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THE
Mariner's Chronicle :

BEING
A COLLECTION OF THE MOST INTERESTING
NARRATIVES

161)
OF
SHIPWRECKS, FIRES, FAMINES,

And other Calamities incident to
A LIFE OF MARITIME ENTERPRISE ;

With authentic Particulars of

The extraordinary Adventures and Sufferings of the Crews,
THEIR RECEPTION AND TREATMENT ON DISTANT SHORES ;
AND A CONCISE DESCRIPTION OF
THE COUNTRY, CUSTOMS, AND MANNERS OF THE INHABITANTS :
Including an Account of the Deliverance of the Survivors.

BY
ARCHIBALD DUNCAN, ESQ.

LATE OF THE ROYAL NAVY.



IN TWO VOLUMES.
VOL. I.

SECOND EDITION.

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PREFACE.

Uplifted on the surge to heaven she flies,
Her shatter'd top half buried in the skies,
Then headlong plunging thunders on the ground,
Earth groans, air trembles, and the deeps resound—
Again she plunges; hark! a second shock
Tears her strong bottom on the marble rock,
Down on the vale of death with dismal cries,
The fated victims shudd'ring roll their eyes
In wild despair; while yet another stroke
With deep convulsion rends the solid oak.—
At length asunder torn, her frame divides,
And craking spreads in ruin o'er the tides.

FALCONER.

MAN never beholds with indifference his fellow-creature struggling with adverse fortune, or exposed to great and imminent danger, even in the empire of fiction; his imaginary sufferings extort tears of commiseration, and excite the most anxious concern for his fate.

From this inclination of the human mind to sympathize with the victims of misfortune, the Editor of the *Mariner's Chronicle* is convinced that the present undertaking requires no recommendation from him to interest the public in its behalf. It may, however, be necessary to give some idea of the design of these volumes.

To her naval dominion and her extended commerce, Britain is undeniably indebted for the proud pre-eminence she

possesses among the nations of the earth. With the numerous floating bulwarks she maintains, and the thousands and tens of thousands of merchant vessels which waft the produce of her industry to every region, it is impossible, in the nature of things, but that frequent disasters must occur. The fate of the adventurous seaman, undauntedly bidding defiance to his country's foes, or engaged in the more peaceful pursuits of trade—in both cases equally exposed to the multiplied perils of the ocean—cannot be indifferent to those who remain at home, enjoying that security, and those conveniences which his exertions so materially contribute to procure.

To present, therefore, a series of the most remarkable calamities recorded in the History of Navigation; to rouse the dormant sensations of sympathy and benevolence; to warn by the errors of the unhappy sufferers on the one hand, and to encourage by their example on the other; to display the energies of which, even in the most forlorn situation, the mind of man is susceptible—such is the object of the following pages.

The eye of Sensibility is here presented with a gallery of varied and affecting Pictures, which being sketched by the hand of Truth, are replete with the highest degree of interest. There is not one among them from which the most wretched may not derive some consolation; and there is little doubt but that this work will become a Register of the Resources of the human Mind to the unhappy victims of similar calamities.

The historian, occupied with the most important events, the fate of empires, and the revolution of governments, in general borrows his materials from the testimony of others. Not so the navigator. With more humble pretensions, but with greater truth and simplicity, he feelingly describes what he has himself witnessed, scenes in which he has been per-

sonally engaged. While perusing his story, we feel equally interested with him; we never lose him from our sight, but, on every occasion, participate in all his hopes, and in all his fears. Is he in danger? We join with him to invoke the mercy of Providence. Is heaven propitious? Does he find resources against misery, against death? We mingle our joys with his; we enter with him the desired haven; the delicious sensations which heute his bosom are transferred to our own; we dwell with rapture on his happiness, and arrive at the termination of his narrative with regret.

Many of the pieces contained in this collection are of such a tendency as to excite those emotions of tenderness, those tears of sympathy. If but one heart, hitherto insensible to the appeals of suffering humanity, is led, by the perusal of these pages, to augment the number of the benevolent, the Editor will be more than satisfied.

Besides the gratification thus derived from indulging these generous emotions, and the amusement afforded by the detail of extraordinary adventures, it is presumed that no small portion of instruction will be conveyed through the medium of these volumes, particularly to the mind of the juvenile reader. He will be made acquainted in such a manner as to remain indelibly impressed upon his memory, with the characters of various nations, and acquire general notions of the different countries that have been the theatres of the misfortunes of the unhappy wanderers. His knowledge of human nature will likewise be enlarged, by an attentive observation of the conduct of different individuals, under the most trying circumstances to which man can be exposed. While he recoils with mingled horror and compassion from the recital of the cruel necessity to which many of them were reduced, he will

behold the traits of heroism, fortitude, and generosity, manifested by others, with admiration.

The editor flatters himself that in these volumes every class of readers will find something to their taste. The bosom that has been used to melt at the tale of fictitious woe will be touched with the simple narrative of real distress; and those who disapprove of romantic flights of imagination, will be presented only with authenticated fact.

To the seaman, for whose benefit this work is particularly designed; it will prove a useful, we had almost said, a necessary companion. Warned by the errors by which others have been plunged into the depths of misery, or encouraged by the examples of fortitude, courage, and constancy, he will learn to avoid the former, while the latter will teach him to submit with patient resignation to the inscrutable decrees of Providence, and not to despair of relief even when involved in the most complicated wretchedness.

It may not be improper to observe, that every narrative containing any violation of decency has been carefully excluded from this collection, and that equal attention has been paid to admit none, the authenticity of which appeared in the least degree doubtful. The Editor's researches have not been confined to English works, a considerable proportion of his materials having been extracted from voluminous and expensive foreign publications.

For the information of those readers who may be unacquainted with the nautical terms which so frequently occur in this work, an engraving, representing an elevation of a merchant ship, is annexed, together with a brief description of various parts of which such a vessel is composed.

DESCRIPTION.

OF

A MERCHANT SHIP.

I. BOWSPRIT AND RIGGING.

1. **BOWSPRIT**, a large boom or mast, which projects over the stem to carry sail forward, and counteract the force of the aftersails, or those extended behind.

a. **JIB-BOOM and HORSES.** The jib-boom is a continuation of the bowsprit forward, being run out from its extremity in a similar manner to a top-mast on a lower-mast; it is usually secured by a cap or boom-iron on the outer end of the bowsprit, and a strong lashing within round its heel; and can therefore, be drawn in upon the bowsprit as occasion requires. A flying jib-boom is a boom extended beyond the preceding, by means of two boom-irons, and to the foremost end of which the tack of the flying jib is hauled out. Horses are ropes reaching from the middle of a yard to its arms or extremities, and depending about two or three feet under the yard, for the sailors to tread on while they are loosing, reefing, or furling the sails, rigging out the studding sail booms, &c. In order to keep the horse more parallel to the yard it is usually attached thereto, at proper distances, by ropes called stirrups, which hang about two feet below the yard, having an iron thimble spliced into their lower ends, through which the horse passes.

3. **BOB-STAYS**, ropes used to confine the bowsprit of a ship downward to the stem or cut-water.

4. **GAMMONING**, seven or eight turns of a rope passed over the bowsprit, and through a large hole in the stem or knee of the head alternately, and serving to bind the inner quarter of the bowsprit close down to the ship's stem, in order to enable it the better to support the stays of the foremast; after all the turns are drawn as firmly as possible, the opposite ones are braced together under a bowsprit by a frapping.

5. **SPRIT-SAIL and YARD**. The sprit-sail is a sail attached to a yard which hangs under the bowsprit. It is furnished with a large hole towards each of the lower corners, to evacuate the water with which the cavity or belly of it is frequently filled by the surge of the sea when the ship pitches. For *Yard* See No. IV.

6. **SPRITSAIL-TOPSAIL, and YARD**. The spritsail-top-sail is a sail extended above the spritsail by a yard which hangs under the jib-boom: the clues of this sail are hauled home to the spritsail yard arms, after which the sail is drawn out towards the extremity of the boom, as any other top-sail yard is hoisted upon its mast.

7. **SPRITSAIL-LIFTS**. See *Lifts*. No. II.

8. **SPRITSAIL-BRACES**. See *Braces*. No. II.

9. **SPRITSAIL-CLUE-LINES**. See *Clue-Lines*. No. II.

10. **SPRITSAIL SHEETS**. See *Sheets*. No. II.

III. SPRITSAIL, TOPSAIL, AND RIGGING.

7. **LIFTS**, certain ropes descending from the cap and mast-head to the extremities of the yard immediately underneath. Their use is to keep the yard in equilibrio, or to pull one of its extremities higher than the other, if occasion requires; but particularly to support the weight of it when a number of seamen are thus employed thereon to furl or reef the sail. In some merchant vessels the lifts of the top-sail yards, called the top-

sail-lifts, are also used as sheets, to extend the clues of the top-gallant sail. The yards are said to be squared by the lifts, when they hang at right angles with the mast, that is, parallel with the horizon when the vessel is upright in the water.

8. BRACES, ropes employed to wheel or traverse the sails upon the mast in a direction with the horizon, for which purpose they are fastened to the extremities of the yards.

9. CLUE-LINES are for the same purpose as Clue-garnets, (See VII.) only that the latter term is appropriated to the courses, while the word clue-line is applied to those ropes on all the other square sails.

10. SHEETS, ropes fastened to one or both the lower corners of a sail to extend and retain it in a particular situation. When a ship sails with a side wind, the lower corners of the main and fore-sails are fastened by a tack and a sheet; the former being to windward, and the latter to leeward; the tack is, however, entirely disused with a stern wind, whereas the sail is never spread without the assistance of one or both of the sheets; the stay-sails and studding sails have only one tack and one sheet each; the stay-sail tacks are fastened forward, and the sheets drawn aft; but the studding-sail tacks draw the outer corner of the sail to the extremity of the boom, while the sheet is employed to extend the inner corner.

11. HALYARDS, the ropes or tackles usually employed to hoist or lower any sail upon its respective mast or stay.

III. JIB-BOOM AND RIGGING.

12. JIB FURLED ON THE BOOM. The jib is the foremost sail of a ship, being a large stay sail, extended from the outer end of the jib-boom towards the fore-top-mast head; in cutters and sloops the jib is on the bowsprit, and extends towards the lower mast-head.

Furling is the operation of wrapping or rolling a sail close up to the yard, stay, or mast, to which it belongs, and winding a gasket or cord about it to fasten it thereto.

13. JIB-HALYARDS. See *Halyards*. No. II.

14. JIB-STAY. See *Forestays*. 19.

15. FORE-TOP-GALLANT-STAY. The fore-top-gallant-mast is the mast next above the top-mast, belonging to the fore-mast. For Stay, See 19.

16. FORE-TOP-MAST-STAY. The top-mast is the second division of a mast, or that part next above the lower mast.

17. FORE-TOP-MAST-STAY-SAIL. See *Sail*. No. IV.

18. NETTING for ditto. Netting is a sort of fence, formed of an assemblage of ropes fastened across each other, so as to leave uniform intervals between. These are usually stretched along the upper part of a ship's quarter, to contain some of the seamen's hammocks, and secured in this position by rails and stanchions. Nettings are also used for containing the fore and main-top-mast-stay-sails when stowed.

19. FORESTAYS. The stay is a large strong rope, employed to support the mast on the fore part, by extending from its upper end towards the stem of the ship, as the shrouds are extended on each side. The forestay reaches from the foremast-head towards the bowsprit end; the main-stay extends to the ship's stem; and the mizen-stay is stretched to a collar on the mainmast, immediately above the quarter-deck; the fore-top-mast-stay comes to the end of the bowsprit, a little beyond the fore-stay; the main-top-mast-stay is attached to the hounds of the foremast and the mizen-top-mast-stay comes to the hounds of the mainmast; the fore-top-gallant-stay comes to the outer end of the jib-boom; the main-top-gallant-stay is extended to the head of the fore-top-mast; and the mizen-top-gallant-stay is attached to the head of the mainmast; the royal-stays, when used, extend to the jib-boom end, or to the heads of the top,

or top-gallant-masts next before them. The whole of these stays are nearly in the direction of the upper edges of the several stay-sails, which derive their names from them.

IV. FORE-TOP-GALLANT-MAST AND RIGGING.

1. **MAST.** A mast is a long round piece of timber, elevated perpendicularly upon the keel of a ship, upon which are attached the yards, the sails, and the rigging. The top-mast is a similar but smaller piece of timber, raised at the head or top of the lower mast through a cap, and supported by the trestle-trees. The top-gallant-mast is smaller than the preceding, and raised and secured to its head in the same manner.

The main-mast is the largest mast in a ship, and stands nearly in the middle between stem and stern.

The fore-mast stands near the stem, and is next in size to the main-mast.

The mizen-mast is the smallest, and stands about half-way between the main-mast and the stern.

5. **YARD and SAIL.** A yard is a long piece of timber suspended upon the masts of a vessel to extend the sails to the wind. They are either square, lateen, or lug-sail; the first being suspended across the mast, at right angles, and the two latter obliquely. The square yards are of a cylindrical form, tapering from the middle, which is called the slings, towards the extremities, which are termed the yard-arms; the half way between the slings and the yard-arms is termed the quarter. The large lateen yards are usually composed of several pieces fastened together by woodings, which also serve as steps, whereby the sailors climb to the peak, or upper extremity, in order to furl or cast the loose sail.

A sail is an assemblage of several breadths of canvas, or other texture, sewed together, and extended on or between the masts to receive the wind and impel the vessel through the

water. Sails are all contained either between three or four sides. The former are sometimes spread by a yard, as lateen sails, or by a stay, as stay-sail, or by a mast, as shoulder of mutton sails; in all which cases the foremost leech, or edge, is attached to the yard, mast, or stay, throughout its whole length. Those which are four-sided are either extended by yards, as the principal sails of a ship, or by yards and booms, as the studding-sails, drivers, ringtails, and all those sails which are set occasionally; or by gaffs and booms, as the main-sails of sloops and brigantines.

The royals are set above the top-gallant-sails, and the studding-sails beyond the leeches or skirts of the main-sails and fore-sails, and of the top-sails and top-gallant-sails, their upper and lower edges being extended by small yards and by poles, run out beyond the extremities of the yard for this purpose. These sails are, however, only used in moderate weather.

The stay-sails are extended upon stays between the masts, whereon they are drawn up and down occasionally, as a curtain slides on its rod, and their lower parts are stretched out by a tack and sheet. The main-sail and fore-sail have a rope and a large single block made fast to each clue; the ropes, called tacks, lead forward to the chess-trees and bumkins, and the block receives a thick rope from aft, which is termed the sheet.

All sails derive their name from their mast, yard, or stay upon which they are extended. Thus the principal sail, extended upon the main-mast, is called the main-sail; the next above, which stands upon the main-top-mast, is termed the main-top-sail; and that which is spread across the main-top-gallant-mast is named the main-top-gallant-sail; the sail above it is called the main-royal. In the same manner there is the fore-sail, fore-top-sail, fore-top-gallant-sail, and fore-royal; the mizen, mizen-top-sail, mizen-top-gallant-sail, and mizen-royal.

Thus also there is the main-stay-sail, main top-mast-stay-sail, main-top-gallant-stay-sail, and a middle stay-sail, which stands between the two last; all these stay-sails are between the main and fore mast. The stay-sails between the main and mizen-masts are the mizen stay-sail, the mizen-top-mast-stay-sail, and sometimes a mizen-royal-stay-sail. The sails between the foremast and the bowsprit, are the fore stay-sail, the fore-top-mast-stay-sail, the jib, and sometimes a flying-jib, and even a middle-jib. There are besides two, and sometimes three square sails extended by yards, under the bowsprit and jib-booms, one called the sprit-sail, the second the sprit-sail-top-sail, and the third the sprit-sail-top-gallant-sail; the studding-sails being extended upon the different yards of the main-mast and fore-mast are also named according to their stations; the top-mast, or top-gallant-studding-sails.

6. Shrouds, as well as sails, are denominated from the mast to which they belong; thus there are the main, fore, and mizen shrouds; the main-top mast, fore-top-mast, and mizen-top-mast-shrouds; and the main-top-gallant, fore-top-gallant, and mizen-top-gallant-shrouds.

7. LIFTS. 11. HALLYARDS. 8. BRACE. 9. CLUE-LINES.
10. SHEETS. See No. II.

2. CAP, a strong thick block of wood, having two large holes through it, the one square, the other round, used to confine two masts together, when one is erected at the head of the other in order to lengthen it.

V. FORE-TOP-MAST AND RIGGING.

3. CROSS-TREES, pieces of timber supported by the cheeks and trestle-trees at the upper end of the lower and top-masts, athwart which they are laid to sustain the frame of the tops on the one, and to extend the top-gallant shrouds on the other.

6. SHROUDS. See No. IV.

11. STAY-SAIL HALYARDS. See *Sail*. No. IV. and *Halyards*. II.

4. BACK STAYS, are long ropes extending from the top-mast heads to the sides of the ship, where they are extended to the channels. Their use is to second the efforts of the shrouds, in supporting the mast, when strained by a weight of sail. They are usually distinguished into breast back-stays, after back-stays, and shifting back-stays; the first being intended to sustain the mast, when a ship sails upon a wind; or in other terms, when the wind acts upon a ship sideways; the second is to enable her to carry sail when the wind is farther aft; and the third kind take their name from being shifted, or changed, from one side to the other, as occasion requires. There are also back-stays to the top-gallant-masts.

5. YARD and SAIL HOISTED. Hoisting is the operation of drawing up any body by the assistance of tackles; it is also invariably applied to the drawing up the sails along the masts or stays, and displaying of flags or pendants, though by the help of a single block only.

VI. FORE-TOP-SAIL AND RIGGING.

7. LIFTS. 8. BRACES. 9. CLUE-LINES. See No. II.

12. REEF-TACKLES, a tackle upon deck, communicating with its pendant, which passing through a block at the top-mast head, and through a hole in the top-sail-yard-arm, is attached to a cringle a little below the lowest reef. Its use is to pull the skirts of the top-sails close up to the extremities of the top-sail-yards, in order to lighten the labour of reefing.

13. REEFS. A reef is a certain portion of a sail, comprehended between the top or bottom, and a row of eyelet holes generally parallel thereto. The intention of the reef is to reduce the surface of the sail in proportion to the increase of the

wind for which reason there are several reefs parallel to each other in the superior sails: thus the top-sails of ships are generally furnished with three reefs, and sometimes four; and there are always three or four reefs parallel to the foot or bottom of those main-sails and fore-sails which are extended upon booms.

14. **POINTS**, flat pieces of braided cordage, tapering from the middle towards each end, whose lengths are nearly double the circumference of the yard, and used to reef the courses and top-sails of a square-rigged vessel. They are fixed to the sails by passing one through every eyelet-hole in the reef-bands, and making two knots upon it, one on each side of the sail to prevent its falling out.

15. **EARINGS**, small ropes employed to fasten the upper corners of a sail to its respective yard, for which purpose one end of the earing is spliced to the cringle fixed in that part of the sail, and the other end is passed five or six times round the yard-arm and through the cringle. The two first turns, which are intended to stretch the head of the sail tight along the yard, are passed beyond the lift and rigging on the yard-arm, and are called outer turns, while the rest, which draw it close up to the yard, and are passed within the lift, &c. are called inner turns. Every reef on a yard has its respective earrings, which are passed in the same manner.

16. **BUNT-LINES**, ropes fastened to cringles on the bottom of square sails, to draw them up to their yards.

17. **HALYARDS**. See No. 11.

18. **BOW-LINES**, ropes fastened near the middle of the leech, or perpendicular edge of the square sails, by three or four subordinate parts, called bridles. They are used to keep the weather edge of the sail tight forward, and steady, when the ship is close hauled to the wind.

VII. FORE-MAST AND RIGGING.

5. YARD and SAIL. See No. IV.

21. CROWFOOT, a complication of small cords, spreading out from a kind of long block. It is used to suspend the awnings, or to keep the top-sails from fretting against the edge of the tops.

6. SHROUDS. See No. IV.

18. RATTINGS, small lines which traverse the shrouds of a ship horizontally, at regular distances, from the deck upwards, and form a variety of ladders, whereby to climb or descend from any of the mast-heads.

3. TOP, a sort of platform surrounding the lower mast-head, from which it projects on all sides like a scaffold. The principal intention of the top is to extend the top-mast shrouds so as to form a greater angle with the mast, and thereby give additional support to the latter. It is sustained by certain timbers fixed upon the hounds and cheeks of the masts, and called the trestle trees and cross-trees. In ships of war the tops are furnished with swivels, musketry, and other fire-arms, and are guarded with a fence of hammocks in time of action.

19. LANYARDS, short pieces of rope, or line, fastened to several machines in a ship, and serving to secure them in a particular place, or to manage them more conveniently; such are the lanyards of the gun-ports, the lanyards of the buoy, the lanyards of the cathook, &c. The principal lanyards used in a ship are those employed to extend the shrouds and stays of the masts by their communication with the dead eyes and hearts, so as to resemble a sort of mechanical power, like that of a tackle.

20. DEAD EYES, a sort of round, flattish, wooden blocks, encircled with a rope, or with an iron band, and pierced with three holes through the flat part, in order to receive the lanyards, which corresponding with three holes in another dead-

eye, creates a purchase employed for various uses, but chiefly to extend the shrouds and stays, otherwise called the standing rigging. The dead-eyes for the stays have only one hole, which, however, is large enough to receive ten or twelve turns of the lanyard; these are generally termed hearts.

14. **TYE and JEARS.** A tye is a sort of runner or thick rope, used to transmit the effort of a tackle to any yard or gaff. The tye is either passed through a block fixed to the mast-head, and afterwards through another block attached to the yard or gaff, and returns to the mast-head, or the end of it is simply passed over a sheave in the mast head, and then fastened to the yard or gaff.

Jears are an assemblage of tackles, by which the lower yards are hoisted up, or lowered down, as occasion requires.

22. **TACKS,** ropes used to confine the foremost lower corners of the courses and stay-sails in a fixed position, when the wind crosses the ship's course obliquely. The same name is also given to the rope employed to pull out the lower corner of a studding-sail to the extremity of its boom. The mainsail and foresail of a ship are furnished with a tack on each side, which is formed of a thick rope, tapering to the end, and having a knot wrought upon the largest end, by which it is firmly retained in the clue of the sail; the tack, therefore, extends the sail to windward, while the sheet extends it to leeward.

10. **SHEETS.** See No. II.

9. **CLUE-GARNETS,** are a sort of tackle fastened to the clues or lower corners of the main and fore-sail, to truss them up to the yard, which is termed clueing up those sails.

16. **BUNT-LINES.** See No. VI.

23. **LEECH-LINES,** ropes fastened to the middle of the leeches or edges of the main-sail and fore-sail, and serving to truss those sails up to the yards.

XVIII DESCRIPTION OF A MERCHANT SHIP.

- 17. BOW LINES. See No. VI.
- 7. LIFTS. 8. BRACES. See No. II.
- 24. HORSES and STIRRUPS. See No. I.

VIII. MAIN-TOP-GALLANT-MAST AND RIGGING.

- 1. MAST. 5. YARD and SAIL. 6. SHROUDS. See No. IV.
- 7. LIFTS. 8. BRACES. See No. II.
- 17. BOW-LINES. See No. VI.
- 9. CLUE-LINES. 10. SHEETS. See No. II.
- 2. CAP. See No. IX.
- 25. STAY. See *Forestays*. No. III.
- 11. STAY-SAIL-HALYARDS. See *Sail*. No. IV. and *Halyards*. No. II.

XI. MAIN-TOP-MAST AND RIGGING.

- 3. CROSS-TREES. See No. V.
- 25. MIDDLE-STAY-SAIL and HALYARDS. See *Sail*. No. IV. and *Halyard*. No. II.
- 6. SHROUDS. See No. IV.
- 4. BACK-STAYS. See No. V.
- 25. STAY and STAY-SAIL-HALYARDS. See *Forestays*, No. III. *Sail*. No. IV. and *Halyard*. No. II.
- 5. YARD and SAIL. See No. IV.

X. MAIN-TOP-SAIL AND RIGGING.

- 7. LIFTS. 8. BRACES. See No. II.
- 9. CLUE-LINES. 10. SHEETS. See No. II.
- 16. BLUNT-LINES. See No. VI.
- 11. HALYARDS. See No. II.
- 17. BOW-LINES. 12. REEF-TACKLES. See No. VI.

XI. MAIN-MAST AND RIGGING.

5. *Yard and Sails.* 6. *Shrouds.* 18. *Rattings.* 21. *Crowfoot.*
 25. *Stay.* 3. *Top.* 19. *Lanyards.* 20. *Dead-Eyes.* 11. *Tye*
and Jeds. 22. *Tacks.* 10. *Sheets.* 9. *Clac-garnets.* 16. *Bunt-*
lines. 23. *Leech-lines.* 17. *Bow-lines.* 7. *Lifts.* 8. *Braces.*
 14. *Horses and Stirrups.* See No. VII.

XII. PART OF THE HULL.

A. **HEAD** is an ornamental figure erected on the continuation of a ship's stern: but it is also used in a more enlarged sense, to signify the whole front or fore-part of a ship, including the bows on each side; the head, therefore, opens the column of water through which the ship passes when advancing. It is evident that the fore-part of a ship is called its head, from the affinity of motion and position which it bears to a fish when swimming.

B. **RAILS** are narrow planks nailed for ornament on several parts of a ship's upper works, as drift-rails, fife-rails, sheer-rails, waist-rails, &c. some of which are also intended as a fence to prevent the sailors from falling overboard. The rails of the head are curved pieces of timber extending from the bows on each side to the continuation of the ship's stem, or support the knee of the-head, &c.

C. **CUT-WATER**, the foremost part of the ship's prow, formed of an assemblage of several pieces of timber, to render it broad at the upper part, where it projects forward from the stem, to open the column of water as the ship sails along, and also to make her keep to windward better when she is close-hauled: it is otherwise called the knee of the head.

D. **BOW**, the rounding part of a ship's side forward, beginning where the planks arch inwards, and terminating where they close at the stem or prow.

† CHAINS, strong links, or plates of iron, the lower ends of which are bolted through the ship's sides; they are placed at short distances from each other on the ship's outside, as being used to contain the blocks, called dead-eyes, by which the shrouds of the mast are extended.

E. CAT-HEADS, two strong beams of timber, projecting almost horizontally over the ship's bows, on each side of the bowsprit, and carrying in their outer extremities two or three sheaves, about which a rope, called the cat-fall, passes, and communicates with the cat-block.

F. BOAT on the BOOM. The booms imply a space where the spare booms and top-masts are stowed, their ends being supported by the gallows, and affording a receptacle for the boat between them.

G. CHESS-TREES, two pieces of wood bolted perpendicularly, one on each side of the ship; they are used to confine the clues of the main-sail, for which purpose there is a hole in the upper part, through which the tack passes that extends the clue of the sail to windward.

H. QUARTER, that part of a ship's side which lies towards the stern, or which is comprehended between the aftmost end of the main-chains and the sides of the stern, where it is terminated by the quarter-pieces.

I. TAFFAREL, the uppermost part of a ship's stern.

K. POOP, the highest and aftmost deck of a ship.

The decks are the planked floors of a ship, which connect the sides together, and serve as different platforms to support the artillery and lodge the men, as also to preserve the cargo from the sea and rain.

L. POOP LANTHERNS, a well known machine, of which many others are used in a ship, as top-lanterns, signal lanterns, store room-lanterns, &c.

M. ENSIGN, a large flag or banner, hoisted on a long pole, erected over the stern, and called the ensign-staff. The ensign

is used to distinguish the ships of different nations from each other, as also to characterize the different squadrons of the navy.

N. COMPANION, a sort of wooden porch, placed over the entrance, or stair case of the master's cabin in merchant ships.

O. BINNACLE, a wooden case or box, containing the compasses and lights, to shew the compass at night. There are usually two binnacles on the deck of a ship of war, one being designed for the man who steers, and the other for the person who superintends and directs the steering, whose office is called conning.

P. WHEEL of the HELM. The helm is a long and flat piece of timber, or an assemblage of several pieces suspended down the hinder part of a ship's stern-post, where it turns upon a kind of hinges to the right and left, serving to direct the course of a vessel, as the tail of a fish guides the body. The helm is usually composed of three parts, viz. the rudder, the tiller, and the wheel, excepting in small vessels, where the wheel is unnecessary. The rudder becomes gradually broader, in proportion to its distance from the top, or its depth under water; the back or inner part of it, which joins the stern-post, is diminished into the form of a wedge throughout its whole length, so as that it may be more easily turned from one side to the other, when it makes an obtuse angle with the keel. The tiller is a long bar of timber, fixed horizontally in the upper end of the rudder within the vessel; the movements of the tiller, to the right and left, accordingly direct the efforts of the rudder to the government of the ship's course as she advances; which is called steering. The operations of the tiller are guided and assisted by a sort of tackle communicating with the ship's side, called the tiller-ropes.

In order to facilitate the management of the helm, the tiller-ropes, in all large vessels, is wound about a wheel, which acts

XII. DESCRIPTION OF A MERCHANT SHIP.

upon it with the powers of a windlass; the rope employed in this service, which is usually composed of untarred rope yarns, being conveyed from the fore-end of the tiller to a single block on each side of the ship, forms a communication with the wheel by means of two blocks suspended near the mizen-mast, and two holes immediately above, leading up to the wheel, which is fixed upon an axis on the quarter-deck. Five turns of the rope are usually wound about the barrel of the wheel, and when the helm is midship, the middle turn is nailed to the top of the barrel, by a mark, by which the helmsman readily discovers the situation of the helm; the spokes of the wheel generally reach about eight inches beyond the rim or circumference, serving as handles to the person who steers the vessel. As the effect of a lever increases in proportion to the length of its arm, it is evident that the power of the helmsman to turn the wheel will be increased according to the length of the spokes beyond the circumference of the barrel; so that if the helmsman employs a force of thirty pounds, it will produce an effect of from ninety to one hundred and twenty pounds upon the tiller (the barrel being one-quarter or one-fifth the radius of the spokes) which again forming the long arm of a lever, ten or fifteen times the length of the shorter arm, the force upon the rudder will, by consequence, be from ten times ninety to fifteen times one hundred and twenty, or from nine hundred to one thousand eight hundred pounds.

R. HAWSE-HOLES are cylindrical holes cut through the bows of a ship on each side of the stern, through which the cables pass, in order to be drawn into or let out of the vessel, as occasion requires.

XIII. MIZEN-TOP-GALLANT-MASTS AND RIGGING.

**1. MAST. 5. YARD and SAIL. 6. SHROUDE. See No. IV.
7. LIFTS. 8. BRACES. 9. CLUB-LINES. 10. SHEETS.
See No. II.**

DESCRIPTION OF A MERCHANT SHIP. XIII

- 2. CAP. See No. IV.
- 25. STAY. See No. III.

XIV. MIZEN-TOP-MAST AND RIGGING.

- 3. CROSS-TREES. See No. V.
- 25. STAY and STAY-SAIL-HALYARDS. See No. III. and IV.
- 6. SHROUDS. See No. IV.
- 4. BACK-STAYS. See No. V.
- 5. YARD and SAIL. See No. IV.

XV. MIZEN-TOP-SAIL AND RIGGING.

- 7. LIFTS. & BRACES. See No. II.
- 9. CLUE-LINES. See No. II.
- 26. BUNT-LINES. See No. VI.
- 10. SHEETS. See No. II.
- 17. BOW-LINES. See No. VI.
- 11. HALYARDS. See No. II.

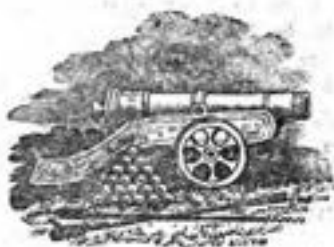
XVI. MIZEN-MAST AND RIGGING.

- 5. YARD and SAIL. See No. IV.
- 3. TOP. See No. VII.
- 25. STAY. See *Forestays*. No. III.
- 26. STAY-SAIL. See *Sail*. No. IV.
- 6. SHROUDS. See No. IV.
- 27. BRAILS, ropes passing through pulleys on the mizen-mast and yard, and fastened to the aftermost leech of the sail, in different places, to truss it close up, as occasion requires. Several of the stay-sails also have brails.
- 10. SHEETS. See No. II.
- 11. REEF. See No. VI.

XIV DESCRIPTION OF A MERCHANT SHIP.

5. CROSS JACK-YARD, the lower yard on the mizen-mast, to the arms of which the clues of the mizen top-sail are extended.

21. CROWFOOT. 29. LANYARDS. See No. VII.



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NARRATIVES
OF
SHIPWRECKS,
&c. &c.

THE LOSS OF
THE DODDINGTON, EAST INDIAMAN,
Wrecked upon a Rock in the open Sea, the 17th of July, 1755.

The *Doddington* leaves the Downs—Arrives at the Cape de Verd Islands—Strikes upon a Rock—Only twenty three Persons saved—Particulars of their Residence on the Rock—They resolve to build a vessel from the Fragments of the Wreck—Three of the Company dispatched in the Boat to reconnoitre the Coast of the Continent—Their extraordinary Adventures—One of the Party drowned—Narrow Escape of Messrs. Collet and Webb on a Raft—Departure from the Rock—Occurrences during their Voyage to the River of St. Lucia—Where they fall in with an English Vessel, in which they arrive at Madras.

THE *Doddington*, commanded by Captain Sampson, sailed from the Downs the 25th of April, 1755, in company with the *Pelham*, *Houghton*, *Streatham*, and *Hedgecourt*, all in the service of the East India Company. In seven days they cleared the channel. Captain Sampson perceiving that his ship was a better sailer than any of the others, resolved not to lose the advantage he

might derive from that superiority. He therefore proceeded by himself, soon lost sight of his companions, and reached Bonavista, one of the Cape de Verd islands. Here he arrived the 20th of May, and on the 21st cast anchor in the bay of Port Prior. It then appeared that he was mistaken in attributing to his vessel a superiority in point of sailing, or that he had lost time by the course which he had taken, for he there found that the Pelham and the Streatham had entered the bay two hours before him: the Houghton arrived soon afterwards, but the Hedgecourt did not appear till the 26th.

On the 27th the Doddington, Pelham, Streatham, and Houghton, having completed their stock of water, continued their voyage together, leaving the Hedgecourt in the road. They sailed in company, bearing away S. E. $\frac{1}{4}$ E. till the 28th; but Captain Sampson conceiving that they were going too much to eastward, altered the course of the Doddington to direct South, by which she was again separated from the others. After seven weeks of fine weather he discovered the high land of the Cape of Good Hope, which he doubled, and left the Agulhas on the 8th of July. The ship kept an easterly course for twenty-four hours, in latitude $35^{\circ} 30'$; after which the captain ordered it to be changed to E. N. E.

This course he continued to follow till Thursday the 7th, about a quarter before one in the morning. The officer, whose journal furnished the materials for this narrative, was then asleep in his cabin, but being roused by a sudden shock, he leaped from his bed, in the greatest consternation, and hastened upon deck with all possible expedition. Here all the horrors of his situation rushed at once upon him. He saw the men



The Schooner "The Fish Hawk" on a stormy sea.

thrown down in every direction by the violence of the sea that was breaking over them, and the vessel going to pieces with every wave that dashed against her. He crawled with the utmost difficulty to the larboard side of the quarter-deck, which was the most elevated above the surface of the sea. Here he found the captain, who said nothing to him, but "We shall all be lost!" In a few minutes a sea separated them, and he never saw the captain afterwards. He then endeavoured to reach the other side of the quarter-deck, but was too much bruised by the violence of the sea; besides which he had his arm broken above the elbow. Mean-while every part of the ship was overwhelmed and went to pieces.

In this horrible situation, expecting every moment to be swallowed up by the waves, he heard a cry of *Land! land!* He immediately looked round him, but though he saw some object which he supposed might have been taken for land, he conjectured it to be nothing more than the waves opposed to the breakers. At the same time the sea broke over him with such violence, that it not only drove him from his asylum, but he was likewise stunned by being thrown against a fragment of the wreck, upon which he remained in a state of insensibility till the day was far advanced. When he recovered the use of his senses, he found himself fastened by a nail, which had pierced his shoulder. Besides the pain he felt from his wound and bruises, he was so benumbed with cold that he could scarcely stir hand and foot. He shouted as loud as he could, and was heard by the men who were upon the rocks, but who were unable to afford him any relief, and a considerable time elapsed before he could disengage himself and crawl to the shore.

This was an island, formed of a sterile and uninhabited rock, in $33^{\circ} 43'$ S. latitude, and about 250 leagues to eastward of the Cape of Good Hope.

Here he found Mr. Evan Jones, the first mate; Mr. John Collet, second mate; Mr. William Wells, third mate; Mr. S. Powell, fifth mate; Richard Topping, carpenter; Noel Bothwell and Nathaniel Chisholm, quarter-masters; Daniel Ladova, captain's steward; Henry Sharp, surgeon's mate; Thomas Arnold, a negro, and John Macdowall, the captain's servants; Robert Breasley, John Ding, Gilbert Chain, Terence Mole, Jonas Rosenbury, John Glass Taylor, Hendrick Schantz, and John Yetz, seamen; John Lister, Ralph Smith, and Edward Dissoy, cabin boys. These persons, to the number of twenty-three, were all that escaped out of a crew of 270.

Their first care was to seek amongst the fragments of the wreck, thrown by the sea upon the rock, for planks or pieces of wood to cover them, and they succeeded beyond their hopes. Their next greatest want was that of fire, and this they could not supply with equal facility. Some of them tried to produce it by rubbing together two pieces of wood, but without success; others sought among the rocks to discover something capable of being substituted for a flint and steel. At length, after a long search, they found a box containing two gun-flints, and a piece of a broken file, an unlooked-for acquisition, which inspired them with sincere joy. The flint and steel, however, would be perfectly useless till they should procure some matter which the spark would kindle, and to serve instead of tinder. They began a new search, with equal anxiety and diligence, and met with a barrel of powder; but, to their great

mortification, they found that it was wet. However, after having thoroughly examined it, they found a small quantity uninjured at the bottom of the barrel: this they pounded upon a piece of rag, which served extremely well for tinder, and soon obtained fire. The wounded officer was left in charge of these precious materials, and his companions in misfortune went in search of other necessaries, without which the rock could only serve to defer their destruction.

In the afternoon the sea brought them a chest of candles and a keg of brandy. This acquisition was very agreeable, especially the liquor, of which each took a small quantity. Some time afterwards others came with the intelligence that they had discovered a cask almost full of fresh water, which was far more useful to them than the spirits. Mr. Jones brought in several pieces of salt pork, and some of the crew next arrived, driving before them seven pigs which had got on shore. Several casks of beer, water, and flour, were seen at a distance, but it was impossible at that time to bring them to the rock.

The approach of night obliged them to think of procuring some covering; they all, therefore, fell to work to erect a tent with the canvas that had been cast on the shore. They succeeded with great difficulty; but, for want of a sufficient quantity of sail cloth, it was too small to contain them all. The island was much frequented by a kind of bird called gannets, and the summit of the rock was covered with their dung. It was here that the shipwrecked mariners erected their tent, for fear of its being carried away by the waves. They placed under it those who were unable to work, and kindled a fire near them; but as they had passed the whole day without food, so the night procured them no

repose. They sunk to the depth of a foot in the dung ; to add to their distress, the night was so tempestuous that the wind dispersed their fire, and the rain completely extinguished the embers, before they had time to collect them again.

Friday, the 18th of July, those who were able to walk went to reconnoitre the rock, to see whether the sea had brought any fragments of the wreck ; but, to their great chagrin, they found that all the casks they had seen the preceding evening were dashed to pieces, excepting one of beer, and one of flour. Soon after they had secured these the tide rose and put an end to their labour. They then assembled to partake of their first meal, and broiled some pieces of the pork upon the coals for their dinner. When they were seated to enjoy this repast, which they had been used to do, with that cheerfulness and satisfaction produced by present plenty, and the hope of future abundance, their desolate and forlorn condition struck them so forcibly, that they broke forth into lamentations, clasping their hands, and staring wildly around them with the haggard look of despair.

