depart without permission, and then so guarded, that it may be truly said, they are removed from prison. To suppose that I can be able to give a perfect description of the country from personal observation should not be expected, and I am only indebted to Mr Mackenzie, whose residence there for a period of twenty years, and marriage into an oppulent family, procured for for him the confidence, and consequently a great knowledge of the country, The Empire being thickly inhabited contains several cities, the chief of which are Jeddo, Meaco, and Osaca. The former is the residence of the Emperor.

A number of years previous to the commencement of the eighteenth century, Meaco was the capital ; but a dreadful earthquake having destroyed in 1703 the city of Jeddo, a new one was built on its ruins more uniform and splendid, and the residence of the Emperor transfered there. On the occasion a superb palace was errected ; a description of which may not be uninteresting.

The palace is perhaps one of the most magnificent edifices in Asia, forming with the other buildings of the Princes, a circumference of five miles. It is surrounded with lofty walls and motes, and is adorned with parks, groves, and fish ponds. The principal part is nine stories high with spacious halls and rooms, hung with the most costly silks, in which are interwoven gold and silver, enriched with pearls and precious stones, The ceilings are plated with pure gold, manufactured into a variety of fantastic forms and the whole embelished with diamonds &c. The great presence Hall, where the Emperor receives the addresses of the people, exceeds every other in the universe. The throne is formed of massy gold, set round with jewels. The expenditure of the Emperor in pensions and the support of his dignity, is estimated at thirty millions sterling, which may be supposed an incredible sum to be raised in a country without much commerce; but his immense exactions must nearly double that amount as all the mines are at his disposal. He decrees the price at which they are to be worked, and the least deviation from his orders is punished with

instant death : so severe is he as to deprive of life even the relations of the criminal. There is not a country in the world that feels less inconvenience from the want of commercial intercourse, than Japan. Though so naturally well circumstanced for trade, the districts are so various in their produce, that they depend on each other for the necessaries of life. Some produce gold and silver, some copper, iron and tin, others rhubarb, sulphur, and the fine clay, of which the porcelain is made. These give employment to several labourers, and manufacturers. In the same way are they circumstanced in the breed of their cattle, and the culture of rice and maize, and even various parts of the coast are remarkable for excellent fish : so that on reviewing the natural situation of the country, and the extensive employment for its immense population, there can be scarcely a doubt, though bounded in prospects, and shackled by severe edicts, that its natural advantages, counteract the oppression it endures. The articles most sought after by the Japanese, are European cloth, serges and linens, looking glasses, red pencils, files, needles, spectacles, drinking glas-

ses, and imitation coral, gumlac, antimony; as well as various articles from Amboyna, Tonquin, Bengal and Persia. In return for these, they give articles of their own manufacture, and large quantities of specie. The copper is the most malleable of any at present found, and so pliable as to be worked into various trinkets and articles which the same metal, the produce of Europe cannot be wrought to. One code regu- the police of the Empire: it is the same in every city, and the executive power is in the hands of persons, either chosen by the Governors, or Magistrates. The execution of criminals is allotted to the members of different professions, according to the rank they hold among the people. Tanners in all the cities of the Empire, are considered as infamous, and according to the edicts of some Emperors, they must live together and be the executioners in all cases of punishment and torture. The proprietors of Brothels, are oblig- ed to send their servants to assist at executions.

CHAP. XIV

Sails from Japan; arrives at the Sandwich Islands; doubles Cape Horn; arrives at St. Helena; sails for New York; leaves the American service; takes passage for England, and arrives in London; takes passage in the Manchester of Liverpool, for New Providence; arrives at Madeira; taken prisoner by the French; sent a prisoner to Teneriffe; sails from thence; shipwrecked, at Madeira; sails for England; taken again by the French; liberated, and arrives in London.

WE had now disposed of our cargo and got on board such articles as were calculated for Europe. Every thing being in readiness for sea, we took on board a pilot, and sailed from Japan on the 27th of November, and on the 5th of December we experienced a strong gale from the N. W. In this difficult navigation we were obliged to scud the vessel under a reef fore sail, and close reefed main top sail. In this manner we ran in the course of three days, a distance of 700 Miles and on the 25th of December made the Sandwich Isles. We anchored in Karakakoa bay, where we purchased a quantity of santal wood, and got on board a stock of hogs, poultry, wood, water

&c. &c. I observed a marked difference in the manners of the natives since the first time I saw them. A visible expansion of the mind was to be observed and all their actions seemed to be subservient to the impression of morality. The season had now been too far advanced for any great stay, accordingly after stopping three days, we sailed for Cape Horn, which place we made on 25th of March, 1803. In these latitudes we experienced dreadful weather, but the wind blowing principally in our favor nearly from the west, we very soon got into a more temperate climate and on the 2d of May made the Island of St. Helena. As soon as the vessels had sufficiently neared the land, I went on shore to report the Ship to the Governor, leaving directions where to bring the vessel to anchor, the Captain being unacquainted with the place. Previous to my return on board, the anchor had been dropped on the edge of the bank and the Ship dragging the veerd out 120 fathom of cable to little purpose, as no soundings were to be found where she had drifted. As soon as I returned on board, I ordered the cable to be cut, and to make all sail then standing to

the southward and eastward out of the strength of the current which continually prevails at this Island. We received the regular sea breezes, and by daylight succeeded in bringing the vessel to an anchor, close under ladder Hill, in 13 fathom water, sandy bottom. Our stay at the Island was but short, during which time we procured a supply of water and sailed on the 15th for the United States of America. Our voyage was invariably pleasant, and on our arrival we were informed of the commencement of hostilities between England and France. As soon as I had received the amount due to me, I took passage for England, and arrived in London on the 2nd of August; but did not remain long unemployed, as I took passage in the Manchester of Liverpool, a vessel belonging to Mr. Morse, bound for New Providence. At this time the wages of my industry amounted to a considerable sum, and I began to calculate very largely on the success of a speculation to the West Indies. I laid out all my property in jewelery and various other articles, and sailed from the Isle of Wight, on the 16th of September, under a strong convoy, but foolishly

neglected to take precaution of insuring. On the 29th we reached Madeira, and came to anchor in Funchall bay. The cargo had been partly consigned to the care of a Mr. Angling at Maderia, to retain such part as might suit that market; for which we received on board several pipes of wine, Invoiced at £40 per pipe. I also made an effort to dispose of my venture, but not succeeding to my expectation, though receiving every assistance from Mr. Angling, I repacked my property and returned on board. About a fortnight before our arrival at Madeira, a very melancholy accident occured. A water spout of great magnitude in its progress through the air, came in contact with one of the hills, and broke; in consequence of which, immense torrents deluged all the plains and vallies contiguous to the place. In its descent it washed away houses and cattle, and about 700 lives were lost.

During our short stay, we were obliged to slip and run out of the bay four times to avoid being driven on shore. The last time we were endeavouring to avoid this accident by running out to sea, we were captured by the Le Egyptian

french Privateer, formerly a Frigate, but had been purchased by a company of merchants at Bourdeaux, and by them manned and fitted out to cruise. All my fond hopes of realizing a fortune from my new formed speculation were at an end, and the fruits of my fatigue and industry by that untoward misfortune, were forcibly wrested from me. The die was however cast, and I endeavoured to give myself some consolation, though by this calamity I was plunged from a state of comfort and independance, to that of despair. As a prisoner taken by a Privateer, I expected to have been stripped even of my cloathing; still on this occasion I experienced much kindness from the Captain and Officers, who allowed me to retain my wearing apparel, and a small amount of money, with the use of the cabin and servants. I was taken into Santa Cruz in the Island of Teneriffe. The French Captain endeavoured to procure a parole for me, but all his efforts were unavailing, as I was ordered to Legona, a town in land, about five miles distant, I was provided with two mules, on one of which I placed my trunks and bedding, and rode on the other. With these I

proceeded under an escort, and shortly arrived at the place of my destination, where I found eighty Englishmen imprisoned in a chapel. Although Spain was not at that period at war with England, still the pusillanimity of the Spanish Government, would not permit them to act a neutral part.

As soon as I alighted from the Mules, my first act was a remonstrance to the Governor, warning him of his impropriety in depriving so many British subjects of their liberty—as it was not only a breach of faith from nations in a state of amity, but that it was an act of cruëlty to gratify the wishes of an individual, under whose direction he had acted, namely—the French Consul.

Next morning, orders were given to the Gaoler to allow the English prisoners to walk during the day, twelve at a time, but to be particular in obliging them to return before sun-set. I past my word for their proper conduct, and must say, that men under such circumstances, never conducted themselves with greater propriety. Whenever I had the pleasure of dining with any of the principal inhabitants of this place, the con-

versation generally turned on Lord Nelson's expedition to Teneriffe. They seemed sorry he did not land on the south end of the Island, as there could be no doubt, but he would have been, (as usual) successful.

I remained here about six weeks, when one of the prizes had been purchased by a Portuguese who contracted with the Governor to transfer us to Madeira. I received orders to hold myself in readiness with the other prisoners to proceed to Santa Cruz, the capital of Teneriffe, to embark for Maderia. I made every effort to recover a part of my property to no purpose. The only thing of value which I had remaining, was a chronometer, which the Spanish Governor evinced considerable anxiety to get, I sternly refused parting with it; when he found all his entreaties ineffectual, he directed his attention to my blankets, but I told him I would not part with them. As soon as I arrived at the Capital, I deposited my trunks and bedding for security in the guard room, leaving them in charge of the Officer on duty there. I next proceeded to procure some stores for the passage, and while so employed, my trunks were

broken open, and robbed of 300 Dollars, the residue of all the property I had; even my blankets were taken, and nothing left but the mattress. In vain I charged the Officers with connivance, and pleaded my situation as a prisoner of war and a British subject. My remonstrance and supplication seemed to be totally disregarded, and the spanish Officer who was I am certain a principal in the robbery, seemed peculiarly anxious to get me on board. I requested to be conducted to the Governor, but the vessel being under weigh, and the Officer keeping a close watch on me, I was very soon glad to get on board, and instantly sailed under all the feelings of disappointment and distress. So much has been already written on the soil and climate of Teneriffe, that a further description would be only a repetition. The produce is not sufficient for its support; the ground is only prepared for vines and Indian corn. Santa Cruz the capital, is tolerably built, situated on the side of a hill. When the rain descends which is generally in great torrents, it washes all the filth from the streets, which frees it from the dreadful stench.

The women at Teneriffe usually travel on dromedaries. A basket is fixed at each side the animal, sufficently large to contain a single person. Should only one travel, a quantity of stones is thrown into the opposite basket, as a counterpoise, and in that way they proceed, sometimes performing great journies in the course of a day.

We arrived at Madeira on the 25th. The Cecilia, country ship, Capt. Thomas, from London, to Bengal, was lying in the roadsted when we anchored. During the night the wind blew strong from the S W. and about 6. A. M. the Cecelia shipped and loosed her top sails, intending to get out of the roads, but in a few minutes struck on a sunken rock, not more than a cable's length from the shore, and shortly after went to pieces. The principal part of her crew and cargo was saved. About an hour after, the situation of our vessel became very alarming. We slipped and made sail, and would have got out if our canvas could be kept together, but it blew so violently that the sails went to pieces, and the vessel being in ballast, consequently light, we soon found after using every effort, that no prospect of saving her re-

mained, but running her on shore on the steepest part of the beach. The sight indeed was awful, the sea running mountains high, one time lifted to such an height, and the next instant plunged into such an abyss, as to obscure every surrounding object.

The Portuguese, who were very expert swimmers, were crying like children, watching when the vessel would strike to make an effort to reach the shore. As I could not swim, I was determined to depend on the chance of the wreck, and taking the helm I ran the vessel on shore. The instant she struck, the main-mast went overboard and a violent sea, breaking over her, the decks were soon cleared of every article. Two or three of the Portuguese sailors jumped overboard, but succeeded in making the shore. I ordered all the hands to assist, in cutting away the fore mast to lighten her, that she might drive as close to the beach as possible, which was covered with spectators, offering up their prayers for us, and rendering every assistance in their power to rescue us. I took the end of the logg line and hove it on shore, which the people on the beach made

The people on the beach made fast the end of a coil of rope to the log-line, of which I hauled a sufficiency on board, and made one man fast at a time, who instantly jumped over-board. I slacked off my part of the rope, whilst the people on shore dragged him through the surf. By this means I fortunately conveyed the prisoners and crew safe. As I was about to leave the wreck, I found the decks breaking under me; I therefore made a signal to the people to haul in, which they did in such a rash manner, that my flesh was lacerated by the rocks. In this condition I presented myself to Mr. Pringle, the British Consul who very humanely lent me a suit of clothes. I informed him of the sufferings I had sustained, gave him a list of the prisoners, and implored not only for myself but for them, all the assistance in his power. He candidly told me he could not render me any service, which I thought very singular from one holding the situation of a Consul. I then made application to Mr. John Angling and other merchants, who had the generosity to make up a sum sufficient to pay my passage home and provide me with sea stores.

Being perfectly recovered I took my passage in the John of Southampton, for England, partly laden, and sailed on the 6th of January 1804. We shortly lost sight of the Island, and on the 9th. a strange sail hove in sight which we found approach us very fast, and getting within a mile and half, she fired a shot at us, and hoisted French colours. We immediately shortened sail until her boat came alongside. The Officers came on deck, and told us, we were a prize to the Buonaparte Privateer. They commenced plundering every appartment, and found fault, as our cargo, was hardly worth their notice. This Privateer belonged to Bourdeaux, and had made a great many captures, during her cruise. She had on board, sixty English prisoners, all of whom were sent on board the John. They took from us every article of value, and then sent us adrift. We arrived at Falmouth on the 21st where I made application to Mr. Fox, a merchant, who advanced me a sufficient sum, to defray my expences to London.

CHAP. XV.

Takes command of the Briton of London; sails for Jamaica; captured by a French Privateer; taken to St Domingo; liberated and sent to Jamaica; joins the John Bull of Liverpool; sails for England and arrives in Liverpool; Joins the Suffolk and sails for St. Vincent; arrives, and sails from thence; engages with two French Privateers, beat them off, and arrives at Tortolo; sails from thence; engages with a French Privateer; captured and carried into Bourdeaux.

WHEN I arrived in London, my first attention was directed to a situation. I was introduced to a Mr. Clark, who appointed me to the command of the ship, Briton, bound to Jamaica. As soon as the ship was ready, we took a pilot, dropped down to Gravesend and sailed on the 5th of March for Portsmouth, where we joined convoy, and proceeded on our voyage. Our vessel being a heavy sailer, we were obliged to carry a press of sail, to keep up with the fleet. We arrived at Barbadoes on the 29th of April, remained there two days, and then proceeded for Jamaica. Off cape Antonio, in the Island of Cuba, we were annoy-

ed by French Privateers. Night coming on, and the Briton being the sternmost ship, under a croud of canvas, we perceived a schooner on our weather quarter, and made a signal to the Commodore that a strange sail was in sight, but he being so far ahead, did not perceive it. About twelve at night, she was on our weather quarter. The wind being very light, she ran alongside, fired a volley of small arms, and immediately boarded us, and we having no means of defence, were obliged to surrender and were carried into the city of St, Domingo on the 4th of June. Not having a sufficiency of water for the prize over the bar, she was anchored under a strong battery on the larboard hand, at the entrance of the harbour, where she remained, until an opportunity offered to carry her farther up.

On my landing, I was taken before the Governor, who after asking many questions, ordered me to the Hotel, to remain there during his pleasure, using me with every kindness, a prisoner of war could expect. The city of St. Domingo is walled in, and well fortified, having four gates, which cannot be entered after sunset without per-

mission. The houses are built after the Spanish fashion, and the principal streets are clean and regular. The Governor's house is on the larboard hand as you enter, and the port is small, but well secured. The principal commodities of this Island, are indigo, coffee, cotton, mahogany, lignum vitæ and dye wood. The country is mountainous, with pleasant vallies, and is thickly wooded, but the principal part unhealthy, in consequence of the heavy rain that prevails at a certain season, which is succeeded by a scorching sun. On the 24th I was liberated and sent with my ship's company in a cartel to Jamaica, and arrived on the 30th in Port Royal, where I was examined by the Officers of the Tonant, then flagship. My crew was distributed among the different ships of war, and I took a boat to Kingston, where I immediately took a passage for England, in the John Bull, of Liverpool, Captain Downey, who stated to me the distressed situation he was in, for the want of men, having only one Officer, and offered me forty guineas, and my passage free, if I would do the duty of a mate; to which I immediately agreed.

Having our cargo on board, and every thing complete, we sailed on the 19th under convoy of the Elephant, seventy-four, and two Frigates. We went on shore at Cape Antonio, in the Island of Cuba, to procure Turtle. On my arrival on board, I saw three sail of vessels, driven on a reef of rocks close to the Cape. The Commodore finding it was not in his power to render them much assistance, made a signal for the Fleet, to proceed on. We made all sail, got through the Gulf of Florida, and on the 27th of September, made Holly-head. in St. George's Channel. The wind blowing very strong from the westward, and a heavy sea setting in, the Captain thought the ship would be able to weather the Skerrie lights, but when close in with the land the wind died away, and the ship was drifting within a half mile of the shore. When I came on deck, and saw the situation of the vessel, I immediately called all hands, requested the Captain to quit the deck, and with the assistance of Mr. Allen, mate, and Mr. Parker, passenger, got the vessel out of her difficulties. Next morning the wind being more in our favour, we got round

the Skerries, and anchored in Hoyle Lake the ensuing day. Every thing being arranged on board, I took my leave of the Captain and crew. Mr. Parker and I went on shore, and made the best of our way for Liverpool, where I remained a few days, then proceeded to London, and immediately joined the Suffolk, bound for the Island of St. Vincent; she being at this period fitted out as a letter of mark, mounting sixteen guns, with a complement of forty men, and under licence to sail without convoy. We took a pilot to Portsmouth, where we were joined by Captain J. R * * * and immediately sailed.

On the 9th of October, we experienced a heavy gale from the westward, but finding we could make on progress on our passage, deemed it most prudent to put into Falmouth; being at this time twenty leagues from the land's end. At 10 P. M. we perceived a strange sail on our starboard quarter, and by her manœuvring judged her to be an enemy. I acquainted the Captain of the circumstance, immediately called all hands to quarters, and got lights, fore and aft; but a heavy sea, running, and the warlike appearance

of our ship, prevented the enemy of making any attack until morning; when how great was my astonishment, to behold a British Frigate, and the land's end in sight! Our companion proved to be a French Curvette, of twenty four guns, and a complement of one hundred and ninety men. Steering to the westward the chase continued some hours, but the Frigate having closed fast upon her, she shortly struck and we had the pleasure of seeing her brought into Falmouth the next day.

Having taken on board a supply of water and other necessaries, we sailed on the 16th, and in latitude 21 N. fell in with one of the Falmouth Packets, commanded by Captain Bolderson, who agreed to keep company with us, while running down the trade winds, in latitude of Barbadoes; the ships being close together at 10. P. M. being my watch on deck, I had always the precaution to keep the guns loaded, and fresh primed every night, fearful of any surprise, I saw a large brig lying too under the main topsail; from her appearance suspected her to be an enemy, I immediately apprised the Captain of the circum-

stance, getting under the brig's stern, I hailed her but receiving no answer, discharged four guns at her without a return, and in a few minutes, she was out of sight. The packet after this transaction parted company, and we continued our course.

On the 15th we saw a cutter to windward, under French colours, and instantly gave her chase, but unwilling to go much out of our way, we gave over the pursuit, and on the 21st arrived at Barbadoes. The ensuing day we sailed for St. Vincent, and on the 24th arrived in Caliaqua Bay, and anchored in about six fathom water. The harbour is very difficult and dangerous to approach, the entrance being narrow. Coming round the point on the starboard hand, it is requisite to be extremely cautious, as a dangerous shoal runs out to a considerable distance, and on the larboard hand is a reef of coral rocks, the two shoals over-lapping each other, forming a very safe and commodious harbour. We delivered our cargo, which was principally for the use of Sir William Young's plantation. At this time the French Fleet, had arrived in the West In-

dies and commenced destruction among the Islands and shipping, and afterward attacked the town of Rosa, in Dominica and Back Stair, in the Island of St Kitt.

The Governor of St Vincent, expecting to be visited in his turn, sent to Caliaqua several heavy pieces of ordnance, one of which was a large mortar, to be erected at the entrance of the bay, on a Promontory, the height of which is about three hundred feet. I received instructions from the Governor to impress such men, as I thought proper to assist on the occasion.

This order I executed with rigour, commencing with the crew of my own vessel. We received a supply of materials from the King's stores and placed the bay in a state of defence, the report of which was forwarded to the Governor, from whom I received a letter of thanks. As soon as time permitted, we raised a fortification on the opposite side of the entrance, so as to give the enemy a warm reception, had they the temerity to make an attempt on that part of the Island: we also moored the Suffolk, with springs on her cables, that in case of attack

we might have been able to bring our guns to bear on the enemy: but in all our expectations we were disappointed, as the report of Lord Nelson's pursuit struck such terror in them, that they immediately left the country.

St. Vincent is one of the largest of the Carribbee Islands. The native indians are very fierce and untractable, and go by the name of the flat-headed Indians. As soon as our cargo was complete, we sailed for England, intending to run through the Tortola passage, and taking a sloop under convoy, we gave directions to the commander to run ahead, to apprize us of any approaching enemy; she being an excellent sailer. On the 30th of March, being near Tortola, at 5 P. M. the sloop made a signal, that two privateers were approaching, and immediately made all sail towards us. At 7 P. M. being within gunshot, a sharp engagement ensued, which lasted four hours, when the enemy hauled off until morning. We kept our boarding nettings up, and all hands at quarters during the night. At 8 A. M. the enemy bore down, and renewed the action, which continued until twelve, when both privateers

ceased firing, and made sail for the Dog and Prickly-pear passage. We stood in for Tortola. On approaching the harbour we saw a Brig, under weigh, of eighteen guns, that was ordered out by the Governor to retake us, thinking we were captured by the enemy. This Brig was fitted out by the Merchants of Liverpool to protect their trade. As soon as we entered the passage, we were visited by the Governor and several Merchánts of distinction, congratulating us on the excellent defence we made without losing a single man. Each schooner mounted fourteen guns with a complement of ninety men. Our force as already stated was but sixteen guns and forty men.

We received on board dispatches for England, and proceeded through the passage that night, and the next day were entirely out of sight of the Island. On the 5th of April we saw a sail, which we concluded to be an anemy. I advised Captain R. to give her chase as night was fast approaching, this was opposed by a gentleman of the name of Murray, who stated he did not engage on board for the purpose of fighting, to

which I answered that none of us came to be taken prisoners. After which we gave her chase until dark, when we lost sight of her.

On the 9th of May we arrived in soundings in the English Channel, and fell in with the Topaz Frigate: She had a privateer in company, just captured called the Leaplane. We spoke the Frigate, which informed us she had chased a large schooner the night before, but thick weather coming on, lost sight of her. On the 11th we saw a sail to the Eastward, standing towards us, and at 4 P. M. she proved to be the schooner described by the Topaz.

I now thought it time to arrange every thing for the attack, and advised Captain R. to get the top sail yards slung and stoppers on the rigging, to which he paid no attention, not thinking there was any nescessity for such precaution.

At 5. P. M. the privateer closed under our stern, having every advantage of us, we being heavily laden, and she being light, and a good sailer. Notwithstanding all our endeavours to bring our broad side to bear upon her, she still annoyed us, by keeping up a constant fire of mus-

ketry. After making several attempts to board us, in every one of which they were repulsed with loss, Captain R. proposed giving up the vessel, which I refused, knowing the resources I had on board, and though having the advantage of the enemy, he still insisted on surrendering—that he would not fight any longer, and gave directions to haul the colours down—but I said, the first that attempted to do so, I would blow his brains out.

After which I went among the men, cheering them up. During this the Captain ran to the Ensign halliards, cut them with his knife, and let the colours blow over board. When I saw the Ensign down, I enquired how it occurred, and was informed that the Captain hauled it down. I instantly took up a musket, and would have shot him on the spot, if I were not suddenly checked by some person on the quarter deck. This act of cowardice was rendered more agravating by the circumstance of the Enemy being in the act of making off, and the shame and mortification of giving up a fine ship and cargo to a privateer, which if we had acted with prudence and resolu-

tion we might have captured. Though our running rigging had received partial injury, the vessel was perfectly manageable, not having lost during the engagement a single man.

The privateer on seeing the colours down fired a few shots, and ordered the Captain to come on board with his papers. As the boat was passing under the stern of the privateer, some of her crew pointed a few muskets at him, perhaps out of derision, and when he saw them, thinking they were about dispatching him, he cried out " dont fire at me, I did not kill your men, it was that obstinate Irish rascal I have on board, that would not haul down the colours when I wanted him." All he said did not lessen me in the estimation of the French Captain, who had himself been a prisoner four times in England.

During this transaction, I had been employed in packing up my trunks, and ruminating on the sad condition to which I was reduced and the wretched captivity I was about to endure. I was immediately ordered on board the privateer, and the reception I received from the Captain, was the contrary of what I thought to expect from the

bitter and cowardly invectives of Captain R. The privateer was called the Le Vangure, mounted sixteen guns four pounders, with a complement of seventy men. They lost during the action five men and had seven severely wounded. Her Captain, whose name was Moreau, was a native of Bordeaux from which place the schooner had sailed. From him I experienced much politeness and he even ordered that my trunks should be restored to me without undergoing any examination. Arrangements were next made for dispatching the prize, and the prisoners were principally removed on board the privateer. During the latter part of the day, an American vessel hove in sight, and several of the prisoners were transfered on board, to be landed in Falmouth. Several others were detained with me on board the privateer. We were all this time in soundings in the English Channel, and on the 21st saw several ships of the line and passed them without any interception. The wind continued for some weeks to blow from the Eastward, which kept us until the 25th without gaining any ground. On the 26th we were well in the bay of

Biscay, and saw a large sail which we made out to be the Egyptian Frigate, and the next day again saw her close in with the Cordovan light-House. She passed without noticing the Schooner leading the prize, as no pilot was out, and the Captain being in dread of meeting with some English cruiser, ran all risque through the South Channel, the most difficult entrance into the Gironde, and anchored at the mouth and remained there three days. We were visited by the commandant of the guard Ship and several individuals of distinction, who all expressed their astonishment at seeing so well appointed a vessel as the Suffolk, prize to such a contemptible craft as the Le Vangure. But this stain could not affect the bravery of the crew. No men fought with more determination than they did, and had they been commanded by any other than Captain R. such a blot, would not have stained the naval fame of England. On the 30th we proceeded up the river.

The river Gironde discharges itself into the Bay of Biscay, near Bordeaux. The banks are ornamented with handsome Towns and Villages.

The Villa's belonging to people of distinction in your view as you approach the city, are beautiful.