Before we proceed to the relation of the extraordinary design conceived by these unfortunate men, and executed contrary to all probability, the reader will not object to make, with us, a reflection highly consolatory on the resources of the human mind in the most critical situations. The sudden shock of a great and unexpected misfortune generally produces a dejection, and a kind of lethargic stupor ; these are succeeded by a violent agitation, which rapidly hurries the imagination to a variety of objects that are rejected without examination, till being obliged to return to the point whence it set

out, it fixes upon that which appears the most striking, frequently without being the most proper, to enable the sufferer to obtain the end which he desires. When once fixed in his determination, hope, which seemed extinguished, revives in the heart, flies to meet the object, discovers possibilities, which the mind seizes and combines, and from this happy conjunction result those prodigies of human industry, the offspring of necessity, which rescue us, as by a miracle, from the most desperate situations. But it is impossible not to perceive the beneficent hand of a Providence attentive to our preservation, which, enduing us with the sublime faculty of thinking, furnishes us with the means of executing what the mind had only conceived. Of this we shall see a remarkable instance in the almost ridiculous project planned by these unfortunate mariners, for getting away from their sterile habitation; that of constructing a boat, before they had either wood, or the implements necessary for that purpose; and we shall acknowledge with them, the bounty of that Providence which so unexpectedly furnished them with the materials.

One of these unfortunate people casting his eyes upon the carpenter, chanced to say, that since he was with them they might build a boat, provided they had the necessary materials. This reflection instantly revived the hopes of all the others; there was not one who did not turn his eyes upon the carpenter. The latter assured them he had no doubt of being able to build a boat which would carry them in safety to some port, if, as the man had observed, he could procure the tools and materials. At that time, indeed, they saw no probability of obtaining them, or necessaries for victualing the boat, supposing they could construct one.

However, the instant they thought that their deliverance was not impossible, they began to imagine that it was neither difficult nor improbable. From that moment their affliction was mitigated, they ate with less repugnance, and the boat became the only subject of their conversation: they had not only discussed what size she should be, and the manner of working her, but even disputed whether they should steer her to the Cape or to Delagoa.

As soon as they had finished their repast some went in quest of tools, and others fell to work upon finishing the tent; but that day they found nothing capable of assisting in the construction of the boat.

On Saturday, July the 19th, they saved four casks of water, a barrel of flour, a keg of brandy, and one of their small boats, which the surge had thrown upon the rock in a shattered condition; but they found no tools.

Sunday, July the 20th, they had the good fortune to discover a basket, containing some files, packing needles, gimblets, and a marine chart. They also found two quadrants, an adze, a chisel, two sword blades, and a box of specie. This acquisition they made early in the morning, because as the sea had been very boisterous the preceding day, they had reason to suppose that it would bring them some fragments of their vessel. At ten o'clock they assembled to prayers, and did not go out again till after dinner. They found several packets of letters belonging to the king and the company; those they dried and laid by carefully.

The same day, while searching upon the shore, they found the body of a woman, which they recognized to be that of Mrs. Collett, the wife of the second mate,

who was at a little distance. The mutual affection of this couple was very great; therefore to spare his feelings, Mr. Jones, the first mate, found means to draw Mr. Collet to the opposite side of the rock, while the other mates, with the assistance of the carpenter and some sailors, dug a hole in the bird's dung, where they deposited the body, reading the funeral service from a French prayer-book which the sea had washed ashore. After they had performed the rites of humanity, and thus concealed from Mr. Collet a spectacle which would have affected him too sensibly, and perhaps have proved fatal to him, they took an opportunity some days afterwards, to acquaint him by degrees with what they had done, and to give him the ring which they had taken from his wife's finger. He received it with the greatest emotion, spent several days in erecting a monument over her grave, with all the square stones that he could find, and placed at the top an elm plank, on which he engraved her name and age, together with a brief account of the fatal accident which had been the cause of it.

On Monday, the 21st, they found a small quantity of fresh water, some pork, wood, planks, cordage, and canvas, which they joyfully stored up for the construction and equipment of their boat; though they were still in want of many tools, without which the carpenter could not possibly go to work. He had just finished making a saw, but had neither hammer nor nails. At this juncture Hendrick Schantz, a Swede, found an old pair of bellows, which he carried to his companions, telling them he had been a blacksmith, and that with the bellows and a forge, which they might make under his direction, he would furnish the carpenter with all the tools he wanted, as well as nails. He added, that

this appeared the more possible, as there was a great quantity of iron attached to the wood which had floated to the shore from the wreck. This proposal was received with transports of joy. The smith instantly fell to repairing the bellows, and the three following days were devoted to the erection of a tent and forge. They likewise collected together all the timber and planks likely to be of use to the carpenter, who, on his side, prepared the few tools he had that he might begin upon the boat as early as possible.

Thursday, the 24th, the carpenter, with the assistance of the quarter-master, Chisholm, began to work upon the keel of the boat, which, it was resolved, should be thirty feet long and twelve broad. The same day the smith finished his forge, and collected a large quantity of deal for fuel. From this time the carpenter and smith continued to work with the utmost assiduity; the latter had the good fortune to find the ring and nut of an anchor, of which he made an anvil; he furnished chisels, hatchets, hammers, nails, and whatever was necessary for the carpenter, who, on his part, employed them with equal diligence and ability, till the 31st, when he fell sick.

The lives of all these forlorn exiles depended on that of the carpenter; they therefore awaited his recovery with anxiety and impatience. To their inexpressible joy he was soon restored to health, and on the 2d of August was again able to work.

Meanwhile, the provisions they had saved from the wreck were so nearly exhausted that they were obliged to reduce their allowance to two ounces of bread a day for each man, and of the salt pork no more was left than would be necessary for victualling their boat.

very little water too remained. Thus situated, they had recourse to various expedients; they dug holes, in the expectation of finding a spring, but in vain; they attempted to kill some of the gannets that used to perch upon the top of the rock. In this they proved more successful, but they found the flesh rank, with a fishy taste, and as black as sloes. They then constructed a raft, of the kind called *catamarans*, with the intention of employing it for fishing with hooks and lines, which the sea had cast on the shore. They also killed a few seals, but all those who ate of them were taken ill, so that they were under the necessity of killing one of their hogs.

They met with such success in fishing with their raft that they afterwards made another for the same purpose. However, Mr. Collet and Mr. Yets had a narrow escape from being carried into the open sea upon one of these rafts, and perishing. On the 20th of August they were fishing till four o'clock in the afternoon, when they attempted to return to the rock, but a heavy gale from the west suddenly coming on, instead of approaching the shore they were driven farther out to sea. Those on shore witnessed their distress; without knowing how to afford them assistance. They, however, ventured to dispatch another raft, with ropes, hoping they might be able to lash them together till the wind should become more moderate; but the sea was so rough that the last raft was upset three times, and the men were obliged to swim back. They saw their companions drifting farther and farther from the shore, and were chagrined in the highest degree at being unable to afford them any relief, when the carpenter told them he would soon put the small boat in such a state that she

should not make more water than one man could bail out. This promise filled them with new hopes, and there was not one who was not ready to embark in her to relieve their companions. In a quarter of an hour the boat was ready; she soon came up with the raft, took on board Collet and Yets. They found the water gain prodigiously upon them, in spite of all their exertions, and when they reached the rock the boat was so full that she must have inevitably foundered had they remained at sea a few moments longer. This accident made such an impression, that none of them durst venture out again to fish upon the rafts: but the carpenter turning his attention to the repair of the small boat, soon brought it into a serviceable state.

Their success in fishing was very precarious, and it frequently happened that they caught nothing. The resources which they found on land were equally uncertain; sometimes the gannets visited them in prodigious numbers, like a cloud; at others several days elapsed without seeing one. They were very solicitous to discover some method of preventing those they took from spoiling, in order to keep the surplus of a fortunate day to subsist upon when they happened to take neither gannets nor fish. They made several attempts to preserve both, by smoking them, but without success. They endeavoured to make salt, but this experiment was near proving fatal to them all. The smith having mended a copper vessel for that purpose, they instantly began to make use of it, without reflecting that the operation would cover the surface with verdigris, and that this solution, or rust of copper, was poisonous. They made salt, but it was so strongly impregnated with the substance which rendered it pernicious, that the taste was

insupportable. They were, therefore, obliged to throw it away; those who had tasted it were seized with violent cholics, cold sweats, and convulsions, from which they were, with considerable difficulty, recovered.

They had now been nearly seven weeks upon this sterile rock, and during that period had frequently observed a great smoke towards the continent, which made them extremely anxious to send the boat thither, to discover what assistance they could obtain from that quarter. In consequence of this, Bothwell, Rosenbury, and Taylor, set off on the 3d of September to reconnoitre during the night, and the rest kept up a great fire on the summit of the rock, to serve as a signal.

While they were waiting the return of the boat, an accident occurred which threw them all into the greatest consternation; the carpenter had the misfortune to cut his leg with one of his tools. The great quantity of blood which he lost, having no surgeon to dress it, nor any thing proper to apply to the wound, filled them, for some time, with apprehensions for his life. At length, after much trouble, the bleeding was stanch'd, and the wound gradually healed.

Saturday, the 6th, the weather having been very fine for forty-eight hours, they expected the boat to return. At noon they began to be very uneasy at not seeing her, but when they had sat down to dinner they were agreeably surprised by the cries of two men who came running across the rock, exclaiming "The boat! the boat!" At this cry they rose very joyfully, and ran to see her arrive, in the fond hope of a favourable account, but they soon discovered that she was worked by only one man, who plied with both oars, whence they concluded that the two others had perished or were detain-

ed. Some moments afterwards they had the satisfaction to see a second rise from the bottom of the boat, where they conjectured he had been taking some refreshment the boat continued to approach, but very slowly. The dinner was entirely forgotten, and after remaining an hour upon the shore, in the utmost impatience, the boat at length arrived. The two men were Rosenbury and Taylor, who, as soon as they had set foot on shore, fell on their knees and thanked God for the favor of landing once more in safety on the rock, which, though bare and sterile, they now regarded as an asylum against a condition much more disastrous. Having exhausted all their strength in bringing back the boat, they instantly abandoned her, and were unable to rise from the ground without the assistance of their companions.

As soon as they had reached the tent every one was solicitous to procure them refreshment, having observed that the boat was destitute both of water and provisions. Some fish was instantly dressed, and perceiving that they were exhausted by watching and fatigue, they were not interrupted by any questions. The men even waited with a patience quite unusual on similar occasions for the conclusion of a profound sleep which overpowered them after their repast. When they awoke, they gratified the reasonable curiosity of their companions by a narrative of the adventures of their voyage.

On the day of their departure, about three o'clock in the afternoon, they approached a point about six leagues east of the rock. When they drew nearer they perceived that this promontory was separated into two parts, which gave them hopes of finding a port between them; in this, however, they were disappointed, and found the coast defended by breakers. About five

o'clock, having not yet seen one of the natives, they attempted to reach the shore, but the moment they entered the breakers the boat upset, and they had the misfortune to lose Bothwell, who was drowned. The two others gained the shore, extremely weak and exhausted, having no other provisions than a small quantity of spirits. When they had somewhat recovered their strength, they proceeded along the coast in quest of their boat, as they had no other shelter from the wild beasts, by which they had reason to dread being attacked during the night. They found her after a long search, but were unable to right her. Night came on, and they were obliged to remain on the sand with no other covering than the branches of trees, and there to wait for day-light. As soon as it appeared they went in quest of their boat, but the waves had removed her from the place where they had left her the preceding night.

As they walked along the coast they perceived a man, and advanced towards him; but he immediately fled into a wood at no great distance from the shore, and which appeared extremely thick. They did not venture to follow him. Soon afterwards they found the body of the unfortunate Bothwell, which had been dragged upon the sand and torn in pieces, probably by rapacious beasts: this spectacle filled them with the greatest horror. They, however, recovered their bark, but the fear of passing another night on shore led them to think of returning. They were prevented by a strong west wind, and before they could tack about, the boat was again upset, and driven on the shore. With the utmost exertions they fortunately reached the land; and as they had eaten nothing that day they found themselves overcome with hunger and fatigue. In this situation

they discovered a fruit resembling an apple; they gathered and ate some with avidity, though ignorant both of its name and quality, without experiencing from them any ill effects.

Having refreshed themselves with this simple repast, they hauled their boat on the beach and crept underneath her to screen themselves from the heat of the sun, and to sleep in security from the voracity of wild beasts. Those who have not experienced the irresistible power of sleep, after long watching and excessive fatigue, will scarcely believe that their repose was very short. This was, nevertheless, the case, their situation being very uncomfortable, and by no means secure. They awoke before day-break, and looking under the edge of the boat as soon as they could discern objects, they saw the paws of several animals, which they conjectured to be tigers, moving to and fro. This was a sufficient motive for them to remain in the same situation till broad daylight. They looked again and saw the foot of a man. Upon this they crawled from under the boat, to the great astonishment of the savage, and two others, who, with a little boy, were at some distance. When they had met, and had recovered a little from their surprise, they made signs to the two Englishmen to retire, with which they endeavoured to comply, but they were so fatigued that they could proceed but very slowly.

They had not got far from the boat when a great number of the natives approached them with lances. Rosenbury seizing the mast of the boat, and a pistol which the sea had cast on shore, had the imprudence to turn towards them, and advance with menacing gestures, under the idea that he should frighten them and make them take refuge in the wood. In this expectation he

was deceived; instead of retiring they surrounded him, and began to whet their lances upon the ground. Taylor conceiving that nothing but intreaties could save them from such imminent danger, fell upon his knees, extending his arms with a submissive air, while Rosenbury retreated towards the sea. The savages instantly surrounded Taylor and began to strip him. He quietly suffered them to take his stockings and shirt, but when they were proceeding to deprive him of the rest of his clothes, he made some resistance, and implored them, by his gesture, not to strip him quite naked, which induced them to desist. They then made signs to Rosenbury, who was swimming in the sea, to come to them, but he refused to comply, fearing they would kill him. They pointed to Taylor to signify that they had no intention against his life; he then approached, threw them the pistol and all his clothes, excepting his shirt, after which he ventured to surrender himself. They offered him no violence, but only held towards him the mast of the boat and the pistol, as if in ridicule of his folly in attempting to frighten them. They appeared satisfied with the possession of his clothes, which they divided among them.

At length they began to plunder the bark, taking all the cordage they could find, together with the iron hook by which the rudder was suspended, and to break up the stern, with a view to get at the iron work. Except knocking the unfortunate Englishmen on the head, it was impossible to do them a greater injury; they, therefore, burst into tears when they perceived that the savages were about to destroy their little vessel. They implored them to desist, with all the marks of such deep affliction, that they left the boat in the state they found

her. Emboldened by this appearance of kindness and benevolence, and pressed by want, the English then, by signs, requested something to eat: they understood them, gave them a few roots, and signified a desire that they would depart. The English launched their bark, and threw themselves into her; but the wind still blowing violently from the west, prevented them from leaving the shore. The savages seeing that they were solicitous to comply, but that it was out of their power, covered them with their boat in order to repose, and left them as they found them. The following morning the weather having become very fair, and the wind changed to the east, they put to sea again, and at length succeeded in regaining the rock.

From this time to the 28th of September, the carpenter and the smith continued to work at the boat. All hands were very active in collecting whatever fragments of the wreck were thrown up by the sea, particularly cordage and canvas, to rig the boat; they likewise found several casks of fresh water, which they carefully stowed away with the other provisions for their voyage. On the last mentioned day, after prayers, a duty which they regularly performed in common every Sunday, the officers discovered that the chest of treasure had been opened, and the greater part of its contents taken out and secreted.

It may probably appear surprising that men, whom danger had rendered religious, should be guilty of theft; but it should be recollected, that when a vessel is lost, the men lose their pay, and the captain his command; that all distinction and subordination cease, and that whatever is cast on shore from the wreck is considered as the joint property of all the survivors. Thus these

men conceived they had a right to take secretly what they regarded as their portion of the treasure, under the idea that it was no theft, their intention being only to secure what they feared the officers would appropriate to their detriment; and this clandestine method of paying themselves prevented any dispute, which, in the present instance, must have been attended with consequences highly injurious to them all.

Upon this discovery, however, the officers, finding that none would confess any knowledge of the affair, proposed to write an oath to that effect, to which each individual, beginning with themselves, should subscribe. This was opposed by most, who, doubtless, considered the oath as impious and useless, as the question was to justify themselves from a crime of which they declared themselves incapable. Thus the affair dropped, without either search or remonstrance.

The 6th of October they found a fowling-piece, which caused them much joy; the barrel was broken, but it was soon repaired by the smith, and employed with success for killing birds, which could be obtained before only by knocking them down with sticks.

On Friday, October the 10th, the gannets, which had left them for some time, again made their appearance, and flew in great numbers round the rock. The English hoped they had come to deposit their eggs, and they were not disappointed; they obtained eggs in abundance till the commencement of January, when the birds ceased to lay.

Sunday, the 19th of October, Messrs. Collet and Webb, with two others, ventured out upon a raft; but a heavy gale coming on, the raft was dashed to pieces, and they were cast on the opposite rocks. The wind

continuing to increase, and the sea running very high, it was impossible to put off with the boat, so that they were obliged to pass the night upon the rocks among the seals, without either shelter or refreshment. Though their situation was very disagreeable, they found a powerful motive of consolation in reflecting that it would have been far more dreadful, if the waves, instead of throwing them on the rocks, had driven their raft out to sea. The wind did not begin to fall till the following day at noon; the boat was then dispatched, but as the sea was still very rough, she could only fetch away two at a time, and the raft was left behind. Rainy weather succeeded, and this was the more agreeable as it served to increase their stock of fresh water. Their bread was nearly consumed, though they had, for a long time, been confined to a small ration. As a last resource they resolved to build an oven, having several barrels of flour, which the sea had thrown upon the rock from the wreck. They succeeded beyond their expectation and made some very good biscuit, but it was soon nearly consumed, and they were again under the necessity of reducing their daily allowance to a few ounces. They likewise deprived themselves of spirits, because the small quantity remaining was scrupulously preserved for the use of the carpenter. To increase their distress, they had so little water left that they confined themselves to a quart a day.

Though in this deplorable condition, they were all so fortunate as to preserve their health and strength. At length, on the 16th of February, 1756, they launched their boat, which they called the Happy Deliverance. The 17th they got on board the small quantity of provisions they had collected, and on the 18th set sail and

quitted the rock, which they denominated the island of Birds, after a residence of full seven months.

All their provisions consisted of two casks and four kegs of water, two live hogs, a firkin of butter, about four pounds of biscuit for each man, and salt provisions for ten days, allowing each person two ounces a day, and even these were almost spoiled.

On the 18th, at one o'clock in the afternoon, they weighed anchor, with a light breeze at west, with the intention of proceeding to the river St. Lucia, on the coast of Natal, for which they accordingly set sail. But ill fortune still pursued them, and for twenty-five days they experienced every possible disappointment; destitute of provisions, and carried away by the currents, which the most favorable wind could not enable them to stem, their situation became more and more wretched, and they lost all hope of reaching the river St. Lucia. At length finding that the currents carried them to the south-west, though the wind was almost invariably east, they resolved to alter their course and to steer for the Cape of Good Hope. In consequence, on the 2d of March, they bore away for that place. The following day the weather was hazy, and they expected some violent gales from the west.

In these conjectures they were not deceived; the wind increased in violence till the 4th, when they endeavoured to get some repose, but the sea was so rough that they feared every wave would dash their little bark to pieces. They were, therefore, obliged to continue at their posts, and run under their top-sail. The guns were at times so violent that the sea appeared like a precipice under their stern. In this manner they were

driven about by the winds till the morning of the 5th, when the weather again became fine.

The 7th it fell calm, and they came to an anchor about three-quarters of a mile from the coast of Natal, where they saw several of the natives coming down from the mountains. This sight induced them to attempt a landing. Thomas Arnold, the black servant, was dispatched in a boat with two seamen, and a necklace of amber beads was given him as a present for the savages. When the boat was near enough, Arnold jumped overboard and swam to the shore, while the boat returned to the vessel, which continued rowing about at some distance to discover a spot proper for landing. Arnold, accompanied by about forty of the natives, followed the vessel to the place of debarkation, and the boat was sent to fetch him back. He told the English, that when he had arrived on the shore, the savages, at first, appeared very reserved; but afterwards all of them seated themselves and made him sit down beside them; that he presented the necklace to the most aged of them, who received it with demonstrations of satisfaction. He gave them to understand, by signs, that he wanted food, when they offered him Indian corn, fruits, and water in a calabash. He added, that the savages had sent up the country for sheep, oxen, and other necessaries. He expressed a great inclination to return to them, but the wind continuing from the westward they only dispatched the boat, which soon returned with wood sufficient for four days.

They continued to steer along the coast till the 10th of March, when the wind shifted to the east, and they came to an anchor about a mile from the coast. In

the evening several of the savages came down to the shore, calling to the crew, and encouraging them by signs to land; but that appeared to be impossible. Next morning the natives repeated their invitation, at the same time driving before them a great number of goats and oxen. This was an agreeable spectacle to men reduced by famine to the last extremity; but, like Tantalus, they were perishing with hunger in sight of that abundance which they could not reach. Such was their situation till the 14th, when two seamen demanded, at all events, to be permitted to go on shore to live with the natives, rather than die of hunger on board, since they had taken no kind of food for two days. They were dispatched in the boat, and were with great difficulty, put on shore.

In the evening of the same day the wind was very low, and appeared inclined to shift to the west, which afflicted them much, on account of their companions on shore; being apprehensive of its increasing to such a degree that the vessel would not be able to remain at anchor till the morning. Frequent signals were made during the night by hoisting lights, to bring them to the sea-side, in order that they might be fetched away before the surf was too high. Nothing was seen of them till six o'clock in the morning, when it was no longer possible, on account of the violence of the surf and the wind. A signal was made for them to proceed along the shore, in the hope of finding a more suitable place for fetching them on board. The bark then set sail, ranging along the coast.

She had scarcely proceeded two leagues when a very convenient place was discovered. She immediately approached the shore, came to an anchor in five fathoms

water, and sent off the boat with four men, two of whom were to go in search of those who had landed the preceding day. The two others were charged to sound the mouth of a river that had been descried, and where it was conjectured there was sufficient depth of water to pass the bar. About two hours afterwards the two men were seen along with the other four, but they durst not return on board, the swell being too great to put to sea in the boat.

The crew passed the night in the greatest anxiety; at day-break they weighed anchor, and approached still nearer to the shore; but seeing that their companions durst not yet venture, they called to them to return immediately, or to inform them whether it was practicable to enter the river; otherwise they should be under the necessity of leaving them behind, as they were in want of provisions, and saw no probability of procuring any in that place. This menace had the desired effect; two men ventured to return in the boat, notwithstanding the excessive violence of the surf. When they arrived on board they reported that they had been kindly received by the savages, who had given them beef, fish, and milk, and had conducted them over the mountains from the place where they had landed to that where they met with their companions. The wind blowing from the east prevented them from remaining where they were, but it was favorable for their entering the river where they had heard that there was sufficient water for the bark. They weighed anchor at eleven o'clock in the morning, and steered for the river, keeping the boat a-head to take sounding; but when they had reached the bar, those on shore made signs to tack about, which they did, and cast anchor. The boat returned on board and

reported that there was only eight feet water on the bar, and therefore they must wait for the tide to flow before they could pass it. At two o'clock in the afternoon they again set sail, entered the river with ease, and anchored in two fathoms and a half water.

Their first care was to concert in what manner they might traffic with the natives, to procure provisions and other necessaries, of which they were in want, having never heard of any commerce being carried on by Europeans on this coast. Their consultation was not long, particularly as they had very few articles to barter; they consisted only of metal buttons, a few glass beads, nails, and iron hoops, of which they made rings, such as are usually worn by the savages on their legs and arms, and are called bangles. These they sent on shore, shewed them to the natives, and gave them to understand, in the best manner they could, what they required in exchange for those trinkets. The signs they employed were comprehended, and the savages soon brought two bullocks, which they sold for a pound of copper, and three or four buttons of the same metal. Each of the bullocks weighed five or six hundred weight, and their flesh was excellent.

The Africans appeared satisfied with their bargain, and promised to bring them more beasts. They likewise supplied the crew with milk, in great quantity, and at a cheap rate, requiring only one button for about thirty or forty quarts. The English likewise purchased of them, at the same rate, several measures of a grain resembling Guinea corn, which they ground between two stones, made a kind of bread, and baked it upon hot coals, hoping that it would keep till they could procure better. They were, however, disappointed, for it grew mouldy in

three days. They likewise boiled the same grain with their other victuals, and in that way it made a very excellent food. *

In this place the crew remained about a fortnight, during which time the English penetrated to the habitations of the natives, about ten or twelve miles from the shore. These are huts, covered with bulrushes, and extremely clean within. They were several times invited to pass the night there, during their stay on this coast. The inhabitants always shewed them great friendship, often ate with them, and appeared to like the European method of cookery. But they preferred the intestines of animals, which they devoured raw, after clearing them in a very careless manner. They likewise took great pleasure in going on board the bark, and frequently sailed up the river in the boat with the English. They manifested no jealousy of their women; on the contrary, they often brought their sisters and daughters to the strangers, and left them with them for whole days, while they rambled among the woods.

The English were much surprised to find, among a people absolutely black, a youth twelve or fourteen years old, completely white, whose features bore a considerable resemblance to those of Europeans, and totally unlike the natives of the country. They observed that the lad was treated as a servant; the savages sent him upon errands, and would not suffer him to eat with them; he waited till they had finished their repast before he took his victuals; which appeared the more extraordinary, as they seemed to live upon very friendly terms with each other; and when they had any thing to eat, however small the quantity, the possessor shared it

equally among all present, testifying at the same time the greatest satisfaction.

The river is full of sea-cows, which never do any mischief; they commonly repair to the shore during the night, where they feed principally on grass. The natives frequently kill them while asleep, and eat them. They likewise had elephants' teeth, which they would have given for a trifle, but the bark was too full to hold them.

Having procured a large quantity of provisions, the English weighed anchor at five o'clock in the morning of the 29th, and soon reached the bar. The surf was so high that it nearly broke into their bark, and prevented the sail from taking the wind, from which circumstance they were in great danger of being cast on the rocks. They, however, passed the bar without accident, and set sail for the river St. Lucia.

Nothing particular occurred till the 6th of April, when they entered the wished-for river. When they had landed, they soon found that they had to deal with people very different from those they had quitted. When they signified that they wished to traffic with them, the savages gave them to understand that they wanted nothing but a kind of small beads; but being shewn some copper buttons, they immediately brought several bullocks, birds, potatoes, gourds, and other commodities. The crew could not purchase the bullocks, because the savages demanded in exchange copper rings, large enough to serve for collars; but they sold their birds and gourds at a very low rate, giving five or six large fowls for a small piece of linen, not worth above four-pence in England.

Here they remained three weeks, which they spent in traversing the country, inspecting the habitations of the natives, and endeavouring to induce them to traffic for those articles which they most wanted. These savages appeared to set the highest value upon copper; being shewn a handle of that metal which had belonged to some old box, they immediately offered some bullocks in exchange for it; the bargain was soon concluded, and they drove them down to the bark. These people appeared very proud, and possessed none of that simplicity which distinguished those they had just quitted. It was discovered, that their principal chief, who had before received payment for a night's lodging in his hut, had stolen several pieces of iron, which the English had put into a basket to defray their expences till they returned to the bark. Though they remained two or three days in the interior of the country with the natives, yet they could never persuade the latter to eat with them. They were very cleanly in their persons, and jealous of their women.

Having a favourable wind from the west, and the weather being fair, they weighed anchor at seven o'clock in the morning of the 13th, and set sail about a quarter of an hour before high water. When they had almost reached the bar, some of them had the imprudence to reef the sail and drop the anchor on a sand-bank; upon which nine of the men got into the boat and rowed towards the shore, swearing they would rather run the risk of living among the savages, than of being drowned in attempting to pass the bar. Those who remained on board were undecided, whether they should try to pass or return to the shore; but the vessel could not return, as the

wind and tide concurred to drive her out of the river, so that they had reason to fear that at half tide she would strike and go to pieces. At length, in the hope of saving the bark and their lives, they weighed anchor, and were soon carried among the breakers. They were in the most critical situation, having only eight feet water, and the bark drawing five. After struggling about half an hour between life and death, the surface of the sea suddenly fell as smooth as glass, and they departed without accident from the river St. Lucia. Those who had left them, many of whom were almost naked, proceeded along the shore on foot.

On the 20th, at four o'clock in the afternoon, they cast anchor in the river of Delagoa in nine fathoms water. Here they found the snow Rose, Captain Chandler, trafficking for bullocks and elephants' teeth, and some of them begged him to give them a passage to Bombay.

When they had been here three weeks, they observed a small country boat coming up the river, with three of the men who had been left behind at St. Lucia. They reported that the six others were on the other side of Delagoa-bay, waiting for a boat to carry them on board. The officers of the bark conceiving that they were in the most convenient place for securing the treasure, packets, and other effects, dispatched four or five of their men to the shore, and sent two on board the snow. Mr. Jones then returned with Captain Chandler's pinnace, well manned and armed; removed all the money, plate and packets he could find, and took them on board the snow to be conveyed to Madras. Those who had remained in the bark fearing a second visit, which would have been extremely disagreeable to them, seized the opportunity of escaping during the night.

On the 25th of May the *Rose* weighed anchor, and set sail for Madagascar to complete her lading, which they had been prevented from doing at Delagoa, by a misunderstanding between Captain Chandler and the savages, who had sold him above one hundred head of cattle, and which they drove away again. The same day they discovered a sail, which proved to be the bark, and made directly towards them; two of the men in her went on board the snow; and the carpenter, who was one of them, persuaded Captain Chandler to purchase the bark for five hundred rupees, for which the captain gave his note. They had taken on board the six others who had returned to the shore at St. Lucia, but three were already dead, and two very ill, from the fatigues they had endured on their journey. The latter likewise expired a few days afterwards. Captain Chandler then bore away for Madagascar, in company with the bark, came in sight of that island after a course of twenty-two days, and on the 14th of June came to an anchor off Morondova. On the 16th arrived the *Carnarvon*, commanded by Norton Hutchinson, bound from Europe to China.

As the packets and treasure saved from the wreck were destined for Madras, Jones and his companions went with them on board the *Carnarvon*. They left Morondova the 1st of July, and arrived on the 1st of August at Madras, where they delivered the packets, the treasure, and all the private property.

SHIPWRECK OF
THE COUNTESS DE BOURK,

ON THE COAST OF ALGIERS,

And Adventures of her Daughter, Mademoiselle de Bourk, in 1719.

The Countess de Bourk travels through France to join her Husband at Madrid—*Le* prevailed upon to embark at Cette for Barcelona in a Genoese Tartan, which is taken by an Algerine corsair, and wrecked on the coast of Barbary—Preservation of Mademoiselle de Bourk—All those who escaped are made Slaves—Cruelties endured by them during their Captivity—A Letter from Mademoiselle de Bourk reaches the French Consul at Algiers, who procures her Release.

THE Count de Bourk, an Irish officer in the service of Spain, having been appointed ambassador extraordinary, by his Catholic Majesty, to the court of Sweden, his consort, the daughter of the Marquis de Varenne, who resided in France with her family, determined to join him at Madrid. With this view she demanded and obtained a passport for herself and her whole family, excepting one of her sons, three or four years of age, whom she left with her mother the Marchioness de Varenne. As she passed through Avignon, she was joined by her brother, an officer in the navy, who accompanied her to Montpellier. Here he dissuaded her from going by land, through the armies of France and Spain, though the Marechal de Berwick had offered to exert his utmost endeavours to procure her a safe passage to the Spanish frontiers; and his son, the Marquis de Berwick, had promised her any escort she wished from the frontiers to Gironne, where he commanded the troops of his

catholic Majesty. The dread of the armies induced her to listen to the representation, that without incurring so many dangers, and such great expence, the shortest way would be to embark at Cette, from whence she might reach Barcelona in twenty-four hours. This plan she adopted the more readily, as she had before made several voyages. Having procured another passport, she repaired to Cette, where she found several French vessels; but as none of them were bound to Spain, she was obliged to take her passage in a Genoese tartan, that was ready to sail for Barcelona.

Madame de Bourk embarked with her son, aged eight years, her daughter nine years and ten months old; the abbé de Bourk, four female servants, a steward, and footman. These, with other persons, composed the whole of her suite. She likewise had on board part of her effects, and much valuable property: among the rest a rich service of silver plate, a portrait of the king of Spain set in gold, and enriched with diamonds, &c.; the whole forming seventeen bales or packages.

The Tartan set sail on the 22d of October, 1719. On the 25th, at day-break, an Algerine corsair, commanded by a Dutch renegado, appeared about two leagues to windward of the Tartan, which was then in sight of the coast of Palamos. The captain dispatched his long-boat, with twenty armed Turks, to take possession of her. As they approached they fired seven or eight musket shots without wounding any person, because the whole of the crew had either fallen flat on the deck, or concealed themselves. The Turks boarded the Tartan sword in hand, and wounded one of Madame de Bourk's servants in two places. They then proceeded to the cabin, where that lady was, placed four sentinels over it,

and stood with the Tartan towards the corsair. On the way the Turks ransacked every part of the vessel. They found some hams, which they threw overboard, but greedily devoured the pasties, and drank immoderately of the wine and brandy.

When they came alongside the Corsair, they removed all the Genoese into her, and immediately put them in irons. The captain then went on board the Tartan to Madame de Bourk's cabin; inquiring who she was, of what nation, whence she came, and whither she was bound. She replied that she was a French woman, that she was coming from France and going to Spain. He desired to see her passport, which she shewed him, without suffering it to go out of her hands, fearing lest the barbarian might destroy it: but upon the assurance of the Corsair, that he would return it to her when he had examined it, she resigned it to him. After reading it with his interpreter, he restored it to her, saying that it was good, and that she needed to be under no apprehension for herself, her suite, and her property. Madame de Bourk then requested, that as she was free both by her passport and her country, he would land her in his long-boat on the coast of Spain, to which they were so near; observing, that he owed this mark of respect to the passport of France; that by his compliance he would spare her much fatigue, and her husband excessive anxiety; and that if he would render her this service, she would make him a suitable acknowledgment. The Corsair replied, that, being a renegado, he could not gratify her wishes, but at the peril of his own life; it being an easy matter to persuade the Dey of Algiers, that under the pretext of a French passport he had released a famil belonging to some power inimical to his

state, if he landed her upon christian ground; that it was absolutely necessary she should accompany him to Algiers, that a representation of her passport, and her person might be made to the Dey, after which she would be delivered to the French Consul, who would procure her a conveyance to Spain, in any way she might think proper. He added, that he gave her the option of removing to his vessel, or remaining on board the Tartan, where she would enjoy more liberty and tranquillity than in his ship; advising her to adopt the latter proposal, as it would not be prudent to trust herself and all the females who accompanied her, among nearly two hundred Turks or Moors, of which the crew of his vessel consisted. Madame de Bourk accepted the latter proposal, and the captain sent on board only seven Turks, or Moors, to work the tartan, which he took in tow after taking away her boat, three anchors, and all the provisions, excepting what belonged to Madame de Bourk. After this arrangement the corsair bore away for Algiers. Madame de Bourk made him a present of her watch, and gave another to the Turkish commander of the Tartan.

On the 28th a furious tempest arose, and continued till the 30th, during which, the cable, that lashed the two vessels together, parted, and the Tartan was separated from the pirate. The commanding officer and the other Turks being extremely ignorant in nautical manoeuvres, and without any compass; that belonging to the Tartan having been broken in the fury of boarding, resigned the direction of the ship to the winds and the sea. Nevertheless, the Tartan was driven on the 1st of November, without accident, upon the coast of Barbary, into a gulf called Colo, to the eastward of Gigeri.

There they came to an anchor, and the commander being unacquainted with that part of the coast, ordered two Moors to swim to shore to inquire of the inhabitants where he was.

The Moors in the vicinity, perceiving the Tartan, repaired armed, and in great numbers, to the shore to oppose any landing: they conjectured that it was a christian vessel, come for the purpose of carrying off their cattle, but they were undeceived by the Moors belonging to the corsair, who informed them that it was a prize taken from the christians, and had on board an illustrious French princess, whom they were carrying to Algiers. One of the Moors remained on shore, the other swam back to inform the captain what coast it was off which he had anchored, and its distance from Algiers; telling him at the same time that they must have been driven past that city by the violence of the wind which had prevailed for several days. Upon this intelligence, the commander, impatient to depart and to join the corsair, did not give himself time to weigh the anchor, but cutting the cable, set sail without anchor, boat, or compass.

He was not half a league from the gulf, when he paid dearly for his imprudence: a contrary wind arose, which, in spite of his exertions, drove him back to the shore; he attempted to use his oars, but, with the few hands on board, they were perfectly useless. The tartan struck upon a rock and went to pieces. The whole of the stern was instantly under water, and Madame de Bourk, who was at prayers in the cabin with her son and female domestics, perished with them. Those who were at the head of the ship, among whom were the abbé de Bourk, Mr. Arture, an Irishman, the steward,

one of the maids, and the footman, clung to that part of the wreck which remained on the rock.

Mr. Arture perceiving something in the water, struggling with the waves, ventured down, and found that it was Mademoiselle de Bourk, whom he rescued from her perilous situation, and delivered her into the hands of the steward, recommending her to his care, adding, that for his part he would betake himself to the sea, as he was the only person who could swim. Fortunate would it have been for him if he had not trusted to his dexterity; for from that moment he was never seen more. The abbe first descended from the wreck to the rock on which the Tartan had struck; he there supported himself some time against the violence of the waves by means of his knife, which he had thrust with force into a cleft of the rock. The sea broke several times over him, and even threw him upon a dry rock, where he had only a small arm of the sea to cross, in order to arrive at the shore. To assist him in reaching it, he endeavoured to seize a plank from the wreck, that was near him, but failed. At length, by means of an oar, he gained a rock communicating with the main-land.

He was seized and stripped by the Moors on the shore, who cut off all his clothes, even to his shirt, and otherwise ill-treated him. While some were thus engaged, others, in great numbers, threw themselves into the sea, in the expectation of finding a rich booty. The steward, who held Mademoiselle de Bourk in his arms, made a sign to two of these barbarians, who approached him, and when they were within four paces, he threw her to them with all his might; they caught her, and laying hold of her, one by an arm, and the other by a leg, they conveyed her to the shore, where they took away only

one of her shoes and stockings, as a token of servitude. The steward, who confirmed all the circumstances of this fatal event, has repeatedly declared, that while he held her in his arms, upon the approach of the barbarians, she said to him, with an air superior to her years, "I am not afraid that those people will kill me, but I am apprehensive that they will attempt to make me change my religion; however, I will rather suffer death than break my promise to God." He confirmed her in this generous sentiment, declaring that he had taken the same resolution, in which she earnestly exhorted him to persevere.

The maid servant and the footman then threw themselves into the water, where they were received by the Moors, who assisted them in crossing the arm of the sea, and conducted them to the shore, where they stripped them quite naked. The steward having committed himself to the mercy of the waves, and making use of a cord to assist him in getting from rock to rock, was met by a Moor, who likewise stripped him before he arrived at the shore.

In this deplorable and humiliating state, they were at first conducted to some huts on the nearest mountain. They were hurried forward by blows along rugged roads, which tore their feet. The servant maid, in particular, was to be pitied, the poor girl being almost covered with blood from the wounds she had received in scrambling over the rocks. Each of them had besides a burthen of wet clothes, and they were obliged to carry the young lady by turns. Having arrived, half dead, at the mountain, they were received amidst the shout of the Moors and the cries of the children. These barbarians had with them a great many dogs, which are un-

commonly numerous in that country; the animals being excited by the tumult, joined their barking to the general discord. One of them tore the footman's leg, and another took a piece out of the thigh of the maid-servant.