We arrived in Bourdeaux on the first of June, and were escorted to fort Dure, a prison in the upper suburbs of the city, which is generally used for state prisoners. Major Dalrymple who had taken passage with us from St. Vincent, on the capture of the vessel, became prisoner. Captain Moreau whose heart was insusceptible of any thing but kindness, soon formed a plan by which the Major made his escape. A vessel under Prussian colours, was on the point of sailing, and as the Major spoke French fluently, he had little difficulty in passing him to his own house, where he remained until the vessel had cleared out and then put him on board.

On approaching the river Gironnde, the first object you distinguish is the Cordovan light house, which is errected on the point of a dangerous shoal, five miles from the main land. The strong westerly winds that almost invariably prevail, and a great indraught setting in, every ship approaching, requires much caution. In making

the river, the light house divides the entrance of the Gironnde into two channels North and South. The former is tolerably safe, but the latter is rendered extremely dangerous, and difficult to navigate, in consequence of the numerous shoals, with which it abounds. On entering the river, the town of Royan presents itself on a pleasant point of land on the larboard hand. It was formerly a cosiderable place of trade, but is now in ruins. The Environs have however a most charming aspect, the ground being in a high state of cultivation. From this town vessels leaving Bourdeaux generally get their vegitables and poultry: The point on the Starboard side, is very barren low land, on which some fortifications are errected; but the river is so wide at the entrance, that any batteries that could be constructed, would be of little importance as a defence.

CHAP. XVI.

Removed to the Hospital of St. John, in consequence of sickness; transfered to fort Dure; marched through the south of France for St. Sebastian in Spain; imprisoned there; liberated and sent on board the Egyptian, and arrives in England.

ON my imprisonment at fort Dure, my trunks were taken in charge by the Gend'arms on a charge of containing British manufacture. The conduct of Captain Moreau on this occasion was a further proof of the excellence of his heart. He appeared and demanded them as his own property, and when he had recovered them, transfered them immediately to me.

My situation in prison, setting aside all the feelings of confinement, was far from being unpleasant, and the repeated visits I received from many respectable merchants, served to allay the severities of imprisonment, and reconcile me to my situation. Monsieur Chapell, the keeper of the prison, evinced much anxiety to make Captain R. and me comfortable. We agreed to

board with him at the rate of 7 livres a day, each. The prison of fort Dure is strongly built, forming a very large square, in the centre of which is a handsome garden, fenced in, and planted with shrubs and vine trees. None but prisoners of rank, were allowed the use of this Garden.

Here I remained about a month, when I was seized with a spotted fever. As soon as my complaint was reported to the proper authority, I was removed to the Hospital of St. John, where I received every attention. My disorder had now come to a crisis, and fears were entertained of my dissolution: however favourable symptoms shortly appeared, and my recovery was very rapid. The nurse-tenders of this Hospital are nuns, who volunteer their services gratis. When I was sufficiently recovered to be removed to prison, I presented one of the females with some money, which she refused, alledging that the ladies of her order did not attend for pecuniary consideration. While convalescent, I was allowed to walk through the city; but the time allotted for such being short, had not an opportunity of forming many acquaintan-

ces. On my return to prison, I was welcomed by my companions, and while Captain R. and I were allowed to indulge in every luxury, the crew was suffering the greatest severities.

Their allowance was eight ounces of Bullocks liver or other offal per day; with twelve ounces of the worst of bread, and a weekly allowance of four pounds of straw. All our entreaties to procure for them a mitigation of these severities were ineffectual. Notwithstanding the politeness of the French, and the benevolence they can exercise with as good a grace as any other people; still they have an inate enmity to the English; which probably proceeds from political prejudices, or national jealousies.

At this period Buonaparte issued a decree, prohibiting any privateer sailing from the French ports without his permission. The consequence was, that those merchants that were disposed to enter into such speculations, were obliged to resort to Spanish ports for a commission. In consequence of this arrangement, we received orders to hold ourselves in readiness, for one of the Spanish fortresses, where we were to be transfered

immediately. Bourdeaux is one of the finest cities in France. Its public buildings are very splendid, amongst which, the Theatre stands pre-eminent. The Custom-House is a modern structure and has a pleasing aspect. The roof is nearly covered with glass.

Some of the streets are narrow, in which two carriages can scarcely pass with convenience. The Chattrons, where the Merchants generally reside, are on the starboard hand, at the entrance of the city, and make a handsome appearance. The vicinity of Bourdeaux is truly delightful. The excellence of the climate; the low price of provisions; and the variety of innocent amusements are greatly in its favour.

On the 28th of July, being considered prisoners to Spain, we were ordered to march for St. Sebastian, having previously received a remittance from our owners by the way of Hambro, to enable us to pay our expences. Accordingly we hired a caravan, for the conveyance of those who were not able to walk, for the sum of five hundred livres. Gend'arms being ready to escort us, I was provided with a horse, for which

I was to pay five livres per day. Captain R. was taken so ill as to be obliged to remain in Bourdeaux until his health was restored, and we proceeded on our rout in the direction of Bazas. Our first day's journey was completed with some pleasure, notwithstanding the excessive heat of the sun. But the surrounding country, interspersed with innumerable Chateaus encompassed with vines, bending under their luxuriant produce, and the Husbandmen engaged in their various pursuits, were prospects truly delightful, and served to alleviate the fatigues of the journey. We stopped at a very obscure village for the night, and were lodged in a wretched apartment, not more than ten feet square, literally swarming with vermin, without refreshment or even a sufficiency of water, and while I was remonstrating against such conduct, the commandant ordered the door to be locked, and did not make his appearance until morning. After passing a night of torture and anxiously watching the morning's dawn, theGend'arms made their appearance. I desired to be provided with a horse which was soon brought. The price for the day

I was told would be 12 livres. The Gend'arms knowing I had money, soon leagued with the villagers in demanding such an exhorbitant sum, fully aware they would be the better able to get a price for one of their own animals. The ill accomodation of the past night, brought on mé a relapse of my fever and ague. The animal I should get, let the cost be what it would. To think of attempting a journey of a hundred and fifty miles on foot, would have been impossible. My guard told me, I might have the use of one of their animals at a less sum, which was fixed at eight livres, to which proposal I agreed.

We made but little progress this day. The excessive heat of the Sun, and the relaxed state of the prisoners, made it impossible for us to complete our journey. After travelling about 12 miles, we stopped at a neat village, in the centre of which was a very good Inn.

The convoy now told me, if I wished for liberty during the night, it would be granted for eight livres, and their supper, and if I did not comply with these terms, I should go to prison with my party. The latter of which

I agreed to. This night I spent tolerably easy, although I had some very severe fits of the ague.

The keeper of the prison was a humane and considerate man. When he saw the situation I was in, he invited me to his own appartment, and ordered his wife to prepare some refreshment, which was chiefly soup. The next morning when the Gend'arms appeared, some of the prisoners were so sick, and otherwise fatigued that they were unable to move. I requested them to allow us to rest for that day, but they would not stop a moment, unless they were paid for their loss of time, and no Director residing nearer than Bazas, a distance of fourteen miles, and being certain extortion was the object of the convoy, I ordered in refreshments of wine, fruit &c. &c. for all the prisoners, which I paid for, and which had the desired effect of recruiting their spirits, and making them in a great measure equal to the journey. The day had now been tolerably advanced, and I mounted one of my guard's horses, and so proceeded, taking a most affectionate farewell of my keeper and his good wife.

We had not travelled more than three miles, when some of the prisoners were much fatigued. As the caravan was insufficient to take the entire of the party, we were repeatedly obliged to rest, and such as had rested for a short period were alternately obliged to walk, that all might have some benefit, and in this manner we travelled through a charming country, that seems to have been favoured with the choicest blessings; but which from our worn and debilitated state, we could feel little pleasure in.

Towards evening we arrived at Bazas, a small but neat town, in which the Intendant of Police resided. We were inspected by him, and he sent directions to the prison, to prepare sufficient apartments, for our reception. I was allowed to lodge at the Hotel, which was far from being comfortable. My dinner, as at all French tables, was made up of stews and soup, and though my stomach, was only calculated for light food, still I was unable to make a hearty dinner, from an idea at the moment that forced itself on my mind. The dishes I was offered were prepared

from frogs, in consequence of which I made my dinner of bread and fruit.

This night was passed without any particular occurrence and in the morning we were called to proceed on our journey. Some of the prisoners were reduced to great wretchedness. The allowance they had received in Bourdeaux, was exhausted and even their clothes and shoes had become wretchedly torn. The improvident disposition of a British seaman is too well-known to make any comment on. To suppose that they could have husbanded the wretched pittance of a franc a day allowed by the French Government, would be a very mistaken idea. Persons who were habitually prodigal without any dread of future want. I was therefore obliged to advance out of my trifling sum according to the nature of their wants.

In this state we travelled, passing through different villages, until we arrived Mont de Marzan where we rested one day. This being the Capitol of the department of Landes, may be considered as the centre of its importance. Being allowed to walk during the day, I strayed into

an obscure wine house, where by accident I met an Irishman, who for years resided in the town,

Nothing could have given me more pleasure at the moment, than meeting with an individual from my native land. Our meeting was unreserved: it dispatched the melancholy, consequent upon my situation, and perhaps I indulged rather too freely. The police whose vigilance cannot be well described, were on the alert, they soon obtruded themselves into our harmless recess, and I was instantly taken off to confinement where I remained during the night.

The next morning we were early in readiness for our journey. Our rout was fixed for Bayonne through Tartas, Bax and other Towns, and was chiefly confined to the banks of the Adour. The face of the country from Marsan to Bayonne, being extremely rugged in some parts, and the roads so broken that we travelled with great difficulty, and instead of feasting our eyes with vineyards and handsome chateaus as in the first part of our journey, we had now to encounter ranges of lofty pine trees, from which the inhabitants extract large quantities of turpentine.

The surface of the ground is of a light sandy appearance, difficult to cultivate, and by no means repaying the labour of the husbandman. Though we passed on the banks of a rapid river the country had a desert appearance. The few Chateaus we saw were chiefly confined to the skirts of villages, and even these shewed neither elegance nor taste, a proof of the poverty of that part of the country. This march completely disabled the prisoners. It may be said they were literally dragged from one stage to another. The country not affording any refreshment, served materially to reduce the spirits and strength of the party: The bread which was bad and ill tasted was refused by every man, nor was the soup any more inviting, it being made with lard, onions, water, and some spice. We therefore preferred eating fruit, sooner than make use of what our stomachs abhorred. My health had now become so bad, and my fever and ague increasing, it became essential to my existence to take some rest, accordingly on our arrival in Bayonne, I represented my situation, and that of the prisoners to the Inten-

dent of the place, and prayed some little time to recruit our health when he came to inspect the party. His first orders were to make out the necessary appartments for us, for twenty-one days. He was moved at our wretched state, and gave orders that we should be treated kindly. I was also permitted to walk the Town by day, and having shewn him a letter, I had to a Mr. Bermingham at St. Sebastian for money, he was so good as to advance me as much as answered the necessities of the party. I hired the use of one of the best rooms in the prison from the keeper, and also agreed with his wife to procure and dress my provisions.

The first day, my dinner consisted of some bread, boiled fowl and broth. Not having tasted any of such food for a length of time, my appetite had become very keen, and six Frenchmen who had been at dinner in the same appartment, witnessing the avidity with which I devoured the fowl, while they had but one for the entire, exclaimed with the greatest astonishment at the havoc, I was making "*O! mon Dieu.*"

In the prison we occupied, were several Frenchmen confined for various offences. I saw numbers of them with chains from their waists, to the end of which a twelve pound shot was affixed. On enquiring the cause of such additional severity, I was informed they were deserters from the army, who refused to serve according to the laws of the Conscription. Among the unruly conscripts were several persons of distinction who detested the government of Buonaparte and preferred enduring all the rigours of confinement rather than serve among his troops.

They were not even allowed straw to sleep on; but benches like guard beds were raised for them, and when any public work was to be performed, such as repairing the streets or the roads, they were called out for that purpose, like beasts of burden carrying their weights with them, and obliged to work in that manner.

The department was charged one Livre a day for each, two pence of which was given to the prisoner, and the remaining eight pence was forfeited to the government. Such was the severity of Buonaparte to the loyalists. At the period

when he was menacing Great Britain with invasion, thousands of the army who had encamped near Bologne, had passed the same ordeal and who contrary to their feelings, and principles, preferred serving in the army rather than endure the dreadful hardships of confinement. That Buonaparte had inumerable adherents in France, cannot be denied; the affection did not however arise from any partiality to himself, more than his personal exertions had formed.

His Government was founded on the almost universal aversion the French people bore to the Bourbons. They would have preferred enduring the sharpest severities of the meanest despot, than subject themselves to their lawful monarch. A prince raised to the throne of France willing to give a liberal constitution to the people, would soon ingratiate himself into the affections of the nation.

Among the people of any country, there cannot be found such a feeling of liberality as among the French, and any thing that tends to oppose its progress, will not fail to excite their

hatred. As I before stated, our stay in Bayonne was fixed for twenty-one days, during which time I was occasionally permitted to walk through the town which was walled in and strongly fortified; it was also encircled with deep moats filled with water, over which were three drawbridges and opposite to them, gate ways to pass into the city.

The Buildings of Bayonne, were very high and heavy. It had all the appearance of a Spanish city and before the revolution, carried on a very great trade; but at this period it was confined to coasting speculations. Many wealthy merchants reside there, who were unable to employ their immense capitals.