These unfortunate people were then separated; the female domestic and a footman were delivered to a Moor of the village, and Providence permitted Mademoiselle de Bourk to remain under one and the same master with the abbé and the steward. He first gave each of them a miserable cloak full of vermin; their only food, after such fatigues, consisted of a morsel of rye bread, prepared without leaven, and baked underneath the ashes, with a little water; and their bed was the bare ground. The steward seeing his young mistress quite chilled by her clothes that were soaked in the water, with difficulty procured a fire to be made, before which he wrung them out, and dressed her again before they were half dry, being unable to remain naked any longer. In this manner she passed the first night, terrified and comfortless.

The place in which they were contained about fifty inhabitants, all of whom resided in five or six huts, constructed with branches of trees and reeds. Here they lived together pell-mell, men, women, children, and beasts of every description. The barbarians assembled in the hut where the three captives were, to deliberate upon their fate. Some, conformably with a principle of their religion, advised that they should be put to death, conceiving that the sacrifice of these christians would ensure them the joys of Mahomet's paradise. Others, from a principle of interest, and the hope of a great ransom, were of a contrary opinion: thus the

assembly broke up without coming to any determination.

The ensuing day, having sent for the inhabitants of the neighbouring villages, they returned in greater numbers. This was a day of continual alarm to the new slaves. Many of the barbarians made the most outrageous menaces, pointing to the fire, and giving them to understand that they would be burned alive; others drawing their sabres, appeared resolved, by their gestures, to cut off their heads. One of them seized Mademoiselle de Bourk by the hair, applying the edge of his sabre to her throat; others charged their muskets with ball, in the presence of their captives, and presented them against their cheeks. The steward signified by signs that he and his companions should esteem it a felicity to die for the christian religion, and that all the loss would be their's, as they would deprive themselves, by this act of inhumanity, of the ransom they might otherwise expect. Upon this the most outrageous relented a little, but the women and children every moment renewed their insults.

They were guarded with such vigilance, that a Moor with a halbert in his hand, attended them upon every occasion, the barbarians being apprehensive that they might escape, or that their prey might be taken from them by force. With the latter they were, in fact, threatened a few days afterwards, by the bey of Constantine, who demanded that the prisoners should be sent him, or he would come in person with his army to fetch them away. The Moors replied, that they feared neither him nor his army, even were it united to that of Algiers. These Moors do not acknowledge the sovereignty of Algiers, though surrounded by its territory.

and naturally the subjects of that power. They live in perfect independence under the denomination of Cabail, or the Revolted; and the mountains of Couco serve them as impregnable ramparts against all the forces of Algiers.

Such was the state of these victims of misfortune, overwhelmed with fatigue, unable to obtain repose, tormented with hunger, and consigned, without any human assistance, into the hands of merciless barbarians. These ferocious men even appeared so enraged against them, that when they spoke to them, the fire flashed from their eyes, and the white, which is so perceptible in the Negroes and Moors, could not be distinguished. The maid-servant and the footman experienced trials equally afflicting, and were still deprived of the consolation of seeing their mistress, or hearing any tidings of her.

But even these accumulated evils, which left them without any other comfort than what they derived from religion, were insignificant, in comparison with the horrid spectacle which was soon presented to their eyes. The Moors, not contented with having in their possession the five persons who had escaped from the wreck, endeavoured to recover some of the effects swallowed up by the sea, and which they conjectured to be of considerable value. As they were excellent divers, they soon raised the hales and chests, as well as the dead bodies, from the bottom of the sea. They took with them the steward and the footman, to assist them in removing whatever they might save to the mountain. After dragging the bodies on shore, they stripped them for the sake of the clothes, and with flints cut off Madame de Bourk's fingers to get her rings, fearing lest

they should profane their knives if they came in contact with the bodies of christians.

What a spectacle for the unfortunate captives!—to behold the remains of persons so respectable exposed as a prey to wild beasts; and what was a thousand times more afflicting, to the insults of the Moors, who took delight in hearing the sounds produced by stones thrown on their bodies, swelled with the sea-water. The steward endeavoured to represent to them, as well as his consternation would permit, that it was a violation of humanity, and that they ought at least to suffer them to be interred; but they replied, that they never buried dogs. The footman having a load upon his back, a Moor endeavoured to make him pass by the bodies, because it was the shortest way; but he was unable to compel him, and the virtuous domestic, penetrated with horror, chose rather to climb a steep rock than to behold these melancholy objects. The steward, upon his return to the mountain, durst not mention his grief to Mademoiselle de Bourk, but concealed from her the horrid sight which he had witnessed.

The Moors meanwhile divided the booty; the richest stuffs were cut in pieces and distributed among the children to decorate their heads; the silver plate was sold to the highest bidder, and three goblets, each of which was worth at least twenty pounds sterling, were sold in a lot for less than five shillings, because, being tarnished by the sea-water, the Moors, from their colour, supposed them to be nothing but copper, and of little value. With respect to the books which they found, they regarded them as useless lumber, and were easily induced to resign them to the steward and the footman, whom they had compelled to assist them in removing

the packages. The steward likewise saved his writing-desk, which proved extremely useful, as we shall presently see.

During the three weeks that they remained at this place, Mademoiselle de Bourk took advantage of the writing-desk, and a few leaves of blank paper, which she found at the beginning and end of the books brought by the steward, to write three letters to the French Consul at Algiers; but none of them was received. Three weeks after their shipwreck they were removed into the midst of the lofty mountains of Couco, where the shiek, commanding these barbarians, apparently resided. They were escorted by twelve of them, armed with sabres, fusils, and halberts. They obliged the abbé and the steward to carry the young lady alternately over the rugged mountains. Accustomed themselves to climb those places with rapidity, they urged them on with blows to walk faster than they were able. By these means they made a long day's journey. At night each of them received a piece of bread, and enjoyed the comfort of sleeping upon boards for the first time.

The shiek and the chiefs of the Moors held a consultation respecting their captives; but being unable to agree about the division of them, they resolved to send them back to the place whence they came. Before they departed, the steward having taken a little straw from some of the beasts near the spot, for his young mistress to lie upon, the master of the hut was so enraged, that he snatched up an axe, obliged him to lay his head down upon a block, and was about to strike the fatal blow, but was prevented by a Moor who accidentally entered. Three or four times a day, according to their barbarous humour, they came and seized

them by the throat, after shutting the door of the hut for fear of being interrupted, and with their sabres in their hands, threatened them with instant destruction; but an invisible power restrained their arms and repressed their fury.

As they were still detained, notwithstanding the resolution that had been taken to send them back to their first master, the latter, accompanied by a Turk from Bugie, came to fetch them; but sixteen armed Moors, of the mountains, compelled him to resign them. The barbarian, disappointed of his prey, seized the young lady, and drew his sabre to cut off her head; but the Turk, by his remonstrances, prevailed upon him to desist from his sanguinary purpose. At length they were permitted to depart. Those who escorted them on their return, fired with religious zeal, or impelled by their blood-thirsty disposition, were ready every moment to sacrifice their ill-fated victims. On one occasion, among many others, they took the abbé and the steward behind a thick bush to sacrifice them to their prophet; but they once more escaped from this imminent danger.

They arrived in the evening at the village, the scene of their dreary servitude. Here they frequently received only the raw leaves of turnips to eat, without bread. However, the friendship which the children, by degrees, conceived for the young lady, obtained her the indulgence of a little milk with her bread.

At length a fourth letter, written by Mademoiselle de Bourk to the Consul, and the only one which came to hand, arrived at Algiers on the 24th of November, and was sent by the Dey to the French Consul, who immediately communicated its contents to M. Durak. The

unfortunate young lady there related, in a simple, but affecting manner, that, after the shipwreck of her mother, she and her suite had been consigned to the most frightful and abject slavery; that they were dying of hunger, and subjected to every kind of ill-treatment that could be inflicted by the enemies of religion and humanity, and that they were devoured by vermin. She implored him instantly to take compassion on their misery, and to send them some relief, till he was able to procure their liberty, of which the continual menaces of the barbarians tended to deprive them of all hope. This letter deeply affected all those who read it. Every one made an offer of money and his services to M. Dusault, who did not want much entreaty on the subject, being intimately acquainted with the family of Mademoiselle de Bourk. He instantly gave orders for the equipment of a French tartan lying in the port, purchased clothes and provisions, and obtained of the Dey a letter of recommendation to the grand marabout, or high priest of Bugie, who possesses the greatest authority over those people. He likewise wrote to the young lady, and sent her several presents. On the evening of the same day the tartan set sail, and in a short time arrived at Bugie.

There Ibrahim Aga, the national interpreter, sent by M. Dusault in the tartan, presented the Dey's and M. Dusault's letters to the grand marabout. Though sick, the latter instantly rose from his bed, mounted his horse, with the marabout of Gigery, the interpreter, and six or seven other Moors, and proceeded to the mountains, which were five or six days journey from Bugie. Upon their arrival, the Moors, the masters of the captives, having descried the company at a distance, shut them-

selves up in their hut, to the number of ten or twelve, with drawn sabres. The marabouts knocked violently at the door, and asked where were the christians. They received for answer, that they were at the extremity of the village; but a Moor, who was within, made a sign that they were in the hut. The company immediately alighted and ordered the door to be opened. The Moors then fled, and the marabouts entered.

At the sight of them, the slaves conceived that their last hour was come; but their apprehensions were soon dispelled by the grand marabout, who went up to Mademoiselle de Bourk and delivered the consul's letters, together with the provisions he had sent her. He and all his suite passed the night in the hut, and the next morning he sent the children of the Moors in quest of the fugitives. They came in compliance with his orders, kissed his hand according to their custom; for the Moors entertain a profound veneration for their marabouts; they fear them more than any other power, and their malediction is more formidable than all the menaces of Algiers; and it is in the name of the marabout, and not of God, that the poor ask charity.

The grand marabout likewise sent for the governor of the mountains, and the chiefs of the huts composing the village. When they had assembled in that where he was, he informed them that the occasion of his visit was the release of five French subjects who had escaped from shipwreck; that France being at peace with the kingdom of Algiers, they ought not, contrary to the faith of treaties, to detain these people, already too unfortunate in having lost their relatives and their property, without depriving them of their liberty and their lives; that though the mountain Moors were not subject

to the authority of Algiers, yet they enjoyed the advantages of the peace with France; and lastly, that they would be guilty of great injustice if they did not release them, having already obtained a rich booty from the wreck. The Moors, though their arguments were bad, defended themselves as well as they could.

During this contest, the joy which animated the wretched captives at the prospect of a speedy release from the horrors of slavery was gradually dispelled: gloomy inquietude succeeded the ray of hope which had dawned upon their minds. But their consternation was extreme, when the interpreter told them, that the Moors, induced by the authority and the reasons of the marabout, agreed to set the slaves at liberty, upon condition that the sheik, or marabout, should retain the young lady; saying, that he intended her for a wife for his son, a youth about fourteen; that he was not unworthy of her, and that if she were even the daughter of the king of France, his son was her equal, being the offspring of the king of the mountains. This new incident appeared more distressing than all the others, and their captivity seemed less dreadful than the necessity of leaving their mistress so young, and without any kind of support, in the hands of the barbarians.

Notwithstanding all solicitations, the sheik remained inflexible; but at length the marabout, taking him aside, put into his hand a few saltanas of gold, with the promise of more. The gold instantly rendered him more tractable. He agreed to release all the captives for the sum of nine hundred piastres, to be paid immediately. In concluding this bargain, the mountaineers declared to the deputies, that their consent was the effect of the veneration they entertained for their marabouts, and did

not originate from any fear of the Dey of Algiers. The marabout having left a Turk as an hostage, together with several jewels belonging to their wives, departed with the five slaves.

They proceeded to Bugie, where they arrived on the 9th of December, embarked the following day, and landed at Algiers on the 13th, at day-break. The consul went to meet them, and conducted them from the port to the ambassador's hotel, which was crowded with Christians, Turks, and even Jews. The ambassador received the young lady at the entrance into the court, and first conducted her to his chapel, where she heard mass, and then *Te Deum* was sung to thank the Almighty for this happy deliverance.

Scarcely any of the spectators could refrain from tears. Even the Turks and Jews appeared to be affected. Indeed, this young lady, not quite ten years of age, after enduring the hardships, privations, and distresses of slavery, retained a certain air of dignity; her manners and expressions announced an excellent education, and manifested a mind superior to the cruel trials to which she had been exposed. The persons belonging to her suite declared that she had always been the first to encourage them, and had frequently exhorted them rather to suffer death than to betray their fidelity to their God.

After some days allowed to these unfortunate persons, and the Moors by whom they were attended, to recruit themselves, the nine hundred piastres agreed to be paid as the ransom of Mademoiselle de Bourk, and the persons of her suite, were delivered to the deputy of the grand marabout. M. Dusault likewise added some presents for the marabout himself, and the other officers who had been concerned in the negotiation.

On the 13th of January, 1720, Mademoiselle de Bourk, accompanied by her uncle and female attendant, embarked in M. Dusault's ship, and after a few ordinary accidents arrived at Marseilles on the 20th of March. Her uncle, the Marquis de Varenne, came to receive her from the hands of M. Dusault.

Mademoiselle de Bourk remained several years in the bosom of her family, till her marriage with the Marquis de T——. She passed her life agreeably with him, and has not been dead many years. Her children (prior to the revolution) held a distinguished rank in Provence.

THE DISTRESS AND PROVIDENTIAL ESCAPE OF

THE GUARDIAN SLOOP,

Bound to Botany Bay with Stores, in the Month of December, 1789.

The Guardian touches at the Cape of Good Hope—Strikes on an Island of Ice—Her desperate Situation—Is got off—Part of the Crew escape in the Boats—Fortitude evinced by Captain Riou, in his Letter to the Secretary of the Admiralty--The Ship providentially falls in with a Dutch Packet Boat, in whose company she arrives in safety at the Cape of Good Hope—Captain Riou's Letter announcing that event.

THE Guardian sloop, armed en flute, commanded by Lieutenant Riou,* and carrying a crew of 123 persons, including 25 convicts, bound to Botany Bay, was uncommonly well stocked; for such had been the care of government for the infant colony, that an ample supply of the most minute articles had been provided. The vessel having touched at the Cape of Good Hope, proceeded on her way to New South Wales. Twelve days after her departure from the Cape, being in latitude 44° South, and longitude 41° 30' East of London, on the 23d of December, an island of ice was discovered. The weather was extremely foggy, and the island was not very far distant when first descried. Lieutenant Riou

* Afterwards Captain Riou, who, it will be recollected by the reader, gloriously fell in the hard-fought battle before Copenhagen, on the 2d of April, 1801, lamented by his friends, and regretted by his country. As a testimony of the sense entertained of his services, a monument was decreed at the public expence.

gave directions to stand towards it, for the purpose of collecting lumps of ice to supply the ship with water. This measure was deemed highly expedient, as the daily demand of water was prodigious, owing to the great quantity of cattle on board. As the ship approached the island, the boats were hoisted out, and several lumps collected. During this time the ship lay to, and on the supply of water being brought on board, she attempted to stand away. Very little apprehension was, at this time, entertained for her safety, though the magnitude of the island occasioned an unfavourable current, and gave, in some degree, a partial direction to the wind.

On a sudden, the base of the island, which projected under water considerably beyond the limits of the visible part, struck the bow of the ship. She instantly swung round, and her head cleared; but her stern coming on the shoal, struck repeatedly, and the sea being very heavy, her rudder broke away, and all her works abait were shivered. The ship, in this situation, became as it were embayed under the terrific bulk of ice, the height being twice that of the mainmast of a ship of the line. The prominent head of the ice was, every moment, expected to break away and overwhelm the ship. At length, after every possible exertion, she was got off the shoal, and the ice floated past her.

It was soon perceived that the ship had six feet water in her hold, and that it was increasing very fast: all hands were set to the pumps, and to find out the leaks, occasionally relieving each other. Thus they continued to labour incessantly the whole of the 24th, though the preceding day not one of them had the least rest. The ship was, at one time, so much relieved, that she had



The Guardian on the Island of the

only two feet water in the hold ; but when their situation wore the best aspect, the water increased in a moment to ten feet. The ship was found to be strained in all her works, and the sea running high, every endeavour to check the progress of a particular leak proved ineffectual. A plan was immediately adopted to lighten the ship, and the cows, horses, sheep, and all the other live stock for the colony, together with their fodder, were committed to the deep.

At Lieutenant Riou's exhortations, the exhausted crew again had recourse to the pumps ; but after repeated trials, the water could not be kept under, and the pumps were found to be disabled. Thus disheartened, the crew, on the 25th, requested the commander to permit them to hoist out their boats. The cutter, the launch, with the jolly-boat, and others, were accordingly hoisted over the ship's side.

While these preparations were making, Mr. Riou withdrew, and wrote the following letter to the Secretary of the Admiralty, which affords one of the most uncommon proofs of fortitude and virtue.

“ H. M. S. Guardian, Dec. 25th, 1789.

“ SIR,

“ If any part of the officers and crew of the Guardian should ever get home, I have only to say, that their conduct, after the fatal stroke on an island of ice, was admirable and wonderful in every thing that relates to their duties, considered either as private men or in his Majesty's service.

“ As there seems to be no possibility of my remaining many hours in this world, I beg leave to recommend to the consideration of the Admiralty, a sister, together

with a widowed mother, to whom their favour might be shewn, if my conduct or services should be found deserving of any remembrance.

“ I am, Sir,

“ With great respect,

“ Your ever obedient Servant,

“ E. RIOU.”

Philip Stephens, Esq.

This letter Lieutenant Riou delivered to Mr. Clements, and took leave of the boats, as they stood away from the ship. One of the boats, however, was staved, owing to the swell of the sea, and only four left the Guardian: in these, scarcely one third of the company embarked. The rest chose to remain with their heroic commander, and to share his fate. The boat in which were the master, purser, chaplain, gunner, master's mate, a midshipman, and nine seamen, was picked up by a French merchant ship on the 23d of January, about eighty leagues off Cape Natal, and carried to St. Helena.

The ship meanwhile continued in a hopeless state several days, without a rudder, and wholly unmanageable; but the application to reduce the water in the hold was resumed, whenever the weary crew felt the return of strength and power. Thus the Guardian was kept afloat, till a Dutch packet-boat from the Spice Islands and Batavia, providentially steering a high southerly latitude, fell in with her, afforded her aid of men and materials, enabled her to make good her way back to the Cape of Good Hope, and kept her company during her course. The Guardian was full 400 leagues from the Cape when she fell in with the island of ice.

Upon the safe arrival of the vessel in port, Lieutenant Riou immediately dispatched another letter, dated Table Bay, Feb. 22, 1790.

“ SIR,

“ I hope this letter will reach you before any account arrives of the loss of his Majesty's ship Guardian. If it should, I have to beg you will inform their Lordships, that on the 23d of December the ship struck on an island of ice; and that on the 25th, all hope of her safety having vanished, I consented, that as many of the officers and people should take to the boats as thought proper. But it pleased Almighty God to assist my endeavours, with the remaining part of the crew, to arrive with his Majesty's ship in this bay yesterday. A Dutch packet is now under sail for Europe, which prevents me from giving any farther particulars, especially as, at this instant, I find it more necessary than ever to exert myself to prevent the ship from sinking at her anchors.

“ I am, Sir, most respectfully,

“ Your ever obedient Servant,

“ E. RIOU.”

Lieutenant Riou's first letter arrived on the 23d of April; and the loss of that gallant young officer, together with many other valuable lives, was universally deplorable. On the 28th of the same month, however, his second letter was brought to the Admiralty by the master of a fishing vessel, lying off Dungeness, who had been hailed by the captain of the Dutch packet, from the Cape in eight weeks, passing through the channel, who delivered him this letter from Lieutenant Riou, at the Cape, to be forwarded to London. It was imme-

diately transmitted to the king, who, upon reading it, expressed uncommon satisfaction; and at night, Lord Chatham set off post for Lord Camelford's country-seat, to carry him the joyful tidings of the safety of his son,* who was on board the Guardian.

Thus, by the interposition of Providence, and the fortitude and perseverance of the commander, this vessel was preserved, after encountering almost unparalleled dangers, and experiencing one of the most miraculous escapes recorded in the naval history of this or any other country.

* The late unfortunate nobleman, who was killed in a duel by Captain Best.

THE SHIPWRECK OF OCCUM CHAMNAN,

A SIAMESE MANDARIN,

At the Cape of the Needles, in the Southern Extremity of Africa, in the year 1686.

Occum Chamnan, a Siamese Mandarin, leaves his country in the Suite of the Ambassador to the Court of Portugal—The Ship strikes—Almost the whole of the Crew saved—And resolve to proceed towards the Cape of Good Hope—Their deplorable condition and incessant hardships by the way—The Portuguese abandon the Siamese in the night—After incredible sufferings, the latter fall in with some Hottentots, by whom they are conducted to a Dutch habitation, and conveyed to the Cape of Good Hope—Sufferings of the Portuguese, and affecting History of the Captain and his Son.

FATHER Tachard, one of the six Jesuit mathematicians, who, by the order of the king of France, accompanied the embassy sent to the king of Siam in 1685, returned to France the following year with two ambassadors from that prince. Several Mandarins came over in their company, and among the rest Occum Chamnan. This Siamese noble was an intelligent man, and spoke several languages. He was particularly attached to Father Tachard, who requested the king of Siam to give the Mandarin an appointment in the suite of the ambassador.

When, in the course of their voyage, they were passing the coast of the extremity of Africa, the view of the cape of the Needles drew sighs and tears from the mandarin. He recollected the distressing circumstances attending a shipwreck, in which he had there been in

volved, thirteen years before, in a Portuguese vessel. The singularity of his adventures, of which Father Tachard had already heard, made him desirous to hear them from Occum Chamnan himself, and from his own mouth he penned the subsequent account of them. Happening afterwards to become acquainted with several Portuguese, worthy of credit, and who had been the companions of his misfortunes, he found that their testimony afforded a complete confirmation of this interesting narrative. In the persuasion that it was worthy of the curiosity of the public he inserted it in the relation of his second voyage to Siam.

The king of Portugal having sent a splendid embassy to the king of Siam, to renew their ancient alliance, and likewise for commercial purposes, the Siamese monarch thought it incumbent on him, in return for this extraordinary mark of consideration, to dispatch three mandarins of the highest class, invested with the quality of ambassadors, and six others of inferior rank, to the court of Portugal. They embarked at Goa, about the end of March, 1684, in a Siamese frigate, commanded by a Portuguese captain. Though Goa is not very far distant from Siam, they were above five months on the passage; either owing to the unskilfulness of the officers and pilot, or to the contrary winds, they did not arrive there till after the departure of the Portuguese fleet. Thus their voyage to Europe was delayed almost a whole year.

The ambassadors were obliged to remain at Goa eleven months, waiting for the return of the fleet from Lisbon. The time, however, seemed short, because they passed it agreeably. The beauty of the buildings they beheld in that city was to them a new spectacle,

and produced in them very great surprize. The immense number of palaces, monasteries, and magnificent churches, strongly excited their curiosity; and as they had never before been out of their native land, they were astonished to find that there existed in the world a finer city than Siam.

At length the Mandarins embarked for Europe in a Portuguese vessel of 30 guns and 150 men. Besides the ambassadors and their suite, she had on board several religious of different orders, and a great number of passengers, Creoles, Indians, and Portuguese. She sailed from the road of Goa the 27th of January, 1686. But we shall insert, in the words of Occum Chamnan, the interesting account of his shipwreck, after the example of Father Tachard, who declares that the whole, not excepting even a single reflection, is the exact statement of the Mandarin.

From the time of our leaving Goa, till the 27th of April, our voyage was prosperous. On that day, at sun-set, several of the sailors had been sent aloft to survey the land that was then seen ahead, a little to the right, and which we had perceived for three days. From the report of the sailors, and other circumstances, the pilot and captain mistook it for the Cape of Good Hope. In this supposition we continued our course till two or three hours after sun-set, when they imagined that we were past the land which had been descried. We then steered rather more towards the north. As the weather was clear, with a brisk gale, the captain, persuaded that we had doubled the Cape, did not place any person to look out at the mast-head. The seamen, it is true, were regularly on the watch, but they attended only to the working of the ship, or enjoyed themselves in such con-

fusion, that none of them perceived or even suspected the danger. I was the first who discovered the land. A certain presentiment of the impending misfortune had caused me to pass such a restless night that I could not get a wink of sleep. In this agitation I left my cabin, and amused myself with contemplating the vessel that seemed to fly upon the bosom of the deep. Looking a little farther, I suddenly perceived to the right a dark body, at a very little distance from us. I was alarmed, and informed the pilot, who was at the helm, of the circumstance. At the same moment, some one at the head of the ship cried out, "Land, land ahead; tack about!" The pilot instantly endeavoured to tack, but the head of the ship struck three times upon the rock, where she remained immovable. These three shocks were extremely violent, and thinking the vessel was going to pieces, every one ran to the stern. However, as she had not made a drop of water, the crew recovered a little from their fright. ○

From this critical situation they endeavoured to relieve themselves by cutting away the masts, and lightening the vessel, but for this they had not time. The waves, impelled by the wind towards the shore, carried the vessel along with them. The sea rising like mountains, that broke upon the shelves projecting into the sea, now lifted the vessel to the clouds, now dashed it down against the rocks, with such violence and impetuosity, that she could not hold long together. She was heard to crack in every direction. The timbers separated from each other, and this immense mass of wood was seen tending to pieces in every part, with a horrible crash. As the head had struck first, that part of the ship was first shivered. In vain the masts were

cut away, the guns, boxes, and other heavy articles, thrown overboard to lighten the vessel. She kept repeatedly striking; and at length parting beneath the gun-room, the water rushed in torrents into the ship, and soon filled the gun-room, and reached up to the first deck. It then rose to the great cabin, and in a few moments was as high as the floor of the second deck.

This sight produced loud cries of distress. Every one hastened to the upper deck, but with a confusion that augmented the danger. The water kept rising, the vessel continued to sink gradually, till the keel touched the bottom, and in this state she remained for some time immovable.

It would be difficult to give any idea of the terror and consternation that took possession of every mind, and were manifested by sighs, shrieks, and outcries. All were running in contrary directions, and stumbling every moment against each other. Those who had been enemies now became reconciled. Some, upon their knees, or prostrate on the quarter-deck, implored the assistance of the Almighty; others were throwing overboard casks and empty boxes, and every thing that came to hand. The outcries and confusion were such, that the crew could neither hear the crash of the vessel breaking into a thousand pieces, nor the noise of the waves dashing with incredible fury against the rocks. However, after these useless expressions of distress, those who had not resolved to betake themselves to swimming, prepared to attempt their escape by other means. Several rafts were constructed of the spars and masts of the ship. The unfortunate wretches whose fears had caused them to neglect these precautions were whelmed beneath the

waves, or dashed by the violence with which they broke against the rocks on the coast.

I was, at first, as much alarmed as any of the rest; but, being assured that there was some hope of being saved, I armed myself with resolution. I had two good suits of clothes, which I put on one over the other, then committing myself to some planks tied together, I endeavoured to swim ashore. Our second ambassador, the most robust, as well as the best swimmer, was already in the water. He had taken charge of the king's letter, which he carried fastened to the point of a sabre, with which his Majesty had presented him. We both reached the shore nearly at the same time. There we found several of the Portuguese arrived before us, but they had only exchanged one danger for another. If those who had remained in the vessel were likely to be drowned, those on shore were equally exposed to the horrors of famine. We were destitute of water, wine, or biscuit. The cold was severe, and I was the more sensibly affected by it, as nature had not inured me to it; I was convinced that I should not long be able to resist its effects. This idea caused me to adopt the resolution of returning the next day to the ship to fetch some warmer clothing than what I had on, and to procure refreshments. The principal persons among the Portuguese had lived upon the first deck; I imagined that I should find in their cabins something of value, particularly good provisions, the most necessary of our wants. Placing myself on a kind of hurdle, I floated, without accident to the ship.

I had no difficulty in getting on board, as she was still above water. I had flattered myself that I should find gold, precious stones, or some valuables that would be

easy to carry away; but when I arrived, all the apartments were full of water, so that I could get at nothing but gold stuff; I took, likewise, a small case containing six bottles of wine, and a quantity of biscuit that were in the pilot's cabin. This little treasure I tied upon my hurdle, and pushing it before me with considerable difficulty and danger, I arrived again at the shore, though much more fatigued than the first time.

I there met with several of my countrymen, who had escaped quite naked. Seeing them shivering with cold, the compassion I felt for their misery compelled me to share with them the stuff which I had brought from the vessel. But fearing that, if I entrusted the case to them, it would not remain long in their hands, I gave it to a Portuguese who had shewn me much friendship, but upon condition that we should divide the contents between us. On this occasion I discovered the weakness of friendship when opposed to necessity. During the first two or three days, while we entertained hopes of finding some spring or stream, my friend gave me about half a glass of wine; but when we were pressed by thirst, and apprehensive that we should not be able to discover fresh water, it was in vain I intreated him to afford me that relief which he had received from me. He replied, that he would not give a drop to his own father. We could not use the biscuit, because the seawater, in which it had been soaked, rendered it intolerably bitter.

As soon as all had arrived on shore, or at least, when no more were observed to leave the ship, we counted those who had reached the land, and found their number to amount to about two hundred; from which we

concluded that only seven or eight had been drowned in their too great eagerness to escape.

Several of the Portuguese had, with prudent precaution, taken with them fire-arms and powder, to defend themselves against the Caffres, and to kill game in the woods. These arms were likewise extremely useful for making fires, during the whole of our tedious progress to the Dutch settlements, but especially the two first nights we passed on shore, dripping with sea-water. The cold was then so intense, that if we had not been able to kindle a fire to dry our clothes, we should probably have found, in a speedy death, the termination of all our hardships.

The second day after our shipwreck, being Sunday, after the Portuguese had performed their prayers, we began to move. The captain and pilots told us that we were not above twenty leagues distant from the Cape of Good Hope, and that we should reach it in a day or two. This assurance induced most of those who had brought any provisions from the vessel to leave them behind, under the idea, that with so much the less incumbrance, they would proceed with greater ease and expedition. We then entered the woods, or rather the bushes, for we saw no high trees during our whole journey. We walked all day, stopped only twice to take a little repose. As we had scarcely brought any provisions along with us, we soon began to feel the cravings of hunger and thirst; particularly after proceeding with considerable expedition, during the heat of the sun, in the hope of arriving at the Dutch settlements the same day. About four o'clock in the afternoon we came to a large pond of water which contributed to refresh us

greatly. Each here drank his fill; and beside this pond the Portuguese advised that we should pass the remainder of the day, and the succeeding night. We made a fire, and those who were fortunate enough to find a few crabs in the water, roasted and ate them. Others, and far the greatest number, after drinking a second time, resigned themselves to sleep, the fatigues of such a long march overpowering the torments of hunger, which they had for two days endured.

Early the next morning, after drinking more copiously from the apprehension of future want, we departed. The Portuguese led the van, our ambassador being so extremely weak and languid that we could not proceed very fast, and were obliged to remain behind with him. But as we durst not, for a moment, lose sight of the Portuguese, we resolved to separate into three troops. The first always kept in sight of the rear of the Portuguese; the two others following at the same distance, paid attention to the signals preconcerted with the first company, to apprise the rest when the Portuguese stopped or changed their route. We came to several hills, which we traversed with some difficulty. During the whole day we discovered only one well, the water of which was so yellow that we could not drink of it. A signal from the first company giving us reason, at the same time, to suppose that the Portuguese had stopped, we did not doubt but they had met with good water, and this hope made us quicken our pace. With all our exertions, however, we found it impossible to reach the spot, with our ambassador, before the evening. Our people informed us, that the Portuguese would not wait for us, under the pretext that it would be no advantage to us to suffer hunger and thirst with them, and that they

should do us a much greater service by hastening forward, for the purpose of placing themselves in such a state as to send us refreshments.

Upon this discouraging intelligence, the first ambassador called together all the Siamese who had remained with him. He told us, that he found himself so weak and fatigued, that it was impossible for him to keep up with the Portuguese. He exhorted those who were in health to hasten to rejoin them; and as the Dutch settlements could not be far off, he only requested them to send a horse and cart to convey him to the Cape, should he be then alive.

This separation afflicted us much; but it was necessary. Only one youth, of about fifteen, the son of a Mandarin, remained with the ambassador, by whom he was much beloved, and for whom he likewise entertained a reciprocal affection. Gratitude and friendship inspired him with the resolution of living or dying with him. He was attended likewise by an old servant, who could not resolve to abandon his master.

The second ambassador, another Mandarin, and myself, took leave of him, after promising to assist him as soon as we should be able. We then proceeded with our people, intending to overtake the Portuguese, though they got considerably the start of us. A signal made by the foremost of our countrymen, revived our courage, and increased our speed; but we did not join them before ten o'clock at night. They told us that the Portuguese were at a great distance, and we actually descried their camp by several fires which they had kindled. The hope of at least finding water supported our drooping spirits. After proceeding above two hours through woods, and over rocks, we arrived

there excessively fatigued. The Portuguese were posted on the declivity of a lofty mountain, had made a large fire, and fallen asleep around it. The first question was, where we should find water. A Siamese had the humanity to bring me some; for the stream which had been discovered was at a considerable distance from the camp, and I had, not the strength to crawl thither. I lay down by the fire, and in that posture fell asleep, till I was wakened by the cold in the morning.

I felt myself so enfeebled, and so tormented with hunger, that after wishing for death a thousand times, I resolved to await it in the spot where I lay. Why should I go further to seek it amidst new miseries? But this movement of despair soon subsided, upon observing, that the Siamese and Portuguese, whose sufferings were equal to mine, yet did not hesitate to proceed in the hope of preserving their lives, I could not refrain from following their example. Exercise produced a degree of warmth; I even once distanced my companions, and reached the summit of a hill, where I found the grass very long and thick. The rapidity of my progress had exhausted my strength; I was obliged to lie down on this verdant couch, where I fell asleep. When I awoke, I found my legs so stiff that I despaired of being able to use them; this caused me again to adopt the resolution which I had renounced in the morning. I was so determined to die, that I awaited the moment with impatience, as the termination of my misery. Amidst these melancholy reflections sleep again overpowered me. A Mandarin, who was my particular friend, and my servants, who thought I had lost my way, sought me a considerable time; they at length found me, and having awaked me, the Mandarin so warmly exhorted me to

take courage, that he induced me to quit a spot where, had it not been for his friendly counsels, I should infallibly have died. We overtook the Portuguese, who had stopped near a ravine of water. Pressed, as well as myself, with hunger, they set fire to some half-dry grass, in hopes of finding some lizard or serpent, which they might devour. One who had straggled a little farther, found some leaves on the water's edge; he had the boldness to eat of them, though extremely bitter, and found his hunger appeased. He came and brought the welcome intelligence to the whole company, all of whom hastened to the spot, and ate of them with avidity. Thus we passed the night.

The following day, which was the fifth of our march, we set off very early, persuaded that we could not fail before night, to reach the habitations of the Dutch. This idea gave us new strength. After proceeding till noon, without stopping, we perceived several men upon an eminence, at some distance from us. None of us doubted that we were now arrived at the period of our sufferings, and we advanced with a joy that baffles all description. This impression, however, was of short duration: we were soon undeceived. It was three or four Hottentots, who having discovered us, came armed with their lances, for the purpose of reconnoitring. Their fear appeared equal to ours, at the sight of our numerous troop and our fire-arms. Meanwhile we were persuaded that their companions were at no great distance, and conceiving that we were on the point of being massacred by these barbarians, we determined to suffer them to approach, under the idea that it was better to finish a miserable life at once, than to prolong it a few days, in order to lose it, at last, by torments more

cruel than death itself. But discovering from afar that we were much more numerous than they had at first imagined, they stopped to look at us in their turn; and as we approached, they proceeded before us, making signs for us to follow them, and pointing to some houses, that is, three or four miserable huts upon a hill within view. When we had arrived at the foot of the hill, they conducted us by another road to a village, making the same signs for us to follow them, though they frequently turned their heads, and appeared to survey us with distrust.

Upon our arrival at this village, composed of about forty huts, covered with branches of trees, and inhabited by about four or five hundred persons, they grew so bold as to approach and survey us at leisure. They took particular pleasure in looking at the Siamese, as if struck with their dress. Their curiosity soon became troublesome. Each of us wanted to enter their cottages in quest of food, for all the signs we made to apprise them of our necessities, only made them laugh immoderately, without appearing to understand us. Some of them only repeated the two words, *tobacco patak*. I offered them two large diamonds, given me by the first ambassador at the moment of our separation; but the sight of these made very little impression upon them. At length the chief pilot, who had a few *pataks*, the only coin with which those barbarians are acquainted, was roused by the name, and gave them four, for which they brought an ox, which they usually sell to the Dutch only for its length in tobacco. But what relief was this for so many half-famished wretches, who, for six whole days, had lived only upon a few leaves of trees! The pilot distributed it only among his own countrymen and

his best friends. None of the Siamese could obtain a morsel. Thus we had the mortification of receiving no relief, while we beheld them satisfying their hunger, and a multitude of beasts constantly passing by us. The Portuguese not only kept to themselves the ox which they had procured, but even prohibited us from touching the herds of the Hottentots, threatening to abandon us to the fury of those barbarians.

A mandarin observing that the Hottentots refused money, decorated his head with certain ornaments of gold, and in that state appeared before them. This novelty pleased them. They gave him a quarter of a sheep for those trinkets which were worth above one hundred pistoles. We ate the meat half raw; but it served only to increase our appetite. I remarked that the Portuguese had thrown away the hide of their ox; this was a treasure to me; I imparted the secret to the mandarin who had saved me from my own despair. We went together to look for the hide, and having fortunately found it, we broiled it upon the fire. It served only for two meals, for the other Siamese, having discovered us, we could not refrain from sharing our good fortune with them. A Hottentot having stopped to look at the gold buttons on my coat, I gave him to understand, that if he would bring me something to eat, I would willingly make him a present of them. He testified his consent; but instead of a sheep, which I expected at the least, he brought me a small quantity of milk, with which I was obliged to appear satisfied.

We passed the night, at this place, near a large fire kindled before the huts of the Hottentots. Those barbarians did nothing but dance and shout till day-light, which obliged us to resign all thoughts of sleep, and to

keep constantly on our guard. We departed in the morning, and proceeding towards the sea, arrived at the coast about noon. The muscles which we found along the rocks furnished us with a most delicious repast. After having satisfied ourselves with them, each took care to lay in a provision of them for the evening. But we were obliged to return to the woods in quest of water. We could not find any till towards night, and then only a rill of very salt water, but none had patience to suffer it to settle before he drank of it. We encamped on the banks of the stream, taking the precaution to keep a watch all night, for fear of the Caffres, whose intentions appeared very suspicious.

The next day we arrived at the foot of a high mountain, which we were obliged to traverse with excessive fatigue. The cravings of hunger became more pressing than ever, and we met with nothing to appease it. From the summit of the mountain we discovered a plain covered with verdure, and interspersed with a few flowers. We hastened to it, and began to eat those that were the least bitter. Though they allayed our hunger, they increased our thirst to such a degree, that only those who have experienced the like torments can form any idea of them: We could not, however, find any water till the night was far advanced, at the foot of the same mountain. When the whole company was assembled, a consultation was held, and it was resolved by general consent, that we should not penetrate into the interior of the country, as we had hitherto done, for the purpose of taking a shorter way. The captain and pilots acknowledged that they had been mistaken. Being unable any longer to conceal their error, they confessed that they were ignorant of the situation of the place we were in quest of,

the route we ought to pursue, and the time required to arrive there. If we followed the coast, it was at least certain that we should find muscles and other shell-fish, which would afford us a constant resource against hunger; and as most rivers, streams, and springs, run towards the sea, we might hope to suffer less from thirst.

At the dawn of day we set off towards the coast, where we arrived about ten o'clock. We first descried an extensive level shore, terminated by a high mountain. This prospect filled every one with joy, because the pilots assured us that it was the Cape of Good Hope. This agreeable intelligence so revived our spirits, that, without resting a moment, we continued our march till night. But after proceeding five or six leagues, they perceived it was not the Cape, the object of our ardent desire. Our hopes were succeeded by inexpressible mortification; yet we were somewhat cheered by the account of a sailor, who having been upon the look-out, an hour before sun-set, informed us that he had found, at a small distance, an island almost covered with muscles, and containing a spring of fresh water. We hastened to the spot, where we passed the night, and the next morning found ourselves so much strengthened by the refreshment we had procured, that we resolved to remain there the whole day and the following night. During this day we recovered greatly from our fatigues, and the abundance of food supplied us with new strength. In the evening, having, according to custom, assembled at a little distance from the Portuguese, we were surprised to find one of our Mandarins missing. We sought him in every direction, calling him with loud cries, but all our efforts were useless; he had dropped down exhausted by the way. His extreme

aversion for the grass and flowers which the others devoured without disgust, prevented him from tasting them; he had died of hunger and weakness, unable to make any one hear or take notice of him. Four days afterwards another Mandarin experienced the same fate. Misery must assuredly tend to harden the heart. At any other time the death of a friend would have produced the sincerest affliction, but on this occasion it made scarcely any impression upon my mind.

During the day and the two nights which we passed on the island, we observed the trunks of certain trees that were dry, tolerably thick and hollow. Having before endured such exquisite torments from thirst, we contrived a method of deriving some advantage from these long tubes. Each provided himself with one, and having stopped up one end, filled it with water, as a supply for the day. Uncertain of the situation of the Cape of Good Hope, the pilots proposed to ascend the mountain before us, which was of considerable height; as, from the summit, we might, perhaps, be able to discover the object of our wishes. This idea met with universal approbation. It required our utmost exertions to ascend the rugged eminence, and during the whole day we had nothing to eat but the grass and flowers which grew in different places. Towards evening, in descending from the mountain, where we had the mortification not to perceive what we were in quest of, we discovered, half a league from us, a troop of elephants feeding in an immense plain, but they were not of extraordinary magnitude. We passed the night on the shore, at the foot of the mountain. The sun had not yet set when we reached it, and we dispersed, in every direction, without finding any thing fit for food. Of all

the Siamese I was the only person whom chance supplied with a supper. I had been seeking grass and flowers, had found nothing but what was extremely bitter, and was returning, after fatiguing myself to no purpose, when I perceived a snake, not so thick as a man's thumb, but as long as my arm. I pursued and killed it with a dagger. We dressed it upon the fire, without any precaution, and ate the whole of it, excepting the skin, head, and bones, with great relish. After this singular repast, we discovered that one of our three interpreters was missing. We departed the next morning rather later than usual. At day-break a thick fog had come on and obscured the whole horizon. We had scarcely proceeded a quarter of a league when we were incommoded by a very cold wind, and the most violent that ever I remembered in my life. Our debilitated state probably caused it to appear more impetuous than it really was; but being unable to step forward in a direct line, we were obliged, in order to make a little way, to go successively from right to left, like a vessel tackling about at sea. About two o'clock in the afternoon the wind brought on a heavy rain, which continued till evening. The weather was so rough and cold, that finding it impossible to proceed, some took shelter under a few dead trees, others in the clefts of the rocks, and those who could not find an asylum stood with their backs against the side of a ravine, crowding close together to warm each other a little, and the more easily to withstand the violence of the tempest. Our misery at this moment exceeded description. Though we had passed the day without eating, and had drank only rain water, hunger appeared the least of our hardships, when, night coming on, shivering with cold, and trembling with

weakness, we found it impossible to close our eyes, or even to lie down to obtain the least repose.

When day-light appeared we imagined ourselves delivered from a portion of our miseries. The torpor, the weakness, and other evils produced by such a night, did not prevent us from making it our first care to endeavour to rejoin the Portuguese. But what were our astonishment and distress, when we could not perceive them! In vain our eyes sought them in every direction; we were not only unable to discover a single individual, but it was impossible for us to judge which way they had gone. At this cruel moment all the miseries we had hitherto experienced---hunger, thirst, lassitude, and pain, combined to overwhelm us; rage and despair took possession of our minds. Half dead and astonished, we looked at each other in profound silence. The second ambassador was the first who recovered himself. He called us all together to deliberate on our future conduct. After having represented to us that the Portuguese could not have abandoned us without very urgent reasons, and that we ourselves had been obliged to leave behind us our first ambassador, in a dreary solitude, he convinced us that the assistance we received from them was not worth regretting, and that we might continue our progress along the coast conformably to the plan we had concerted in conjunction with them. "There is only one thing," he continued, "that we ought to prefer to all the rest, and if I was easy on that head, it would prevent me from feeling the misery of my situation. You have witnessed the profound respect I have always shewn for the letter of the august sovereign, whose subjects we are. At the time of our shipwreck my first care was directed to its preservation, and I can attribute my

own escape only to the good fortune which accompanies whatever belongs to our master. You have seen with what circumspection I have carried it. When we passed the night upon mountains, I always placed it on the summit, or at least above all our troop, and stationed myself somewhat lower, at a suitable distance, to guard it; and when we stopped on the plains I always affixed it to the top of some tree. On the way I carried it on my shoulders, as long as I was able, and never, till my strength was entirely exhausted, did I entrust it to another. Doubtful whether I shall be able to keep up with you long, in the name of the great king, our master, I command the third ambassador, who shall lay the same injunction upon the first Mandarin, if he dies before him, to take, after my death, the same care of this august letter. If, to complete our misfortunes, none of us should arrive at the Cape of Good Hope, he who shall last have it in his charge, must not fail to bury it before he dies, on a mountain, or the most elevated situation he can find; so that, after he has secured this precious deposit from insult, he may die prostrate on the spot, shewing as much respect in his death as we owe to our sovereign while alive. This is what I had to recommend to you. After this explanation resume your courage; let us not separate, but proceed by short journees; the fortune of the great king, our master, will always protect us."

This address inspired us with resolution. Instead, however, of following the coast, we agreed that it would be better to endeavour to rejoin the Portuguese, and to take the road which we supposed they had gone. Before us was a lofty mountain, and to the right several low hills. We easily persuaded ourselves that, fatigued as they were, they would not have chosen the most rug-

ged, even though it were the most direct way. We determined to cross one of the hills. On this day I felt excessive pain; my legs had not only been chilled and benumbed during the preceding night, but they, as well as my whole body, began to swell. Some days afterwards a thick whitish fluid issued from my whole body, especially my legs; this evacuation continued during the remainder of our journey. We walked very fast, at least so we thought, though, in fact, we made very little progress. About noon, we arrived, extremely weary, on the banks of a river, about sixty feet wide, and seven or eight deep. We doubted whether the Portuguese had crossed it, because though it was not very broad, it was excessively rapid. Several of the Siamese endeavoured to cross it, but the current was so impetuous, that they turned back, fearful lest they should be carried away. They, however, resolved to make another attempt, and to effect the passage with less danger, they contrived to tie together the scarfs of the whole company, which a Mandarin, a very robust man, undertook to fasten to the trunk of a tree on the other side of the river, hoping that, by the assistance of this kind of chain, each might successively pass over in safety. But scarcely had the Mandarin reached the middle of the river, when the rapidity of the current obliged him to quit his hold, in order to swim to the opposite bank, and notwithstanding his dexterity he was dashed against a projecting point of land, and bruised in several places. He proceeded along the shore, crying out to us, that it was not probable the Portuguese had taken that route. We told him to rejoin us, which he did, after proceeding a considerable distance up the river till he found a place where he could swim across.

We concluded that the Portuguese had kept along the bank on which we were, and we took the same way. A ragged stocking that we picked up, about half a league farther, confirmed us in this opinion. After infinite hardship we arrived at the foot of a mountain, which was hollowed out at the bottom, as if nature had intended it for a lodging for passengers. The cavern was large enough to hold us all. We there passed a very cold, and, consequently, a very disagreeable night. For several days, since my legs and arms had swelled, I was unable to wear either shoes or stockings; this inconvenience increased to such a degree, that when I awoke in the morning, I found the ground under me covered with water and sooth that had issued from my feet. However, I had sufficient strength to set off with the rest.

We, that day, continued along the bank of the river, impatient to overtake the Portuguese, who, we conceived, could not be far distant. We discovered, at intervals, traces of their march. At some distance from the cavern where we had slept, one of our people perceived a fusil, with a box for powder, apparently left by a Portuguese, who was too weak to carry them any further. This discovery proved extremely serviceable. Since we had followed the course of the river we had found no kind of food, and were half dead with hunger. We instantly kindled a fire. For my part, having no longer any use for my shoes, and being even embarrassed by the incumbrance of them, I cut them in pieces, which I broiled and ate with avidity. We tried to eat the hat of one of our servants, after broiling it a long time, but it was impossible to chew it; we were obliged to broil it to a cinder, and in this state it was so bitter and disgusting, that our stomachs absolutely rejected it.

Proceeding on our route, we found at the foot of a hill, a positive proof that the Portuguese followed, like ourselves, the course of the river; this was the body of one of our interpreters, who had joined their company, and had died by the way. He was kneeling upon the ground, leaning with his hands, head, and the rest of his body, against a little hillock. The two other interpreters being mongrels, that is, born of European fathers and Siamese mothers, would not quit the company of the Portuguese, and had left us with them. We judged that this man had died of cold. The hill was covered with such beautiful verdure, that each of us laid up a provision of the least bitter herbs and leaves for our evening's repast. The idea that the Portuguese were too far before us, and that we fatigued ourselves in vain to overtake them, began to make us regret having quitted the island where we had found excellent water, and abundance of muscles; but our mortification and discontent were greatly augmented in the place where we had to pass the night. There were but two ways that we could take; both were very difficult, and there was nothing to enable us to distinguish which of the two the Portuguese had taken. On one side was a craggy mountain, and on the other a marsh, intersected by several natural channels, formed by the river, by which it was inundated in various parts. We could not persuade ourselves that the Portuguese had crossed the mountain; nor was it more probable that they had passed over the morass, which appeared to be almost entirely inundated, and presented no traces of human footsteps. We deliberated part of the night whether we should proceed farther, or return by the way we came. The difficulty of deciding between the two routes appeared so insur-

mountable that every one was of opinion we ought not to proceed. It seemed impossible to cross the morass, without running the risk of perishing a thousand times; and to pass over the mountain would be exposing ourselves to die with thirst, as there was no probability of finding water there, and it would require at least two days to get over it. We concluded to return to the little island, which we repented having quitted, to wait there a few days for intelligence concerning the Portuguese, and if none arrived by the time we had consumed our provisions, to go voluntarily in quest of the Hottentots, to offer ourselves as slaves to tend their flocks. This situation then appeared preferable to the miserable state to which we had been so long reduced.

Having adopted this resolution, we only waited for day-light to depart. We returned with such courage, in our eagerness to revisit the wished-for island, and to allay the hunger, which became more and more insupportable; that we arrived there on the third day. We were transported with joy at the sight of such a delightful spot. Each was eager to be the first to enter it, but the expedition of the most ardent was in vain, for the tide prevented them from reaching it. This island was, properly speaking, only an elevated rock, of a circular figure, and about one hundred paces in circumference at high water, but of greater extent when the sea ebbed, at which times it was surrounded by numerous small rocks, that then appeared upon the sand. We impatiently waited for the ebbing of the tide, when we, at length, obtained a free passage. After collecting a sufficient quantity of muscles for the whole day, we ate part, and exposed the remainder to the sun, or dressed them at the fire for the evening. All the adjacent coasts were so ste-

rile and so arid, that we could find nothing to make a fire of but a very few rotten trees. We could not, however, have existed without them, for we had scarcely fallen asleep when we were wakened by the cold and humidity. Wood soon failing us on the coast, several went to seek more, farther inland; but the adjacent country, consisted only of deserts, covered with sand, and full of rugged rocks, utterly destitute of trees or verdure. They found a quantity of elephants' dung, which served to keep up our fire two or three days. At length, this last resource likewise failing, the intense cold obliged us to quit a spot, which, for six days, had furnished us with refreshments we so greatly needed. We now resolved to seek the Hottentots, with a view to resign ourselves to the discretion of the most barbarous of men. But to what dangers would we not have exposed ourselves to preserve a life that had already cost us so dear!

We set off, bitterly regretting the muscles and fresh water which we left behind us on the island. We were induced to persist in our determination by the idea, that as we had heard nothing of the Portuguese, they must either have died by the way, or have conceived that we were no longer alive; or that those whom they might have sent in quest of us, had missed us while in this lonely island. We passed the night beside a pond of salt water, very near a mountain, where we had before encamped. It was fortunate that we had brought with us water and provisions, as we could not discover any thing fit for food. At the dawn of day each began to seek for herbs, or the leaves of trees, wishing to preserve the remainder of our muscles for more pressing occasions. Several waded into the lake in quest of fish, but it contained only salt and muddy water.

While we were thus dispersed, those who had not left the lake perceived three Hottentots coming directly towards them. We all instantly assembled at a preconcerted signal, and waited for these three men, who advanced rapidly upon us. As they approached, we observed, by the pipes which they used, that they had some intercourse with Europeans. The greatest difficulty, on both sides, was to understand each other. They made signs with their hands, holding up six fingers, and shouting; *Hollanda, Hollanda*. Some of us imagined that they had been dispatched in quest of us by those whom we had already seen, only for the purpose of murdering us. Others conceived their signs to intimate that we were only six days march from the Cape of Good Hope. After some deliberation, we determined to follow these guides, to whatever place they might lead us, for this reason, that nothing worse could happen to us, than we had already endured; and that death itself would only terminate those miseries which rendered life insupportable. We, however, soon ceased to consider these Hottentots as spies, and discovered that they were not so barbarous as the others, but had some connection with Europeans. They had brought with them a quarter of a sheep, which hunger obliged us to ask them for. They gave us to understand that we should have it for money, and judging, by our signs, that we had none, they signified that they would accept our buttons, which were of gold and silver, in return. I gave them six gold buttons, upon which they immediately delivered me the mutton, which I broiled, and afterwards divided among my companions.

The strangers pressed us much to follow them; they walked before us for some time, but apparently rendered

impatient by the slowness of our pace; they came back to hasten us forward. We had left the pond about noon. They conducted us to encamp at the foot of a mountain. The road to it was extremely rugged. Of fifteen, which was our number at that time, seven were so enfeebled by hardships and fatigue, that the following day, at the moment of departure, they found it impossible to use their limbs. We had a consultation upon this deplorable circumstance. It was resolved to leave the weakest at this spot, together with part of the dried muscles that remained, assuring them that our first care, if we had the good fortune to reach a Dutch habitation, should be to provide for them a commodious conveyance. However cruel the separation appeared to them, they were compelled to consent to it. Indeed we were all in a miserable condition, there was not one of us whose body was not much swelled, particularly the legs and thighs; our wretched companions, whom we were obliged to abandon, were so disfigured, that their aspect was truly frightful. It was not without bitter regret that we quitted our dear associates, uncertain whether we should ever behold them again; but we could have afforded them not the smallest relief had we even resolved to remain and die with them. After taking a painful farewell, we resumed our march, under the conduct of our guides, who had awakened us very early. They seemed vexed to find us less active than themselves; at length were quite out of patience, and appeared to consult together for a few moments. Two set off and hastened forward; the third remained, never leaving us, but even stopping on every occasion, as long as we desired.

We followed him six whole days, with such fatigue and hardship as appeared more insupportable than any we had yet experienced. We were obliged incessantly to ascend and descend places, of which the sight alone was tremendous; our guide himself, accustomed to climb the steepest acclivities, could scarcely support himself in several situations. Some of the Siamese, observing that he was leading them to a mountain, so rugged, that they imagined it inaccessible, formed the resolution of dispatching him, under the idea that he was only leading us thither to perish. The second ambassador made them ashamed of their cruel purpose, representing that the poor Hottentot was serving us without any compulsion, and that, in our situation, ingratitude would be the most horrible of crimes. As difficulties, which discourage at first sight, vanish upon a nearer survey, so these places, which appeared so dangerous at a distance, assumed a different aspect, as we approached, and the ascent became more easy. In a word, in spite of all our hardships, fatigue, hunger, and thirst, we met with no obstacles which our courage did not enable us to surmount.

Meanwhile we lived only on muscles, dried in the sun, and of these we were very sparing. We thought ourselves fortunate in meeting with some green shrubs, the leaves of which had an agreeable acidity, and served to season our muscles. We likewise thought the green frogs well tasted, and frequently found them, particularly in places covered with verdure; the grass-hoppers we did not like so well. But the insect that we relished most was a kind of large fly, or very black may-bug, that is only seen among dung, upon which it feeds. These

we found in great numbers on the elephants' dung. The only preparation, previous to eating them, consisted in broiling them over the fire. I must acknowledge that I thought them delicious. These hints may, perhaps, be useful to those who may have the misfortune to be reduced to the same extremity.

At length, on the thirty-first day of our march, and the sixth after our fortunate meeting with the Hottentots, as we were descending a hill, about six o'clock in the morning, we perceived four persons on the summit of a very high mountain before us, and over which we were to pass. We, at first, took them for Hottentots, as the distance prevented us from distinguishing them; and it never entered into our minds that these deserts contained any human creatures besides them. As they approached us, and we proceeded towards them, we were soon agreeably undeceived. We then discovered that they were two Dutchmen, accompanied by the two Hottentots who had left us on the way. Our transports of joy were equal only to the miseries we had before endured. This sentiment became more powerful when we met our deliverers. They first asked if we were Siamese, and where were the ambassadors of the king our master. They were pointed out to them, upon which they shewed them many civilities, and inviting us to sit down, they called the Hottentots who accompanied them, carrying some refreshments which they had brought for us. At the sight of fresh bread, meat ready dressed, and wine, we were unable to moderate the emotions of our gratitude. Some throwing themselves at the Dutchmen's feet, embraced their knees; others called them their fathers, their deliverers. For my part, I was so affected with this inestimable favour,

that, resigning myself to the sentiment which filled my bosom, I resolved to shew them on the spot what a sense I entertained of their generous attentions. At parting from our first ambassador, he delivered to me several precious stones, which the king our master had given him to present to different persons. Among the rest were five large diamonds, set in rings of gold. One of these rings I presented to each of the two Dutchmen, as an acknowledgment for the preservation of my life, for which I conceived myself indebted to them.

But what will appear surprising, is, that after eating and drinking we found ourselves so weak, and so utterly incapable of proceeding, that we could not even rise without inexpressible pain. Though the Dutchmen represented that it was only an hour's walk to their habitations, none of us had sufficient strength, or courage, to undertake such a short march. Our generous guides perceiving us unable to stir a step, sent the Hottentots for carriages. In less than two hours they returned with carts and several horses. The latter were useless; we were all too much exhausted to ride, and therefore placed ourselves in the carts, which conveyed us to the Dutch habitation, only a league distant. We there passed the night, sleeping upon a couch of straw, more sweetly than ever we had done in the days of our better fortune. But the next morning, at waking, what was our joy, to find ourselves delivered in future from the dreadful sufferings, which, for the space of thirty-one days, we had endured.

Our first care was to intreat the Dutch to send a cart, with the necessary refreshments, to our seven countrymen whom we had left on the road. After seeing it

dispatched, we repaired in two other carts to another Dutch habitation, four or five leagues from the former. We had scarcely arrived when several soldiers appeared, who were sent by the governor to escort us, together with two horses for the ambassadors; but they were so ill that they could not make use of them. We, therefore, returned to our carts, and in this kind of conveyance we proceeded to the fortress which the Dutch possess at the Cape of Good Hope. The governor being apprized of our arrival, sent his secretary to meet the ambassadors, and to compliment them in his name. We entered the fort through a file of twenty soldiers, and were conducted to the governor's house, where he received the ambassadors and the Mandarins of their suite with extraordinary marks of respect and affection. He ushered us into a saloon, where he requested us to sit down, ordered refreshments to be brought, and at the same time a salute of eleven guns to be fired, to do honour to the king of Siam in the persons of his ministers. We implored him to send, with all possible dispatch, some relief to the first ambassador, whom we had left behind, not far from the spot where our vessel was wrecked. He replied, that during the present season it would be impossible, but as soon as it was past he would not fail to use his best endeavours. He added, that we were fortunate in having followed the coast, for if we had penetrated to any distance into the woods, we should inevitably have fallen into the hands of certain Caffres, who would have dispatched us without mercy.

Perceiving, as we approached the Cape, several vessels in the road, our hopes of again seeing our relatives and our dear native land revived. The promises of the

governor confirmed this highly consolatory idea, and made us almost entirely forget our sufferings. He kept his word. His secretary was ordered to conduct us to a habitation that had been prepared for our reception, and we were supplied with abundance of every necessary refreshment. It is true, he kept an exact account of all our expences, and even of the rent of our house, and transmitted it to Siam, to the ministers of the king our master, by whom it was paid, with equal punctuality. He was even reimbursed for the pay of the officer and soldiers who had come to meet us, and who mounted guard at our door during our stay at the Cape.

The Portuguese had arrived there eight days before us, after suffering still greater misery. A Portuguese priest, of the order of St. Augustin, who, by the command of the king, accompanied the ambassadors dispatched to the court of Portugal, gave us such a relation of their hardships as drew tears from our eyes. "A tiger, (said he) would have been melted by the cries and groans of those who dropped by the way, the victims of pain and hunger. They invoked the assistance of their friends and relatives. All appeared insensible to their entreaties. The only mark of humanity shown by those who saw them fall, was to recommend their souls to God. They turned away their faces, they stopped their ears, that they might not be terrified by the lamentable outcries which incessantly resounded, and by the sight of the dying, who dropped almost every hour of the day. During the journey, subsequent to their leaving us, they lost fifty or sixty persons, of all ages and conditions, exclusive of those who had previously perished.

"But the most melancholy, and perhaps unexampled

circumstance, was that which befel the captain of the vessel. He was a man of rank, equally distinguished for his opulence and his virtue. He had rendered important services to the king his master, who esteemed his worth and integrity. I cannot recollect his name, but his family was mentioned as one of the most illustrious in Portugal. He had taken out with him to India his only son, about twelve years old, either wishing to inure him early to the fatigues of a sea-faring life, or because he durst not confide to another the education of his beloved child. Indeed, this young gentleman possessed all the qualities that conciliate esteem and friendship. He had an elegant person, polished manners, learning beyond his years, and was a pattern of docility, duty, and affection to his father. When the captain escaped from the wreck, he would not entrust his son's preservation to other hands than his own. On the way he caused him to be carried by his slaves. At length, all the slaves being dead, or so feeble that they could scarcely support themselves, the poor child grew so weak, that, one afternoon, fatigue having obliged him to lie down with several others upon a hill, he was unable to rise again. There he remained with his legs stiff and incapable of motion. This sight was a dagger to the heart of his father. He procured assistance, and even himself helped him to proceed. But his legs were perfectly useless; they only drew him along; and at last, those whom his father had intreated to perform that service, feeling their own strength exhausted, declared they could no longer support him without perishing together with him. The wretched captain resolved to attempt to carry his son. He was lifted upon his shoulders, but he had not strength to move one step, and

fell with his burden. The child appeared more afflicted at the distress of his father than his own sufferings. He repeatedly entreated him to leave him to die, declaring that the tears he saw him shed augmented his misery, without tending to prolong his life. No hope was indeed entertained that he could survive that day. At last, perceiving that his words had no other effect than to move his father, who appeared resolved to die with him, he implored the Portuguese with expressions, the remembrance of which still affected them, to remove him from his presence, and to take care of his life. Two priests represented to the captain, that religion commanded him to seek his own preservation. All the Portuguese then laid hold of him, and carried him out of the sight of his son, whom they removed to a little distance, where he died during the night. This separation was so painful to the captain, and his sorrows sunk so deeply in his mind, that two days after his arrival at the Cape he expired.

We passed nearly four months at the Cape of Good Hope, waiting for some Dutch vessel bound to Batavia. But it was above two months before we recovered our strength. A skilful surgeon, who undertook the restoration of our health, at first imposed a regimen, the observance of which cost us not a little. Notwithstanding the pain we felt from being unable to satisfy our appetite, he warned us against overloading our stomachs with food, which would have been productive of fatal consequences. Thus we still experienced famine in the midst of abundance.

Before our departure from the Cape we heard that our second pilot had escaped on board of an English ship. The first pilot intended to follow his example, but he

was so narrowly watched by the master of the vessel and the crew, who intended to convey him to Portugal to be punished for his negligence, that he could not accomplish his purpose. Most of the Portuguese embarked in Dutch vessels bound to Amsterdam, where they expected to procure a passage for their native country. The others, with ourselves, went on board of a Dutch East Indiaman, which had arrived late in the season at the Cape, and conveyed us in safety to Batavia. After spending six months in that city, we set sail for Siam in the month of June, and arrived there in September. The king, our master, received us with extraordinary marks of favor and affection, immediately supplied us with clothes and money, and even graciously assured us that he would not forget us upon any future opportunity of advancing our fortune.

THE SUFFERINGS OF PART OF THE CREW OF

THE SHIP THOMAS,

OF LIVERPOOL,

Bound from the Coast of Africa to the Island of Barbadoes, in 1797,

Mutiny of the Slaves on board the Thomas, who obtain Possession of the Ship—Twelve of the Crew escape in a Boat—Dreadful Extremity to which they are reduced by the want of Provisions—They decide by Lot which of them shall be sacrificed to the Necessities of the Rest—Death of all those who fed upon the Body of their companion—Only two of the Party survive and land on the Island of Barbadoes.

IN the afternoon of Tuesday, the 10th of October, 1797, a boat, containing two men and a boy, drifted on shore on the north east part of the island of Barbadoes. They were part of the crew belonging to the ship Thomas, M'Quay, of Liverpool, on the middle voyage from the coast of Africa to the above island. The coast being infested with French privateers, Captain M'Quay had taught his male slaves the use of arms, in order that they might be able to assist him in repelling any attack of the enemy, as he had frequent skirmishes with them on his former voyages. But instead of becoming auxiliaries in his defence, they took advantage of his instructions, and seizing his ammunition-chest early in the morning of the 2d of September, about 200 of them appeared on deck, armed, and fired on the crew, some of whom fell, and others in dismay leaped overboard, and were also fired

at; while others cut away the boat lashed to the stern, and escaping through the cabin-windows, took refuge in her, leaving the captain and the rest of the crew endeavouring to quell the insurgents by discharging such arms as are usually kept in the cabins. The captain, observing that some of his men were in the boat, and about to quit the ship, remonstrated so warmly as to induce them to return; but perceiving that they were overpowered, and that there was no possibility of escaping the danger in any other way, they, to the number of twelve, again secured the boat, and quitted the ship.

Having fled from the fury of their enraged fellow-creatures, they now became the sport of the winds and waves, and a prey to hunger and thirst; after suffering the horrors of which, for some days, they accidentally took a small turtle, while floating asleep on the surface of the water. This they devoured, and being again driven to extremity for want of food, they soaked their shoes, and two hairy caps, which they had among them, in water, and when they had become soft, each partook of them. Thus, day after day passed, and the cravings of hunger increased to such a degree that they fell upon the horrible expedient of eating each other. To prevent any contentions concerning the person who should become the victim of their wants, they cast lots, and he upon whom the lot fell resigned his life with manly fortitude, in the persuasion that his body would become the means of existence to his wretched companions. He requested to be bled to death, the surgeon being with them, and having his case of instruments in his pocket when he quitted the ship.

No sooner had the fatal instrument touched the vein, than the operator applied his parched lips and drank the blood as it flowed, while the rest anxiously watched the victim's departing breath, that they might satisfy the hunger which preyed upon them. Those who glutted themselves with human flesh and gore, and whose stomachs retained the unnatural food, soon perished with raging insanity, from putrefaction having, it is supposed, superseded digestion. Thus the dreary prospect became still more terrible to the survivors, who beheld their companions expire from the very cause which they imagined would preserve their existence. Those who remained attributed the preservation of their lives to their having refused to follow the example of their fellow-sufferers.

On Tuesday, the 10th of October, being the thirty-eighth day after they had quitted the ship, the forlorn party descried the shore; but having no helm to guide their little boat, despair took possession of their minds, and they resigned themselves to their fate without any hope of escape. Providence, however, became their helm and guide, and directed them to the shore. When they approached it, exhausted nature would scarcely permit them to leave the boat, and embrace the earth they so fervently wished for; the boy fell into the surf, and being unable to make any effort, was drowned.

The remnant of the wretched twelve, exerting their little strength, crawled on their bellies to the mouth of Joe's river, where they slaked their thirst, and being discovered by a Mr. Mascoll, then in the Bay-house of Mr. Haynes, he humanely gave them all the assistance

In his power ; but hearing that two men of colour had taken possession of the boat, he left the two sufferers in the care of a Mr. Mayers, a neighbouring indigent shoemaker, who shewed them all the hospitality of which his circumscribed ability would admit.

THE SHIPWRECK OF A PORTUGUESE SLOOP.

NEAR THE CALAMIAN ISLANDS,

Forming part of the Philippines, in the Year 1688.

Introduction—Shipwreck of a Portuguese Sloop—Part of the Crew escape on a Raft, and land on a desert Island, where they reside six Years, subsisting upon Turtles and Gannets, which alternately visited the Island in immense numbers—Failure of their Provisions—Their consequent Distress—They construct a kind of Vessel with the wood thrown on Shore by the Waves, in which they float to the Chinese Island of Haynan.

GEMELLI CARRERI, a Neapolitan, one of the most enlightened navigators that have sailed round the globe, has left us an accurate account of his voyage. Among the events related in it, we shall confine ourselves to one which appears to deserve a place in this collection.

Carreri, having arrived at Canton in the month of January, 1696, was under the necessity of passing several weeks in that city, and even of returning a second time in March the same year. He also visited Macao, and after seeing every thing worthy of notice in that town, he crossed over to the Green Island, at that time belonging to the college of Jesuits. It is situated at a small distance from Macao, and is only a mile in circumference. Though nothing more than a sterile rock, the Jesuits had erected there a delightful pleasure house. They had likewise succeeded in rearing plantains, ba-

nanas, and several other fruit-trees, which surrounded the edifice. Among other Jesuits who resided there was one equally esteemed for his piety, and the charms of his conversation. In the different interviews which Carreri had with him, he was highly gratified by receiving from his mouth the confirmation of an extraordinary event, of which he had before heard, but without being able to ascertain the degree of credit that was due to it.

In 1688, a Portuguese sloop, bound from the coast of Coromandel to the Phillippines, anchored in safety in the port of Cavite, and sailed again soon afterwards, laden with the commodities of the country. The vessel had on board about sixty persons, Moors, Gentoos, and Portuguese, among whom was the Jesuit missionary found by Carreri on the Green Island. The captain and pilot were not sufficiently vigilant while navigating the sea of the Phillippines, which is extremely dangerous, from the multitude of rocks: the sloop struck on a sand-bank near the Calamian islands, and instantly went to pieces. The Moors and Gentoos; of whom the greatest part of the crew was composed, immediately seized the long-boat, with a view to get on shore on a neighbouring island, but a violent gale arising during their passage, the boat foundered, and every person was entombed in a watery grave. The others, who had the good fortune to keep their station upon the sand, took advantage of a quantity of planks floating near them to reach successively the nearest island, distant two miles from the spot where they were wrecked. After a minute search, they found it was destitute of water. The success of their first attempt induced them to endeavour to pass over to another island, at the distance of about three

leagues. They arrived there in safety by the method they had before employed. This island, however, was like the former, very small, low, and without wood or water. For four days they were obliged to drink the blood of tortoises to allay their thirst. Necessity at length supplied them with invention: they employed their planks to make trenches level with the surface of the water. That which remained in them, lost, in a few days, part of that saltness. The taste was at first disgusting; but finding that it was not pernicious, they soon overcame the dislike they at first took to drink it.

Providence, in conducting to this island the small number of persons who had escaped from the wreck, had supplied them on this barren spot with resources against the cravings of hunger and thirst; the latter, in the manner we have already seen, and the former, by the extraordinary abundance of turtles, it being then the season for laying. They flocked every night from the sea to deposit their eggs in the sand. The mariners watched them, and as soon as they were at a little distance from the water, they threw them on their backs; from the facility of killing them, they procured such a number as to supply them with food during six months.

Provisions began to run short, and they had scarcely sufficient for a few days, when they saw a large species of sea-bird, called boobies, arrive on the island. They came regularly every year to these islands to build their nests, and lay their eggs. The eggs and the young were a two-fold resource to the unfortunate Portuguese, who likewise killed many of the parent birds. They used pieces of the planks to kill them, and they laid up

■ store sufficient for half a year. Thus the turtles and the boobies furnished them regularly with provisions for the two parts of the year, without any other preparation than drying their flesh in the sun. They likewise ate it fresh, stewed in vessels made of a kind of earth. These they had succeeded in moulding, after many attempts, but they could not use them more than once, either from the want of a furnace or because the earth they employed was not sufficiently argillaceous.

Sickness, and the hardships of their situation, had reduced the number of these unfortunate exiles to eighteen. Their clothes were worn out in time, when they contrived to sew together the skins of the birds they killed, with needles, which one of them chanced to have about him when the vessel was cast away. A few small scattered palm-trees, at a small distance from the coast, furnished them with a kind of thread for the purpose. Upon the approach of winter, they retired, to skreen themselves from the cold, into subterraneous grottoes which they had scooped out with their hands. They were situated on a gentle ascent, facing the south.

Several years elapsed without any change in the situation of these unhappy men. They sometimes perceived vessels in full sail very near their island. In vain they claimed relief by their cries; in vain they waved skins in the air, and made fires on the elevations. Doubtless the fear of the sands and shallows deterred the pilots; all passed without bringing to. By the quantity of planks and other fragments thrown upon the sand, during this long interval, they even conjectured that shipwrecks were frequent in these seas, and that they alone were not condemned to misfortune.

The annual return of the turtles and birds, which furnished them with a certain subsistence, caused them to endure their melancholy fate with courage for six years. At the beginning of the seventh their hopes were still kept alive by the arrival of the turtles, which appeared in the same abundance as ever; but in the second season they were cruelly disappointed. The boobies, undoubtedly terrified by the incessant persecution they had experienced on this spot for several years, returned in such small numbers, that the shipwrecked troop was soon seized with the utmost consternation. At the same time two of them, sinking beneath the weight of the evils that overwhelmed them, and the dreary prospect of the future, ended their days in this land of exile. The others, being reduced in number to sixteen, grew so meagre that they appeared like spectres rather than men. In the agitation of their minds some resigned themselves to despair, while others still retained in their bosoms a spark of hope.

By degrees, however, all recovered their tranquillity, and having assembled, they, after some debate, resolved, as the last expedient, to quit the island with the chance of landing a second time on some uninhabited coast. They instantly fell to work, and, with the planks and fragments of vessels thrown upon the shore by the sea, they, in a few days, constructed a kind of vessel, or rather a box. This they caulked with a mixture of feathers, sand, and turtle fat; the rigging was composed of the nerves of turtles doubled several times, and the sails of boobies' skins, sewed together. Though the construction was rude, yet

the bark made no water, and yielded to the impulse either of wind or of oars. They took on board with them the small quantity of provisions that remained.

With these slender resources they set sail, on a fine day, imploring the assistance of Heaven. An uncertain navigation of eight days, under the guidance of the winds and waves alone, brought them to the island of Haynan, off the south coast of China. After landing on a shore which they perceived to be inhabited, their first care was to pour forth the grateful effusions of their hearts to Divine Providence; after which they proceeded up the country. The first natives who descried them were terrified, and fled with precipitation. However, some of the Portuguese, who understood the Chinese language, increasing their pace, those of the inhabitants who were least alarmed, observed that the strangers were without arms, and waited for them. A brief recital of their misfortunes drew tears from their eyes; they immediately offered them provisions, and shewed them a spring of fresh water. After they had satisfied the pressing necessities of thirst, they were conducted to the Mandarin of the island, who with eager solicitude, provided lodgings, and supplied them with every thing their situation required. He afterwards procured them the means of returning to their families. The Portuguese, who were not far from Macao, arrived there in a few days. One of them, who was supposed by his wife to be dead, was surprised to find her married again. Their mutual friends prevailed upon him to forgive a levity which seven years' absence rendered very excusable.

The missionary, who confirmed the truth of this event, had been sent to the Green Island to recover from the hardships he had endured, and though he had resided there above a year, his health and strength had scarcely begun to be re-established.

THE SHIPWRECK OF TWO ENGLISH VESSELS.

ON THE ROCKS NEAR THE ISLAND OF MAYOTE,

In the Channel of Mozambique, in the Year 1700.

Introduction—Two English Vessels cast away on Mayote, one of the Comorro Islands—Those of the crew who escaped are ill-treated by the Natives—They construct a Boat, with a view to leave the Island—Are opposed by the Natives, who attack them in their Hut, and set it on fire—Massacre of all the Europeans excepting three—One of them dies—Deliverance of the other two.

FATHER TACHARD, to whom we are indebted for the narrative of Occum Chamnan, returned to India, for the last time, at the beginning of the last century, accompanied by several Jesuits destined for the missions of India and China. The Princess, the vessel in which they sailed, left Port Louis the 7th of March, 1701.

Their voyage was prosperous till they arrived at the Comorro Islands, when they were obliged to remain at anchor a long time at the island of Joanna, and afterwards to tack about for a month in the channel of Mozambique. They set sail for Joanna on the 14th of August, with a fair wind, but which did not continue long; they had scarcely proceeded seven or eight leagues when it fell calm. The currents then carried them towards the island of Moali, and afterwards to the west coast of Angasi, the most extensive

of the Archipelago of the Comorra Islands, where they lay at anchor several hours.

Our anchoring in this station, continues Father Tachard, was a remarkable dispensation of Providence, in behalf of two poor Englishmen, who had been upon the island two years, destitute of every thing, and exposed to the insults and cruelty of the barbarous natives. We had sent our long boat on shore for something that we wanted; and lay to, waiting for her three or four hours. When she returned we were greatly surprised to see on board of her two men, quite naked, of a haggard and death-like appearance. One was about thirty years old, the other did not seem to be more than twenty. Upon interrogating them we learned that they had been shipwrecked near the island of Mayote, being carried, by the violence of the current, upon sunken rocks. The first belonged to an English East Indiaman, and the other came from Boston, where he had joined some English Buccaneers. These two vessels were lost in consequence of their pilot's having mistaken the island of Mayote for that of Moali. Those of the passengers and crews who escaped, were treated by the natives with great humanity, as long as their numbers rendered them formidable. But being reduced to fifteen or sixteen, by various disorders, produced in some by the insalubrity of the climate, or by intemperance, and in others by melancholy and vexation, the barbarians, who were no longer intimidated, soon sought the means of depriving them of all they had with difficulty preserved from the wreck, and even of their lives.

Among these unfortunate men, seven were French, three Germans, and the remainder English or Dutch.

Their number diminished daily, and seeing one after the other die of misery, they took the resolution, at all events, to leave an island where they had no hope of being visited by an European vessel, the port being inaccessible even to ships of the smallest size. With this view, they constructed, with the remains of the two vessels, a boat of sufficient magnitude to hold them all, together with the chests of specie which they had preserved. Their preparations being completed, they had concluded to embark the following day, when the king of the island, suspecting their intention, sent to demand their boat, which he said he liked very much. It was obvious that this was only a pretext for seizing their money. The Europeans immediately assembled in their hut on the shore, and after consulting together, they unanimously agreed to return the king of Mayote as civil a denial as possible. They were aware that, after this step, their destruction would be attempted, and it was therefore necessary that they should be more vigilant than ever. After receiving their answer, the barbarians knowing that they began to be in want of powder, because they did not go out a-shooting so frequently as at first, immediately collected in great numbers, surrounded, and made a furious attack upon their little hut, where the besieged, who still had some powder, made a long and vigorous defence.

Enraged at not being able to force this entrenchment, the barbarians resolved to set fire to the hut. As it was constructed only of thick mats, and covered with straw and the bark of trees, it was soon in flames. Most of those within it were miserably burned; some who escaped half-roasted were not more fortunate, being put to death without mercy. Thus, of the whole

company, only three Englishmen escaped, by concealing themselves till the fury of the combat and the carnage had ceased. The natives took compassion on them, and furnished them with a small boat and four men, who conveyed them to Angasi, the largest of the Comorro islands.