The harbour is very safe; the entrance however is obstructed by a bar, over which it would be hazardous to take vessels of large tonnage, as it does not afford more than sixteen feet of water. The entrance from the town is about two miles. Our stay in Bayonne was attended with very beneficial consequences. We were recovered and tolerably strong to undertake the journey: My ague paid me very few visits

and the fever had entirely left me. My spirits were good, but the Idea of going into a Spanish prison, continually tortured me. If I could not feel delight among the gay and volatile French, it was not very cheering nor could I expect much pleasure among the sullen and treacherous people of Spain.

On the 27th of August we left Bayonne in the usual order. The country for a few miles to the South was very pleasant, well cultivated and thickly inhabited. It exhibited a different aspect from the environs of M. de. Marsan. There every thing was poor and unadorned, here the most extravagant embellishments, decorated the dwellings of the rich. Plenty seemed to be written on the entrance of every Chateau and its naturally meagre inhabitants, shewed all the signs of hospitality.

The first day after leaving Bayonne, we got to St. John de Louis which is a wretched deserted barren place. The country is also miserable, the Inhabitants chiefly existing on fishing. There being no prison in the town, we were secured in an old building, and the next morning marched

to a small town near Fontarabia, the boundary of France and Spain. There we were delivered up to the Spanish Commandant, and the Gen d' arms took their leave of us. The next morning we received an escort of Spanish soldiers, the most wretchedly appointed troops I ever saw. The tattered cloathing of the prisoners, may justly be called court dresses when compared to the costume of our martial attendants. They had neither leggons nor stockings, and instead of shoes wore strips of matting tied round their ankles. The first appearance of such grotesque military figures, made us burst into fits of laughter, and when we had moved a short way from the town, their first address was by imploring our charity. Their appearance and conduct gave me a most despicable idea of the Spanish nation, especially from having just left a country in which military discipline had been raised to the highest perfection. Certainly on a more intimate acquaintance with the country, I could easily account for such wretchedness. A government without energy, and a population without industry are bad ingredients to the support

of a regular army. We this day crossed the Pyrenees by one of the easiest passages. On approaching the summit, the altitude of which is not great, we experienced some very strong blasts of wind, and for miles as far as the sight could reach, a barren aspect presented itself. The few cottages interspersed in the mountains only served to increase the poverty of the scene.

The scanty existence of its meagre inhabitants must be the produce of immense toils. The surface of the hills over which we travelled, was covered with a coarse sand destitute of every vegitating quality. During this day's march, we were much fatigued being unable to procure any refreshment, except sour cider and goat's milk, the latter of which was bought at a most exorbitant price.

At the end of the journey we rested at a farm house on the skirts of the Pyrenees and the next day passed through passages from which we were conveyed to St. Sebastian, a distance of about seven miles. We were instantly conducted to the Castle of Lemot, on a high hill, facing the en-

trance of the harbour. It is one of the dirtiest and most wretched prisons in Europe, and was originally built for state prisoners. The greater number of the cells was under ground, such as were above the surface, were equally strong, the windows well barred, but neither glazed nor screened, consequently the wretched prisoners were exposed to the inclemency of the weather, which is sometimes very sharp and disagreeable.

The appartment allotted to me, was covered with vermin, nor was I allowed a sufficiency of straw to lay myself on. In this prison were felons and the most desperate characters in the North of Spain.

In such a receptacle it is not to be presumed I could expect either comfort or safety, and though I did every thing to promote cleanliness my cloaths were so covered with vermin, that it required half the day to make myself tolerably clean, even before I could move out of my appartment. This was indeed a state of endurance to excite sensibility—it was a state of suffering that required commiseration. Such a

series of misfortune soon brought on a relapse of the ague and fever, and I became so ill as to be obliged to apply for medical aid. On the report of the Physician I was removed to the hospital, situated in the centre of the town: The principal guard house was under the Hospital, and as soon as I became convalescent I frequently gratified myself with seeing the Soldiers mess.

Their dinner fare was composed of beans and carrion meat, into which a quantity of garlick and oil is thrown. As soon as this was stewed, large copper pans were brought, sufficiently copious for ten or twelve men to mess out of. These vessels being filled, the soldiers are ranged round them, and at the command of the Sergeant commence eating. The cook all this time takes his station in the rear, with a ladle in his hand, and should any man take a spoonfull out of his regular turn, he instantly receives a blow of the ladle.

I frequently contrasted the condition of a British soldier, with them, but such little intercourse had they with other countries, that they would

not allow any other troops to possess a superiority. As soon as I had been sufficiently recovered, I was transmitted to my old appartment in the castle of Lemot. At this time a Gentleman was sent from Bilboa, to act as Consul. On his arrival at St. Sebastian, he divided his attention to the English prisoners, in consequence of which our condition was much improved and through his interference and a Mr. Birmingham, a resident in the town, I was allowed to walk out during the day, and business requiring the presence of the Consul at Bilboa, I was instructed to act as such during his absence, exercising the duty of this situation, for two months. The town of St Sebastian is of ancient date; some of the houses are very old, but that part of the town inhabited by Merchants and respectable traders, is very handsome. The streets are narrow and irregular and the town for its size very populous. It had a great trade in Iron and wool, and is built at the base of a very steril mountain. The harbour is small, at the entrance is a rock or small Island, at either side of which, vessels may enter

with safety. For the protection of shipping, a small mould has been constructed, capable of containing twenty sail of vessels : in every other respect it is scarcely worth observation.

After an imprisonment of five months, the Egyptian, English Frigate, commanded by the Hon. Charles Elphinstone Fleming, made its appearance off the harbour, and a letter having been conveyed, apprising him of the situation of the prisoners, and he having on board fifty Spaniards, taken from different captures on the coast, instantly sent a note to the Governor, expressive of his desire to exchange the Spaniards for the few English ; but the Governor in reply pleaded a want of power, without receiving instructions from Madrid, on which Capt. E. became impatient, and sent again to the Governor, stating, that if he did not instantly accede to the terms proposed, he would batter the Town. The Governor being badly prepared for defence, instantly agreed, and we were all sent on board, and afterward conveyed to England.

To the credit of Capt. E. it must be said, his conduct to us while on board was truly that of a

gentleman. Though he was much inconvenienced for hands, in consequence of the many prizes he was obliged to man, still feeling for the severity of our sufferings, he did not even retain one individual, when the vessel arrived in England: for my part I must say, that his kindness to me, exceeded my most sanguine expectations. His table and cabin were always open to me, and his only delight was to make me comfortable.

CHAP XVII.

Engages on board the Fame; proceeds for the Cape of Good Hope; meet a French Schooner Privateer, and sink her; wrecked off the Cape; joins the Tamer private ship of war; sails on a cruise off the Coast of Madagascar; capture a French Guineaman; takes charge of the prize; meet the French Brig of war Le Brave, and capture her by stratagem; meet the Tamer, and cruise with her; experiences a heavy gale of wind; captured by the Le Tumese, French Frigate of 40 guns; carried into the Isle of France; liberated and returns to England; joins the Swift on a voyage to the Coast of Africa: arrives there; an account of that place.

NOTWITHSTANDING my anxiety after my return from prison to repose, yet my pecuniary circumstances would not allow me to remain unemployed, and a very favourable opportunity having just offered on board the Fame, Capt. Smith, then fitting out as Letter of Marque, with an assorted cargo for the Cape of Good Hope.

On the 27th of May, 1806, we dropped down to Gravesend, and the next day passed the Downs with a pleasant breeze from the N. E. On the

30th we took our departure from the Lizard, in Lat. 49. 57. N. Long. 5. 11. W. wind at E. S. E. several ships in sight. On the 9th of June we were chased by a British Frigate. As soon as she was within gun-shot, we hove to. While boarding us, a suspicious sail made her appearance. The Frigate made signal for the boat to return, and immediately crowded sail after the vessel. We continued a steady course, and on the 20th were in sight of Corvo, one of the Western Isles, and in Lat. 37. 40. N. Long. 31. 30. W. saw a Schooner in chase of us; as she neared we soon discovered her to be an Enemy. As there was no possibility of our avoiding her, we hove to, and prepared for action. At 11 A. M. they came within gun-shot, and hoisted French colours, on which the action commenced, and continued without intermission for one hour and half, after which she bore away before the wind. Shortly after we saw her strike her colours, and in a few minutes, she went down: we made every exertion to save the unfortunate crew, but the wind being light, and all our boats being knocked to pieces by their shot; we were unable to render them any assistance.

The Privateer was of superior force to the Fame: she mounted sixteen six pounders, and seemed to be full of men; our ship carried twelve nine pounders, with a complement of 37 men, one of whom were killed, and two wounded. Our sails and rigging were much injured.

On the 15th of September, when standing in for Table Bay, Cape of Good Hope, in working round Green Point, we were taken by a white squall, from the Southward, which carried away our topmasts. This accident caused us to bear away, and unfortunately got aground on Robin Island, a heavy sea setting in, the ship went to pieces. The crew was very fortunate in getting on shore, without any loss of lives, and through the assistance of several boats, from Rocky Bay, a considerable part of the cargo was saved. I was now again at liberty to engage to the best advantage.

The Tamer private Brig of war, was lying in Table Bay, commanded by Captain Wilson, mounted 14 guns, with a complement of 70 men. As she was destined to cruise off Madagascar, and the Mozambique Channel, I was very glad to ac-

cept the appointment of first Lieutenant, on board her. We sailed on the 7th of October, and made Cape St. Mary, in the Island of Madagascar, on the 29th of November, in Lat. 25. 40 S. Long. 45. 20. E. saw a Brig standing to the westward, and instantly made sail after her. She proved to be a Portuguese, bound to the Cape with slaves. From her we received some valuable information relative to the French Privateer, Le Brave, of 16 guns, which had been the terror of the coast. Being a very fast sailer, manned with a most resolute and enterprising crew of 130 men, she was very successful in the capture of some large and valuable vessels, and had boarded the Portugese Brig, two days before, but did not know she was bound for the Cape of Good Hope.

On the 15th December, we re-captured an English Schooner, prize to the Le Brave, and sent her to the Cape. On the 25th, we saw a ship to the S. E. to which we gave chase. In closing on her, she had the appearance of a ship of war, and night coming on, were badly able to distinguish her; in getting within gun-shot she hove to, we ran under her stern, and hailing her, ask-

ed what ship she was; she answered the Bona Fortune, from the Isle of France, bound to Madagascar for cattle. I was sent on board with fourteen men to take charge of her, and conduct her to the Cape.

Next day at 2 P. M. a ship hove in sight, to the westward, the Tamer immediately gave her chase, and in a few hours both vessels were out of sight. I remained on board the Bona Fortune, with the fourteen men, and made all sail after the Tamer, but all our endeavours were unattended with success, but still continued our course. At 3 P. M. we saw a sail on our starboard-beam, standing towards us. From her mode of sailing, we had no doubt of her being the Le Brave, and the manner her crew adopted, by instantly boarding, made us prepare for the worst. My crew ran to pack up their things, and the wind becoming light, we had the more time for arrangement. I was now certain it was the above-mentioned Privateer, and being satisfied, her first mode of attack would commence by boarding us, with her entire crew. I called all my men together, and in-

formed them I had a plan arranged for the capture of the enemy, and had no doubt of success, if they would render the necessary assistance; all instantly agreed to act according to my wishes.

The Bona Fortune had two ports in her cabin, where she carried two guns, one in each side, used in case of an attack by the enemy. My first orders were to bring the two iron guns from the larboard, and place them between the quakers, on the starboard side, thereby shewing a vessel, capable of defence, and having loaded them, the rest of the ammunition was thrown overboard. I then ordered the boat to be lowered from the stern, and made fast alongside the port, leading out of the cabin at the larboard side, as I was certain the enemy would board me on the starboard bow: we also put as many fire arms as requisite into the boat, primed and loaded. I gave orders to my crew, that if she should board us, to follow me to the cabin, and then to make our way through the port into the boat. When the Privateer came within pistol-shot, we discharged our four guns at her, which were immediately returned by a full broadside, with three cheers, Vive le Empereur,

and shortly after running their bowsprit on board us. Finding I was not disappointed in my expectation, and seeing my decks crowded with the crew of the Privateer, I retreated to the cabin followed by my crew; some of the French ran after us to the companion, laughing at our retreat, instantly closing the door and placing two sentinels to prevent us from sallying on deck.

The Le Brave had fallen off from our vessel, about a cable's length, and her entire crew, with the exception of four were on board us, when we all jumped through the port, cut the painter, pulled round our stern, and boarded the enemy. The four on board ran to oppose us, but we soon drove them from the gangway, two of them having fallen, mortally wounded, and the other two I put in Irons. As soon as I got possession of the Privateer, I had her sails trimmed, and stood to the northward, fearful of being boarded again by the enemy, and overpowered by her crew. Before I left her I took the precaution of staving the long boat.

Having got a mile astern, I pointed the bow guns at the Bona Fortune, and sent towards her

a few shot, shewing them our great superiority. I then ran under her stern, and hailed her. After much confusion, the French Captain made his appearance on the quarter deck: I informed him I was well satisfied with the exchange, that I knew his situation much better than himself—that he had not a single ounce of powder on board, nor a boat to follow me, that I had every advantage of him in sailing.

The cargo on board the vessel was of trifling consideration to me—that I would as soon sink her as not, but if he would steer the course I derected, they should be treated as prisoners of war; to this he instantly assented; and both vessels proceeded, keeping a steady course. I kept a sufficient distance to exclude the possibility of his boarding me.