The unfortunate men met with a favourable reception from the king of the western part of the island, where they landed. He maintained them, at first, at his own cost: but being soon weary of this hospitality, he dismissed them to seek their own subsistence. For a year and a half they lived upon cocoa-nuts and the milk which they procured from cows that had strayed from home. One of the three, being of a weaker constitution, was unable to bear up long against the hardships of such a life, fell sick, and died. His two companions prepared to perform the rites of interment, but the natives of Angasi, persuaded that the soil of their island would be profaned by the corpse of an European, would not permit them, upon which they were obliged to consign the body to the sea.

Such were the details given by these two Englishmen of their misfortunes. They were on the shore when the long-boat landed, but perceiving that those on board her were Frenchmen, and consequently enemies to their nation, they were silent, fearing they might refuse to take them away. At length, seeing the boat put off again, they swam towards her, calling to the men to wait for them, and exerted themselves in such a manner that they soon overtook her. They were received and brought on board. The narrative of their distresses, and the deplorable state in which they still were, excited general commiseration; every one was solicitous to afford them relief, and to sup-

ply them with clothes and provisions. Upon their arrival at Surat, the elder of the two repaired to the English factory; the other, who said that his father was a Dutchman, but had settled at Boston, went to reside among the Dutch.

THE SHIPWRECK OF THE SLOOP BETSY.

PHILIP AUBIN, COMMANDER.

On the Coast of Dutch Guiana, the 5th of August 1756.

The *Betsy* sails from Barbadoes for Surinam—The Ship upsets, by which part of the Crew are drowned—Extraordinary Escape of the Captain and three others, who, with much difficulty, secure one of the Boats—Their dreadful Situation—Their excessive Sufferings for eight Days from Hunger, Thirst, and Fatigue—Two of them die of drinking Sea-water—The Boat, with the Captain and Mate, arrives at the Island of Tobago—They are treated with the utmost Kindness and Attention—They are fetched away by a Vessel from Barbadoes.

ON the 1st of August, 1756, says Captain Aubin, I set sail for Surinam, from Carlisle Bay, in the island of Barbadoes. My sloop, of about eighty tons burthen, was built entirely of cedar, and freighted by Messrs. Roscoe and Nyles, merchants of Bridgetown. The cargo consisted of provisions of every kind, and horses. The Dutch colony being in want of a supply of those animals, passed a law that no English vessel should be permitted to trade there, if horses did not constitute part of her cargo. The Dutch were so rigid in enforcing this condition, that if the horses chanced to die in the passage, the master of the vessel was obliged to preserve the ears and hoofs of the animals, and to swear, upon entering the port of Surinam, that when he embarked they were alive, and destined for that colony.

The coast of Surinam, Berbice, Demerary, Oronooko, and all the adjacent parts, are low lands, and inundated by large rivers, which discharge themselves into the sea. The bottom, all along this coast, is composed of a kind of mud, or clay, in which the anchors sink to the depth of three or four fathoms, and upon which the keel sometime strikes without stopping the vessel. The sloop being at anchor three leagues and a half from the shore, in five fathoms water, the mouth of the river Demerary bearing S. $\frac{1}{4}$ S. W. and it being the rainy season, my crew drew up water from the sea for their use, which was just as sweet and good as river water. The current occasioned by the trade winds, and the numerous rivers which fall into the sea, carried us at the rate of four miles an hour, towards the west and north-west.

In the evening of the 4th of August I was tacking about, between the latitudes of ten and twelve degrees north, with a fresh breeze, which obliged me to reef my sails. At midnight, finding that the wind increased, in proportion as the moon, then on the wane, rose above the horizon, and that my bark, which was deeply laden, laboured excessively, I would not retire to rest till the weather became more moderate, I told my mate, whose name was Williams, to bring me a bottle of beer, and both sitting down, I upon a hen-coop and Williams upon the deck, we began to tell stories to pass the time, according to the custom of mariners of every country. The vessel suddenly turned with her broadside to windward: I called to one of the seamen to put the helm aweather, but he replied it had been so for some time. I directed my mate to see if the cord were not entangled; he informed me that it was not. At this moment the vessel swung round with her head to the sea, and

plunged; her head filled in such a manner that she could not rise above the surf, which broke over us to the height of the anchor stocks, and we were presently up to our necks in water; every thing in the cabin was washed away. Some of the crew, which consisted of nine men, were drowned in their hammocks, without uttering a cry or a groan. When the wave had passed, I took the hatchet that was hanging up near the fire-place, to cut away the shrouds to prevent the ship from upsetting, but in vain. She upset, and turned over again, with her masts and sails in the water; the horses rolled one over the other, and were drowned, forming altogether a most melancholy spectacle.

I had but one small boat, about twelve or thirteen feet long; she was fixed, with a cable coiled inside of her, between the pump and the side of the ship. Providentially for our preservation, there was no occasion to lash her fast; but we at this time entertained no hope of seeing her again, as the large cable within her, together with the weight of the horses and their stalls, entangled one among another, prevented her from rising to the surface of the water.

In this dreadful situation, holding by the shrouds, and stripping off my clothes, I looked round me for some plank or empty box to preserve my life as long as it should please the Almighty, when I perceived my mate and two seamen hanging by a rope, and imploring God to receive their souls. I told them that the man who was not resigned to die when it pleased his Creator to call him out of the world was not fit to live. I advised them to undress, as I had done, and to endeavour to seize the first object that could assist them in preserving their lives. Williams followed my advice, stripped

himself quite naked, and betook himself to swimming, looking out for whatever he could find. A moment afterwards he cried out :---Here is the boat, keel uppermost! I immediately swam to him, and found him holding the boat by the keel. We then set to work to turn her, but in vain; at length, however, Williams, who was the heaviest and strongest of the two, contrived to set his feet against the gunwale of the boat, laying hold of the keel with his hands, and with a violent effort nearly succeeded in turning her. I being to windward, pushed and lifted her up with my shoulders on the opposite side. At length, with the assistance of the surf, we turned her over, but she was full of water. I got into her, and endeavoured, by means of a rope belonging to the rigging, to draw her to the mast of the vessel. In the intervals between the waves the mast always rose to the height of fifteen or twenty feet above the water. I passed the end of the rope fastened to the boat once round the head of the mast, keeping hold of the end; each time that the mast rose out of the water, it lifted up both the boat and me; I then let go the rope, and by this expedient the boat was three-fourths emptied; but having nothing to enable me to disengage her from the mast and shrouds, they fell down upon me, driving the boat and me again under water.

After repeated attempts to empty her, in which I was cruelly wounded and bruised, I began to haul the boat, filled with water, towards the vessel, by the shrouds; but the bark had sunk by this time to such a depth, that only a small part of her stern was to be seen, upon which my mate and two other seamen were holding fast by a rope. I threw myself into the water, with the rope of the boat in my mouth, and swam towards

them to give them the end to lay hold of, hoping by our united strength, that we should be able to haul the boat over the stern of the vessel; we exerted our utmost efforts, and at this moment I nearly had my thigh broken by a shock of the boat, being between her and the ship. At length we succeeded in hauling her over the stern, but had the misfortune to break a hole in her bottom in this manœuvre. As soon as my thigh was a little recovered from the blow, I jumped into her with one of the men, and stopped the leak with a piece of his coarse shirt. It was extremely fortunate for us that this man did not know how to swim; it will soon be seen what benefit we derived from his ignorance; had it not been for this we must all have perished. Being unable to swim, he had not stripped, and had thus preserved his coarse shirt, a knife that was in his pocket, and an enormous hat, in the Dutch fashion. The boat being fastened to the rigging, was no sooner cleared of the greatest part of the water, than a dog of mine came to me, running along the gunwale; I took him in, thanking Providence for having thus sent provision for a time of necessity. A moment after the dog had entered, the rope broke with a jerk of the vessel, and I found myself drifting away. I called my mate and the other man, who swam to me: the former had fortunately found a small spare top-mast, which served us for a rudder. We assisted the two others to get into the boat, and soon lost sight of our ill-fated bark.

It was then four o'clock in the morning, as I judged by the dawn of day, which began to appear, so that about two hours had elapsed since we were obliged to abandon her. What prevented her from foundering sooner, was my having taken on board about 150 barrels

of biscuit, as many or more casks of flour, and 300 firkins of butter, all which substances float upon the water, and are soaked through but slowly, and by degrees. As soon as we were clear of the wreck, we kept the boat before the wind as well as we could, and when it grew light I perceived several articles that had floated from the vessel. I perceived my box of clothes and linen, which had been carried out of the cabin by the violence of the waves. I felt an emotion of joy. The box contained some bottles of orange and lime water, a few pounds of chocolate, sugar, &c. Reading over the gunwale of our boat we laid hold of the box, and used every effort to open it on the water, for we could not think of getting it into the boat, being of a size and weight sufficient to sink her. In spite of all our endeavours, we could not force open the lid; we were obliged to leave it behind, with all the good things it contained, and, to increase our distress, we had by this effort almost filled our boat with water, and had more than once nearly sunk her.

We, however, had the good fortune to pick up thirteen onions; we saw many more, but were unable to reach them. These thirteen onions and my dog, without a single drop of fresh water, or any liquor whatever, were all that we had to subsist upon. We were, according to my computation, above fifty leagues from land, having neither masts, sails, nor oars, to direct us, nor any kind of article besides the knife of the sailor who could not swim, his shirt, a piece of which we had already used to stop the leak in our boat, and his wide trowsers. We this day cut the remainder of his shirt into strips, which we twisted for rigging, and then fell to work alternately to loosen the planks with which the

boat was lined, cutting, by dint of time and patience, all round the heads of the nails that fastened them. Of these planks we made a kind of mast, which we tied to the foremost bench; a piece of board was substituted for a yard, to which we fastened the two parts of the trowsers, which served for sails, and assisted us in keeping the boat before the wind, steering with the top-mast as mentioned before.

As the pieces of plank which we had detached from the inside of the boat were too short, and were not sufficient to go quite round the edge, when the sea ran very high, we were obliged, in order to prevent the waves from entering the boat, to lie down several times along the gunwale on each side, with our backs to the water, and thus with our bodies to repel the surf, while the other, with the Dutch hat, was incessantly employed in bailing out the water; besides which, the boat continued to make water at the leak, which we were unable entirely to stop.

It was in this melancholy situation, and stark naked, that we kept the boat before the wind as well as we could. The night of the first day after our shipwreck arrived, before we had well completed our sail; it grew quite dark, and we contrived to keep our boat running before the wind, at the rate of about a league an hour. The second day was more calm; we each ate an onion, at different times, and began to feel thirst. In the night of the second day the wind became violent and variable, and sometimes blowing from the north, which caused me great uneasiness, being obliged to steer south, in order to keep the boat before the wind, whereas we could only hope to be saved by proceeding from east to west.

The third day we began to suffer exceedingly, not only from hunger and thirst, but likewise from the heat of the sun, which scorched us in such a manner, that from the neck to the feet our skin was as red and as full of blisters as if we had been burned by a fire. I then seized my dog, and plunged the knife in his throat. I cannot even now refrain from weeping at the thought of it, but at the moment I felt not the least compassion for him. We caught his blood in the hat, receiving in our hands and drinking what ran over: we afterwards drank in turn out of the hat, and felt ourselves refreshed. The fourth day the wind was extremely violent, and the sea very high, so that we were more than once on the point of perishing; it was on this day in particular that we were obliged to make a rampart of our bodies in order to repel the waves. About noon a ray of hope dawned upon us, but soon vanished.

We perceived a sloop, commanded by Capt. Southey, which, like my vessel, belonged to the island of Barbadoes, and was bound to Demerary; we could see the crew walking upon the deck, and shouted to them, but were neither seen nor heard. Being obliged, by the violence of the gale, to keep our boat before the wind, for fear of foundering, we had passed her a great distance before she crossed us; she steering direct south, and we bearing away to the west. Captain Southey was one of my particular friends. This disappointment so discouraged my two seamen, that they refused to endeavour any longer to save their lives. In spite of all I could say, one of them would do nothing, not even bale out the water which gained upon us; I had recourse to entreaties; I fell at his knees, but he remained unmoved. My mate and I, at length, prevailed upon

them, by threatening to kill them instantly with the topmast, which we used to steer by, and to kill ourselves afterwards, to put a period to our misery. This menace made some impression on them, and they resumed their employment of baling as before.

On this day I set the others the example of eating a piece of the dog, with some onions; it was with difficulty that I swallowed a few mouthfuls; but in an hour I felt that this morsel of food had given me vigor. My mate, who was of a much stronger constitution, ate more, which gave me much pleasure; one of the two men likewise tasted of it, but the other, whose name was Comings, either would not or could not swallow a morsel.

The fifth day was more calm, and the sea much smoother. At day-break we perceived an enormous shark, as large as our boat, which followed us several hours, as a prey that was destined for him. We also found in our boat a flying fish, which had dropped there during the night; we divided it into four parts, which we chewed to moisten our mouths. It was on this day that, when pressed with hunger and despair, my mate, Williams, had the generosity to exhort us to cut off a piece of his thigh, to refresh ourselves with the blood, and to support life. In the night we had several heavy showers, with some wind. We tried to get some rain-water by wringing the trowsers, which served us for a sail, but when we caught it in our mouths it proved to be as salt as that of the sea; the mens' clothes having been so often soaked with sea-water, that they, as well as the hat, were quite impregnated with salt. Thus we had no other resource, but to open our mouths and catch the drops of rain upon our tongues, in order to cool

them: after the shower was over, we again fastened the trowsers to the mast.

On the sixth day the two seamen, notwithstanding all my remonstrances, drank sea-water, which purged them so excessively that they fell into a kind of delirium, and were of no more service to Williams and me. Both he and I kept a nail in our mouths, and from time to time sprinkled our heads with water, to cool them. I perceived myself the better for these ablutions, and that my head was more easy. We tried several times to eat of the dog's flesh, with a morsel of onion; but I thought myself fortunate if I could get down three or four mouthfuls. My mate always ate rather more than I could.

The seventh day was fine, with a moderate breeze, and the sea perfectly calm. About noon the two men who had drank sea-water grew so weak that they began to talk wildly, like people who are light-headed, not knowing any longer whether they were at sea or on shore. My mate and I were so weak too, that we could scarcely stand on our legs, or steer the boat in our turns, or bale the water from the boat, which made a great deal at the leak.

In the morning of the eighth day John Comings died, and three hours afterwards George Simpson likewise expired. The same evening, at sun-set, we had the inexpressible satisfaction of discovering the high lands on the west point of the island of Tobago. Hope gave us new strength. We kept the head of the boat towards the land all night, with a light breeze and a strong current, which was in our favour. Williams and I were that night in an extraordinary situation, our two comrades lying dead before us, with the land in sight, hav-

ing very little wind to approach it, and being assisted only by the current, which drove strongly to westward. In the morning we were not, according to my computation, more than five or six leagues from the land. That happy day was the last of our sufferings at sea. We kept steering the boat the whole day towards the shore, though we were no longer able to stand. In the evening the wind lulled, and it fell calm; but about two o'clock in the morning the current cast us on the beach of the island of Tobago, at the foot of a high shore, between little Tobago and Man of War Bay, which is the easternmost part of the island. The boat soon bulged with the shock; my unfortunate companion and I crawled to the shore, leaving the bodies of our two comrades in the boat, and the remainder of the dog, which was quite putrid.

We clambered, as well as we could, on all fours, along the high coast, which rose almost perpendicularly to the height of three or four hundred feet. A great quantity of leaves had dropped down to the place where we were from the numerous trees over our heads; these we collected, and lay down upon them to wait for daylight. When it began to dawn we sought about for water, and found some in the holes of the rocks, but it was brackish, and not fit to drink. We perceived on the rocks around us several kinds of shell-fish, some of which we broke open with a stone, and chewed them to moisten our mouths.

Between eight and nine o'clock we were perceived by a young Caraim, who was sometimes walking and at others swimming towards the boat. As soon as he had reached it, he called his companions with loud shouts, making signs of the greatest compassion. His cum-

rades instantly followed him, and swam towards us, having perceived us almost at the same time. The oldest, who was about sixty, approached us with the two youngest, whom we afterwards found to be his son and son-in-law. At the sight of us the tears flowed from their eyes: I endeavoured, by words and signs, to make them comprehend that we had been nine days at sea, in want of every thing. They understood a few French words, and signified that they would fetch a boat to convey us to their hut. The old man took a handkerchief from his head and tied it round mine, and one of the young Caraihs gave Williams his straw hat; the other swam round the projecting rock and brought us a calabash of fresh water, some cakes of cassava, and a piece of broiled fish, but we could not eat. The two others took the two corpses out of the boat, and laid them upon the rock, after which all three of them hauled the boat out of the water. They then left us, with marks of the utmost compassion, and went to fetch their canoe.

About noon they returned in their canoe, to the number of six, and brought with them, in an earthen pot, some soup, which we thought delicious. We took a little, but my stomach was so weak that I immediately cast it up again; Williams did not vomit at all. In less than two hours we arrived at Man of War Bay, where the huts of the Caraihs were situated. They had only one hammock, in which they laid me, and the woman made us a very agreeable mess of herbs and broth of quatracs and pigeons. They bathed my wounds, which were full of worms, with a decoction of tobaccó and other plants. Every morning the man lifted me out of the hammock, and carried me in his arms beneath a

lemon-tree, where he covered me with plantain leaves to screen me from the sun. There they anointed our bodies with a kind of oil, to cure the blisters raised by the sun. Our compassionate hosts even had the generosity to give each of us a shirt, and a pair of trowsers, which they had procured from the ships that came from time to time to trade with them for turtles and tortoise-shell.

After they had cleansed my wounds of the vermin, they kept me with my legs suspended in the air, and anointed them morning and evening with an oil extracted from the tail of a small crab, resembling what the English call the soldier-crab, because its shell is red. They take a certain quantity of these crabs, bruise the ends of their tails, and put them to digest in a large shell upon the fire. It was with this ointment that they healed my wounds, covering them with nothing but plantain leaves.

Thanks to the nourishing food procured us by the Caribs, and their humane attention, I was able in about three weeks to support myself upon crutches, like a person recovering from a severe illness. The natives flocked from all parts of the island to see us, and never came empty-handed; sometimes bringing eggs, and at others fowls, which were given with pleasure, and accepted with gratitude. We even had visitors from the island of Trinidad. I cut my name with a knife upon several boards, and gave them to different Caribs, to shew them to any ships which chance might conduct to the coast. We almost despaired of seeing any arrive, when a sloop from Oroonoko, laden with mules, and bound to St. Pierre, in the island of Martinique, touched at the sandy point on the west side

of Tobago. The Indians shewed the crew a plank upon which my name was carved, and acquainted them with our situation. Upon the arrival of this vessel at St. Pierre, those on board related the circumstance. Several merchants of my acquaintance, who traded under Dutch colours, happened to be there; they transmitted the information to my owners, Messrs. Roscoe and Nyles, who instantly dispatched a small vessel in quest of us. After living about nine weeks with this benevolent and charitable tribe of savages, I embarked and left them, when my regret was equal to the joy and surprize I had experienced at meeting with them.

When we were ready to depart, they furnished us with an abundant supply of bananas, figs, yams, fowls, fish and fruits; particularly oranges and lemons. I had nothing to give them as an acknowledgment for their generous treatment but my boat, which they had repaired, and used for occasionally visiting their nests of turtles: being larger than their canoes, it was much more fit for that purpose. Of this I made them a present, and would have given them my blood. My friend Captain Young assisted me to remunerate my benefactors. He gave me all the rum he had with him, being about seven or eight bottles, which I likewise presented to them. He also gave them several shirts and trowsers, some knives, fish-hooks, sail-cloth for the boat, with needles and ropes.

At length, after two days spent in preparations for our departure, we were obliged to separate. They came down to the beach to the number of about thirty, men, women, and children, and all appeared to feel the sincerest sorrow, especially the old man, who had acted like a father to me. When the vessel left the bay, the

tears flowed from our eyes, which still continued fixed upon them. They remained standing in a line upon the shore till they lost sight of us. As we set sail about nine o'clock in the morning, steering north-east, and as Man of War Bay is situated at the north-east point of the island, we were a long time in sight of each other. I still recollect the moment when they disappeared from my sight, and the profound regret which filled my heart. I feared that I should never again be so happy as I had been among them. I love, and will continue to love, my dear Caraihs as long as I live; I would shed my blood for the first of those benevolent savages that might stand in need of my assistance, if chance should ever bring one of them to Europe, or my destiny should again conduct me to their island.

In three days we arrived at Barbadoes. I continued to have a violent oppression on my breast, which checked respiration, and was not yet able to go without crutches. We received from the whole island marks of the most tender interest, and the most generous compassion; the benevolence of the inhabitants was unbounded. The celebrated Dr. Hilery, the author of a treatise on the diseases peculiar to that island, came to see me, with Dr. Lilihorn. They prescribed various remedies, but without effect. Both Williams and myself were unable to speak without the greatest difficulty. Williams remained at Barbadoes, but I, being more affected, and less robust, was advised by the physicians to return to Europe. In compliance with their advice I went to London, where I was attended by Doctors Reeves, Akenside, Schomberg, and the most celebrated physicians in

that metropolis, who gave me all the assistance within the power of their art, from which I received scarcely any relief. At length, after I had been about a week in London, Dr. Alexander Russell, on his return from Bath, heard my case mentioned. He came to see me, and with his accustomed humanity promised to undertake my cure, without any fee; but he candidly acknowledged that it would be both tedious and expensive. I replied, that the generosity of the inhabitants of Barbadoes had rendered me easy on that head, intreating him to prescribe for me, and thanking him for his obliging offers.

As he had practised for a long time at Aleppo, he had there seen great numbers afflicted with the same malady as myself, produced by long thirst in traversing the deserts of Africa. He ordered me to leave town, to enjoy a more wholesome air. I took a lodging at Hornerton, near Hackney; there he ordered me to bathe every morning, confining me to asses' milk as my only food, excepting a few new laid eggs, together with moderate exercise, and a ride on horseback every day. After about a month of this regimen he ordered a goat to be brought every morning to my bed-side; about five o'clock I drank a glass of her milk, quite hot, and slept upon it. He then allowed me to take some light chicken broth, with a morsel of the wing. By means of this diet my malady was in a great degree removed in the space of about five months, and I was in a state to resume any occupation I pleased; but my constitution has ever since been extremely delicate, and my stomach in particular very weak.

THE LOSS OF THE
LADY HOBART PACKET,

On an Island of Ice, in the Atlantic Ocean, June 28, 1803,

And the providential Escape of the Crew in two open Boats,

Written by the Commander, *William Dorset Fellowes Esq.*

The Lady Hobart Packet takes a French Schooner—Strikes on an Island of Ice—The whole of the Crew escape in the Cutter and Jolly-Boat—They are surrounded by an immense number of Whales—Scanty allowance of provisions—The cutter parts from the Jolly in a heavy gale—They again meet after a separation of two days—Deplorable situation of the Crews—The French Captain, in a fit of delirium, jumps overboard, and is drowned—Arrival in Conception Bay, Newfoundland—Solemn Devotion of the Crews—They proceed to St. John's—Captain Fellowes embarks for England.

ON the 22d of June, 1803, the Lady Hobart sailed from Halifax for England, steering to the southward and eastward to clear Sable Island. On the 24th, we hauled to the northward, to pass over the northern part of the Great Bank of Newfoundland, intending to keep well to the northward, with a view to avoid the enemy's cruisers.

At 7 A. M. of the 26th, being then on the Grand Bank, in lat. $44^{\circ} 37'$ and long. $51^{\circ} 20'$, we discovered a large schooner, under French colours, standing towards us, with her deck full of men. From her manner of bearing down upon us, we concluded that she had been apprized of the war, and took us for a merchant brig. We, therefore, cleared our ship for action, and



15. The *St. Michael*

at eight, being within range of our guns, we fired a shot at her, when she struck her colours. Having sent some men on board to take possession of the vessel, she proved to be *L'Amiable Julie*, of Port Liberté, of 80 tons burthen, new and strong built, bound thither from the island of St. Pierre, laden with salt fish, and commanded by Charles Rossé.

After taking out the captain and crew, I gave the prize in charge to Lieutenants John Little and William Hughes, of his Majesty's navy, who were passengers in the *Lady Hobart*, and who very handsomely volunteered their services. With them I sent two of our own seamen, and two prisoners, to assist in navigating the prize. At 10 A. M. saw two schooners ahead, fired a gun, and brought them to. Finding them to be English, and bound to St. John's, I divided the French prisoners between them, excepting the captain, mate, and one boy, nephew to the captain, who earnestly requested to remain on board the packet.

On Tuesday, June 28th, it blew hard from the westward, with a heavy sea, hazy weather, and intervals of thick fog. About one in the morning, the ship, then proceeding by the log at the rate of seven miles an hour, struck against an island of ice with such violence that several of the crew were pitched out of their hammocks. Being roused from sleep by the suddenness of the shock, I instantly ran upon deck. The helm being put hard aport, the ship struck again upon the chest-tree, and then swung round upon her heel, the stern-post being stove in, and the rudder carried away, before we could succeed in our attempts to haul her off. The island of ice appeared, at this time, to hang quite over the ship, forming a high peak, which must have been at least

twice the height of our mast-head. The length of the island we suppose to have been from a quarter to half a mile.

The sea was now breaking over the ice in a dreadful manner, and the water rushing in so fast as to fill the hold in a few minutes. We hove the guns overboard, cut away the anchors from the bows, got two sails under the ship's bottom, kept both pumps going, and baled with buckets at the main-hatchway, in the hope preventing her from sinking; but in less than a quarter of an hour she settled down to her fore-chains in the water.

Our situation now became most perilous. Aware of the danger of a moment's delay in hoisting out the boats, I consulted Captain Thomas, of the navy, and Mr. Burgess, my master, respecting the propriety of making any farther efforts to save the ship; and as I was anxious to preserve the mail, I requested their opinion as to the possibility of taking it into the boats, in the event of our being able to get them over the ship's side. They agreed with me that no time ought to be lost in hoisting them out, and that, as the vessel was then settling fast, our first consideration should be to preserve the crew.

Here I cannot omit that tribute of praise, which the steady discipline and good conduct of all on board so justly merit. From the first moment of the ship's striking not a word was uttered expressive of a desire to leave the wreck; my orders were promptly obeyed, and though the danger of perishing increased every moment, each man waited his turn to get into the boats, with a coolness and composure which could not be surpassed.

Having fortunately succeeded in hoisting out the cutter and jolly-boat, the sea then running high, we placed

the ladies in the former. One of them, Miss Cottenham, was so terrified, that she sprung from the gun-wale and pitched into the bottom of the boat with considerable violence. This accident, which might have been productive of effects equally fatal to herself and to us all, was not attended by any bad consequences. The few provisions saved from the mens' births were then put into the boats, which were quickly veered astern. By this time the main-deck forward was under water, and nothing but the quarter-deck appeared. I then ordered my men into the boats, and after lashing iron pigs of ballast to the mail it was thrown overboard.

The ship was now sinking fast; I called out to the men to haul up and receive me, intending to drop myself into the cutter from the end of the try-sail boom, seeing she might be stove under the counter. I desired Mr. Bargas, who continued with me on the wreck, to go over first. In this instance, he replied, he begged leave to disobey my orders, adding, that he must see me safely over before he attempted to go himself. Such conduct, at such a moment, requires no comment; but I should be wanting to myself and to the service, if I did not faithfully state to their lordships (the Postmasters General) every circumstance, however trifling; and it is highly satisfactory to me to have this opportunity of recording an incident so honourable to a meritorious officer.

The sea ran so high at the time we hoisted out the boats that I scarcely flattered myself we should get them out in safety. Indeed, nothing but the steady and orderly conduct of the crew could have enabled us to effect an undertaking so difficult and hazardous: and it is but justice to observe, that not a man in the ship at-

tempted to make use of the liquor, which every one had in his power. While we were getting out the cutter, I perceived John Tipper, one of the seamen, emptying a demijean, (a bottle containing five gallons) which, upon enquiry, I found to be rum. He said he was emptying it for the purpose of filling it with water from the scuttle-cask on the quarter-deck, which was the only fresh water that could be got at. This circumstance I relate as being highly creditable to the character of a British sailor; and the water, thus procured, afterwards became our principal supply.

We had scarcely quitted the ship, when she suddenly gave a heavy lurch to port, and went down headforemost. I had ordered the colours to be hoisted at the main-top-gallant mast head, with the union downwards, as a signal of distress, that if any vessel should happen to be near us, at the dawn of day, she might perceive our calamitous situation, and afford us relief.

I cannot attempt to describe my own feelings, nor the sensations of my people, thus exposed in two open boats upon the vast Atlantic ocean, bereft of all assistance but what our own exertions could, under Providence, afford us. We narrowly escaped being swallowed up in the vortex of the wreck. Men accustomed to vicissitudes are not soon dejected, but there are trials which human nature alone cannot surmount. The consciousness of having done our duty, and a reliance upon a kind Providence, enabled us to endure our calamity, and we animated each other with the hope of better fortune.

While we were employed in deliberating upon our future course, a curious circumstance occurred, which, as it gave us considerable uneasiness, deserves to be

mentioned. At the moment when the ship was sinking, she was surrounded by an amazing number of whales, which at this season repair to the coast of Newfoundland, in quest of a small fish called Capeland. As they approached the boats, we were extremely apprehensive that they might strike and materially damage them, frequent instances occurring in the fishery of boats being cut asunder by a single blow from a whale. We, therefore, shouted, and employed every effort to scare them away, but without effect; they appeared to pursue us, and remained about the boats for the space of half an hour, when they disappeared, without having done us any injury.

After surmounting difficulties and dangers which baffle all description, we rigged the foremast, and prepared to shape our course in the best manner that circumstances would admit, the wind blowing from the precise point towards which it was necessary to sail to reach the nearest land. Scarcely an hour had elapsed from the time the ship struck till she foundered. The distribution of the crew was made in the following manner:—

In the cutter, twenty feet long, six feet four inches broad, and two feet six inches deep, were embarked three ladies, and myself, Captain Richard Thomas, of the navy, the French commander of the schooner, taken by the Lady Hobart two days before, the master's mate, gunner, steward, carpenter, and eight seamen: in all eighteen persons; whose weight, together with that of the provisions, brought the boat's gunwale within six or seven inches of the water. From this confined space some idea may be formed of our crowded state; but it is scarcely possible for the imagination to conceive the extent of our sufferings in consequence of it.

In the jolly-boat, fourteen feet from stem to stern, five feet three inches broad, and two feet deep, were Mr. Samuel Bargas, master; Lieutenant-Colonel George Cooke, of the first regiment of guards; the boatswain; sail-maker, and seven seamen; in all eleven persons.

The only provisions we had time to save consisted of between forty and fifty pounds of biscuit, one demijean (five gallons) of water, a small jug of the same, and part of a small barrel of spruce beer, one demijean of rum, a few bottles of port wine, with two compasses, a quadrant, a spy-glass, a small tin mug, and a wine glass. The deck-lantern, containing a few spare candles, had also been thrown into the boat; and the cook having taken the precaution to secure his tinder-box, together with some matches that were kept in a bladder, we were thus enabled to steer by night.

The wind was blowing strong from the westward, with a heavy sea, and the day had just dawned. Estimating ourselves to be at the distance of 350 miles from St. John's, in Newfoundland, with a prospect of a continuance of westerly winds, it was necessary to observe the most rigid economy. I represented to my companions in misfortune, that our resolution, once taken, ought, on no account, to be abandoned, and that we must begin by submitting to privations, which I foresaw would be greater than I ventured to explain. To each person, therefore, were served out half a biscuit and a glass of wine, which was to be the whole allowance for the ensuing twenty-four hours, all agreeing to leave the water untouched as long as possible.

While we were employed in getting out the boats, I had ordered the master to throw into the cutter the main-hatch tarpaulin, which being afterwards cut into lengths,

enabled us to form a temporary bulwark against the waves. I had also reminded the carpenter to carry with him as many tools as he could; accordingly, among other things, he had put a few nails into his pockets, with which we repaired the gun-wale of the cutter that had been stove in hoisting her out. Soon after day-light we made sail with the jolly-boat in tow, and stood close hauled to the northward and westward, in the hope of reaching the coast of Newfoundland, or being picked up by some vessel. We passed two islands of ice nearly as large as the first; then said prayers, and returned thanks to God for our deliverance. At noon we were, by observation, in latitude $46^{\circ} 33'$ N. St. John's bearing about W. $\frac{1}{4}$ N. distant 350 miles.

Wednesday, June the 29th, was ushered in with sad variable winds from the southward and eastward. We had passed a long and sleepless night, and at the dawn of day I found myself with twenty-eight persons looking up to me with anxiety for the direction of their course, and likewise for the distribution of their scanty allowance. Upon examining our provisions we found the bag of biscuit much damaged by salt water; it therefore became necessary to diminish the allowance, to which precaution all cheerfully assented. It was at this moment that I became more sensible to the horrors of our situation. We all returned thanks to Providence for past mercies, and offered up prayers for our future safety.

A thick fog soon afterwards came on; it continued the whole day with heavy rain, which, as we had no means of collecting it, afforded us no relief. Our crowded and exposed situation was now rendered still more distressing from being thoroughly wet, no person having

been permitted to take more than a great coat, or a blanket, besides the clothes on his back.

The oars in both boats were kept constantly going, steering a W. N. W. course, every one anxiously looking for a sail. At noon, a quarter of a biscuit and a glass of rum were served to each person. St. John's bore W. by N. $\frac{1}{4}$ N. distant 310 miles: no observation. One of the ladies again read prayers to us, particularly that for deliverance after a storm.

At day-break, on Thursday, June the 30th, we were all so benumbed with wet and extreme cold, that half a glass of rum and a mouthful of biscuit were served out to each person. The ladies, who had before refused to taste the spirits, were now prevailed upon to take the stated allowance, which afforded them much benefit, and enabled them the better to resist the severity of the weather. The air was raw and cold, with thick fog and sleet, and the sea mostly calm. We had kept at our oars all night, and continued to row during the whole of this day. The jolly-boat having, unfortunately, put off from the ship with only three oars, and having but a small sail, which had been converted from a fore-sail into a top-gallant steering sail, without needles or twine, we were obliged to keep her constantly in tow. The cutter having likewise lost two of her oars in hoisting out, was now so deep in the water, that with the least sea she made little way, so that we were unable to profit much by the light winds.

One of the men in the jolly-boat called out that they had found part of a cold-ham, which had not been discovered before; a morsel, about the size of a nutmeg, was immediately distributed to each person, and the remainder was thrown overboard, as I was fearful lest

it might increase our thirst, which we had not the means of assuaging. At noon we judged ourselves to be on the north eastern edge of the Grand Bank, St. John's bearing W. by N. $\frac{1}{4}$ N. distant 246 miles. No observation. Performed divine service.

During the greater part of Friday, July the 1st, it blew a hard gale of wind from the W. S. W. with a heavy sea from the same quarter. A thick fog and sleet continued the whole day, the weather was excessive cold, and the spray of the sea freezing as it flew over the boats, rendered our situation truly deplorable. We all felt a most painful depression of spirits; the want of nourishment, together with the continued cold and wet weather, had rendered us almost incapable of exertion. The very confined space in the boat would not allow us to stretch our limbs, and several of the men, whose feet were much swelled, called out repeatedly for water. I reminded them of the resolution we had made, and of the absolute necessity of persevering in it; they acknowledged the propriety of my refusal to comply with their desire, and the water remained untouched.

At the beginning of the gale we stood to the northward and westward; but the cutter was so low in the water, and had shipped so much sea, that we were obliged to carry off the jolly-boat's tow-rope, and very soon lost sight of her in the fog. This unfortunate circumstance caused all of us the utmost distress; the uncertainty of ever again meeting our companions in misfortune produced in us the most lively affliction. To add to the misery of our situation, we lost, with the boat, not only a considerable part of our stores, but also our quadrant and spy-glass. About four A. M. the

gale increasing with a prodigiously heavy sea, we brought the cutter to, by heaving the boat's sail loose over the bow, and veering it out with a rope bent to each yard-arm, which kept her head to the sea so as to break its force before it reached us.

In the course of this day there were repeated cries of a strange sail; though I knew it was next to impossible to discern any thing, owing to the thickness of the fog; yet they were urged by many of the seamen with such apparent certainty, that I was induced to put the boat before the wind to convince them of their error. As I was convinced of the dangerous consequences of such deviations, I took occasion to remonstrate with them on the subject, representing as forcibly as I could, that the depression arising from disappointment infinitely overbalanced the momentary relief proceeding from such delusive expectations, exhorting them not to indulge in the expression of such fancies. Under all these circumstances the ladies, with a heroism that no words can describe, afforded the best examples of patience and fortitude.

We all joined in prayers, which calmed our minds, and inspired us with the consolatory hope of an alleviation of our sufferings; on these occasions we were all bareheaded, notwithstanding the incessant showers. At noon St. John's bore W. by N. $\frac{1}{4}$ N. distant 148 miles: no observation.

Saturday, July 2. It rained hard during the night and the cold became so intense that almost every person in the boat was unable to move. Our hands and feet were so swelled that many of them turned quite black, owing to our confined state, and the constant exposure to wet and cold. At day-break I served

about the third of a wine-glass of rum to each person, with a quarter of a biscuit, and before noon a small quantity of spruce beer, from which we derived great benefit.

During the early part of this day it blew strong from the southward and westward, with foggy weather, which towards noon was succeeded by moderate breezes from the northward and eastward.

At half past eleven A. M. a sail was discovered to the eastward, standing to the north-west. This sight inspired us with the hope of immediate deliverance and animated us all with new life. I immediately ordered the people to sit as close as possible to prevent our having the appearance of an armed boat; and having tied one of the ladies shawls to the boat-hook, I raised myself as well as I could, and waved it from the bow as long as my strength would permit. Having hauled close to the wind, we neared each other fast, and in less than a quarter of an hour we perceived that it was the jolly-boat. We should have recognised her sooner, had not an additional sail been made for her out of one of my bed-sheets, which had been accidentally thrown into the boat, and was set as a bonnet to the fore-sail.

It would be impossible to describe the various sensations of joy and disappointment alternately expressed in every countenance. As soon as we approached the jolly-boat we threw out a tow-rope to her, and bore away to the north-west.

We now mutually enquired into the state of our respective crews, after the late dreadful gale; we found that those in the jolly-boat had suffered from swelled

hands and feet like ourselves, and had experienced the greatest anxiety on our account, concluding that we had perished. The most singular circumstance was, their having steered two nights without any light, so that our meeting again, after such tempestuous weather, could only be attributed to the interposition of Providence. Fearing a similar accident, we made a more equal distribution of our provisions, and having received from the jolly boat two bottles of wine and some biscuit we gave them some rum in return.

Our hopes of deliverance had been raised to the highest pitch. The excitement produced by our joy began gradually to subside, and to a state of artificial elevation succeeded such a despondency, that no argument nor entreaty could rouse some of the men to the common exertions of making sail.

I now, for the first time, served out a wine-glass full of water to the French captain, and several of the people who appeared to have suffered most. I had earnestly cautioned the crew not to taste the salt water; but some of the men, nevertheless, took large draughts of it, and became delirious, while others were seized with violent cramps and twitching of the stomach and bowels. I again took occasion to warn the rest of the extreme danger of such indiscretion.

Performed divine service. At noon St. John's bore W. by N. $\frac{1}{4}$ distant 110 miles; no observation of the sun.

The cold, wet, hunger, and thirst, which we experienced on Sunday, July the 3d, are not to be described, and rendered our situation most deplorable. At eight;

P. M. having a strong breeze from the southward, we stood on under all the canvass we could spread, the jolly-boat following in our wake, and pulling her oars to keep up with us. The French captain, who, for some days, had laboured under a despondency, which admitted of no consolation, jumped overboard in a fit of delirium, and instantly sunk. The cutter was at this time going at such a rate with the oars lashed to the gunwale, that it would have been impossible to have attempted to save him, even if he had floated. One of the other prisoners in the jolly-boat became so outrageous that it was found necessary to lash him to the bottom.

The melancholy fate of the poor captain, whom I began to esteem, affected me, at first, most sensibly; more, perhaps, than any other person. On the day when I was making the distribution in the boats, he came to me, and implored me, with tears in his eyes, not to leave him to perish with the wreck. I assured him that I had never entertained such an idea, that as I had been the accidental cause of his misfortunes, I would endeavour to make his situation as easy as possible; and that as we were all exposed to the same danger, we would survive or perish together. This assurance, and the hope of being speedily exchanged, if we reached land, rendered his mind composed for a time; but his fortitude soon forsook him, and the raw spirits, to which he had not been accustomed, producing in him the most dreadfully intoxicating effects, hurried on the fatal event.

This circumstance deeply affected us all; the most trifling accident was sufficient to render our irritable state more painful, and I was seized with such melan-

choly that I lost all recollection for many hours. I was seized with a violent shivering, which returned at intervals, and having refused all sustenance, my situation became very alarming. Towards night—I enjoyed, for the first time, three or four hours sleep; perspiration took place, and I awoke as from a dream, free from delirium, but painfully alive to all the horrors that surrounded me.

The sea continued to break over the boats so much, that those who had strength enough were obliged to bale without intermission. Those in the stern of the cutter was so confined that it was difficult for any one to put his hand into his pocket, and most of the crew lay in water upon the boat's bottom.

The return of day brought us no relief but its light. The sun had only once cheered us during the whole of our perilous voyage, and those who obtained a few hours of interrupted sleep awoke to all the consciousness of their misery.

A very heavy gale of wind came on from the southward, with a tremendous sea, so that the utmost vigilance was necessary in managing the helm, as the smallest deviation would have broached the boats to, and have hurried us to destruction. We scudded before it, expecting every returning wave to overwhelm us; but, through the providence of Almighty God, we weathered the storm, which began to abate towards night. We had nearly run the distance we had supposed ourselves from St. John's; but the thickness of the fog prevented our seeing to any distance.

Towards evening we passed several pieces of rock-wood, and soon afterwards Captain Thomas saw the wing of a hackdown, an aquatic bird that frequents

the coast of Newfoundland, and is much eaten by the fisherman. This circumstance inspired us with great hopes of our approaching the land, and every person was employed in attentively observing what passed the boats. About this time a beautiful white bird, web-footed, and not unlike a dove in size and plumage, hovered over the mast head of the cutter, and notwithstanding the pitching of the boat, frequently attempted to perch on it, and continued to flutter there till dark. Trifling as this circumstance may appear, it was considered by us all as a propitious omen; its leaving us, and returning to cheer us with its presence, awakened in us a superstition to which sailors are said to be at all times too much addicted.

As we had every reason to conclude ourselves well in with the land, the few who were able to move, were called upon to make a last exertion to save their lives by rowing, and take advantage of the little breeze we then had. It was strongly urged, that should the wind come off the shore in the morning, and drive us to leeward, all efforts to regain it might be too late; for, independent of our enfeebled state, the provisions could not, with the most rigid economy, last more than two days; nor could the water which had remained untouched, excepting in the instances before-mentioned, hold out much longer. We had been six days and nights, constantly wet and cold, without any other sustenance than a quarter of a biscuit and one wine-glass of liquid for twenty-four hours; but the men, who had appeared totally indifferent to their fate, now summoned resolution, and as many as were able to move from the bottom of the boats applied to the oars.

Monday, July the 4th, at the dawn of day, the fog grew so thick that we could not see far from the boat. During the night we had been under the necessity of casting off the jolly-boat's tow-rope to induce her crew to exert themselves by rowing. We lost sight of her, and I found that this unlucky accident began to create great uneasiness; we were, indeed, so reduced, that the most trifling remark or exclamation agitated us much.

I therefore thought it necessary to caution the people against being deceived by the appearance of land, or calling out till we were perfectly convinced of its reality, especially as fog-banks are often mistaken for land. Several of the poor fellows, however, repeatedly exclaimed that they heard breakers, and others, the firing of guns. The sounds certainly resembled the latter so much, that I concluded some vessel had got on shore, and was making signals of distress; but the noise afterwards proved to be the blowing of whales, of which we saw a great number.

Soon after day-light the sun rose in view for the second time since we quitted the wreck. During the period of seven days that we were in the boats, we never had an opportunity of taking an observation, either of the sun, moon, or stars, nor of drying our clothes. The fog at length began to disperse, and we caught a glimpse of the land, about a mile distant, between Kettle Cove, and Island Cove, in Conception Bay, fourteen leagues from the harbour of St. John. Almost at the same moment we had the inexpressible satisfaction to discover the jolly boat and a schooner standing off towards us from the shore.

I wish it were possible for me to describe our sensations at this interesting moment. The prospect of a speedy relief from our sufferings affected us all in a most remarkable way. Many burst into tears, some looked at each other with a stupid stare, as if doubtful of the reality of what they saw; while several remained in such a lethargic state, that no language, however animating and consolatory, could rouse them to exertion.

At this moment, though overpowered by my own sensations, impressed with the recollection of our sufferings, and the sight of so many deplorable objects, I proposed to offer up our thanks to heaven for our miraculous deliverance. Every one cheerfully assented, and as soon as I opened the prayer-book, which I had secured the last time I went down to my cabin, a universal silence prevailed: a spirit of devotion was manifested in such a striking manner on this occasion, that, to a sense of religion in uncultivated minds, must be ascribed the discipline, good order, and exertion, which even the sight of land could not produce. After performing this solemn duty, the people requested to have a pint of grog each; but fearful of the consequences of such indulgence, I mixed some rum and water very weak, of which I distributed to every one a small quantity.

The schooner being now within hail, and being made acquainted with our situation, she hove to, received us on board, and took our boats in tow. The men could now scarcely be restrained from taking copious and repeated draughts of water; in consequence of which several felt great inconvenience from the sudden disten-

sion of their stomachs ; but being more cautious afterwards, no other ill effects ensued.

As the wind blew with great violence off the coast ; we did not reach the landing place, at Island Cove till four o'clock in the evening. All the women and children in the village, with two or three fishermen, (the rest of the men being absent) repaired to the beach, and appeared deeply affected at our wretched situation. They assisted in lifting us out of the vessel, and in carrying us up the craggy rocks, over which we were obliged to pass in order to reach their habitations.

It was fortunate that we fell in with the land about Island Cove ; the coast, a very few miles farther to the northward, being inaccessible, and lined with dangerous reefs of rocks, for which, if we had seen them in the night, we should certainly have pushed. Our situation had become so desperate, that I had resolved to land at the first place we could make, and in this case we must have all perished.

The three ladies, Colonel Cooke, Captain Thomas, and myself, were conducted to the house of Mr. Lilly, a planter, who received us with great attention and humanity. But as this small village afforded neither medical aid nor fresh provisions, of which we stood so much in need ; potatoes and salt fish being the only food of the inhabitants : I resolved to lose no time in proceeding to St. John's, and hired a small schooner for that purpose. Placing the most infirm in the schooner, we embarked on the 7th of July, in three divisions ; the master's mate having charge of the cutter, and the boatswain of the jolly boat. Such, however, was the

exhausted state of almost the whole party, that the day was considerably advanced before we could get-under weigh.

At two P. M. we made sail with the jolly-boat in tow, and the cutter in company, standing along the coast of Newfoundland with a favourable breeze. Towards dusk it began to blow hard, in squalls off the land, when we lost sight of the cutter, and were soon afterwards obliged to come to anchor outside of St. John's harbour. We entertained great apprehensions for the safety of the cutter, as she had no grapnel, and feared that she might be driven out to sea.

The ladies, Colonel Cooke, Captain Thomas, and myself, conducted by Mr. Lilly in the jolly-boat, left the schooner where she anchored, notwithstanding the badness as well as the extreme darkness of the night, and reached the shore about midnight. After wandering for some time about the streets, there being no house open at that late hour, we at length obtained admittance into a small house, where we passed the remainder of the night on chairs, as it contained but one miserable bed for the ladies.

At day-light we had the satisfaction to perceive the cutter and schooner entering the harbour; the former, as we afterwards learned, having had the good fortune to fall in with a fishing vessel, to which she made fast during the night.

Early in the morning, our circumstances being made known, hundreds of people crowded down to the landing place. Nothing could exceed their astonishment, when they saw the boats which had carried twenty-nine persons such a distance over a boisterous sea; and when they beheld so many miserable objects they were

unable to conceal their emotions of pity and concern. I waited on Brigadier-General Skerritt, who commanded the garrison: upon being informed of our situation, he immediately ordered down a party of soldiers to take the people out of the boats, and with the utmost kindness and humanity, directed beds and every necessary article to be prepared for the crew.

The greatest caution was found necessary in administering nourishment to the men. Several were so much frost-bitten as to require constant surgical attendance. It was therefore determined that they should continue at St. John's till they were in a fit state to be removed to Halifax, for which purpose I hired a schooner.

Being anxious to return to England, I engaged the cabin of a small vessel bound to Oporto, and on the 11th of July embarked with Mrs. Fellowes, Colonel Cooke, Captain Thomas, Mr. Bargas the master, and the colonel's servant, who, during the voyage home, lost several of his toes, in consequence of what he had suffered. I left the ship's company in charge of the master's mate, with directions to conduct them to Halifax, where they would be enabled to procure a speedy conveyance to their own country.

Having taken leave of our hospitable friends at St. John's, and recommending the companions of our hardships to their protection, we put to sea with favourable weather. During a voyage of fifteen days, we had a few difficulties to encounter, such as pumping continually, the vessel having sprung a leak in a gale of wind, and were obliged to throw overboard a considerable part of her cargo of salt fish.

On the 26th of July we fell in with an American ship, the Bristol Trader of New York. The owner, Mr. William Cowley, being made acquainted with our distressed situation, and our having been shipwrecked, immediately hove to, received us on board with a benevolence and humanity that reflect honour on his character, and brought us safe to Bristol, where we had the happiness to arrive on the 3d of August.

SHIPWRECK OF
THE PORTUGUESE VESSEL THE ST. JAMES,
Off the East Coast of Africa, in 1586.

The James, a Portuguese Ship, through the obstinacy of the Captain, strikes on a Rock—He, with some of the Crew, escapes in one of the Boats—Part of those who remain save themselves in the Pinnace—The latter submit to the authority of a Chief, who orders the weakest of the Crew to be thrown overboard—Striking instance of fraternal affection displayed by one of them—The two Boats reach the Coast of Africa, and the Survivors arrive at Mosambique—Fate of the Captain.

THE Portuguese still maintained, towards the end of the sixteenth century, that reputation which they had acquired in the East Indies by their conquests and their courage. Their prosperity was, however, occasionally interrupted by misfortunes, which were sometimes attributed to the obstinacy and ignorance of the captains commanding the vessels of that nation. Of the fatal effects arising from those causes the following narrative affords a striking instance.

In the month of May, 1586, intelligence was received at Goa of the loss of the admiral's ship the St. James. The account of this disaster stated that, after doubling the Cape of Good Hope, the captain conceiving he had neither rocks nor other dangers to dread, proceeded under full sail, without observing his charts, or at least not with the attention which he ought. Having a favourable wind, he made much way in a short

time, but was driven out of his course towards the rocks called Bassas de India, distant about 50 leagues from the island of Madagascar, and seventy from the continent.

Perceiving they were so near these rocks, and in imminent danger of striking upon them, several of the passengers, who had frequently traversed those seas, were much alarmed. They represented to the captain, that being in the midst of the rocks it was extremely dangerous to suffer the ship to run under full sail, particularly during the night, and in a season when tempests were very frequent. The captain, regardless of their prudent remonstrances, exerted his authority, ordered the pilots to follow his commands, adding, that the king's commission entitled him to obedience, and that his opinion ought to be taken in preference. However, between eleven and twelve o'clock the same night, the vessel was driven towards the rocks, and struck without a possibility of being got off. A confused cry of distress resounded, in every direction, from a multitude composed of above five hundred men and thirty women, who, having no other prospect before their eyes but inevitable destruction, bewailed their fate with the bitterest lamentations. Every effort to save the ship proved ineffectual. The admiral, (Fernando Mendoza) the captain, the first pilot, and ten or twelve other persons, instantly threw themselves into the boat, saying, they would seek upon the rocks a proper place for collecting the wreck of the ship, with which they might afterwards construct a vessel large enough to convey the whole of the crew to the continent. With this view they actually landed on the rock, but being unable to find a spot proper for the execution of their design, they

did not think proper to return to the ship, but resolved to steer towards the African coast. Some provisions which had been thrown in haste into the boat were distributed among them; they then directed their course towards the continent of Africa, where they arrived in safety, after a voyage of seventeen days, and enduring all the horrors of famine and tempestuous weather.

Those who remained on board finding that the boat did not return, began to despair of saving their lives. To add to their distress, the vessel parted between the two decks, and the pinnace was much damaged by the repeated shocks she sustained from the fury of the waves. The workmen, though very expert, despaired of being able to repair her, when an Italian, named Cypriano Grimaldi, leaped into her, accompanied by ninety of the crew, and assisted by most of those who had followed him, instantly fell to work to put her into a condition to keep the sea.

Those who could not get on board the pinnace beheld her bearing away from the wreck with tears and lamentations. Several who could swim threw themselves into the sea, in the hopes of overtaking her; and some were on the point of getting on board, when their more fortunate comrades, fearing they should be sunk with the weight of all those who endeavoured to obtain admittance, pushed them back into the sea, and with their sabres and hatchets cut, without mercy, the hands of such as would not quit their hold. It is impossible to describe the anguish of those who remained on the floating fragments of the wreck, and witnessed this barbarous scene. Seeing themselves cut off from every resource, their cries and lamentations would have melted the hardest heart. The situation of those in the pin-

space was not much better; their great number, the want of provisions, their distance from the land, and the bad condition of the crazy bark that bore them, contributed to fill them with gloomy presentiments. Some of the most resolute, however, to prevent the anarchy and confusion which would have aggravated their misery, proposed to their companions to submit to the authority of a captain. To this they all agreed, and immediately chose a nobleman of Portuguese extraction, but born in India, to command them, investing him with absolute power. He instantly employed his authority, in causing the weakest, whom he merely pointed out with his finger, to be thrown overboard. In the number of these was a carpenter, who had assisted in repairing the pinnace; the only favor he requested was a little wine, after which he suffered himself to be thrown into the sea without uttering a word. Another, who was proscribed in the same manner, was saved by an uncommon exertion of fraternal affection. He was already seized, and on the point of being sacrificed to imperious necessity, when his younger brother demanded a moment's delay. He observed that his brother was skilful in his profession, that his father and mother were very old, and his sisters not yet settled in life; that he could not be of that service to them which his brother might, and as circumstances required the sacrifice of one of the two, he begged to die in his stead. His request was complied with, and he was accordingly thrown into the sea. But this courageous youth followed the bark upwards of six hours, making incessant efforts to get on board, sometimes on one side, and sometimes on the other, while those who had thrown him over endeavoured to keep him off with their swords. But that which

appeared likely to accelerate his end, proved his preservation. The young man snatched at a sword, seized it by the blade, and neither the pain, nor the exertions made by him who held it, could make him quit his grasp. The others, admiring his resolution, and moved with the proof of fraternal affection which he had displayed, unanimously agreed to permit him to enter the pinnace. At length, after having endured hunger and thirst, and encountered the dangers of several tempests, they landed on the coast of Africa on the twentieth day after their shipwreck, and there met with their companions who had escaped in the first boat.

The rest of the crew and passengers left on the wreck likewise attempted to reach the land. Collecting some loose rafters and planks, they formed a kind of raft, but were overwhelmed by the first sea, and all perished, excepting two, who gained the shore. Those who had reached the coast of Africa had not arrived at the end of their sufferings: they had scarcely disembarked, when they fell into the hands of the Caffres, a savage and inhuman people, who stripped and left them in the most deplorable state. However, mustering up their courage and the little strength they had left, they arrived at the place where the agent of the Portuguese, at Sofala and Mozambique, resided. By him they were received with the utmost humanity, and after reposing a few days, after their fatigues, they reached Mozambique, and repaired from thence to India. Only sixty survived out of all those who had embarked in the *St. James*; all the rest perished, either at sea, of fatigue, or hunger. Thus the imprudence of an individual occasioned the loss of a fine vessel, and the lives of above four hundred and fifty persons.

Upon the captain's return to Europe, the widows and orphans of the unfortunate sufferers raised such loud complaints against him, that he was apprehended and put in prison; but he was soon afterwards released. The former catastrophe was not a sufficient lesson for this self-sufficient and obstinate man. He undertook the command of another vessel in 1538, and had nearly lost her in the same manner, and in the same place. Fortunately at sun-rise he discovered the rocks, towards which he was running with the same imprudence as in his former voyage. But on his return from India to Portugal, he was lost, together with the vessel he was on board of: thus meeting with the just punishment of his culpable obstinacy and misconduct.

THE LOSS OF AN ENGLISH SLOOP,

On the Coast of the Island of Cape Breton, in 1760.

Captain Prenties embarks in a Sloop bound from Quebec to New York—The Ship endangered by the Ice in the Gulf of St. Lawrence—Misconduct of the Captain—Loss of a Brig by which the Sloop was accompanied—Dangerous Situation of the latter—She strikes on a Sand-Bank—Captain Prenties, with three others, get on shore in the boat—They suffer excessively during the night from the cold—One of their number is frozen to death—Those who remained on board fortunately reach the land—They save some articles from the wreck and build a hut—They repair the Boat with a view to reconnoitre the coast, in which six of the company embark—Extreme Hardships they endure in this expedition—Its interruption—Melancholy state to which those engaged in it were reduced—They are discovered by two Savages, who convey them to their habitations, and fetch the three survivors of the remainder left behind at the hut—Captain Prenties hires two of them to conduct him to Halifax—Perilous voyage to that place.

THE man of true courage, even in the most desperate situations, invariably finds resources within himself. Of this the journal of Captain Prenties, of the 84th regiment of foot, affords the reader a striking example.

Being charged, says that officer, with the dispatches delivered to me by General Haldimand, commander in chief in Canada, for General Clinton, I embarked on the 17th of November, 1780, in a small sloop bound from Quebec to New York. We set sail in company with a brig destined for the same place, and carrying a duplicate of the dispatches. Having descended the St.



*Captain Prentiss, and his Companions
discovered by the Indians.*

Lawrence to the harbour called St. Patrick's Hole, we were detained in that port by a contrary wind, which continued six days. The winter began to set in, and ice, of considerable thickness, was soon formed on the banks of the river by the intenseness of the frost. Would to heaven it had continued a few days longer! By absolutely preventing us from proceeding, it would have saved us those misfortunes, the narrative of which begins with that of our navigation.

Before we reached the mouth of the river, it was discovered that the sloop had sprung a small leak. We had scarcely entered the gulph, when the ship began to make considerably more water, and though two pumps were kept constantly going, we still had two feet water in the hold. On the other hand, the severity of the frost had increased, and the ice collected about the ship so as to render us apprehensive of being entirely surrounded. We had on board only nineteen persons, six of whom were passengers, and the others bad seamen. As to the captain, to whom it was natural to look up for assistance in this predicament, instead of attending to the preservation of the ship, he passed the time in getting drunk in his cabin, without bestowing a thought upon our safety.

The wind continuing to blow with the same violence, and the water having risen in the hold to the height of four feet, cold and fatigue produced a general despondency among the crew. The seamen unanimously resolved to desist from their work. They abandoned the pumps, and shewed the utmost indifference to their fate, declaring they would rather go to the bottom with the ship than exhaust themselves by useless labour in such a desperate situation. It must be acknowledged,

that for several days they had undergone excessive fatigue, without any interval of relaxation. The inactivity of the captain had the effect of disheartening them still more. However, by encouragement and promises, and by the distribution of wine, which I ordered very seasonably to refresh them, I at length overcame their reluctance. During the interruption of their labour the water had risen another foot in the hold; but their activity was so increased by the warmth of the liquor, which I gave them every half hour, and they stuck so closely to their work, that the water was soon reduced to less than three feet.

It was now the 3d of December. The wind appeared every day to become more violent instead of abating. The cracks in the vessel continued to increase, while the ice attached to her sides augmented her weight and checked her progress. It was necessary to keep constantly breaking this crust of ice, which threatened to envelop the ship. The brig by which we were accompanied, so far from being able to lend us any assistance, was in a situation still more deplorable, having struck upon the rocks near the island of Coudres, through the ignorance of the pilot. A thick snow, which then began to fall, concealed her from us. The guns which we fired alternately every half hour formed the whole of our correspondence. We soon had the mortification to find that our signal was not answered. She perished, together with her crew of sixteen persons, while it was impossible for us even to perceive their disaster, or to endeavour to pick them up.

The pity with which their melancholy fate inspired us was soon diverted to ourselves, by the apprehension of new danger. The sea ran very high, the snow fell

excessively thick; the cold was insupportable, and the whole crew a prey to dejection. Thus situated, the mate exclaimed, that we could not be far from the Magdalen Islands, a confused heap of rocks, some of which raise their heads above the sea, while others are concealed beneath the surface of the water, and have proved fatal to great numbers of vessels. In less than two hours we heard the waves breaking with a great noise upon those rocks, and soon afterwards discovered the principal island called the Dead Man, which we with difficulty avoided. Our apprehensions of danger were not the less alarming, amidst a multitude of rocks which there was little probability of our escaping with the same good fortune; as the snow, which fell faster than ever, scarcely suffered us to see from one end of the ship to the other. It would be difficult to describe the consternation and horror with which we were seized during the whole of this passage. But when we had cleared it, a ray of hope dawned upon the hearts of the seamen, who, upon considering the danger they had just escaped, no longer doubted the interposition of Providence in their favour, and redoubled their efforts with new ardour.

The sea became more turbulent during the night, and at five o'clock the next morning a prodigious wave broke over the ship, staved in her ports, and filled the cabin. The impetuosity of the waves having driven in the stern-post, we endeavoured to stop the apertures with beef cut in slices; but this feeble expedient proved ineffectual, and the water continued to gain upon us more rapidly than ever. The affrighted crew had suspended, for a moment, the working of the pumps; when they were about to resume their labour they found them

frozen so hard that it was impossible to work them afterwards.

From that moment we lost all hope of saving the ship; and all our wishes were confined to her keeping above water, at least till we reached St. John's, or some other island in the gulph, where we might be able to land with the aid of our boat.

Being left at the mercy of the wind, we durst not perform any manœuvre, for fear of giving some dangerous shock to the vessel. The weight of water, which was increasing every minute, retarded her progress, and the more rapid waves, whose course she checked, returned with fury and broke over the deck: The cabin, in which we had taken refuge, afforded a feeble protection against the howling tempest, and scarcely sheltered us from the violence of the icy waves. We were every moment apprehensive of seeing our rudder carried away, and our mast go by the board. The gulls and wild ducks which hovered around us, testified, it is true, that the land could not be far distant; but the very approach to it became a new subject of terror. How were we to escape the breakers with which it might be surrounded, unable as it were to avoid, or even to perceive them through the cloud of snow in which we were enveloped? Such, for a few hours, was our deplorable situation, when the weather, having suddenly cleared, we at length perceived the land at the distance of three leagues.

The sentiment of joy, with which the first sight of it inspired us, was much abated upon a more distinct view of the enormous rocks which appeared to rise perpendicularly along the coast in order to repel us. The vessel, besides, shipped such heavy seas as would have

sunk her, had she been more deeply laden. At each successive shock we were afraid of seeing the ship go to pieces. Our boat was too small to contain the whole of the crew, and the sea, too rough to trust to such a frail support. It appeared as if we had made this fatal land only to render it a witness of our loss.

Meanwhile we continued to approach it. We were not above a mile distant, when we discovered, with transport, around the menacing rocks, a sandy beach, towards which our course was directed, while the water decreased so fast in depth, as to prevent our approaching within fifty or sixty yards, when the ship struck. The fate of our lives was now about to be decided in a few minutes.

At length the vessel struck upon the sand with great violence. At the first shock the mainmast went by the board, and the tiller was unshipped with such force that the bar almost killed one of the seamen. The furious seas which dashed against the ship on every side staved in the stern, so that having no longer any shelter in the cabin, we were obliged to go upon deck, and to hold fast by the rigging, for fear of being washed overboard. In a few moments the vessel righted a little, but the keel was broken, and the body of the ship seemed ready to go to pieces. Thus all our hopes were reduced to the boat, which I had infinite trouble to get overboard, being so covered within and without with lumps of ice, of which it was necessary to clear her. Most of the crew having taken wine to endeavour to overcome the fright with which they were seized, I gave a glass of brandy to those who were sober, and asked if they were willing to embark with me in the boat, for the purpose of getting on shore. The sea was so rough that it ap-

peared impossible for our crazy bark to keep it a moment without being overwhelmed. Only the mate, two seamen, and a young passenger, resolved to risk themselves in a boat.

In the first moment of danger I had put my dispatches in a handkerchief, which I tied round my waist. Regardless of the rest of my property, I seized a hatchet and a saw, and threw myself into the boat, followed by the mate and my servant, who, more thoughtful than myself, had saved out of my box a purse of one hundred and eighty guineas. The passenger, not springing far enough, fell into the sea, and our hands were so benumbed with cold as to be almost incapable of affording him the smallest assistance. When the two seamen had got into the boat, those who had most obstinately refused to try the same fortune, implored us to receive them; but being apprehensive that we should founder with the weight of such a number, I ordered the boat to put off from the vessel. I soon had occasion to congratulate myself for having stifled a sentiment of commiseration which might have proved fatal to them. Though the shore was not above fifty yards distant, we were met half way by a prodigious wave, which half filled the boat, and would infallibly have upset her had she been more heavily laden. A second wave threw us with violence upon the shore.

The joy to find ourselves at length secure from those dangers which had so long kept us in the most cruel alarms, caused us to forget, for a moment, that we had only escaped one kind of death, probably to endure another more terrible and painful. While we embraced each other, in our first transports, and congratulated ourselves on our escape, we could not but be sensible

of the distresses of our companions whom we had left on board, and whose lamentable cries we heard amidst the hoarse noise of the waves. What augmented the affliction into which we were plunged by this sentiment, was, our being unable to afford them any kind of assistance. Our boat thrown upon the sand by the angry waves, plainly testified the impossibility of her breaking their force and returning to the vessel.

Night was fast approaching, and we had not been long upon this icy shore when we found ourselves benumbed with cold. We were obliged to walk over the snow, which sunk under our feet, to the entrance of a little wood about two hundred yards from the shore, which sheltered us a little from the piercing north-west wind. We yet wanted a fire to warm our chilled limbs, and had no means of kindling one. The tinder-box, which we had taken the precaution to put into the boat, had got wet by the last wave that drove us on shore. Exercise alone could prevent our being frozen, by keeping our blood in circulation.

Being better acquainted than my companions with the nature of these severe climates, I recommended to them to keep themselves in motion, in order to prevent being overpowered by sleep. But the young passenger, whose clothes were soaked in the sea water, and were frozen stiff upon his body, was unable to resist the drowsy sensation always produced by the excessive cold which he experienced. In vain I employed, by turns, persuasion and force to make him keep upon his legs. I was obliged to leave him to his supineness. After walking about half an hour, I was myself seized

with such a powerful inclination to sleep, that I felt myself ready every moment to sink to the ground in order to gratify it, till I returned to the place where the young man was laid. I put my hand to his face, and found it quite cold, when I desired the mate to feel it. We both conceived him to be dead. He replied, with a feeble voice, that he was not, but that he felt his end approaching, and intreated me, if I survived, to write to his father at New York, and inform him of his fate. In ten minutes we saw him expire, without any pain, or at least without strong convulsions. I relate this incident to shew the effect of violent cold on the human body during sleep, and to shew that this kind of death is not always accompanied with a sensation of such excessive pain as is generally supposed.

This dreadful lesson was incapable of inducing the others to resist the inclination to sleep by which they were attacked. Three of them lay down in spite of my exhortations. Seeing that it was impossible to keep them on their legs, I went and cut two branches of trees, one of which I gave to the mate, and my whole employment, during the remainder of the night, was to prevent my companions from sleeping, by striking them as soon as they closed their eyes. This exercise was of benefit to ourselves, at the same time that it preserved the others from the danger of almost certain death.

Day-light, which we awaited with such impatience, at length appeared. I ran to the shore with the mate, to endeavour to discover some vestige of the ship, though we had very little hopes of finding any. What was our surprize and our satisfaction to see that she had held together, notwithstanding the violence of the wind,

which seemed strong enough to dash her into a thousand pieces during the night! The first thing I did was to contrive how to get the remainder of the crew on shore. The vessel, since we quitted her, had been driven by the waves much nearer the shore, and the distance by which she was separated from it, I knew must be much less at low water. When it was come, I called out to the people in the ship to tie a rope to her side and let themselves down one after the other. They adopted this expedient. Watching attentively the motion of the sea, and seizing the opportunity of dropping at the moment when the waves retired, they all got on shore without danger, excepting the carpenter. He did not think proper to trust himself in that manner, or probably was unable to stir, having used his bottle rather too freely during the night. The general safety was attached to that of each individual, and I was doubly rejoiced to see around me such a number of my companions in misfortune, whom I imagined to be swallowed up by the waves but a few hours before.

The captain, before he left the ship, fortunately provided himself with all the materials necessary for lighting a fire. The company then proceeded towards the forest: some fell to work to cut wood, others to collect the dry branches scattered on the ground, and soon a bright flame, rising from a large pile, produced a thousand acclamations of joy. Considering the extreme cold which we had so long endured, no enjoyment could equal that of a good fire. We crowded round it as closely as possible to revive our benumbed limbs. But this enjoyment was succeeded, in general by excru-

ciating pain, as soon as the heat of the fire penetrated into those parts of the body which had been bitten by the frost. The mate and myself were the only exceptions, on account of the exercise we had taken during the night. All the others had been more or less attacked, both in the ship and on shore. The convulsive movements produced in our unfortunate companions, by the violence of the torments they endured, would be too horrible for description.

When we came to make a review of our company, I observed that Captain Green, a passenger, was missing. I was informed that he had fallen asleep in the ship, and had been frozen to death. Our anxiety was renewed on account of the carpenter, who was left behind. The sea continued to roll with unabated fury, so that it was impossible to send the boat to his relief, we were obliged to wait the return of low water; when we, at length, persuaded him to come on shore in the same manner as the others; which he did with extreme difficulty, being reduced to a state of the utmost weakness, and frozen in almost every part of his body.

Night arrived, and we spent it rather more comfortably than the preceding. Yet, notwithstanding we were careful to keep up a large fire, we suffered considerably from the sharpness of the wind, against which we had no shelter. The trees were scarcely sufficient to protect us from the snow, which fell in immense flakes, as if to extinguish our fire. While it soaked through our clothes on the side exposed to the fire, on our backs it formed a heap which we were obliged to shake off before it froze into ice. The craving sensation of hunger,

a new hardship, that we had hitherto been unacquainted with, was now added to that of cold, which we had so much difficulty to endure.

Two days elapsed, every moment of which added to the painful recollection of our past misfortunes, the terror of a still more distressing futurity. At length the wind and the sea, which had combined to prevent us from approaching the vessel, redoubled their united efforts to destroy her. We were apprized of her fate by the noise of her breaking up. We ran towards the shore, and saw part of the cargo already floating, which the impetuosity of the waves washed through the openings of her sides. Fortunately the tide carried part of the wreck upon the beach. Providing ourselves with long poles, and the oars of our boat, we proceeded along the sand, drawing on shore whatever was most useful within our reach. It was thus that we saved a few casks of salt beef and a considerable quantity of onions, which the captain had taken on board to sell. Our attention was likewise directed to the planks that were detached from the vessel, and which might prove serviceable to us in constructing a hut. We collected a great number, which we dragged into the wood to be immediately employed for the above mentioned purpose. This was no easy undertaking, as few of us were able to go to work upon it. Our success this day, however, inspired us with courage, and the food we had procured supporting our strength, the work had advanced considerably by the close of the day. The light of our fire enabled us to continue it after dark, and by ten o'clock at night we had a hut twenty feet long, ten broad, and sufficiently solid, thanks to the trees which supported it at certain distances, to withstand the force of the

wind, but not close enough to shelter us entirely from the cold.

The two succeeding days were employed either in completing our edifice, collecting, during high water, what the tide brought from the ship, or in taking an account of our provisions, in order to establish the proportion in which they ought to be distributed. We had not been able to save any biscuit, which was thoroughly soaked with sea water. It was agreed, that each person, well or ill, should be confined to a quarter of a pound of beef, and four onions a day, as long as they lasted. This scanty pittance, scarcely sufficient to keep us alive, was all that we could allow ourselves, uncertain what time we might be obliged to spend on this desert coast.

The 11th of December, the sixth day after our shipwreck, the wind abated, so as to allow us to get the boat afloat to go and seek what was left in the wreck. Great part of the day was lost in cutting away, with the hatchet, the thick ice which covered the deck and stopped up the hatchways. The next day we succeeded in getting out a small barrel, containing one hundred and twenty pounds of salt beef, two chests of onions, one of potatoes, three bottles of balsam of Canada, one of oil, which became exceedingly serviceable for the wounds of the seamen; another hatchet, a large iron pot, two stew-pans; and about a dozen pounds of candles. This precious cargo enabled us the following day to add four onions to our daily allowance.

We returned again on board on the 14th, to look for the sails, part of which served to cover out hut, and to keep out the snow. The same day, the wounds of those who had suffered most from the frost, and had neg-

lected to rub them with snow, began to mortify. The skin came off their legs, their hands, and the parts of their limbs affected by the frost, with excessive pain. The carpenter, who was the last that came on shore, lost the greatest part of his feet, and in the night of the 14th became delirious, in which state he continued till the next day, when death relieved him from his miserable existence. Three days afterwards our second mate died in the same manner, having been delirious several hours before he expired; and a seaman experienced the same fate the following day. We covered their bodies with snow and the branches of trees, having neither pick-axe nor spade to dig them a grave; and if we had even been provided with them, the earth was frozen too hard, and too deep, to yield to those instruments.

All these losses, which reduced our company to fourteen persons, gave us but little concern, either on their account or our own. Upon considering our dreadful situation, death appeared rather a blessing than a misfortune; and when a sentiment of nature revived within us the love of life, each individual regarded his companions as so many enemies armed by hunger to deprive him of his subsistence. In fact, if some had not paid the debt of nature, we should soon have been reduced to the horrible necessity of perishing of hunger, or of murdering and devouring each other. Without being brought to this dreadful alternative, our situation was so miserable, that it seemed impossible for any new calamity to be capable of augmenting its horrors. The continual sensation of excessive cold and pressing hunger, the pain of the frost wounds, irritated by the fire,

the complaints of the sufferers, the neglect and filth which rendered us objects of disgust, both to ourselves and others, all the images of despair collected around us, and the prospect of a slow and painful death, in the midst of a desolate region, far from the consolations of relatives and friends; such is an imperfect representation of the pangs our mind endured every moment of the tedious days and eternal nights.

The mate and I often went abroad to see if we could discover any vestiges of habitations, in the country. Our excursions were not long, nor attended with any success. We resolved, one day, to penetrate farther into the country, keeping along the banks of a frozen river. We observed, from time to time, traces of elks and other animals, which caused us sincerely to regret being unprovided with arms and powder to shoot them. A ray of hope, for a moment, illumined our minds. Following the direction of some trees, cut on the side with a hatchet, we arrived at a place where some Indians must shortly before have resided, since their wigwam was still standing, and the bark employed for that purpose appeared quite fresh; an elk's skin, which we found very near, suspended from a pole confirmed our conjectures. We anxiously traversed all the adjacent country, but, alas! without success. We, however, derived some satisfaction from reflecting that this place had had inhabitants or visitors, and that they might soon return. Struck with this idea, I cut a long pole, which I stuck upright on the bank of the river, fastening to it a piece of birch bark, after cutting it into the figure of a hand, with the fore-finger extended and turned towards our hut. I likewise took away

the elk's skin, in order that the savages, at their return, might perceive that somebody had passed by the place since they had left it, and might, by the aid of the sign; discover the route they had taken. The approach of night obliged us to return to our habitation, and we doubled our pace to communicate that agreeable news to our companions. However feeble were the hopes we could reasonably allow ourselves to entertain from this discovery, I perceived that my narrative afforded them considerable consolation; so strongly does the kind instinct of nature impel the unhappy to seize upon whatever is capable of alleviating the sensation of their misery.

Several days elapsed in the hope of seeing the Indians appear every moment before our hut. These sweet ideas gradually lost ground, and soon vanished. Some of our sick, and among the rest the captain, had, in this interval, begun to recover their strength, and our provisions were fast decreasing. I mentioned the design I had formed of quitting the habitation, with all those who were capable of working the boat, to reconnoitre the coast. This plan received universal approbation; but when we came to think of the means of executing it, a new difficulty presented itself. This was, how to repair the boat, which had been dashed by the sea upon the sand with such fury that all her joints had opened. We had plenty of tow for stopping the apertures, but unfortunately were in want of pitch to cover it. And how could we supply this deficiency? We could not think of any method, when it struck me, all at once, that we might employ the balsam of Canada which we had saved: It was easy to try; I emptied a few bottles of it into our iron pot, and set it on a large fire; taking

it off frequently to let it cool, I soon reduced the liquor to a proper consistence. During this time my companions had turned the boat and cleared her of sand and ice. I directed the crevices to be stopped with tow, caulked her with the balsam, and I had the pleasure of seeing that it produced the effect to admiration.

This first success inspired us with new ardor to continue our preparations. A piece of cloth, fastened to a pole, in such a manner as to be raised or lowered at pleasure, promised us a sail strong enough to relieve, with a gentle and favorable wind, the labor of the rowers. Among the crew few had sufficiently recovered to support the fatigues which we foresaw would attend this expedition. I was chosen to conduct it, together with the captain, the mate, two seamen, and my servant. The remainder of the provisions was divided, according to the number of persons, into fourteen equal shares, without reserving, on account of the excessive labor we were about to undertake, a larger portion for ourselves than was allotted to those who were to remain quietly in the hut.

With this wretched allowance of a quarter of a pound of beef a day, for six weeks, with a crazy boat, covered with a matter on which we could not depend, which the least breath of wind might upset, and the smallest rock dash to pieces, it was, that we had to attempt an enterprize, the plan of which could have been inspired by blind despair alone. But we were at that point, that there was less temerity in braving every possible danger with the feeblest ray of hope, than in exposing ourselves, by cowardly inactivity, to the almost inevitable danger of perishing, abandoned by all nature.

The year 1781 had just commenced. It was our intention to set off the second of January, but a furious north-west wind detained us till the afternoon of the fourth. Its violence having then abated, we carried on board our provisions, together with a few pounds of candles, and all the little articles that might be of service to us, and took leave of our companions, in the cruel uncertainty whether this might not be our last farewell. We had not proceeded above eight miles, when the wind turning to the south-east, checked our progress, and obliged us to make, with our oars, towards a large bay which offered us a favorable asylum for the night.

Our first care was to land our provisions, and to remove the boat far enough upon the beach to prevent her being damaged by the sea. We were then obliged to kindle a fire, and to cut wood to keep it up till the next morning. The smallest pine-branches were employed in forming our bed, and the largest in hastily erecting a kind of wigwam, to secure ourselves as well as possible from the severity of the weather.