At 9 A. M. on the 27th, the Tamer hove in sight, I made sail towards her, the Frenchmen following me. When I had got within gun-shot, I discovered the Tamer's boarding nettings up, and every preparation for action, and though I made every private signal, I could not convince them of my success. Finding all my efforts

to make myself understood ineffectual, I ordered the men down below, and immediately received a broad side from the Tamer. I then lowered down my top sails and hove the vessel in the wind thus giving them to understand, I was not an enemy. Immediately after Captain Wilson came on board the Le Brave, and was most agreeably surprised to find his shipmates in possession of that renowned, and much dreaded Privateer. Captain Wilson then sent a boat on board the Bona Fortune, for the French Captain. No man ever bore his misfortune with so little fortitude. The paroxisms of rage, which he repeatedly burst into, while I was speaking of the stratagem I resorted to for his capture, are more easily imagined than described. The distortions of his face told the chagrin of his mind. He said he supposed when he saw me, that I was one of the the company's Packets from Bombay with specie on board, and calculated very largely on such a prize. Captain Wilson now conferred with me as to the line of operations we were best to adopt when we agreed to send the Frenchmen in the Guineamen to the Isle of France, taking a

receipt from the Captain for the number of prisoners returned. We gave them also a long boat, and a sufficient supply of provisions.

Every thing being arranged, the Frenchmen parted company, and shaped their course for the Isle of France. Captain Wilson appointed me to the command of the Le Brave, sending an additional number of men with me, and agreed that both vessels should cruise together. We limited the time of cruising to six weeks, after which we were to return to the Cape, to refit.

On the 1st of January, 1807, the wind blew a heavy gale, which continued for three days. On the 2nd we lost sight of the Tamer; being then in sight of land, wore ship and stood to the westward, set the main top-sail close reefed, fore-top-mast stay-sail and balance reefed main-sail. The sea at this time ran mountains high, and we were notwithout apprehension for the safety of the vessel. On the 3rd the weather still continuing violent, we saw a large ship to the N. E. with her colours in her top-mast rigging, as a signal of distress; but not sufficiently near to distinguish to what nation she belonged.

At 8 P. M. the gale abated, and on the 4th the weather became more moderate and agreeable. No vessel in sight, we made sail, wore ship and stood to the S. E. until we made Prune Island, near Madagascar. On the 5th we saw a vessel which I supposed was the Tamer, and made sail towards her; but she still standing off, I was soon convinced she was an enemy, yet continued the chase. We perceived her intention was to run on shore, and on getting close in with her, saw the crew taking to the boats, leaving the vessel completely aground. I sent a boat on board her; she proved to be a French Brig from Madagascar to the Isle of France, with cattle. I brought the Le Brave, to anchor a short distance from her, taking out as much of the cattle as we could stow on board, and sent the remainder on shore. Before I destroyed the vessel, I gave the natives liberty to take from her whatever articles they thought of value, and then set her on fire. The accomplishing this, did not take many hours.

Being desirous to fall in with the Tamer, I lost as little time as possible—Madagascar is a

large and populous Island, separated from the coast of Africa, by a channel called the Mosambique passage, on the coast Zanguebar. It is very fertile, but the principal property of the chiefs consists in cattle and slaves. The inhabitants are to appearance a mixed race, but principally jet black. with curled hair; others are a light copper colour, with good features, which may perhaps more correctly be attributed to an intercourse with Europeans, or the numbers of Arabs that have intermixed with them.

Madagascar lies between the lat. of 13 and 27 S. and is estimated at more than 2000 miles in circumference. The climate is unhealthy, and the country and coast are rendered dangerous and disagreeable from the great number of poisonous animals and insects with which it abounds. The French and Dutch have successively attempted to settle on the coast, but always met with disappointment. Having got under weigh, I stood for the Mozambique passage. On the 7th I descried a sail to windward closing fast on us; I discovered her to be a very large vessel, and concluded she was an

English Frigate. She made several signals which I did not understand, and when I had got within gun-shot, hoisted French colours, and commenced firing several shot at us. Thinking I had the superiority in sailing, made all sail and would have evaded her pursuit, but a heavy squall having taken away my main-top-mast, and while clearing the wreck, she ran so close on me, that I was obliged to strike after firing one broadside at her. We now discovered to our loss, she was the Le Tumese French Frigate of 40 guns, with 450 men, and commanded by Captain Villenuve from the Isle of France. He informed me they had chased an English Brig the day before, which I supposed must have been the Tamer. When the three Frenchmen I had on board informed the Captain of the way I had captured the Le Brave, he could hardly refrain from the most immoderate fits of laughter, and shook hands with me. With much sincerity he informed me that all my property was sacred, and if I stood in need of any thing in his vessel, it was at my command. The Frigate's period of cruising having elapsed,

returned in company with the Le Brave, to the Isle of France, and on the 21st anchored in Port Louis. On our arrival, the Captain invited me to his lodgings where I remained experiencing much civility and attention, until a passage was procured for me on board an American vessel, the Laura of New York.

About the end of the month the vessel was ready for sea, and preparation was made for my departure, and as a token of the esteem in which Captain Villenuve held me, he gave a splendid ball, the night previous to my departure, to which were invited all the respectable Officers of the place. The circumstance of the capture of the Le Brave was generally known, and I became as great a curiosity as if I had conquered some great Kingdom. The Laura sailed on the early part of February. The day following our departure we were chased by two English Frigates and after being boarded the Captain of the Laura informed them he was bound to England, but to effect commercial purposes he used American papers during our passage. Nothing material occurred till our arrival in England

more than being several times boarded by English and French Cruisers. On the 15th of April we made Lundy Island, in St. George's Channel, and the following day arrived in Bristol, where I remained unemployed for a few weeks.

The Swift mounting 26 guns, and a complement of 60 men, commanded by a Captain Taylor, was just fitted out on a trading voyage to the Coast of Africa, and I engaged with Mr. Anderson, of Bristol, the owner, as chief Officer on board her.

On the 5th of May, we proceeded to our destination, and coming within sight of Lundy Island, the Captain observed, that having passed that, there would be no more Sunday for the crew. Such an ambiguous expression falling from his lips, excited farther enquiry, and I begged explanation; to which he replied, that the nature of the pursuit called for the most rigid discipline, and that the usual practice on such voyages was, the keeping of the crew continually on the deck. Let it suffice to say, that his orders tended to preclude that personal cleanliness, so essential to the health of a ship's company.

On the 10th of June, we made St. Jago, one of the Cape de Verd Islands, the aspect of which is uninviting: its high rugged mountains can be distinguished at a great distance, and though the land is very barren, the inhabitants raise large quantities of Fruit, and carry on a smart trade with America, in salt. It is 350 miles from the Coast of Africa.

On the 11th we made sail, and on the 25th saw Cape Mount, and ran along the coast, down as far as Cape Corse, trafficking with the different states in our progress. At the latter place, we were informed of a most sanguinary conflict between two tribes, the Chantees, and Fantees: the former inhabit a district of the inland country, and are a very desperate and formidable people: the latter are traders, and fishermen on the sea coast. The cause of this hostility arose from a jealousy in trade. The Fantees who are the professed factors for selling the captive Africans to European traders, from their situation on the coast, and intercourse with the Slave ships, are well acquainted with the minutia of that abominable traffic, so that as soon as captives are taken

in the petty wars of the country, they are forwarded to the Fantees, who return trinkets, cloths, and other commodities, according to the caprice or desire of the disposer. On this occasion, the King of the Chantees, had taken many captives, and forwarded them to one of the Villages of the Fantees on the coast, at the same time stating the return he required. When the convoy arrived at the destined Village, the factors informed them, that some neighbouring Princes had but a few days before sent in a great number of slaves, and that such unexpected arrivals, had so seriously depreciated the value of the commodity, that the returns would not be as much as expected, and the Fantee factors gave what they thought a sufficient return for the captives, and dismissed the convoy. As soon as they came to the King, and presented him with the return, he became indignant, and collecting a very large force, set forward to chastise the rapacity of the Fantees. They were obliged to take refuge under the guns of the English Factory of Annamaboe, after experiencing a dreadful defeat. The beach for miles, presented a dreadful spectacle of killed, wounded and dying,

exposed to the rays of a torrid sun, the stench along the coast was intolerable, nor was any effort made to remove the cause of it.

We took on board the Governor of Cape Corse Castle, and carried him to Acra, where the King of the Chantees remained with a considerable force.

The current on this part of the coast of Africa, runs at the rate of five miles an hour: it is very irregular, sometimes continuing eight or ten days without any change.

The anchorage in the roads of Acra, is very uncertain. We anchored in about seven fathom, a very rugged and dangerous bottom, and remained there until the Governor had accomplished the object of his journey. Shortly after coming to anchor, I perceived the vessel had considerably drifted, and immediately let go the second anchor. In heaving in the cable, I found it was cut by foul ground. I strove to purchase the anchor by the by-rope, and hove on it, until it parted: I next sent boats with proper materials, and swept the anchor, and then taking a heavy purchase on the windlass, succeeded in bringing up two anchors, with the one I lost.

The Governor having amicably adjusted all differences with the King of the Chantees, the latter as a token of peace, presented him 400 slaves, who were taken in the late affray between the hostile parties, to dispose of according to his own pleasure, and in obedience with the articles of the treaty, the Chantees bound themselves to evacuate the town of Acra in two days, and return to their own district.

The Town of Acra, is of little importance in point of trade, but it is a sort of rival depot, between the different European Nations, who traffic in slaves. In this point of view it must be only considered. Here England, France, Holland and Denmark, had several Factories. To this Port may be traced much of the slaughter among the African States. The Factories are all within gun-shot of each other. The Danish one is by far the strongest, and has a pretty effect at a distance, from its very clean appearance, being continually kept whitened on the outside.

The huts of the natives are wretched hovels, fully descriptive of the barbarity of the inhabitants,

The Governor having travelled with his suit over land to Cape Corse, ordered the Swift round to take on board the slaves he received.

On the 15th we got under weigh, working up to windward, and anchored under a Dutch Battery. Captain T. went on shore, and shortly after sent on board some slaves, and about 500 Elephant's teeth. On the day following we received from Dix Cove and Elmina, a cargo of Ivory, Gum, Pepper, &c. the produce of that country,

On the 18th at night, being at anchor within four miles of the enemy's battery, the charge of the vessel and cargo devolved on me. At one in the morning, the Officer of the watch ran to inform me, that several canoes filled with men, were coming alongside, and not being previously apprised of such, I was apprehensive that they were a party from the Dutch fort to capture us. Instantly running on deck, with a case of pistols, I hailed, and receiving no answer, and seeing them determined to board, I discharged both the pistols, and wounded two of the company's slaves, who were the escort of the party; on which they immediately pulled for the shore, and reported to

the Governor what had just taken place. Next day the Captain came on board, and intimated I should go on shore, and take my trial for having wounded two of the company's men, which I refused, and told him if he neglected his duty by not apprizing me of such a number of men coming on board at an unseasonable hour, knowing I was at anchor opposite the enemy's guns, I conceived that I acted consistently with mine.

CHAP. XVIII.

Impressed by Captain Argless through the connivance of Captain Taylor; sails for Sierra Leone: account of the Settlement there; proceeds to the Island of St. Thomas, and from thence to the West Indies; arrives there; proceeds off Vera Cruz; successful in the capture of many vessels; arrives at Jamaica; cruises off St. Domingo; captures a French Schooner, and sent on board to navigate her to Jamaica; recaptured and taken to the City of St. Domingo; afterwards liberated and joins the Amelia of Baltimore; arrives in the United States.

THE severity exercised by Captain Taylor, together with the duplicity he observed towards me, was attended with worse consequences than he possibly could have expected. On the 19th the Diamond Frigate, and Favourite sloop of war came to anchor in the Bay of Cape Corse. My remonstrating with Captain Taylor, for his conduct towards the crew, excited much anger against me; and as he could not succeed in trepanning me on shore, prevailed on Captain Argless

of the Diamond Frigate, to send a Lieutenant and boat's crew on board the Swift, to impress me into his Majesty's service. My removal from the Swift had so disheartened the crew, that the majority of them, volunteered their services on board the Frigate, rather than remain with Captain Taylor.

I endeavoured to persuade them to the contrary, knowing it would be injurious to my employer, to leave the vessel in distress.

The following day Captain Argless ordered all the slaves given to the Governor to be liberated which was immediately attended to. By this time the crew became sickly, in consequence of being kept on deck both day and night and having no fresh provisions allowed them to the endurance of severities imposed on them on board the Swift, several were accordingly removed on board the Diamond.

The following day the Frigate got under weigh and worked to windward, and anchored in Dix Cove, an English settlement, and next proceeded to Sierra Leone where we came to anchor on the 13th of August.

Here we were visited by the King of a large district who was an old black man, blind of an eye. His garments were fantastically trimmed with tinsel, and though his attendants were numerous, his very appearance was a burlesque on royalty.

Sierra Leone is the principal Settlement of the English, on the coast of Africa. The harbour is well fortified, and a considerable force is continually kept in the batteries for the defence of the smaller settlements. This part of the coast is very unhealthy and fatal to raw Europeans.

On the 21st we sailed and ran the coast down, and on the 25th of September made the Island of St. Thomas, in lat. 27 miles, N. long. 6. 43 E, and on the following day anchored in the bay, where we purchased a great number of Hogs. The Island is very fertile and from its situation under the equator very unhealthy, and is about 25 miles in circumference. Its surface is very irregular, forming a great number of valleys which are generally filled with a thick vapour, The Portuguese who are the possessors of the Island die so very fast that if a man lives to

the age of 35 years, he is counted very old. Notwithstanding this, cattle thrive remarkably well, and are much larger and better flavoured than on the Coast of Guinea.