In taking our scanty repast I observed on the shore several pieces of wood thrown upon it by the tide, and which appeared to have been cut with a hatchet. I likewise saw some poles formed long since by the hand of man, but we could not discover any other marks of inhabitants. At the distance of two miles was a hill bare of trees, with some appearance of its having been cleared. I prevailed on two of my companions to accompany me thither before dark, that, from its summit, we might embrace a more extensive horizon. As we proceeded along the bay we saw a Newfoundland fish-

ing boat, half burned, and the remaining part buried in the sand. This object afforded us fresh hopes, and we doubled our dispatch to climb the hill. Having arrived at the summit, how great was our satisfaction to perceive some buildings on the other side of it, at the distance of a mile at farthest. Notwithstanding our fatigue the interval which separated us from them was soon gone over. We arrived palpitating with hope and joy, but those pleasing emotions were instantly dissipated. In vain we traversed all the buildings; they were deserted. They had been erected for the preparation of cod, and, according to all appearance, had been abandoned several years before. The sad termination of this excursion tended, however, to confirm us in the idea that we should find some habitations by continuing our course round the island.

The wind which had again shifted to the north-west, detained us the next day, fearing to encounter the ice, which it drifted in great quantities. For three days it continued with the same fury. Having awaked in the night, I was astonished to hear its shrill whistling, not accompanied, as usual, by the hoarse noise of the waves. I called the mate, and informed him of this phenomenon. Being curious to ascertain the cause we ran towards the shore, the moon's rays affording us light. As far as the eye could reach their fatal lustre enabled us to perceive the surface of the water motionless beneath the chains of the ice, which was piled up in different places in heaps of prodigious height. It is impossible to describe the sensation of despondency which overwhelmed our minds at this sight. Unable to proceed farther on our expedition, or to return to our former cabin, which would have defended us better from the redoubled seve-

city of the cold ! How long were we to continue in this dreadful situation !

Two days elapsed amidst these gloomy reflections. At length, on the 9th, the wind abated. It shifted the following day to the south-east, and blew with such violence, that all the ice by which we were blocked up in the bay was broken to pieces with a great noise, and driven out into the open sea, so that by four o'clock in the afternoon there was none left, excepting along the shore.

In breaking the chains which detained us, the tyrant of the air forged others for us by his violence. It was not till after two days that the wind abated. A light breeze blowing along the shore, our boat was launched and the sail hoisted. We were already proceeding with a favourable course, when, several leagues off in the distance, we perceived an extremely elevated point of land. The coast to that place appeared to form such a continued chain of steep rocks, that it was impossible to attempt a landing before we had doubled the distant cape. It would, however, have been dangerous to risk so long a course. The boat had sprung a leak, and two men were constantly employed in bailing out the water, so that we could use but two oars ; and the enfeebled state to which we were reduced, by disappointment and the want of food, scarcely allowed us to support that slight exertion. What was to become of us if the wind should turn to the north-west ? We must infallibly be dashed to pieces against the rocks.

Fortunately the danger was no longer an object worthy of our consideration, and the wind seconded our perseverance so well, that we arrived at the cape about eleven o'clock at night. The place not being conve-

nient for landing, we were obliged to coast along till two in the morning, when the wind becoming more violent deprived us of the liberty of chusing a favourable spot: we were obliged to descend upon, or rather to climb, with the utmost difficulty, up a rocky shore, without its being possible for us to secure our boat from the waves, which threatened her with destruction.

The place where we had landed was a bay of no great depth, surrounded on the land side by inaccessible heights, but exposed towards the sea to the north-west wind, from which nothing could protect us. The wind which arose on the 13th threw our boat upon a ledge of the rocks, and damaged her in several places. This accident was but a trifling prelude to new sufferings. Surrounded by insurmountable rocks, which prevented us from seeking shelter in the woods; without any other covering than our sail, stiff with ice; buried for several days beneath a deluge of snow, which was heaped around us to the height of three feet; we had nothing to keep up our fire but the branches and the fragments of trunks of trees thrown by accident upon the shore. This deplorable situation lasted till the 21st, when the weather grew milder, but we were not able to take advantage of it. How were we to repair our boat, which had opened in several places! After reflecting on the various methods that presented themselves to our minds, and rejecting them as impracticable, all our thoughts were directed to seek our preservation in another quarter.

Though it was impossible to scale the wall of rocks which surrounded us on every side, and we were under the necessity of renouncing the use of our boat, it came

into our minds that we might at least proceed along the shore, by walking upon the ice, which had acquired sufficient strength to bear our weight. The mate and I resolved to make the experiment. We set off immediately, and proceeding a few miles arrived at the mouth of a river, bordered by a sandy beach, where we might have preserved our boat, and lived much less uncomfortably, had our good fortune at first conducted us thither. This discovery, while it occasioned regret, did not tend to increase our hopes. It was, indeed, easy to penetrate into the woods; but could we wander at random in a savage country, in quest of an inhabited district? How were we to direct our course through the black gloom of the forest? and above all, how were we to get along through the snow, with which the earth was covered to the height of six feet, and which might be melted by the first thaw?

After consulting together on the subject of our return, it was agreed that we had no other resource than to carry on our backs the remainder of our provisions and useful effects, and to proceed along the coast, where it was most natural to expect to find the families of fishermen or savages. The weather still seemed inclined to frost, and the wind having swept into the sea the greatest part of the snow which covered the ice upon the coast, we flattered ourselves that we should walk ten miles a day, even in the state of languor and debility into which we had fallen.

This resolution being unanimously adopted, we had soon completed the necessary preparations. We intended to set off on the morning of the 24th, but in the night which preceded it the wind suddenly shifted to the south-east, accompanied with heavy rain; so that

in a few hour, this crust of snow, which the day before appeared so solid, was entirely dissolved, and the ice detached from the shore. We had now no way of escaping from this disastrous shore on which we were confined. During these painful reflections our eyes were sometimes directed towards the boat which we had frequently been tempted to break up, in order to supply our fire, as we could not expect to render her serviceable again. We had still tow sufficient to stop the crevices, but the balsam of Canada had been totally exhausted by our daily repairs, and we were unable to contrive any substitute for it.

The frost, however, returned the next day. Its severity caused me, during the night, to conceive an idea, which I hastened to put into execution as soon as daylight appeared. This was to pour water upon the tow with which the crevices were filled, and to let it freeze like a coating, to a certain thickness. My companions laughed at my scheme, and could not without reluctance be prevailed upon to assist me. But this simple method succeeded beyond my hopes; all the apertures were so well closed, that they were at length convinced that no water could penetrate through them, as long as the frost continued to be equally severe.

We made a successful trial of it on the 27th. Though the boat had become heavy and difficult to be managed, by the quantity of ice with which it was covered, yet, in the course of the day she proceeded twelve miles from the place of our departure. This new service rendered her more valuable in our eyes, and we took care to remove her on her oars to a place more favorable to her security. A thick forest, situated near the spot, afforded us two advantages, of which we had been deprived for

so many nights, a slight shelter against the piercing wind, and abundance of wood to keep up a great fire, which warmed us while we slept. This twofold enjoyment was to us the height of pleasure. Our stock of tinder being almost consumed, I was obliged to renew it by burning a piece of my shirt, the same that I had worn ever since the loss of my effects.

The following day a deluge of rain unfortunately melted all the ice from our boat, and we had the mortification to lose the advantage of a fine day, which might probably have forwarded us several miles on our way. We resolved to wait the return of the frost, and what augmented our impatience and regret was, that our provisions were now reduced to two pounds and a half of beef for each man.

The frost not returning till the afternoon of the 29th, the delay unavoidably occasioned by our preparations prevented us from proceeding above seven miles before night. The succeeding day a very heavy gale, which surprized us at the beginning of our route, obliged us to land before we had gone more than two leagues. The thaw kept us on shore till the day after the next, the 1st of February, when an intense frost afforded us an opportunity of repairing our boat. But the pieces of floating ice were so large, that they constantly employed one of us to break them with a pole; and it was not without the most fatiguing exertions that we proceeded five miles before the close of the day.

Our navigation was more fortunate on the 3d. The wind blew in a direction as favourable as we could wish. Though the boat made some water, which employed part of our hands in bailing out, we, at first, ran four miles an hour with the assistance of our oars, and soon

afterwards five with our only sail. About two o'clock in the afternoon we were in full view of an elevated cape, which we calculated to be only three leagues off. But its prodigious height deceived us with regard to its distance, for it was almost dark before we reached it. After doubling it, our course took a different direction from what it had done in the day, so that we were obliged to lower our sail and take to our oars. The wind then began to blow from the shore. Our efforts to make head against it were very feeble, and had it not been for a current from the north-east, which assisted us to make some opposition, we should have run the risk of being carried irrecoverably into the open sea.

The coast being lined with rocks, was here too dangerous to attempt to land; we were obliged to row along the rocks, amidst a thousand dangers, in the dark, till five o'clock in the morning. Being then incapable, from our exhausted state, of any longer exertion, our eyes were shut to the dangers of landing, and heaven crowned our attempt with success, without any other accident than having our boat thrown, half full of water, upon the shore. The beginning of the wood was at no great distance, yet we had great difficulty to crawl to it, and make a fire to thaw our limbs and dry our clothes.

Such was the drowsiness into which fatigue and watching had plunged us, that it was impossible to refrain from sleep when our fire began to light. We were obliged to rouse each other alternately, in order to keep it up, fearing lest it should go out while we were all together, and we should be frozen to death in this lethargic state.

When I awoke I had occasion to convince myself, by the observation which I made on the shore, of the truth of what I had suspected by the way, namely, that the elevated point of land which we had just doubled, was Cape North, in the island of Cape Breton, which, with Cape Roi, on the island of Newfoundland, marks the entrance of the gulf of St. Laurence.

The pleasing certainty that we were on an inhabited island would have flattered us with the hope of at last meeting with assistance, by continuing our voyage, if we had any thing to subsist upon during the time that it might last. Our provisions were nearly exhausted, and this prospect filled us with despair. Nothing but ideas of a speedy death, or the most horrible means of deferring it, presented themselves to our minds. When we cast our eyes upon one another, each seemed ready to point out the victim whom it was necessary to sacrifice to the hunger of his executioners. Some of us had already agreed to commit the selection of the object to the blind decision of the lot. Fortunately the execution of this dreadful design was deferred till the last extremity.

While my companions were employed in clearing the boat of the sand with which the tide had filled her, and in stopping the crevices, by pouring water upon the tow, and leaving it to freeze, I walked along the shore with the mate, in quest of oysters, of which we perceived a great quantity of shells scattered up and down. Unfortunately none of them were full. We should have considered it the height of good fortune to have met with some carcases of wild beasts half devoured by birds of prey; but all these were now buried under the snow; there was nothing that cou'd

afford us even the vilest food. It was not sufficient that fate should have thrown us upon a desert coast, but, to crown our misery, it had chosen the most dreadful season, when not only the earth refused its productions for our subsistence, but likewise when the animals inhabiting the two elements which nourish mankind had fled to their caves and their retreats, to preserve themselves from the intense cold which desolates these inhospitable climates.

I should be afraid to excite too painful sensations in those minds which our situation, till the present moment, has inspired with tender compassion, if I were to paint, in all their horror, the miseries we had to suffer during the following days. Reduced for our only nourishment to the dry fruits of sweet-briar, dug up from beneath the snow, and a few tallow candles, which we had reserved for a last resource; oppressed with fatigue at the least exertion; checked in our navigation by the ice, the rain, or the winds; sometimes animated with a faint hope to be plunged soon afterwards in the abyss of despair; overwhelmed with the painful sensations of all these distresses, combined to crush us with their insupportable weight every moment, both of the day and of the night: such was our state till the 17th, when, completely exhausted, we landed for the last time, resolved to perish on the spot, if heaven should not send us some unexpected relief. To place our boat in safety on the beach would have been an undertaking too far beyond our power. She was abandoned to the fury of the waves, after we had sorrowfully taken out our implements and the sail, which served to cover us. Our last efforts were employed in clearing the snow from the spot we had fixed

upon, to raise it all round in a sloping direction, for the purpose of fixing in it branches of trees, intended to form a shelter; and lastly, in cutting and piling as much wood as possible to keep up our fire, fearing lest we should soon be unable to use our instruments.

A few handfuls of hips, boiled in snow water, were, during the first days, the sole support of our miserable lives. These began to fail us, and we thought ourselves fortunate in being able to supply their place with the marine plants which grew along the shore. After boiling them several hours, during which they lost little of their hardness, I put into the liquor one of the only two candles we had left. This disgusting broth, and the tough plants, at first appeased our hunger, but in a few moments we were seized with a terrible reaching, without having sufficient force to be able to clear our stomachs. This crisis lasted about four hours, after which we were somewhat relieved, but fell into a state of absolute debility.

We were, however, obliged the next day to have recourse to the same nourishment, which operated as before, only with rather less violence; for this purpose we had used our last candle. We were compelled, for three days, to be contented with the hard tough plants, which made us reach every mouthful we took. At the same time our legs began to swell, and our whole bodies became so bloated, that, notwithstanding the little flesh we had left, our fingers, with the smallest pressure upon our skin, sunk to the depth of an inch, and the impression remained an hour afterwards. Our eyes appeared as if buried in deep cavities. Benumbed by the internal dissolution of our blood, and by the intense cold we endured, we had scarcely strength to crawl, by

turns, and revive our almost extinguished fire, or to collect a few branches scattered upon the snow.

It was then that the remembrance of my father, which had attended me amidst the greatest dangers, combined with the idea of my death to fill my heart with unusual emotion. I represented to myself that tender parent, at first uneasy on my account, anxiously expecting to hear from me; afterwards overwhelmed with grief at seeing the time elapse without receiving any intelligence; and at last condemned to bewail the loss of his son during all the days of his old age. I wept myself at the thought of dying so far from his embrace, without receiving his last benediction. These affecting ideas, interrupted by the groans uttered around me, were succeeded by barbarous projects, with which the natural instinct of life inspired me to support. The wretched companions of my misfortune, whose exertions had hitherto assisted me, now appeared only to be a prey to satisfy my hunger; and I read the same sentiments in their greedy looks.

I know not whither these ferocious dispositions would have led us, when suddenly the accents of a human voice were heard in the forest. At the same instant we discovered two Indians armed with muskets, who did not appear to have yet perceived us. This sudden appearance reviving our courage, gave us strength to rise, and advance towards them with all the dispatch we were able.

As soon as they saw us they stopped, as if their feet had been nailed to the ground. They looked stedfastly at us, motionless with surprize and horror. Besides the astonishment that must naturally have been excited in them at the unexpected meeting with six strangers in a

desert corner of the island, our appearance alone was sufficient to shock the most intrepid. Our clothes hanging in rags, our eyes concealed by the bloated prominence of our livid cheeks, the monstrous bulk to which all our limbs were swelled, our long and shaggy beards, our hair flowing in disorder down our shoulders, must, altogether, have given us a frightful appearance. However, as we advanced, a thousand agreeable sensations were displayed in our countenances; some shed tears, and others laughed for joy. Though these peaceable signs were calculated, in some degree, to remove the fears of the Indians, they did not yet manifest the least inclination to approach us, and certainly the disgust which our whole figure must have produced, sufficiently justified their coldness. I therefore resolved to advance towards him who was nearest to me, holding out one hand to him in a supplicating attitude. He seized it, and gave it a hearty shake, which is the mode of salutation usual among these savages.

They then began to manifest some marks of compassion. I made a sign to them to come towards our fire; they accompanied us in silence, and sat down near us. One of them, who spoke bad French, begged us, in that language, to inform them whence we came, and what accident had conducted us to that spot. I hastened to give him as brief an account as possible of the misfortunes and sufferings we had experienced. As he seemed to be deeply affected by my narrative, I asked him if he could furnish us with any provisions. He replied in the affirmative; but seeing that our fire was almost out, he rose abruptly and seized our hatchet, at which he looked for a moment smiling, as I imagined, at the bad condition in which it was. He threw it down with a

look of disdain, and took that which was by his side. In a moment he had cut a great quantity of branches, which he threw upon our fire; he then took up his musket, and without saying a word, went away with his companion.

Such a sudden retreat might have given uneasiness to persons unacquainted with the humour of the Indians: but I knew that these people seldom speak but when they see an absolute necessity for it. I did not, therefore, doubt but that they were gone to fetch us provisions, and assured my alarmed comrades that we should not be long before we saw them again. Notwithstanding the distress in which we were for food, hunger was not, at least with me, the most pressing want. The good fire which the savages had made, crowned, at that moment, all my desires, having passed so many days of suffering, from intense cold, near the feeble flame of our miserable fire.

Three hours had elapsed since the departure of the Indians, and my afflicted companions began to lose all hope of seeing them again, when we perceived them turning a projecting point of land, and rowing towards us in a canoe of bark. They soon came on shore, bringing a large piece of smoked venison, and a bladder filled with fish oil. They boiled the meat in our iron pot with snow water, and when it was dressed, they took care to distribute it among us in a very small quantity, with a little oil, to prevent the dangerous consequences which might have resulted from our voracity in the debilitated state to which our stomachs were reduced.

This light repast being over, they made me embark with two of my companions in their canoe, which was

too small to take us all at once. We were received upon landing by three Indians and a dozen women or children, who were waiting for us on the shore. While those in the canoe returned to fetch the rest of our company, the others led us towards their huts or wigwams, three in number, constructed for the same number of families, at the entrance of the forest. We were treated by these good people with the kindest hospitality; they made us swallow a kind of broth, but would not permit us, notwithstanding our intreaties, to eat meat, or to take any other too substantial nourishment.

I felt the sincerest joy when the canoe returned with our three companions. Upon finding ourselves together, among these savages, after only such a short separation, we felt the sensations that are experienced by friends from infancy, who, after having long sighed remote from each other, at length find one another again in the bosom of their native land. The hut appeared to us the abode of bliss. The transports to which we gave way interested in our favour a very old woman, who testified great curiosity to hear our adventures. I gave a more circumstantial detail than before to the Indian who understood French, and he rendered it into his language for the others. In the course of my narrative I had occasion to observe, that the women were deeply affected by it, and grounded on this impression the hope of favorable treatment during our stay.

After having satisfied the most pressing wants, our thoughts were turned towards the unfortunate comrades, whom we had left behind at the place of our shipwreck. The distress to which we had been so

near falling victims made me fear that their fate had been still more wretched. However, if but one of them survived, I was determined to omit no exertion to save him. I endeavoured to describe to the savages, as well as I was able, the quarter of the island on which we had been cast, and enquired whether it was not possible to send thither some relief.

To the description I gave of the course of the neighbouring river, and of a small island to be seen at a little distance from its mouth, they replied that they were perfectly acquainted with the spot, that it was about one hundred miles to it, by very difficult ways through the woods; and they must cross rivers and mountains to arrive at it, and if they undertook the journey, they must expect some compensation for their fatigues. It would have been unreasonable to require them to suspend their hunting, their only means of supporting their wives and children, to undertake a toilsome excursion purely from a motive of benevolence towards strangers. As to their account of the distance of the place where we were wrecked, it did not appear exaggerated, since I computed, by my own calculations, that our course along the shore could not have been less than one hundred and fifty miles.

I then told them what it had not before come into my mind to mention, that I had money, and that if it was of any value in their eyes, I would employ part to pay them for their trouble. They seemed perfectly satisfied with my proposal, and asked to see my purse; I took it from my servant, and shewed them the guineas which it contained. At the sight of the gold I observed in their countenances sensations which I should never have expected to meet with among a savage peo-

ple; the women in particular eyed it with extreme avidity; and when I had presented each of them with a guinea, they set up a loud laugh, that being the way in which the Indians express extraordinary emotions of joy.

However exorbitant their pretensions might be, I determined to spare nothing to save my countrymen, if any of them were still alive. We, therefore, concluded an agreement, by which they engaged to depart the following day, and I was to give them twenty-five guineas before they set off, and the same sum upon their return. They immediately fell to work to make shoes fit for walking upon the snow, both for themselves and our seamen, whom they were to bring back. Early the next morning they departed, after receiving the stipulated sum.

From the moment the savages saw gold in my possession, my situation lost all the charms which it owed to their hospitality. They became as rapacious as they had before been generous, requiring ten times the value of the smallest articles with which they furnished my companions and me. I was fearful too lest this excessive passion for money, which they had contracted from their intercourse with the Europeans, should impel them to rob us, and leave us in the same deplorable situation from which we had been rescued by their assistance. The only motive on which I grounded the hope of more humane treatment was the religion they had embraced, having been converted to christianity by the French Jesuits before this island was ceded to us together with Canada. They shewed the strongest attachment to their new faith, and frequently stunned us in the evening by their doleful psalms. My servant was a par-

ticular favorite with them all, because, being an Irish Catholic, he joined their prayers, though he did not understand a single word of them. I much doubt whether they themselves could understand them, for their singing, or rather shouting, was a confused jargon, composed of bad French and their savage idiom, with a few Latin phrases which they had learned from their missionaries.

We were many days before we recovered our strength, or were capable of digesting any substantial food. The only nourishment the Indians could procure us was elk's flesh and seal-oil, upon which they live entirely during the hunting season.

Though the remembrance of so many past miseries caused us to bless the change in our situation, and reconciled us to our residence among the savages, yet I felt very anxious to leave them, on account of the dispatches with which I had been entrusted, and which might be of the greatest importance to the public service; and the more, as I could not be ignorant that the duplicate was lost in the wreck of the brig. But I was still so weak, that for some time, I found it impossible to take the least exercise, and experienced, as well as the companions of my misfortunes, how difficult it is to recover from such a rude attack upon the constitution.

After an absence of about a fortnight, the Indians returned with three of our people, being all that death had spared out of the eight persons whom I had left behind at the hut. They informed us, that after consuming all their provisions, they had subsisted several days on the skin of the elk which we had disdained to share with them; that the latter resource being ex-

hausted, three had died of hunger, and that the others had been reduced to the horrible necessity of feeding on the dead bodies till the arrival of the Indians; that one of the five who remained had given way with so much imprudence to his voracity, that he died in a few hours, amidst inexpressible torments; and that another had accidentally killed himself in banding the arms of one of the savages. Thus our company, consisting at first of nineteen persons, was reduced to nine; and I wonder, whenever I think of it, that a single individual escaped, after having had to contend, for the space of three months, with all the complicated hardships of cold, hunger and fatigue.

Our impaired strength kept us in this dismal place a fortnight longer, during which I was obliged, as before, to pay the most exorbitant price for our food and our smallest wants. At the end of that time, finding my health somewhat re-established, and my purse almost empty, I conceived myself obliged to sacrifice my personal comfort to my duty to the service, and resolved to proceed with my dispatches to General Clinton, with all possible expedition, though this, of all the seasons of the year, was the least proper for travelling. I therefore hired two Indians to take me to Halifax for forty guineas, which I engaged to pay them upon my arrival there. I farther took upon myself to furnish them by the way with every kind of provisions, and suitable refreshments, in the inhabited parts through which we might pass. Some of the other Indians were to conduct the rest of our company to a settlement on the Spanish river, where they were to remain till the spring to wait for an opportunity of proceeding to Halifax by sea. I furnished the captain with all the money.

necessary for his subsistence, and that of his men, for which he gave me a bill on his owner at New York. The latter was not ashamed to refuse to pay it, under the pretext, that as the ship was lost, neither the captain nor the crew could have any claim upon him.

I set off on the 2d of April, accompanied by two Indians, my servant, and Mr. Winslow, a young passenger in our ship, and one of the three survivors at the hut. We each carried with us four pair of Indian shoes, a pair of snow-shoes, and provisions for a fortnight. We arrived that evening at a place, called by the English Broad Oar, where a snow storm detained us the whole of the following day. We set off again on the 4th, and after a march of about fifteen miles arrived on the banks of a beautiful salt-water lake, called the Lake of St. Peter, one end of which communicates with the sea. Here we met with two Indian families that were going a hunting. I purchased of them, for four guineas, a bark canoe, which my guides informed me would very often be necessary for crossing certain parts of the lake that are never frozen. As in other parts we should have to travel upon the ice, I was likewise obliged to buy two sledges to place the boat upon, and to draw it after us.

Having enjoyed two days' repose, and procuring a fresh supply of provisions, we resumed our march on the 7th, proceeding several miles along the banks of the lake; but the ice being bad, we were obliged to quit that route and take another through the woods. The snow was there six feet deep; a thaw, accompanied with rain, which came on the next day, rendered it so soft that it was no longer possible to walk upon its surface. We were, therefore, obliged to stop. A large

fire a commodious wigwam, and abundance of provisions, assisted us to endure this disagreeable delay, without entirely dissipating our inquietudes. The winter was too far advanced for us to hope to travel much longer upon the snow, without the accidental return of the frost; and should it not return again, the only thing we could do, was to wait till the lake should be entirely cleared of the ice, and thus we might be detained a fortnight or three weeks longer. In this case our situation was likely to become as unfortunate as that to which we had been reduced by our shipwreck, excepting that the weather was less severe, that we were rather better supplied with provisions, and had at least arms to recruit our stock.

The frost fortunately returned on the 12th, and we resolved to take advantage of it the next day. We, that day, proceeded six leagues, sometimes on floating ice, and sometimes in the canoes. On the 14th our provisions being almost consumed, I proposed to go in pursuit of game, which appeared to abound in this district. The savages, in general, think only on the wants of the day, without troubling themselves about those of the morrow. This foresight might, however, have proved very essential, since a sudden thaw might have prevented us from going out. I went into the woods with one of my guides, and we soon discovered the traces of an elk, which my Indian killed after an hour's pursuit. He opened him with much dexterity, caught the blood in a bladder, and cut up the body into large quarters, part of which we carried on our shoulders to the canoe, sending the other Indian, my servant, and Mr. Winslow for the remainder. This expedition procured us a sufficient stock of provisions to remove any

apprehension of want, even in case a sudden thaw prevented us from continuing our route on the lake, or in the woods.

We departed early in the morning of the 15th, and that day went six leagues, which so diminished our strength, already exhausted by long hardships, that it was impossible to proceed the next day. We were detained by fatigue till the 18th, when we resumed our journey, in the same manner, that is, partly on the floating ice, and partly in the canoe, in those places where the lake was not frozen.

I then had an opportunity to notice the beauties of the lake, one of the finest that I have seen in America, though the season was not calculated to shew it to advantage. It is covered with an infinite number of small islands, dispersed over its surface, which gave it a great resemblance to the celebrated lake of Killarney, and the other fresh water lakes of Ireland. No settlement has ever been made on these islands, though their soil appears fertile, and the residence upon them would be delightful in summer, were it possible to procure fresh water, of which they are entirely destitute: and this is doubtless the reason why they are not inhabited.

If the ice of the lake had been interrupted, and more solid, we should have saved much time and trouble by proceeding directly from point to point, from one island to another, instead of being obliged to make a long circuit at every bay we came to.

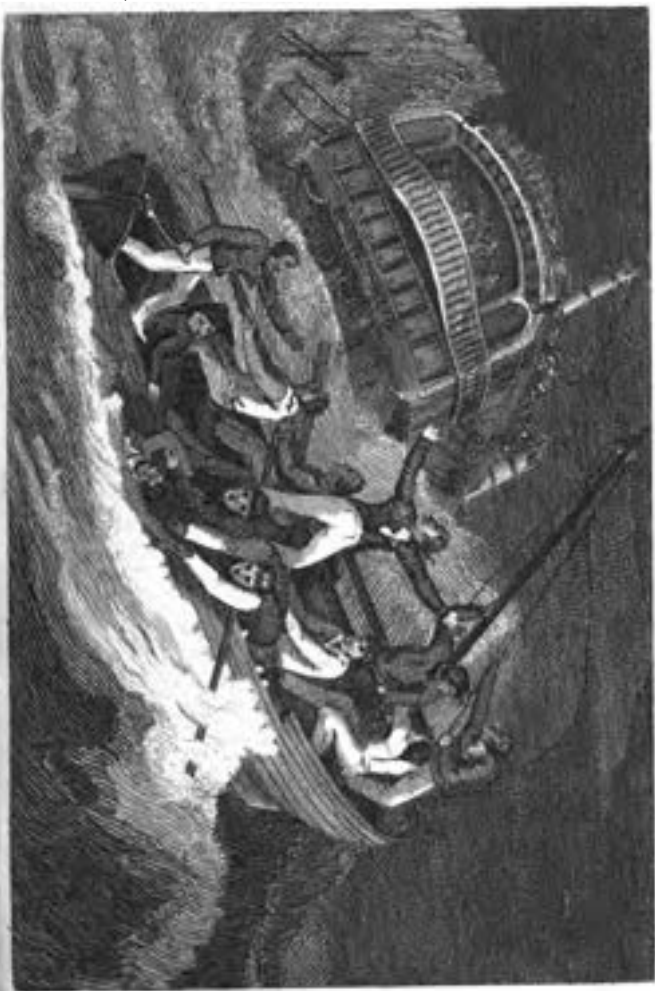
On the 20th we arrived at St. Peter's, a place where there is a settlement of a few English and French families. I am bound in gratitude to make mention here of Mr. Cavanagh, an English merchant, who received us with every kind of civility, and who, being informed of

my misfortunes, had the confidence to advance me two hundred pounds sterling, for a bill of exchange which I gave him on my father, though our name was utterly unknown to him.

At St. Peter's I should have hired a fishing-boat to repair to Halifax, but for the apprehension of falling into the hands of the American privateers, with which those seas were then infested. The lake being in this place separated from the sea by a forest about a mile broad, we had only to drag our canoe that distance, in order to reach the coast and embark. After stopping the following days in different places of little consequence, we arrived on the 25th at Narrashoe, where we were received with the same hospitality as at St. Peter's. We left it on the 26th, in our canoe, to repair to Isle Madame, situated about the middle of the streights of Canceau, which separate Cape Breton from Nova Scotia; but at the point of that island we discovered such a prodigious quantity of floating ice, that it would have been the height of imprudence to venture our feeble bark among it. We, therefore, returned to Narrashoe, where I hired a vessel capable of resisting its violence. I ordered the canoe to be taken on board, and on the 27th, with the assistance of the most favorable wind, we crossed the Streights in three hours, and landed at Canceau, which gives name to them. At length, after a navigation of ten days along the coast, our canoe brought us in safety into the harbour of Halifax.

The Indians having received the sum we had agreed upon, and the presents with which I endeavoured to testify my gratitude towards those to whom I owed the preservation of my life, left us in a few days to return to their island. As I was obliged to wait a consider-

able time longer for a vessel, I had, during that interval, the satisfaction to be joined by my companions in misfortune, whom the other Indians had undertaken to conduct by the Spanish River. At last, after waiting two months, I embarked in the ship called the Royal Oak, and arrived at New York, where I delivered my dispatches to General Clinton in a very tattered condition.



THE LOSS OF
HIS MAJESTY'S SHIP CENTAUR,

Of Seventy-four Guns, the 23d of September, 1782;
*And the miraculous Preservation of the Pinnace, with the
 Captain, Master, and Ten of the Crew.*

BY CAPTAIN INGLESFIELD

State of the Centaur on her leaving Jamaica—Distressed Situation in the subsequent Gale—Loss of the Water and Provisions—The Captain and Eleven others escape in the Pinnace—Hardships encountered by them—One of the Company dies of Hunger and Cold—After a Voyage of Sixteen Days they arrive at Fayal—Names of the People saved, and of the Officers who perished in the Ship.

AFTER the decisive engagement in the West Indies, on the glorious 12th of April, 1782, when the French fleet under Count de Grasse was defeated by Admiral Sir George Rodney, several of the captured ships, besides many others, were either lost or disabled, on their homeward bound passage, with a large convoy. Among those lost were the Centaur of seventy-four guns, whose commander, Captain Inglesfield, with the master and ten of the crew, experienced a most providential escape from the general fate.

The captain's narrative affords the best explanation of the manner and means by which this signal deliverance was effected. Those only who are personally involved in such a calamity can describe their sensations with full energy, and furnish, in such detail, those traits of the heart which never fail to interest.

The Centaur (says Captain Inglefield) left Jamaica in rather a leaky condition, keeping two hand-pumps going, and when it blew fresh, sometimes a spell with a chain pump was necessary. But I had no apprehension that the ship was not able to encounter a common gale of wind.

In the evening of the 16th of September, when the fatal gale came on, the ship was prepared for the worst weather usually met in those latitudes, the main-sail was reefed and set, the top-gallant-masts struck, and the mizen-yard lowered down, though at that time it did not blow very strong. Towards midnight it blew a gale of wind, and the ship made so much water that I was obliged to turn all hands up to spell the pumps. The leak still increasing, I had thoughts to try the ship before the sea. Happy I should have been, perhaps, had I in this been determined. The impropriety of leaving the convoy, except in the last extremity, and the hopes of the weather growing moderate, weighed against the opinion that it was right.

About two in the morning the wind lulled, and we flattered ourselves the gale was breaking. Soon after we had much thunder and lightning from the south-east, with rain, when it began to blow strong in gusts of wind, which obliged me to haul the main-sail up, the ship being then under bare poles. This was scarcely done, when a gust of wind, exceeding in violence any thing of the kind I had ever seen or had any conception of, laid the ship upon her beam ends. The water forsok the hold and appeared between decks, so as to fill the mens' hammocks to leeward: the ship lay motionless, and to all appearance irrecoverably overset. The water increasing fast, forced through the cells of the

ports, and scuttled in the ports from the pressure of the ship. I gave immediate directions to cut away the main and mizen masts, hoping when the ship righted, to wear her. The main-mast went first, upon cutting one or two of the lanyards, without the smallest effect on the ship; the mizen-mast followed, upon cutting the lanyard of one shroud; and I had the disappointment to see the foremast and bowsprit follow. The ship upon this immediately righted, but with great violence; and the motion was so quick, that it was difficult for the people to work the pumps. Three guns broke loose upon the main-deck, and it was some time before they were secured. Several men being maimed in this attempt, every moveable was destroyed, either from the shot thrown loose from the lockers, or the wreck of the deck. The officers, who had left their beds naked, when the ship overset in the morning, had not an article of clothes to put on, nor could their friends supply them.

The masts had not been over the sides ten minutes before I was informed the tiller was broken short in the rudder-head; and before the chocks could be placed, the rudder itself was gone. Thus we were as much disastered as it was possible, lying at the mercy of the wind and sea: yet I had one comfort, that the pumps, if any thing, reduced the water in the hold; and as the morning came on (the 17th) the weather grew more moderate, the wind having shifted in the gale to north-west.

At day-light I saw two line of battle ships to leeward; one had lost her foremast and bowsprit, the other her main-mast. It was the general opinion on board the Centaur, that the former was the Canada, the other

the Glorieux. The Ramillies was not in sight, nor more than fifteen sail of merchant ships.

About seven in the morning I saw another line of battle ship ahead of us, which I soon distinguished to be the Ville de Paris, with all her masts standing. I immediately gave orders to make the signal of distress, hoisting the ensign on the stump of the mizen-mast; union downwards, and firing one of the fore-castle guns. The ensign blew away soon after it was hoisted, and it was the only one we had remaining; but I had the satisfaction to see the Ville de Paris wear and stand towards us. Several of the merchant ships also approached us, and those that could hailed, and offered their assistance; but, depending upon the king's ship, I only thanked them, desiring, if they joined Admiral Graves, to acquaint him of our condition. I had not the smallest doubt but the Ville de Paris was coming to us, as she appeared to us not to have suffered in the least by the storm, and having seen her wear, we knew she was under government of her helm; at this time also, it was so moderate that the merchantmen set their topsails, but approaching within two miles, she passed us to windward; this being observed by one of the merchant ships, she wore and came under our stern, offering to carry any message to her. I desired the master would acquaint Captain Wilkinson that the Centaur had lost her rudder, as well as her masts; that she made a great deal of water, and that I desired he would remain with her until the weather grew moderate. I saw this merchantman approach afterwards near enough to speak to the Ville de Paris, but I am afraid that her condition was much worse than it appeared to be, as she continued upon that tack. In the mean time all the quarter-deck

guns were thrown overboard, and all but six which had overset of the main-deck. The ship, lying in the trough of the sea, laboured prodigiously. I got over one of the small anchors, with a boom and several gun-carriages, veering out from the head-door by a large hawser, to keep the ship's bow to the sea; but this, with a top-gallant sail upon the stump of the mizen-mast, had not the desired effect.

As the evening came on it grew hazy, and blew strong in squalls. We lost sight of the *Ville de Paris*, but I thought it a certainty that we should see her the next morning. The night was passed in constant labour at the pumps. Sometimes the wind lulled; the water diminished; when it blew strong again, the sea rising, the water again increased.

Towards the morning of the 18th I was informed there was seven feet water upon the keelson; that one of the winches was broken; that the two spare ones would not fit, and that the hand pumps were choked. These circumstances were sufficiently alarming; but upon opening the after-hold, to get some rum up for the people, we found our condition much more so.

It will be necessary to mention, that the *Centaur's* after-hold was inclosed by a bulk-head at the after part of the well: here all the dry provisions, and the ship's rum, were stowed upon twenty chaldron of coals, which unfortunately had been started on this part of the ship, and by them the pumps were continually choked. The chain-pumps were so much worn as to be of little use; and the leathers, which, had the well been clear, would have lasted twenty days, or more, were all consumed in eight. At this time it was observed, that the water had not a passage to the well, for here there was so

much that it washed against the orlop-deck. All the rum, twenty-six puncheons; all the provisions, of which there was sufficient for two months, in casks, were staved, having floated with violence from side to side, until there was not a whole cask remaining; even the staves that were found upon clearing the hold, were most of them broken in two or three pieces. In the fore hold we had a prospect of perishing; should the ship swim, we had no water but what remained in the ground tier; and over this all the wet provisions, and butts filled with salt-water, were floating, and with so much motion, that no man could with safety go into the hold. There was nothing left for us to try, but bailing with buckets at the fore-hatchway and fish-room; and twelve large canvas buckets were immediately employed at each. On opening the fish-room, we were so fortunate as to discover that two puncheons of rum, which belonged to me, had escaped. They were immediately got up, and served out at times in drams; and had it not been for this relief, and some lime-juice, the people would have dropped.

We soon found our account in bailing; the spare pump had been put down the fore-hatchway, and a pump shifted to the fish-room; but the motion of the ship had washed the coals so small, that they had reached every part of the ship, and the pumps were soon choked. However, the water by noon had considerably diminished by working the buckets; but there appeared no prospect of saving the ship if the gale continued. The labour was too great to hold out without water; yet the people worked without a murmur, and indeed with cheerfulness.

At this time the weather was more moderate, and a couple of spars were got ready for shears to set up a

jury fore-mast; but as the evening came on, the gale again increased. We had seen nothing this day but the ship that had lost her main-mast, and she appeared to be as much in want of assistance as ourselves, having fired guns of distress; and before night I was told her fore-mast was gone.

The Centaur laboured so much, that I had scarcely a hope she could swim till morning. However, by great exertion of the chain-pumps and bailing, we held our own, but our sufferings for want of water were very great, and many of the people could not be restrained from drinking salt-water.

At day-light (the 19th) there was no vessel in sight; and flashes from guns having been seen in the night, we feared the ship we had seen the preceding day had foundered. Towards ten o'clock in the forenoon the weather grew more moderate, the water diminished in the hold, and the people were encouraged to redouble their efforts to get the water low enough to break a cask of fresh water out of the ground tier; and some of the most resolute of the seamen were employed in the attempt. At noon we succeeded with one cask, which, though little, was a seasonable relief. All the officers, passengers, and boys, who were not of the profession of seamen, had been employed thrumming a sail, which was passed under the ship's bottom, and I thought had some effect. The shears were raised for the fore-mast; the weather looked promising, the sea fell, and at night we were able to relieve at the pumps and bailing every two hours. By the morning of the 20th, the fore-hold was cleared of the water, and we had the comfortable promise of a fine day. It proved so, and I was determined to make use of it with all possible exertion. I

divided the ship's company, with the officers attending them, into parties, to raise the jury foremast; to heave over the lower deck guns; to clear the wreck of the fore and after-holds; to prepare the machine for steering the ship, and to work the pumps. By night the after-hold was as clear as when the ship was launched; for, to our astonishment, there was not a shovel of coals remaining, twenty chaldrons having been pumped out since the commencement of the gale. What I have called the wreck of the hold, was the bulk-heads of the after-hold, fish-room, and spirit-rooms. The standards of the cock-pit, an immense quantity of staves and wood, and part of the lining of the ship, were thrown overboard, that if the water should again appear in the hold, we might have no impediment in bailing. All the guns were overboard, the fore-mast secured, and the machine, which was to be similar to that with which the Ipswich was steered, was in great forwardness; so that I was in hopes, the moderate weather continuing, that I should be able to steer the ship by noon the following day, and at least save the people on some of the western islands. Had we any other ship in company with us, I should have thought it my duty to have quitted the Centaur this day.