From this we sailed on the 29th and next made the Island of Firend De Noronha, in Lat. 3, 56 S. Long. 32, 36 W. This also belongs to the Portuguese, and is the receptacle for felons. It is small, not more than 17 miles in circumference, and has a very rocky and barren appearance. We did not anchor, but a man swam from the shore, buoyed up with pieces of wood fastened to each side, and seemed to paddle perfectly at his ease. We did not discover either boat, canoe, or other maritime vehicle; but distinctly saw the Factory, in which the convicts are employed. It has no harbour, and it is almost impossible to approach the shore. A sort of bay is formed on the N. W. part of the Island, but a heavy surf breaks on all parts, sufficient to deter any visitor from landing.

We sailed from this on the 27th of November, and proceeded to Barbadoes, where we stopped to refresh a few days, and on the 5th of December

got under weigh for Jamaica, to join the Admiral, and receive further instructions.

We arrived in Port Royal, on the 15th and immediately received orders to cruise off Vera Cruz. On that station we were very successful in capturing several valuable prizes.

On the 17th of January, 1808, Captain Argless, dispatched three boats well armed to cut some Spanish vessels out of the roads of Campeachy. In this expedition, they were unsuccessful, and lost several men; but so many prizes having been taken on the cruise, the Captain of the fore-castle was even obliged to be sent in charge of one of them.

Up to this period on board the Diamond, I was employed in perfecting some of the Midshipmen and other petty officers in Navigation. I had during my impressment, several times applied to Captain Argless for my liberation, but he having an unfavourable opinion of me, from the insinuations of Captain Taylor, always treated my applications with denial. On our next arrival in Jamaica, I memorialed the Admiral, and stated particularly the circumstances under which I was

detained, on receiving which, he transmitted orders to Captain Argless to liberate me, but the Diamond being on the eve of sailing on a cruise off St. Domingo, and Captain Argless taking advantage of the opportunity to punish me for my temerity in making such an application, never mentioned his having received such orders.

On the 5th of March we sailed on our cruise and on the 21st being off the City of St. Domingo, saw a sail which we chased close in shore. In coming up with her, she proved to be the Amelia of Baltimore, bound to St. Domingo.

On the 26th we saw a Schooner standing to the E. made sail after her, and on getting within gun-shot, she shewed Spanish colours: on boarding her, we found she was French property, and made a prize of her. The Captain and Supercargo feigned sickness, and consequently were not removed on board the Frigate. Captain Argless then called me off the forecastle, desiring me to pack up my things, and go on board the prize, to navigate her to Jamaica, and sent a Midshipman as prize-master, and two men, natives of Guernsey. I suggested to the Midshipman, the

propriety of confining the prisoners under deck, but he from the best intentions, in consequence of their pretended sickness, would not consent to have them under hatches. While off St. Domingo, I kept the helm all night, and at 6 P. M. the following day, ordered the top-mast studding sail to be set, and the two boys I had with me went aloft to reeve the rigging, the Midshipman, and two men standing by to hoist it up; but being ignorant of the manner of setting it, I was obliged to call them aft, one to take charge of the helm, and the other of the fire-arms. As I had hoisted the sails, through the neglect of the Midshipman. the prisoners got possession of the arms, and the Captain ran at me with a cutlass, but I soon deprived him of the weapon, by a blow of a handspike, that knocked him overboard. By this time the two Guernsey men had joined the supercargo, and I had to contend with five men well armed. My own boys being up in the rigging, and theMidshipman either through cowardice or otherwise, not willing to act, ran behind me, held me by the arms and entreated I would not make further resistance, as it must produce an unnecessary

forfeit of his life. Under such circumstances, I had no power of acting and seeing a range of musquetry pointed, ready to dispatch me, I with great reluctance surrendered, after which I was secured in the fore pique, with the Midshipman and boys. In this wretched appartment, we were closely confined from 6 in the morning, until 8 in the afternoon I was nearly suffocated from the effluvium arising from a quantity of tobacco stowed where we were confined, and not being allowed any water to allay my thirst, which became intolerable, I would have gladly preferred death, to an existence of such misery.

During part of this day, we heard much confusion on deck, which I was afterwards informed was occasioned by the appearance of the Diamond Frigate, and in such a state of terror were the persons in possession of the vessel, that they ran her into a small and dangerous port, about twenty miles from the City of St. Domingo. As soon as they had let go the anchor, I heard them removing parcels into the boat, and after they had pulled off from the vessel, and found every thing quiet, I broke my way through the bulkhead, work-

ed to the fore hatch-way, and forced it open. I found the vessel was within pistol-shot of the shore, the wind blowing right in, and part of the rigging unrove, the channel very shoal, and two reefs outside me over-lapping each other. I commenced cutting the cable, and when I had succeeded in getting through two strands, I was discovered from the shore, from which I was soon saluted by smart discharges of musketry, that obliged me to desist from any further attempt to escape. A guard of soldiers were shortly sent on board, accompanied by the two Guernsey-men. Their first act was to give me a dreadful beating with cutlasses, and when they had sufficiently chastised me, they robbed me of my clothes, watch and every article worth taking. I was next removed on shore, and travelled ten miles barefooted. I took lodging in a Spanish cottage, and not being ignorant of the language, received much kindness from my hostess. My bed was the hide of a Buffalo spread on the floor with another over me as covering, and though I felt an inclination to sleep, could scarcely close my eyes for the moschettoes. In the morning I found myself as little refreshed

as when I lay down, and finding myself unequal to a journey on foot, I begged of the owner of the house to provide me with a horse, the payment for which I remitted by the escort. After breakfast we departed for the city of St. Domingo, and having arrived at the gates about an hour after sun-set, found them shut, were refused admittance and were obliged to retreat to a Spanish village about the distance of half a mile. In the morning I was marched into the city and taken before the Governor, who examined me in consequence of the many complaints made to him by the fellows who had risen against me. After giving satisfactory answers to the questions proposed, I received from him the assurance that every attention should be paid me. He ordered me to the hotel, and said he would be answerable for my expences. I requested his permission to take the midshipman with me, to which he immediately assented. I remained here for a month, in the course of which I wrote to Captain Arglcss, stating all the particulars relative to my being captured.

On the 25th of April, I joined the Amelia of Baltimore as chief officer, and in a few days sailed for the United States. Prievous to my leaving the Island, I called on the governor, (General Forand) to return him thanks for the many kindnesses I had received, and as a further proof of his humanity, he gave me 70 dollars, as a recompense for the loss I had sustained. He then informed me, that the Prize was driven on shore, wrecked, and the owner drowned, in consequence of my cutting the cable.

On the 27th we fell in with the Diamond Frigate, close in with St. Domingo. Captain Argless sent his boat on board us, and I not having any inducement to join his ship again, did not make my appearance. When Mr. Jones, the Midshipman went on board the Frigate, he informed Captain Argless, that I was chief Officer of the Amelia, which he boarded a few days before. On hearing this, he became much irritated, and as a recompence for my past services, marked me on the ship's books, "ran," which has prevented me to this day of receiving my wages or prize-money.

Nothing material occurred on our passage. On the 1st of June, we made the Cape of Virginia, and on the 5th arrived in Baltimore.

On our arrival here, we found that there was an embargo laid on all shipping throughout the United States. This circumstance caused me to remain on shore several months.

Baltimore is a large and populous city, situated on the west side of the Chesapeak, and commands a great trade,

CHAP. XIX.

Joins the Canton; sails for London, and arrives there; sails for Gottenburgh, and arrives there; sails for Riga, and arrives there; experiences dreadful weather; lose all our anchors and cables, and driven out of the roads; sails, and arrives in England, and leaves the Canton; takes command of the Derfand and sails for Archangel; an account of the place; sails from thence, and arrives in the United States; leaves the ship, and arrives in England.

ON the 17th of March, 1809, I joined the Canton of Baltimore, as second Officer, and on the 10th of April, sailed for London, where we arrived on the 10th of May. The ship being consigned to the house of William and John Bell they ordered her into the London Dock, where she discharged her cargo. From this we sailed on the 4th of June for Gottenburgh, under the convoy of two Frigates, and a Brig of war, and arrived in Winga Sound, on the 29th. Captain Wickham came hither to get instructions, and received orders to proceed to Riga. On the 1st

of July, we sailed in company with several ships of war, directing our course through the Great Belt, the navigation of which is so difficult, that we were obliged to anchor every night. On the 7th the Fleet being becalmed close in with Reef Ness, the Danes taking every advantage, sent out a formidable Fleet of gun-boats to attack us, and succeeded in boarding the American ship, James; but being closely pursued by the boats belonging to the ships of war, ran their Prize on shore, and abandoned her. We not being able to get her off, set her on fire to prevent her falling into the hands of the enemy.

On the 17th we made the Island of Bornholm, parted company with the Fleet, and on the 24th made Domes Ness, off which runs a dangerous reef, nine miles from the light-house.

On the 25th we anchored in Riga Bay in 18 fathom water: the Captain went an shore and reported the arrival of the ship to the Consignee.

Riga is a populous town, situated on the River Dwina, five miles from the entrance, and is strongly fortified. The castle which is erected on an Island at the starboard hand as you enter,

is a square building, defended by four towcrs; to the south of which is the town of Ballery, a small sea-port.

The Port of Riga is dangerous in consequence of the numerous shoals, and being a bar harbour not having more than from twelve to fourteen feet at high water.

We remained here taking in a cargo of naval stores for England, until the 5th of November, when we were driven out of the roads by a heavy gale from the southward, with the loss of our anchors and cables. The Captain being on shore, and ignorant of the circumstance, made our situation more deplorable. On the 7th drifting about the bay, and having lost our best sails, we perceived a ship's long boat, with four men in her, three of whom were to appearance dead, the fourth making a signal to us for assistance, but situated as we were, could render him none.

On the 8th standing close in with the land, we perceived a boat coming off from the shore. We immediately hove to and got the men on board, who informed us, that the night we were driven from our anchors, seven sail of vessels were forced on shore, and all hands perished.

The weather at this period was so severe that we had ice on deck, two feet thick, and our fresh water was reduced to such a solid state, that we were obliged to break the casks, and melt it as occasion required. Our leading blocks were also jamed with ice, so that we could scarely get a rope to run. All this time there was a heavy fall of snow and not knowing what distance we were from land, or the minute the vessel might go to pieces, we kept the tackles hooked on the long boat, to hoist her out in order to save our lives, should the ship take the ground.

On the 9th the gale still continuing and we not being able to cook any provisions on deck, the steward made a fire in the cabin, where there was was a quantity of dry goods; but his assistance being wanted on deck to weare ship, and the vessel close on a lee shore, the fire was neglected, and in a few minutes we perceived the flames through the funnel. Our situation was truly deplorable,—and how to rescue ourselves from the destruction that seemed inevitably to threaten us, was a matter of serious consideration. But Divine Providence soon delivered us

from our state of misery, for in a short time we extinguished the fire, and the weather cleared up and became more moderate.

On the 10th we dispatched a boat on shore with a letter to the Captain to inform him of our situation, on receiving which he was agreeably surprised, as he thought our vessel was among the number wrecked.

On the 12th he came alongside in a large Lighter, that he hired purposely for bringing cables, anchors, provisions, and every other requisite for the ship's use. When he came on board, our joy was inexpressible!—and seeing ourselves well supplied with every necessary, we soon resumed our wonted cheerfulness.—The vessel being laden, we sailed on the 13th for Carlscrona, a port in Sweden, where we arrived on the 21st and joined convoy.

Carlscrona is situated on the Baltic sea, and has an extensive harbour, defended by two strong batteries, with a fine dock, capable of receiving ships of the greatest draught of water. It carries on a good trade in iron, timber and

flaxseed.—The surrounding country is very barren.

We sailed from this on the 29th under convoy of several ships of the line, and on the 5th of December entered the Great Belt, and were joined by several other ships of war. Here we experienced very severe weather, and as before mentioned, were obliged to anchor every night, which rendered our situation more distressing. Several of the convoy lost their anchors and cables, and were obliged to be towed by the ships of war.

On the 24th we arrived in Gottenburgh, where we remained a few days to refresh.——Gottenburgh is a handsome town, walled in, and is well situated for foreign trade, as it lies at the entrance of the Great Belt. The harbour is very extensive, but entirely surrounded by a chain of rocks.

After supplying ourselves with water, we received instructions from the Commodore, and sailed on the 1st of January, 1810, with a strong convoy for England.—Off the Naze of Norway, we experienced a gale from the N. E. accompanied with a heavy fall of snow. On the 7th we lost sight of the convoy, and proceeded for the

Port of Hull in Yorkshire, where we arrived on the 17th, and anchored in the Humber, and made application to the Admiral for a ship to convoy us to Plymouth, as we were laden with Naval Stores for the use of the Dock-yard.

Having received instructions from a Sloop of war, both vessels sailed on the 25th and arrived at Plymouth on the 30th, where I received orders from the house of William aud John Bell, to proceed immediately to London, and from thence to Falmouth, to take charge of the Der Fang.—Every thing being accomplished, in a few days I sailed for the Downs.

Off Dungeness we were boarded by the Cordelian Brig of war, from which an Officer was sent to take charge of the ship, finding by my papers I was bound to Hambro', which at this period was blockaded by the English. I had British license with me, but did not produce it until my arrival in the Downs; where I immediately wrote to my employers, by whose influence I was liberated, and proceeded to London, got into the London Dock, and was shortly after fitted out for Archangel.

On the 7th of May we dropped down to Gravesend, where we took a pilot on board, sailed for Yarmouth roads, and from thence proceeded on our voyage.

On the 25th we made the North Cape, in Lat. 71, 10, N. Long. 25 50. E. which is an Island separated about 9 miles from the main, and 50 from the north Kyn, and is always covered with snow. Close to north Kyn is a very deep gulf, 50 miles in length, called Tana-fiord, in which we were becalmed, and driven up by a current the distance of 20 miles; but a strong breeze springing up from the southward, brought us out of this difficulty, and enabled us to proceed on our passage. Off this place we remained three weeks, in consequence of contrary winds, during which time the sun never set.

On the 31st we made the entrance of the river Colo, near which is a long and dangerous reef called Knock John, about the distance of nine miles from the main, between which runs a strong tide at the rate of seven miles an hour. The south side of this shoal is very steep and dangerous, it is however advisable for shipping to

keep this channel, being the clearest and deepest water, particularly as the north east-side consists of foul ground and fields of ice.

On the 2nd of June we made Cross Island, which takes its name from a large cross erected on the top as a landmark, and is situated at the entrance of a Bay, where the Russians send vessels to procure right whale oil. From thence we proceeded and anchored at the bar of Archangel on the 5th, when I went on board the guard ship to procure a pilot and returned to the vessel with the Admiral, who strictly examined my papers, Great Britain and Russia, being at this period at war.

Nothwithstanding we were under neutral colours, and our papers as clear as possible, he was strongly persuaded we came from an English Port. The day following we got under weigh, went a considerable distance up the river and anchored abreast of a castle on the larboard hand, where we stopped a few days, and were visited by the Governor. After examining the vessel, he had the curiosity to ransack our lockers, where he discoverd some Holland's Gin, of which he drank very plentifully, and upon going on

shore, requested I would compliment him with a few bottles, which I immediately consented to, not expecting him to be the constant visitor he afterward proved; for while the vessel remained here, he regularly made his appearance three times a day, never departing without soliciting money or goods. I was so completely tired of my visitor, that I ordered the steward to remove the spirits out of the locker, that being one of the first places he went to, using no ceremony in helping himself.

While I was one day engaged on deck, he retired to the cabin, and taking up a bottle of Spirits of Turpentine, (which he supposed Gin,) eagerly drank of it, and immediately ran on deck, making a hideous noise. When I found out what had happened, I was greatly alarmed, supposing his life in danger, but fortunately he recovered.

On the 19th we proceeded farther up the river and anchored in the creek, about five miles from Solemburgh, and thirteen from Archangel, to which place I repaired the next day, and reported the arrival of the vessel to the Consignees, Messrs.

Brant and Roady, who immediately forwarded my papers to St. Petersburgh for examination. I remained here six weeks without receiving further instructions; in the course of which period I had an opportunity of visiting many parts of the country. The snow at this time had not quite disappeared, though the weather was very mild.

Archangel the capital of the province of Dwina is an extensive town carrying on a great trade in pitch, tar, turpentine, hemp, corn, &c. It is situated on low ground, and the principal streets are formed of timber.

The houses are romantically built, and in consequence of the ground being marshy, the lower floors are only used as stables.

Through the centre from the lower floor to the top, runs a large stove about twelve feet in circumference. On every story is a fire-place, the fuel of which is principally charcoal.

The inhabitants generally travel in a calash or drusky. The latter is formed like a jaunting car. They convey their merchandise by water in prames, which are large rafts bolted together and roofed like a house, capable of

containing from fifty to three hundred tons, and are navigated by pole-men.

The country is very low and marshy, but the soil is remarkably rich and very productive in corn. On the 15th of August I received my papers from St. Petersburgh and made application to the captain of the guard-ship for some men to assist in loading the vessel.

For each man I paid a livre per day, three pence of which went to the labourer, and the remainder to the Government.—Every thing being properly arranged, I sailed on the 5th. of September, and dropped down to the castle, where I found the river boomed nearly across leaving scarcely room for a vessel to pass.

This was accomplished by a range of anchors to each of which, part of a cable was made fast and at the upper end large logs of timber lashed together. This precaution was adopted as a defence against the English.

The day following we reached the bar and were visited by the Admiral, who solicited various articles, which he called prize-neck signifying presents—I gave him a hundred Rubles

to get rid of him and proceeded on my passage.

The Bar of Archangel is dangerous to approach, especially at this period, as all the buoys were taken away in consequence of the hostilities between Great Britain and Russia.

Throughout the White Sea, a strong current sets to the S, W. and may be attributed to the thawing of the snow, which causes great freshes in the rivers.

On thc 25th. being in the Lat. of 72 N. we fell in with a great many Islands of ice, but fortunately escaped injury—On the 7th of October we saw a strange sail which we supposed a Danish Privateer, but by our superiority in sailing, lost sight of her, and on the 21st made the Faro Islands in the Lat. of 63 N.

On the 29th of November, we made Cape Charles, the entrance of the Chesapeak bay, and on the succeeding day reached Newcastle, and from thence proceeded toPhiladelphia to discharge our cargo. After remaining here a few weeks, I was ordered to proceed to the Island of St. Thomas for a cargo, consisting of cotton, coffee, rum,

On the 5th of January 1811 we sailed, and on the 27th made the Island where we anchored, delivered our cargo and commenced loading the vessel. This is considered the principal of the Virgin Isles, and was formerly resorted to by pirates, some of whose castles remain to this day. I had the curiosity to visit one, which I was Informed was built by the celebrated Black-Beard.

The harbour is extensive but at the entrance are several sunken rocks. On the 9th. of February we returned to Philadelphia where I gave up the command of the ship and took my passage for England.

Philadelphia, the capitol of Pennsylvania is the handsomest city of the United States, and forms an oblong square, about three miles in length and two in breadth. In the principal streets close to each pathway is a row of poplar trees. The houses are principally built of brick and are about four stories high.

Between the river Schuylkill and the town are several public gardens close to which are the water works that supply the city—The land is low but the surrounding country affords a delightful prospect.

There is a fine quay next the Delaware, to which ships of great burden may come up to dischage ; also several wet docks. Mudfort is about four miles below the town, and is situated on a low marshy point, opposite to which is Red bank where a dreadful battle was fought in the first American war, 36 miles from Newcastle, a considerable place for shipping

The navigation of the Delaware is very dangerous in consequence of the numerous shoals—but experienced pilots can always be procured off Cape May.

CHAP. XX.

Takes passage for Cork and arrives there; takes command of the Gardner; sails for Lisbon and from thence for the Amelia Islands; experiences a dreadful hurricane; alters the voyage in consequence of the American war; arrives at the Island Exuma sails from thence and arrives at New Providence; sells the vessel and cargo; takes passage in the George of Liverpool and arrives there; takes command of the Bona Ventura; sails to Gottenburg for orders, arrives there; sails for Cork, and from thence to Lisbon; leaves the ship there, and takes passage for England.

ON the 5th. of March we sailed from Philadelphia, and arrived in England on the first of June where I remained a short time and from thence proceeded to Cork, and arrived there on the first of August 1811.

On the 27th. of November, I was appointed to the command of the Gardner belonging to Captain Heard of Kinsale, and Mr. Harvey of of Cork. After the vessel had undergone a tho-

rough repair, I took in a cargo for Lisbon and the Amelia Islands, sailed for the former on the 29th of May 1812 and anchored off Belem castle on the 11th of June—The following day I reported the arrival of the vessel to the Consignee, John Deerman Church, who immediately took the necessary steps to expedite her to my port of destination.

On the 13th, we anchored close to the Dock-yard, and commenced discharging the vessel—In a few days after, I was told by one of my crew named Kirkum, that the chief mate had formed a plan with some men on shore, to come alongside at night and that he would sell them some butter, which was part of the cargo—

I was much surprized at this information, but soon discovered the informer to be thief, in league with two Portugueze from the shore. I kept watch until their arrival, and seeing a boat close to, made the signal given to me by Kirkum, upon which they came close under the bows, one man attempting to come on board; but on finding I was not the person he sought, jumped into the boat and pulled for the shore, when I discharg-

ed a musket at him, loaded with small shot, and instantly heard him exclaim "O Jezaes Maria."

The next day I went on shore, and acquainted Mr. Church of the circumstance, who cautioned me to be on my guard, lest a party of them should come the next night and massacre me,—Being well prepared for the event, I kept watch, and at the hour of twelve was surprised by a boat coming alongside, the Officer of which instantly jumped on deck—I should have certainly shot him, had I not perceived the British uniform, and immediately taking him by the hand, we retired to the cabin, where I related the circumstance, congratulating him on his narrow escape.—He informed me that he came in search of some deserters from his ship, and departed, on my assuring him there were none in my vessel.

In a few weeks we discharged the chief part of our cargo, took in a quantity of salt, and proceeded on the 7th. of July for the Amelia Islands.

Lisbon is situated on the river Tagus, and is very populous and extensive in trade. The houses are heavy, and very lofty, principal-

ly built of stone; but the streets are in general dirty and narrow: however the squares and public buildings are handsome. The aqueduct which lies two miles from the town is very superb, some of the arches being from fifty to ninety feet high.

The harbour is commodious, capable of containing several thousand sail of ships; but the entrance dangerous to approach, in consequence of a large bar: it is therefore advisable for strangers to come in the northern channel close to Fort St. Julian. Having every thing in readiness, we sailed from hence for the Amelia Islands on the 17th. and on the 21st. of August, being in the Lat. of 32 N. and 47 W. experienced a dreadful hurricane, that laid the vessel on her beam ends, and shifted her cargo—In this situation we remained the chief part of the night with both our pumps choked, and six feet water in the hold.—At day break we had the cargo trimmed, and the vessel upright, but the gale still continuing, we could not set a stitch of sail. At 11 A. M. we had the pumps free, and on examining our bread, found it wet and the water-

casks, stoven. Our situation in this gale was very deplorable—the sea making a clear passage ver us, and all our spars and rigging carried away!—On the 24th. the gale abated and the weather clearing up, I discovered seven sail of ships in a similar situation. I immediatety made all sail to get within hail of them, but my endeavours were fruitless, as I could not set a sufficiency of canvas.

I hoisted my colours which were American, Union downwards, to let them see I was in distress—but they being acquainted of the war between Great Britain and the United States, did not wish to have any communication with us; but making all sail were soon out of sight. This I thought very inhuman, as they plainly discerned my distress.

In a few days I repaired my damages and proceeded on my voyage. On getting within about three hundred leaguesof theAmelia Islands, I perceived a vessel under Spanish colours at a considerable distance—My provisions and water being exhausted, I stood towards her in expectation of relief; but in a short time was becalmed.

I ordered the long boat to be hoisted out and manned, taking a cask with us to try if they could spare a few gallons of water, and getting under her stern, she hailed us, enquiring to what vessel we belonged? I answered an American, and on boarding, asked the Captain, if he discerned our having a signal of distress hoisted? He replied that he could not depend on any colours at this time, owing to the hostilities between the two Countries; and also informed me, that the Amelia Islands, my port of destination, were in the possession of the Americans.

On this information, I was at a loss how to act, being under American colours, having British property on board, and consequently liable to be captured by any man of war, I might fall in with.

The Captain told me he himself was an American though under Spanish colours, and bound to the Havanna; to which port I immediately agreed to accompany him, with the expectation of procuring neutral colours. After getting a supply of bread and water, I returned to my own vessel, and made all sail. On the first of September, both vessels parted company, mine being

so much injured in the late hurricane, as to be unable to keep up with the other. Being apprehensive of falling in with American Privateers, I thought it advisable to get into an English port, and give the vessel up, lest she might be captured by the enemy. Accordingly I made Exuma, one of the Bahama Islands, and immediately hired a Schooner, into which I put all my glass and linen, so as to lighten my own sufficiently to gō over the banks.

I remained here nearly three weeks, and on transporting the cargo from one vessel to the other, missed eighteen pieces of fine linen, the loss of which greatly added to my distresses; but after a strict examination, discovered the thief to be Kirkkom, who on a former occasion, proved himself an adept in dishonesty.—However I was fortunate in getting back the property, and sailed for New Providence on the 25th.

Exuma is thinly inhabited, and produces a considerable quantity of cotton and salt. The harbour is good, but the entrance very narrow.

On the 3rd of October, we made New Providence, and on getting in with the Fort, I hoisted

St. George's jack in my topmast rigging, as a signal of distress, which was repeated from the castle, to the men of war in the harbour.

When anchored, I went on shore and acquainted Mr. Moss, of my situation, who advised me to employ an Attorney, being confident my vessel and cargo would be made a prize of, in consequence of having an American bottom, and papers. The ensuing day I went to report the vessel to the collector, who after reading my papers, asked me whether I would rather be made a prize of by the men of war or custom-house? I agreed to the latter, requesting that the cargo should be put into Government stores until further orders from my owners He sent an Officer on board with me to make a seizure of the vessel.

In getting alongside, he was much disheartened at seeing both pumps going, and the wretched state of the ship, as he calculated largely on his share of the prize.—I informed him, the bales of linen were much injured, and the glass broken, consequently of little value, and that he would only involve himself by having any-

thing to do with her, as she would not cover the expences of the court. Being fully persuaded of this, in a few hours the vessel and cargo were restored me.

The day following I went to Government house, to receive permission to land the cargo, and on relating my story to Mr. Wiley, the King's Attorney, he dispatched an officer on board, to make a reseizure. After apprising him of the state of the vessel and cargo, together with what I had suffered, I recovered both again in the course of twenty-four hours. I immediately commenced dismantling the vessel and landing the cargo, and in a few weeks completed the sale of them, by public Auction, discharged my crew, paid all my expences, and brought my owners the sum of £650.

New Providence is one of the largest of the Bahama Islands, being 28 miles in length and 10 in breadth, and the best of those inhabited by the English. It produces mahogany, dye-wood, cotton and coffee.

On my arrival in Cork, Captain Heard, informed me, if I would wait the arrival of the ship,

Mars from America, I should have the command of her—to which I consented.

On the 25th of March 1813, she arrived under Portugeze colours and papers, by the name of the Bona Ventura, and in a few days I was appointed to the command of her, and ordered to proceed for Gottenburgh, there to join convoy. On my passage, I met a large Danish row-boat close in with the skaw about twelve at night, pulling twenty oars and full of men. I hailed her and said if she did not immediately come a long-side, I would sink her. Perceiving we had a tier of Ports, they pulled off as fast as possible. I discharged a musket at them, being the only gun I had—and felt much pleasure at their disappearance.

On the 7th of June we arrived in Gottenburgh and reported the arrival of the ship to the consignees, who directed me to proceed with convoy to St. Petersburgh. After receiving instructions from the commodore, we sailed on the 11th. directing our course through the Great Belt in company with 300 sail of vessels, and anchored off Anholt on the 14th.

Anholt is a small Island, surrounded with shoals and formerly belonged to the Danes, but was at this period in possession of the English. The principal part is of a sandy surface, and at the N. E. end a light house is erected.

We got under weigh the 15th and on endeavouring to get round the Island, one of the Transports ran aground on a dangerous reef that extends six miles from the E. end to the N· E. During our passage through the great Belt, we were much annoyed by Danish gun-boats.

On the 27th we made the Island of Bornholm, parted company with the Fleet, and on the 25th. made the Island of Dago, the entrance of the Gulf of Finland. At this time we enjoyed serene weather and on the 5th of July, made the Island of Hoogland, the day following passed the Tolbeacon light-house, and anchored off Cronstat mould, where I went on shore to report the ship to the Custom-house, and from thence proceeded to St. Petersburgh to acquaint the consignees of her arrival.

Here I experienced many difficulties with the Portugueze consul, in consequence of being under

Portugueze colors, and papers, and not having any mariners of that country on board. He enquired what had become of the captain and crew who brought the ship from Lisbon to Cork? I replied that he abandoned the vessel there, owing to which the crew did the same.

This not satisfying him, I bound myself, ship and owners under a bond, to send him a correct account of what became of them, on my arrival in Ireland. The day after I returned to the vessel and commenced discharging my cargo.

St. Peterburgh a large handsome city, built by Peter the Great, is situated on three Islands, through which the Neiva runs. The communication to each Island is formed by bridges, composed of boats, moored head and stern, planked and railed over. The fort has several round towers, and on the opposite shore is a crown work. Outside this is a handsome walk that leads to the principal streets, which are regular and well built.

In Peter street is the chapel of St. Nicholas, a splendid building, supported by a number of marble pillars, of a moderate height, and ornament-

ed with the colours and eagles taken from Buonaparte, after the conflagration of Moscow.

On one of the quays is an equestrian statue of Peter the Great, representing him leaping off a rock, about fifty tons weight, which was brought by his directions from Finland. Several spires in this city are gilt, one in particular at the Admiralty, I was informed is covered with sheet gold, and cost nearly £50,000 Sterling.

The public gardens are adorned with pleasant walks and fine statues. The rope walks are entirely roofed over.

The mode of conveyance is principally on druskies, and the horses are of the Arabian breed; but the handsomest and best I ever saw. I have known them travel from this place to Oraneanbaum, and back again, (the distance of fifty-two miles) in one day, only stopping to feed once.

The road from Petersburgh to Oraneanbaum is adorned with Noblemen's seats, fish-ponds and shrubberies, and on the starboard hand are the palace, gardens, and water works of Peter Huff.

The principal rooms and halls are ornamented with mirrors about nine feet in length and five in breath, and the floors of a superior timber, beautifully carved. The steps leading from the water works to the upper end of the garden are each about thirty feet wide, covered with sheet copper, which is always kept bright, and make a grand appearance when the sun is at the meridian. Eight miles from this, is Oranienbaum where there is a handsome Palace, situated at the head of a canal and surrounded with water works, and beautiful gardens. The building forms a crescent, and was the summer residence of Peter the Great.

At the lower end of the canal is a floating dock, where all the passage boats stop, going to and coming from Cronstat.

Cronstat is situated on an Island, nearly mid channel, twenty-six miles from St. Petersburgh, and is nearly surrounded with rocks, and strongly fortified. The mould is very commodious, capable of containing 2,000 sail of shipping; but being chiefly built of timber, provisions are not allowed to be cooked on board; in consequence of which a house is erected on shore for that pur-

pose. Outside the mould are three strong batteries, erected when Lord Nelson's Fleet was at Finland, as they expected to be visited by him. The town is mean, and principally built of timber; but the Emperor's dock-yard, is one of the finest I ever saw.

On 13th of October we sailed for England. On getting as far as See Skar light House, the wind heading us, we were obliged to anchor, in company with about forty sail of shipping. During the night the wind increased and the ship began to drag her anchor. After purchasing one I found her so close to a reef, that I deemed it, prudent for the preservation of our lives, to make sail and cut the other cable. I was fortunate in getting clear of the shoal.

At day light I saw eight sail on the reef, and was afterward informed, that the principal part of the crew had perished! The wind still continuing unfavourable I put back to Cronstat to procure another anchor and cable, and resailed on the 16th.—On getting down as far as Hoogland an Island in the Gulf of Finland, ninety miles from Cronstat, we were again headed by the

wind from the westward blowing a heavy gale, which continued in that point for a month.

My situation as this time was very distressing,—having long dark nights to encounter—foul winds---a strong current against me and no pilot, though nearly surrounded with dangerous shoals, and sunken rocks

On the 15th of November, we were favored with a pleasant breeze from the N. E. which soon released us from these difficulties—The Gulf of Finland is about two hundred and thirty miles in length, and fifty in breadth. It is one of the most difficult navigation in the world. There is no regular tide, but the current is entirely ruled by the wind—and what renders it more unpleasant is, that no pilot can be had nearer than Cronstat.

On the 25th we made Carlscrona where we anchored and received instructions from a Swedish Frigate to sail under her convoy. On the 1st of December, we were joined by several ships of war, and sailed on the 2nd, directing our course for the Malmo channel, and anchored in the bay on the 4th.

Malmo channel is very narrow and shoal, with scarcely room in some parts for three ships

abreast. The town is meanly built, and carries on but little trade. During our stay here we were greatly annoyed every night, by the Danish row boats, which were successful in capturing several merchantmen.

We sailed from hence on the 11th for Gottenburgh. On going round the Kol Light House, we experienced a heavy storm, accompanied with snow and rain, that caused the Fleet to separate. The ensuing day we anchored in Winga sound and from thence proceeded further up the harbour where we brought up close to a castle on the larboard, hand. Here we were informed of the devastation caused by a violent hurricane, a few days previous to our arrival, in which forty sail of vessels were lost !

We joined convoy and sailed on the 15th. Off the Naze of Norway we perceived two Danish Privateers coming out from the land, which soon captured two fine vessels. On the 21st we arrived in the Humber, and shortly after sailed for the Downs, from thence proceeded for Cork, and anchored in the Cove, on the 11th of January 1814.

On the 13th the ship lying at single anchor, we experienced a heavy gale from the S. W. that caused the vessel to drag her anchor. I immediately let go the second, which took no effect until she got within her length of the shore. During the night, the gale increasing and a heavy sea running, I perceived six sail vessels aground, firing signal guns of distress. The next day the gale abating, we got under weigh and anchored in Passage, where we discharged our cargo and repaired the ship. Every thing being adjusted, I took in a cargo for Lisbon, and received from my owner, the following instructions.

Kinsale, 22nd *March*, 1814.

DEAR SIR,

I am glad your Ship is at last loaded, and that a fair wind will prove for your immediate departure, and request if above £3,000 British can be had for the ship in her present good state, she may be disposed of, if not to return to Cork as fast as possible, with a cargo of *good Salt*. I have a particular reason for wishing to make sale of the ship, which I am sure you will make

use of every exertion in your power to do, to the best advantage, I have nothing more to say to you, than what I mentioned before, and wishing you a good and safe voyage.

I remain

Your humble obliged Servant,

JOHN HEARD. (EDW.)

To Capt. John Myers.

We sailed on the 29th of March and arrived in Lisbon on the 13th of April, where I discharged my cargo, and put the vessel up for sale; but not being offered a sufficient sum, for her I was ordered to St. Ubes, to take in a cargo of salt.

St. Ubes a town in the province of Estremadura with a safe harbour, defended by the Fort of St. Jago on the larboard hand, is tolerably built and carries on a good trade in salt.

No vessel under Portugueze colors is allowed to load here, unless commanded and manned by natives of the town, for which reason I was obliged to give up the charge of mine, rather than bring her home in ballast. The north end is bounded by a row of mountains, the highest of which is Palmello. From this to Coinha is a

pleasant forest, interspersed with vineyards and myrtle groves.

Coinha has a fine harbour, situated on the Tagus, to the S. E. of old Lisbon.—On the 17th of August I took my passage for England, and landed on the 16th of September in Milford, and from thence proceeded to Waterford. On my arrival home, I demanded my wages from my employer, who informed me, that he had sold the ship to his creditors previous to my arrival in Lisbon, and therefore it was not in his power to pay me. Shortly after he departed this life, in consequence of which, I suffered a serious loss.

Having brought the work to a close, it must be admitted, that I have shared, in a great degree, the calamities of human nature, which I trust I have borne with becoming fortitude.—Were this life an uninterrupted course of pleasure, we could never form a true estimate of happiness. I have now only to state—that after all my adventures, I am reduced to the necessity of again braving the ocean, whenever an opportunity shall offer.

THE END.

APPENDIX.

AN INVENTORY OF THE ARTICLES,

MOSTLY IN DEMAND

ON THE

Coast of Chili, Peru, Mexico, and California.

Superfine scarlet cloth.—Black, brown and light blue do.—Coarse cloths, blue and brown—Plush red, yellow and blue--Velvet, principally red black and blue English stuffs, and serges, different colors—Calicoes, printed and plain—Linen,—Silk and cotton stockings and fine thread--Shawls and veils--Gold and silver lace, Writing paper, and sealing wax—Shoes and boots—Tin and cutlery of every description---Jewellery and small looking-glasses---Fire-arms and ammunition,—Bar-iron,---Tobacco,---Spirits---Inferior wines, (principally for California,) which can be purchased for 2s. per gallon at the Brazils &c. &c.

ARTICLES,

GENERALLY IN DEMAND

ON THE

NORTH WEST COAST OF AMERICA,

FROM

CALIFORNIA TO NORTON SOUND,

IN LAT. 65 *N.*

Fire-arms, powder, shot and flints--Iron pots--Axes, chisels, hammers and saws---Sheet copper, small bells, buckets, china beads, small looking glasses, blankets, cloth, each two yards in length and one in breadth with a flashy border—rice and spirits, paints, vermilion and red--Ochre--Coarse wearing apparel, boots and warm stockings, trinkets of various descriptions &c.

The outfit of a vessel of 200 tons, may amount to £2,000---the outward bound cargo, from £1500 to 2,000---the prime cost of a vessel, from £2,000 to 3,000, the return for which in two years, should be from £25,000 to £30,000

The vessel I would recommend for a voyage of this kind, should be such as our Brigs of war, calculated for defence—must sail fast, be provided with chain cables, in case of anchoring on foul ground, and boarding nettings to guard against a surprise, as there are several European and American deserters among

the natives, particularly at the Gulf of Georgia, and Nootka Sound.—While trading with them, it is requisite to keep the boarding nettings up, and to place sentinels in different directions. From Nootka Sound to Cooke's Inlet, I have frequently seen shoals of sea otters floating on the water in fine weather. The skins of these animals, when dressed resemble velvet. I have often bought one for an article of European manufacture, value about 2s. the return for which at the China Market, would be from fifty to one hundred dollars.

The wind on this coast prevails from N. W. to S. W. two-thirds of the year. The summer commences, the latter part of May, and ends in September.

THE EXPORTS OF THE N. W. OF

AMERICA,

CONSISTS OF

SKINS OF THE FOLLOWING SPECIES.

The sea otter, various kinds.—The river otter, beaver, marten, ermine, sable—Fox's of different kinds, particularly jet black—White red and grey wolves, wolvereens, bears, tigers, lions and spotted seals, &c. &c.

Among the various animals, there is not one so remarkable as the Beaver—It builds its habitation with the greatest ingenuity, and changes its bed regularly once a week—If one of them is perceived to be dirty, it is immediately forsaken by the rest.—When closely pursued by the hunters, and there is no possibility of escaping, it resembles the deer, from the circumstance of the tears trickling down its face.

Many valuable speculations might be formed on this extensive coast. Had a colony been instituted in or about Columbia river, what an advantage it might be for British manufacture, between the N. W. of America, New Albion, California, the Sandwich Islands and China.

Entered at Stationers' Hall.

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COURTLAND BENSON

Conservation Treatment

Myers's Voyages Round the World

The signatures have been gaurded with Japanese paper and resewn on five linen cords laced into the boards. A loose gaurd with a linen support has been sewn in with the first and last signatures. New headbands have been put on and the inner joints repaired with Japanese paper. The spine has been rebacked and the corners repaired with Hewitt's calfskin and the original spine replaced. The leather has been treated with potassium lactate and leather dressing.

March 1982