This night the people got some rest by relieving the watches; but in the morning of the 21st we had the mortification to find that the weather again threatened, and by noon it blew a storm. The ship laboured greatly, and the water appeared in the fore and after-hold, and increased. The carpenter also informed me, that the leathers were nearly consumed; and likewise, that the chain of the pumps, by constant exertion, and the friction of the coals, were considered as nearly useless.

As we had now no other resource but bailing, I gave orders that scuttles should be cut through the decks to introduce more buckets into the hold; and all the sail-makers were employed, night and day, in making canvas buckets: and the orlop-deck having fallen in on the larboard side, I ordered the sheet cable to be roused overboard. The wind at this time was at west, and being on the larboard tack, many schemes had been practised to wear the ship, that we might drive into a less boisterous latitude, as well as approach the Western Islands, but none succeeded: and having a weak carpenter's crew, they were hardly sufficient to attend the pumps; so that we could not make any progress with the steering machine. Another sail had been thrummed and got over, but we did not find its use; indeed there was no prospect but in a change of weather. A large leak had been discovered and stopt in the fore-hold, and another in the lady's hole, but the ship appeared so weak from her labouring, that it was clear she could not last long. The after-cockpit had fallen in, the fore-cockpit the same, with all the store-rooms down: the stern-post was so loose, that as the ship rolled, the water rushed in on either side in great streams, which we could not stop.

Night came on, with the same dreary prospect as on the preceding, and was passed in continual effort of labour. Morning came (the 22d) without our seeing any thing, or any change of weather, and the day was spent with the same struggles to keep the ship above water, pumping and bailing at the hatchways and scuttles. Towards night another of the chain-pumps was rendered quite useless, by one of the rollers being displaced at the bottom of the pump, and this was without

remedy, there being too much water in the well to get to it; we also had but six leathers remaining, so that the fate of the ship was not far off. Still the labour went on without any apparent despair, every officer taking his share of it, and the people were always cheerful and obedient.

During the night the water increased; but about seven in the morning of the 23d I was told that an unusual quantity of water appeared, all at once, in the fore-hold, which, upon my going forward to be convinced, I found but too true; the stowage of the hold-ground-tier was all in motion, so that in a short time there was not a whole cask to be seen. We were convinced the ship had sprung a fresh leak. Another sail had been thrumming all night, and I was giving directions to place it over the bows, when I perceived the ship settling by the head, the lower deck bow-ports being even with the water.

At this period the carpenter acquainted me the well was staved in, destroyed by the wreck of the hold, and the chain-pumps displaced and totally useless. There was nothing left but to redouble our efforts in bailing, but it became difficult to fill the buckets, from the quantity of staves, planks, anchor-stocks, and yard-arm pieces, which were now washed from the wings, and floating from side to side with the motion of the ship. The people, till this period, had laboured, as if determined to conquer their difficulties, without a murmur, or without a tear; but now, seeing their efforts useless, many of them burst into tears, and wept like children.

I gave orders for the anchors, of which we had two remaining, to be thrown overboard, one of which (the

spare anchor) had been most surprisingly hove in upon the fore-castle and midships, when the ship had been upon her beam-ends, and gone through the deck.

Every time that I visited the hatchway, I observed the water increased, and at noon washed even with the orlop-deck; the carpenter assured me the ship could not swim long, and proposed making rafts to float the ship's company, whom it was not in my power to encourage any longer with a prospect of their safety. Some appeared perfectly resigned, went to their hammocks, and desired their messmates to lash them in; others were lashing themselves to gratings and small rafts; but the most predominant idea was that of putting on their best and cleanest clothes.

The weather, about noon, had been something moderate, and as rafts had been mentioned by the carpenter, I thought it right to make the attempt, though I knew our booms could not float half the ship's company in fine weather; but we were in a situation to catch at a straw. I therefore called the ship's company together, told them my intention, recommending to them to remain regular and obedient to their officers. Preparations were immediately made to this purpose; the booms were cleared; the boats, of which we had three, viz. cutter, pinnace, and five-oared yawl, were got over the side; a bag of bread was ordered to be put in each, and any liquors that could be got at, for the purpose of supplying the rafts. I had intended myself to go in the five-oared yawl, and the coxswain was desired to get any thing from my steward that might be useful. Two men, captains of the tops, of the fore-castle, or quarter-masters, were placed in each of them, to prevent any per-

son from forcing the boats, or getting into them until an arrangement was made. While these preparations were making, the ship was gradually sinking, the orlop-decks having been blown up by the water in the hold, and the cables floated to the gun-deck. The men had for some time quitted their employment of bailing, and the ship was left to her fate.

In the afternoon the weather again threatened, and blew strong in squalls; the sea ran high, and one of the boats (the yawl) was staved alongside and sunk. As the evening approached, the ship appeared little more than suspended in water. There was no certainty that she would swim from one minute to another; and the love of life, which I believe never shewed itself later in the approach of death, began now to level all distinctions. It was impossible, indeed, for any man to deceive himself with a hope of being saved upon a raft in such a sea; besides that, the ship in sinking, it was probable, would carry every thing down with her in a vortex, to a certain distance.

It was near five o'clock, when, coming from my cabin, I observed a number of people looking very anxiously over the side; and looking myself, I saw that several men had forced the pinnace, and that more were attempting to get in. I had immediate thoughts of securing this boat before she might be sunk by numbers. There appeared not more than a moment for consideration; to remain and perish with the ship's company, to whom I could not be of use any longer, or seize the opportunity, which was the only way of escaping, and leave the people, with whom I had been so well satisfied on a variety of occasions, that I thought I could give my life to preserve them—this, indeed, was

a painful conflict, such as, I believe, no man can describe, nor any have a just idea of who has not been in a similar situation.

The love of life prevailed. I called to Mr. Rainy, the master, the only officer upon deck, desired him to follow me, and immediately descended into the boat, at the after-part of the chains, but not without great difficulty got the boat clear of the ship, twice the number that the boat would carry pushing to get in, and many jumping into the water. Mr. Baylis, a young gentleman fifteen years of age, leaped from the chains, after the boat had got off, and was taken in. The boat falling astern, became exposed to the sea, and we endeavoured to pull her bow round to keep her to the break of the sea, and to pass to windward of the ship; but in the attempt she was nearly filled, the sea ran too high, and the only probability of living was keeping her before the wind.

It was then that I became sensible how little, if any, better our condition was than that of those who remained in the ship; at best, it appeared to be only a prolongation of a miserable existence. We were, all together, twelve in number, in a leaky boat, with one of the gun-wales staved, in nearly the middle of the Western Ocean, without a compass, without quadrant, without sail, without great coat or cloak, all very thinly clothed, in a gale of wind, with a great sea running! It was now five o'clock in the evening, and in half an hour we lost sight of the ship. Before it was dark a blanket was discovered in the boat. This was immediately bent to one of the stretchers, and under it, as a sail, we scudded all night, in expectation of being swallowed up by every wave, it being with great difficulty that we could some-

times clear the boat of the water, before the return of the next great sea; all of us half drowned, and sitting, except those who bailed, at the bottom of the boat; and, without having really perished, I am sure no people ever endured more. In the morning the weather grew moderate, the wind having shifted to the southward, as we discovered by the sun. Having survived the night, we began to recollect ourselves, and to think of our future preservation.

When we quitted the ship the wind was at N.W. or N.N.W. Faya had borne E. S. E. 250 or 260 leagues. Had the wind continued for five or six days, there was a probability that running before the sea we might have fallen in with some one of the Western Islands. The change of wind was death to these hopes; for, should it come to blow, we knew there would be no preserving life, but by running before the sea, which would carry us again to the northward, where we must soon afterwards perish.

Upon examining what we had to subsist on, I found a bag of bread, a small ham, a single piece of pork, two quart bottles of water, and a few of French cordials. The wind continued to be southward for eight or nine days, and providentially never blew so strong but that we could keep the side of the boat to the sea; but we were always most miserably wet and cold. We kept a sort of reckoning, but the sun and stars being sometimes hidden from us, for twenty-four hours, we had no very correct idea of our navigation. We judged, at this period, that we had made nearly an E.N.E. course since the first night's run, which had carried us to the S.E. and expected to see the island of Corvo. In this, however, we were disappointed, and we feared that

the southerly wind had driven us far to the northward. Our prayers were now for a northerly wind. Our condition began to be truly miserable, both from hunger and cold; for on the fifth day we had discovered that our bread was nearly all spoiled by salt water, and it was necessary to go on an allowance. One biscuit divided into twelve morsels for breakfast, and the same for dinner; the neck of a bottle broken off, with the cork in, served for a glass, and this filled with water was the allowance of twenty-four hours for each man. This was done without any sort of partiality or distinction; but we must have perished ere this, had we not caught six quarts of rain water; and this we could not have been blessed with, had we not found in the boat a pair of sheets, which by accident had been put there. These were spread when it rained, and when thoroughly wet wrung into the kidd with which we bailed the boat. With this short allowance, which was rather tantalizing than sustaining in our comfortless condition, we began to grow very feeble, and our clothes being continually wet, our bodies were in many places chafed into sores.

On the 13th day it fell calm, and soon after a breeze of wind sprung up from the S. S. W. and blew to a gale, so that we ran before the sea at the rate of five or six miles an hour under our blanket, till we judged we were to the southward of Fayal, and to the westward 60 leagues; but the wind blowing strong we could not attempt to steer for it. Our wishes were now for the wind to shift to the westward. This was the fifteenth day we had been in the boat, and we had only one day's bread, and one bottle of water remaining of a second supply of rain. Our sufferings were now as great as

human strength could bear, but we were convinced that good spirits were a better support than great bodily strength; for on this day Thomas Matthews, quartermaster, the stoutest man in the boat, perished from hunger and cold; on the day before he complained of want of strength in his throat, as he expressed it, to swallow his morsel, and in the night drank salt water, grew delirious, and died without a groan. As it became next to a certainty that we should all perish in the same manner in a day or two, it was somewhat comfortable to reflect, that dying of hunger was not so dreadful as our imagination had represented. Others had complained of these symptoms in their throats; some had drunk their own urine; and all but myself had drunk salt water.

As yet despair and gloom had been successfully prohibited; and, as the evenings closed in, the men had been encouraged by turns to sing a song, or relate a story, instead of supper; but this evening I found it impossible to raise either. As the night came on, it fell calm, and about midnight a breeze of wind sprang up, we guessed from the westward by the swell, but there not being a star to be seen, we were afraid of running out of our way, and waited impatiently for the rising sun to be our compass.

As soon as the dawn appeared, we found the wind to be exactly as we had wished, at W. S. W. and immediately spread our sail, running before the sea at the rate of four miles an hour. Our last breakfast had been served with the bread and water remaining, when John Gregory, quartermaster, declared, with much confidence, that he saw land in the S. E. We had so often seen fog-banks, which had the appearance of land, that

I did not trust myself to believe it, and cautioned the people (who were extravagantly elated) that they might not feel the effects of disappointment: till at length one of them broke out into a most immoderate swearing fit of joy, which I could not restrain, and declared he had never seen land in his life if what he now saw was not land:

We immediately shaped our course for it, though on my part with very little faith. The wind freshened; the boat went through the water at the rate of five or six miles an hour, and in two hours' time the land was plainly seen, by every man in the boat, but at a very great distance, so that we did not reach it till ten at night. It must have been at least twenty leagues from us when first discovered; and I cannot help remarking, with much thankfulness, the providential favor shewa to us in this instance.

In every part of the horizon, except where the land was discovered, there was so thick a haze that we could not have seen any thing for more than three or four leagues. Fayal, by our reckoning, bore E. by N. which course we were steering, and in a few hours, had not the sky opened for our preservation, we should have increased our distance from the land, got to the eastward, and of course missed all the island. As we approached the land our belief had strengthened that it was Fayal. The island of Pico, which might have revealed it to us, had the weather been perfectly clear, was at this time capped with clouds, and it was some time before we were quite satisfied, having traversed for two hours a great part of the island, where the steep and rocky shore refused us a landing. This circumstance was borne with much impatience, for we had flattered ourselves that we should meet with fresh water at the

first part of the land we might approach; and being disappointed, the thirst of some had increased anxiety almost to a degree of madness; so that we were near making the attempt to land in some places where the boat must have been dashed to pieces by the surf. At length we discovered a fishing canoe, which conducted us into the road of Fayal about midnight; but where the regulation of the port did not permit us to land till examined by the health officers: however, I did not think much of sleeping this night in the boat, our pilot having brought us some refreshments of bread, wine, and water. In the morning we were visited by Mr. Graham, the English consul, whose humane attention made very ample amends for the formality of the Portuguese. Indeed I can never sufficiently express the sense I have of his kindness and humanity, both to myself and people; for, I believe, it was the whole of his employment for several days to contrive the best means of restoring us to health and strength. It is true, I believe there never was more pitiable objects. Some of the stoutest men belonging to the Centaur were obliged to be supported through the streets of Fayal. Mr. Rainy, the master, and myself, were, I think, in better health than the rest; but I could not walk without being supported; and for several days, with the best and most comfortable provisions of diet and lodging, we grew rather worse than better.

Fayal, Oct. 13, 1782.

J. N. INGLEFIELD.

NAMES OF THE OFFICERS AND MEN WHO WERE
SAVED IN THE PINNACE.

Captain Inglefield.

Thomas Rainy, Master.

Robert Baylis, midshipman.
 James Clark, surgeon's mate.
 Timothy Sullivan, captain's coxwain.
 John Gregory, quarter-master.

SEAMEN.

Charles McCarty. Theodore Hutchins.
 Charles Flinn. Thomas Stevenson.
 Charles Gallohar.

NAMES OF THE OFFICERS LEFT IN THE SHIP AND
 SUPPOSED TO HAVE PERISHED.

Lieutenants.

John Jordan, 1st George Scott, 4th
 John Treleven, 2nd George Breton, 5th
 Geo. Lindsay, 3rd

John Bell, captain of marines.
 Thomas Hunter, purser.
 Thomas Williamson, surgeon.
 Thomas Wood, boatswain.
 Charles Penlarick, gunner,
 Allan Woodriff, carpenter.

MATES AND MIDSHIPMEN.

Messrs. Dobson, Warden, Hay, Everhart, Minshaw,
 Sampson, Lindsay, Chalmers, Thomas, Young.

THE SHIPWRECK OF THE VRYHEID,

A DUTCH EAST INDIAMAN.

Off Dymchurch Wall, near Dover, Nov. 23, 1802.

The Melville Castle, purchased by the Dutch East India Company, and called the Vryheid—Hired by the Dutch Government to convey Troops and Stores—Encounters a heavy Gale—Universal Distress and Consternation of the Passengers—The Captain refuses to take a Pilot on board—Farther Proof of his Obstinacy—The Ship drives and strikes on one of the Jetties of Dymchurch Wall—She breaks her Back—Melancholy Fate of the Captain, his Wife, and Child—Eighteen of the Crew escape on a Fragment of the Wreck—Statement of the Crew and Passengers.

THE Melville Castle, a British East Indiaman, after performing the usual number of voyages, was put up by the Company for sale, and purchased by an agent of the merchants of Amsterdam trading to the East Indies. She was navigated to Amsterdam, where she underwent a tolerable repair in her upper works, and was new sheathed and coppered, while her knees and timbers remained in a very decayed state. Thus patched up, the Company tendered her to the Government, which then chanced to want a large ship to carry out troops and stores to the Cape of Good Hope and Batavia, reserving the liberty to bring home a return freight. A surveyor was immediately ordered on board, who reported that the ship was in perfect repair, and wanted nothing but the necessary stores to equip her for the

1916. J. W. P. P. P.



voyage. The ship was accordingly furnished with stores of every kind, was painted throughout, and received the name of the *Vryheid*.

On Monday, the 8th of November, 1782, the troops destined to embark on board the *Vryheid* received orders to march from Rotterdam to Amsterdam, where three hundred and twenty men, the flower of the regiment, were selected out of nearly one thousand, who formed the second battalion of marines in the service of the Batavian republic.

On Saturday, the 20th, the troops were ordered to embark, which was done without delay; and early the following morning the admiral, colonel, and all the officers, went on board the *Vryheid*, accompanied by their ladies, attendants, and domestics.

The ship immediately got under weigh, and proceeded with a favorable breeze till early in the morning of the 22d, when it blew a heavy gale from a contrary direction. The captain hereupon ordered the top-gallant-masts and yards to be struck, when she seemed to ride much easier than before. As the day opened, the wind, however, blew with increased violence, and every exertion of the crew to render the ship manageable proved ineffectual.

The most serious apprehensions now began to be entertained for the safety of the vessel; and the state of the ladies on board was particularly distressing. Some embraced their children, and wept over them in speechless agony, while others, in vain, implored their husbands to procure the means of landing them in safety on their native shore, and to give up the voyage. The commander, Captain Scherman, was himself in a

very trying situation. His lady was on board, with an infant only three months old at her breast; and her affliction was aggravated by being surrounded with so many females fondly weeping over their offspring, and imploring aid at the hands of the captain, who had the utmost difficulty to prevail on them to leave him, that he might attend to the duties of his station.

The ship continued to drive before the wind till about three o'clock on Monday afternoon, when the storm increased to a perfect hurricane. The main-mast soon afterwards went by the board with a tremendous crash; by which accident several of the crew were swept overboard and drowned, and four or five were wounded. This disaster greatly augmented the fears of all on board; the captain himself, the admiral, and the other officers, now seemed to consider their lives in the most imminent danger; for though they were near enough to the Kentish shore to discern objects, yet the waves, which then rolled-mountains high, totally precluded the possibility of receiving any assistance.

A signal of distress was now hoisted, and, after very great exertion, the ship came to anchor at the entrance of Hythe Bay; but, as it was quite dark, no assistance arrived from the shore, though the wind was not quite so tempestuous. The crew were plentifully regaled by the captain's orders, and a beam of hope illumined every countenance; but it was, alas! of short duration. The ship was found to have sprung a leak; all hands were ordered to the pumps, and while thus employed, the storm again came on with redoubled violence.

Universal consternation now prevailed; the shrieks of the females and children, at each successive blast of wind, were sufficient to unman the stoutest heart. Every relief that circumstances would admit was afforded by the ship's company and the troops, to the unfortunate ladies, many of whom were by this time clinging round their husbands, and fainting in their arms.

In this dismal situation they remained several hours, during which the greatest order and sobriety reigned on board, till about six o'clock on Tuesday morning, when the vessel parted from her best bower anchor and drifted towards Dymchurch Wall, about three miles to the westward of Hythe. During the whole morning they continued firing guns of distress, and kept the signal flying. At day-break a pilot boat put off from Dover, recommending to the captain to put back to Deal or Hythe, and to remain till the weather became more moderate. "If you proceed, (said the boatmen) all hands will be lost; you are not acquainted with the coast, and if the gale continues, nothing can save you." The captain, however, neglected their advice, conceiving the danger to be less imminent, and flattering himself, that as the day opened the wind would abate, when he should be enabled to put into some bay or port, without being obliged to comply with the demands of the Dover pilots, or to pay the Down fees for coming to an anchor there.

The pilot-boat had scarcely left the ship, when the commodore at Deal dispatched two boats to endeavour to board her. The fatal obstinacy of the cap-

tain was again strikingly displayed; the crew were ordered to let the vessel drive before the wind, and to pay no attention to the commodore. The boats then fired several shots, as a further signal, to bring to, but these were equally disregarded. One of the boats in a few minutes passed very close under the stern, desiring, that as the ship had lost her mainmast, she would immediately put about, and stand for the first port. To this solicitation no reply was given, and the gale increasing, the ship soon lost sight of both the boats. The ill-fated captain then appeared in the utmost agitation, and bitterly repented his not having taken a pilot on board; but it was now too late; the sea roared tremendously, with a dreadful swell, which effectually prevented any relief from being afforded.

The wind blew a hurricane from the south and south-west; the signal guns continued firing incessantly, and the captain twice attempted to put the ship about, but in vain. She was now near Dymchurch Wall, where the coast, for a space of above two miles, is protected from the encroachments of the sea by overhaths and immense piles, and is farther secured by large wooden jetties stretching far into the sea. On the first of these jetties the unfortunate vessel struck.

In this desperate situation, the wind becoming more and more boisterous, the captain ordered the mizenmast to be cut away, and all the water in the hold to be started, by staving the casks, while a part of the crew, under the direction of the officers, were incessantly employed at the pumps. Almost all the bal-

last was heaved overboard; but, in spite of every exertion, the danger seemed every moment to increase. The officers could not now refrain from reproaching the captain with having slighted the advice of the English in the boats; he appeared deeply sensible of his error, but it was too late to repent.

The admiral recommended the sheet anchor to be cut away, which was accordingly done, and nearly two cables were veered out, in the hope of bringing off the ship. Meanwhile she continued to beat upon the piles, and the sea to break over her with such violence, that the men were no longer able to remain in the hold. The pumps had, by this time, become so completely choked with sand and mud, as to be rendered totally useless, and a speedy death appeared inevitable. The foremast, soon afterwards, went over the ship's side, hurrying along with it twelve of the crew, who were instantly out of sight. The ladies now began to strip themselves quite naked, a custom which it seems is usual among the Dutch females, on similar occasions, and several were handed to the bowsprit, attended by their husbands. The others chose to await their fate on the quarter-deck, where stood the admiral, and the colonel of the regiment, with their ladies, who were affording assistance to Mrs. Scherman, then suckling her infant at the feet of her husband.

About eight o'clock, the rudder was discovered to be unshipped, while the tiller was tearing up the gun-deck, and the water rushing in very fast at the port. At this moment most of the passengers and crew joined in solemn prayer to the Almighty, and

while engaged in this act of devotion, the sea foamed dreadfully, and made a fair breach over them, so that they were obliged to exert every effort to remain in the ship. From the uncommon fury and roaring of the waves, the guns could scarcely be heard even on board, and no hope remained of obtaining succour from the shore. As the last expedient, the captain gave orders to cut away the anchors from the bows, when a violent swell immediately parted them, and the ship drifted with irresistible force farther on the piles.

The unhappy sufferers had now no other prospect, than that of instant destruction; every human exertion had been made to save the vessel; nothing more could be done, and all stood in silent suspense awaiting the awful moment that should hurry them into eternity.

The morning was unusually dark, and what aggravated the horrors of the terrific scene, the ship was not more than four or five cables' length from the shore; so the crew could discern several people on the Wall, but who were unable to attempt to afford any relief. It was about twenty-five minutes after eight when a tremendous sea dashed with such force against the ill-fated vessel, that after rocking like a cradle for two or three seconds, she split her timbers, and immediately broke her back. About one hundred and seventy persons were instantly overwhelmed by the furious element, and not one of them reached the land. The wreck, thus torn asunder, still presented nearly three hundred miserable objects clinging to the various parts that remained above water; and the tre-

pendous noise of the foaming billows was entirely drowned by the piercing shrieks and cries of the females and children.

At the earnest request of the admiral, the jolly-boat, which was hanging over the stern, was now launched, and he, together with the colonel and eight females, were helped into her. Mrs. Scherman wept incessantly, but refused to quit her husband to accompany them. They had not proceeded far when a dreadful sea broke over them, and the boat instantly disappeared. In a few moments the colonel was observed endeavouring to support his lady above water, when a returning wave overwhelmed them, and they rose no more.

The ship was settling rapidly, and each determined to risk some experiment to reach the shore. The captain proposed to his lady, that they should make themselves fast to a large hen-coop, and commit their lives to the mercy of the waves. A few of the crew having cut away the coop, and with great difficulty made fast the captain, Mrs. Scherman, and her infant, after an affectionate parting, lowered them down over the stern. They had nearly reached the Wall, followed by the anxious looks of those on board the wreck, when a huge piece, that had been detached from it, drove them completely under, and they were never seen to rise.

Painful as was this spectacle to the remaining survivors, their whole attention was absorbed in contriving the means of their own preservation. A lieutenant, his wife, and two female domestics of the unfortunate admiral, still remained on the wreck, and the men agreed to make one more effort to save

them. Seizing one of the hatches which had been torn asunder, they fastened to it a piece of the quarter gallery, and lashed the females to the planks; while the lieutenant, being a good swimmer, stripped, and having likewise taken a rope round his middle, the raft was lowered into the water. In a few seconds, a tremendous gust of wind overturned the raft, and hurled every soul to the bottom. Thus perished all the officers and females who remained on the stern of the wreck.

The bowsprit was, about this time, torn asunder from the other piece of the wreck. There, as it has been already observed, many of the females, and officers had taken refuge. The number of persons about the rigging and various parts of the bows was now about one hundred and five, who were driven towards the wall by the violence of the surf. Those on the stern watched the event with the utmost solicitude, and just when they supposed their unfortunate companions beyond the reach of farther danger, a tremendous sea broke over them, and whelmed them all in one general destruction.

The sea was instantly covered with their bodies, and many of the unhappy wretches had nearly reached the shore, when wave upon wave, at length, triumphed over all their exertions. Among the most interesting of the sufferers, was a captain of marines, swimming with one hand, and supporting his lady by her hair with the other; till overcome with cold and fatigue, he turned round, clasped her in his arms, and both immediately sunk.

The wreck, meanwhile, was gradually disappearing, and many of the seamen and marines, successively seiz-

ing on various timbers, precipitated themselves into that destruction they were so anxious to escape. It was natural, that after so many dreadful examples, none of those who remained on the wreck should be willing to attempt similar experiments. Not more than forty-five were now left on both parts of the wreck, which frequently became so entangled, that the men were near enough to converse with each other. Their situation was, however, rapidly approaching to a crisis; the planks were torn away from all parts, and each succeeding sea swept away two or three of the wretched survivors. At length two of the seamen determined to lash themselves to a large hog-trough, and to endeavour to reach the land. They were handed over the larboard side, and, after a miraculous escape from a fragment of the drifting wreck, they made the beach, in safety. Out of all the adventurers who had quitted the ship, these were the first that reached the desired shore.

Their success contributed greatly to animate those who remained behind, who instantly fell to work, to form a kind of raft, which, in a few minutes, was sufficiently rigged. To this frail conveyance the survivors committed their lives, and had scarcely cleared the wreck when a heavy sea struck the ship with such impetuosity as to dash her into a hundred pieces. From the numerous fragments of the wreck, floating in every direction, each of which seemed to threaten inevitable destruction, the situation of those on the raft was peculiarly awful. They continued, however, to drift nearer the wall, when a piece of the wreck ran foul of them, swept off eighteen out of thirty-three, and wounded all the rest in a greater or less degree; at the same

time they were driven forward with such velocity, as to be unable to afford any relief to those who were struck off. One of these poor fellows was snatched from the deep by the enterprising humanity of a Mr. Kemp, of Hythe, who, at the imminent hazard of his own life, was observed endeavouring to save another; a soldier, when a piece of timber unfortunately struck the latter on the head, and he sunk. About ten minutes after this fatal accident the survivors reached the wished-for shore, half dead with fatigue and the severe bruises they had received.

Thus, out of four hundred and seventy-two persons, who embarked in the Vryheid, not more than eighteen escaped. This wretched remnant of the crew of that ill-fated vessel received from the inhabitants of the adjacent coast, such generous attention, as not only contributed to their recovery, but amply relieved all their necessities. They likewise collected the bodies of the unfortunate sufferers, scattered for many miles along the coast, and were at the expence of interring them in a decent manner. Captain Scherman, his wife, and child, who was found at the breast, and many more of the officers and their ladies, were committed to the grave with every mark of respect.

A very liberal subscription was afterwards raised by the inhabitants of Folkstone and Hythe, to enable the survivors to return to their native land, which they reached about ten days after the fatal accident.

It is a circumstance worthy of remark, that a small merchant vessel, which left the Texel the same day as the Vryheid, took on board a pilot off Margate, and was brought safe into port, without losing a single hand during the storm.

The following is an accurate statement of the crew and passengers of the Vryheid:—312 soldiers, 42 officers, 22 women, 20 passengers, 7 children, 51 seamen. Total, 454 persons lost.—8 soldiers, 10 seamen.—Total, 18 saved.

THE LOSS OF
HIS MAJESTY'S SHIP SCEPTRE,

OF SIXTY-FOUR GUNS,

In Table Bay, Cape of Good Hope, November the 6th, 1799.

Distress of the Sceptre in a Storm in Table Bay—The Launch lost—A Fire discovered on Board—Extinguished by the Waves that broke over the Ship—The Poop is washed away—The Wreck parts in two places—Situation of those who remained on the Bow—Providential Escape of Mr. Buddle, a Midshipman—Interment of the unhappy Sufferers on the Occasion—Havoc among the other Ships in the Bay.

ON the afternoon of Thursday, the 4th of November, 1799, his Majesty's ship Sceptre, of 64 guns, Captain Valentine Edwards, was lying in Table Bay, with the Jupiter, of 50 guns, the Oldenborg, a Danish 64 gun-ship, and about twelve other vessels. It was then perfectly calm, but the clouds began to appear black and lowering, and to indicate an approaching storm.

On Friday morning, November the 5th, it blew a heavy gale from the north-west. The situation of Table Bay is such as to afford no shelter when the wind is in that quarter, as it then blows directly into the Bay. At half past ten o'clock the captain ordered the top-masts to be struck, and the fore and main yards to be lowered, to ease the ship. At noon, no particular danger being apprehended from the storm, a salute was fired in commemoration of the Gunpowder Plot.



Half an hour afterwards the ship parted from her best bower-cable; the sheet-anchor was immediately let go, and the sheet-cable veered away to twenty-eight fathoms. The gale still continued to increase in fury; at two o'clock the vessel parted from the best bower cable, the crew immediately let go the spare anchor, but in veering it away they slipped the spare cable, the end of it not being secured.

The launch was now hoisted out, to endeavour to get the end of a cable from his Majesty's ship Jupiter. She was, however, unfortunately upset, and totally lost, together with the whole of the crew.

From two till half past six minute guns of distress were fired, and the ensign hoisted, union downwards. At seven, when the ship parted from the sheet-anchor, the utmost confusion prevailed on board, from a too precipitate order for every man to provide for his own safety. She continued to drive at the mercy of the waves for about ten minutes, when she struck on a reef of rocks, broadside to the shore, heeling on her larboard side towards the sea. The captain now ordered the main and mizen-masts to be cut away, and soon afterwards the fore-mast went by the board.

About eight o'clock the gun-room was discovered to be on fire. This accident was occasioned by the matches communicating to some powder scattered about at the time the signal guns were fired. The smoke issued in such a manner from the different hatches, as to prevent any attempt to go below for the purpose of extinguishing the fire. Fortunately, that which no human exertion could probably have performed, was, in about ten minutes, effected by the incessant seas that burst over the ship.

At a quarter past eight the orlop-deck suddenly gave way, and the larboard side of the vessel fell in, when the officers and crew were, in consequence, obliged to retreat to the starboard broadside. Here many of the crew were washed off and instantly drowned; and, among the rest, Mr. Tucker, a midshipman, who perished in the attempt to reach the bow of the ship. Despairing of assistance from the shore, several of the crew now leaped overboard, but from the eddy caused by the wreck, they were carried out to sea, in spite of the aid which those on board endeavoured to afford them.

About half past nine o'clock the poop was washed away, and seventy or eighty of the crew jumping overboard, reached with much difficulty. They had nearly gained the shore, when a heavy sea striking the after-part, it went end for end over, and every person upon it perished. The wreck soon afterwards heeled in towards the shore, and upon heeling off again it rent fore and aft, parting in two places, before the main-chains and abaft the fore-chains.

No language can describe the horrors of that fatal moment. A horrid yell was heard for about a minute, after which all was silent, the wreck having instantly dashed to pieces most of the unfortunate sufferers. It was at this time that the captain, the officers, and a great part of the crew lost their lives.

About thirty or forty seamen and marines still remained on the bow, where tremendous seas were incessantly breaking over them, and threatening instant destruction. Their only hope of preservation depended on a single gun, whose weight they flattered themselves would prevent the bows from being upset. At this critical moment,

It may appear almost incredible, but it is not the less true, that several of the men were either fast asleep, or in a kind of stupor, with their hands fast locked in the chain-plates. From this situation they were, however, soon roused; the timbers of the bow, incapable of resisting the fury of the tempest, suddenly opened, the gun went from the side, and all the unfortunate survivors were instantly precipitated into the body of the wreck.

At this time Mr. Buddle, a midshipman, whose account furnished the materials for the present narrative, was nearly insensible. Struggling only to keep above water, he floated in a direction parallel with the shore, and thus escaped the fragments of the wreck, by which all his companions, who made directly for the shore, with the exception of three men, were unfortunately dashed to pieces. His strength was soon exhausted; as a last attempt to save his life, he caught at a small piece of timber, a nail in which wounded him in the breast. He instantly fainted away, and did not recover his senses till about eleven o'clock, when he found himself on the shore, lying upon a heap of dead bodies. He then attempted to rise, but in vain; for though he felt no pain, his left knee was broken, his right knee was cut almost half through, and his body much bruised. In this state he was carried to a large fire, where Mr. James Spink, a midshipman, generously covered him with his coat, remaining naked himself, till Mr. Buddle was carried to the hospital.

The only officers saved from the wreck, were Mr. Shaw, master's mate, and Messrs. Spink and Buddle, midshipmen; together with about forty-seven seamen, and one marine. Out of these nine died of their wounds on the beach. Had it not been for the assistance afforded by the light dragoons, who rode into the surf,

it is more than probable that every soul would have perished.

Lieutenants, Pengelly, Jones, and Tucker; Mr. Dredge, purser, Mr. Bury, surgeon, and Messrs. Pettit and Popham, midshipmen, happened fortunately to be on shore at the time of the fatal catastrophe.

All the other officers were lost in the wreck, together with about three hundred and forty-eight seamen and marines. Three waggon loads of dead were next morning taken to a place near the hospital, and there interred. About one hundred more bodies, miserably mangled, were buried in one hole on the beach. The bodies of all the officers, excepting the captain, were found, and were, the following Sunday, interred at the Cape, with military honours.

Very few of the vessels lying in Table Bay, at the time of the fatal accident, rode out the tremendous gale. Among these was his Majesty's ship *Jupiter*. The *Oldenborg* was driven on shore, and entirely lost, but she fortunately grounded on a sand-bank, in such a manner, that most of the crew reached the shore in safety. Eight other vessels, among which was a large American ship from Bombay, laden with cotton, were likewise driven on shore, and totally lost.

The *Sceptre* had on board many of the trophies taken at Seringapatam, which were consequently lost with the ship. The wreck drifted on shore at Hottentot Holland, about two miles from the place where she lay at anchor.

THE LOSS OF
THE HECTOR FRIGATE,

In the Atlantic Ocean, October the 5th, 1782.

The Hector is separated from the West India Convoy—Engages two French Frigates—Sustains considerable Damage in the Action—Mortality on Board—Distressed Situation of the Ship—She falls in with a Snow bound to Newfoundland, in which the Survivors escape.

ON the 25th of August, 1782, the Hector was separated in the night from the men of war and merchantmen, bound from Jamaica to England, under the command of Admiral Graves. On the 5th of September, being becalmed, she fell in, during the night, with two French frigates, *L'Aigle* and *La Gloire*, which sheered off, after a close engagement of three hours. The Hector had 46 men killed and wounded, and among the latter was Captain Bourchin; all her masts, rigging, &c. were cut to shatters. When the ship left Jamaica, her full complement was only 365 men, including 40 invalids and 60 French prisoners.

On the 15th they encountered a severe gale, and the ship made much water. By the 22d they had buried 50 men; two lieutenants, the gunner, and carpenter, and had lost both the main and mizen-mast. They were upon short allowance of water, one quart in every twenty-four hours, four pumps were kept going, night and day; the hatches were all nailed down; despondency and horror were impressed on every countenance, and

the officers were under the necessity of carrying side-arms and pistols, to keep the pumps going.

On the 29th, in a severe squall, with a cross-quarter sea, the ship coiling to windward, with her upper deck ports in the water, they hove all the guns overboard; the rudder broke off near the water's edge, and the foremast went over the side. Being obliged to take off some of the hands to clear the wreck, the pumps gained very fast upon them to nine feet water. Their fresh water had by this time become salt; the people deserted, and even the centinels themselves got down into the store-rooms and drank rum and wine till they were found dead.

After drifting about 200 leagues, and being the last four days without a spoonful of water, the people falling dead at the pumps, on the 3d of October, at three P. M. they discovered a strange sail, which put fresh spirits into the poor emaciated crew. It proved to be a snow from London, bound to St. John's in Newfoundland, and by the 5th the whole of the survivors had left the Hector and got on board her. They left several dead on the deck, with fifteen feet water in the hold, and then set her on fire, to prevent her falling into the hands of an enemy. On the 17th they had the happiness to arrive at St. John's, though in the most deplorable condition imaginable.

AN EXTRAORDINARY

FAMINE IN THE AMERICAN SHIP PEGGY,

On her return from the Azores to New York, in 1765.

The Peggy encounters violent Storms on her return from the Azores to New York—The Provisions run short—She falls in with a Vessel, which bears away without affording any Relief—Horrid Extremities to which the Crew are reduced—They murder a Black Servant belonging to the Captain, and subsist upon his Body—This being exhausted, they cast Lots for a second Victim—A sail is discovered—They obtain Relief from the Captain, who conveys the Peggy to England.

FAMINE frequently leads men to the commission of the most horrible excesses: insensible, on such occasions, to the appeals of nature and reason, he assumes the character of a beast of prey; he is deaf to every representation, and coolly meditates the death of his fellow-creature.

One of these scenes, so afflicting to humanity, was, in the year 1765, exhibited in the brigantine the Peggy, David Harrison commander, freighted by certain merchants of New York, and bound to the Azores. She arrived without accident at Fayal, one of those islands, and having disposed of her cargo, took on board a lading of wine and spirits. On the 24th of October, the same year, she set sail on her return to New York.

On the 29th, the wind, which had till then been favorable, suddenly shifted. Violent storms, which suc-

ceeded each other, almost without interruption, during the month of November, did much damage to the vessel. In spite of all the exertions of the crew, and the experience of the captain, the masts went by the board, all the sails, excepting one, were torn to rags; and, to add to their distress, several leaks were discovered in the hold.

At the beginning of December the wind abated a little, but the vessel was driven out of her course; and, destitute of masts, sails, and rigging, she was perfectly unmanageable, and drifted to and fro at the mercy of the waves. This, however, was the smallest evil; another of a much more alarming nature soon manifested itself. Upon examining the state of the provisions, they were found to be almost totally exhausted. In this deplorable condition the crew had no hope of relief but from chance.

A few days after this unpleasant discovery, two vessels were descried early one morning, and a transient ray of hope cheered the unfortunate crew of the Peggy. The sea ran so high, as to prevent Captain Harrison from approaching the ships, which were soon out of sight. The disappointed seamen, who were in want of every thing, then fell upon the wine and brandy, with which the ship was laden. They allotted to the captain two small jars of water, each containing about a gallon, being the remainder of their stock. Some days elapsed, during which the men, in some measure, appeased the painful cravings of hunger by incessant intoxication.

On the fourth day a ship was observed, bearing towards them in full sail: no time was lost in making signals of distress, and the crew had the inexpressible

satisfaction to perceive that they were answered. The sea was sufficiently calm to permit the two vessels to approach each other. The strangers seemed much affected by the account of their sufferings and misfortunes, and promised them a certain quantity of biscuit ; but it was not immediately sent on board, the captain alledging, as an excuse for the delay, that he had just begun a nautical observation, which he was desirous to finish. However unreasonable such a pretext appeared, under the present circumstances, the famished crew of the Peggy were obliged to submit. The time mentioned by the captain had nearly expired, when, to their extreme mortification, the latter, regardless of his promise, crowded all his sails and bore away. No language is adequate to describe the despair and consternation which then overwhelmed the crew. Enraged, and destitute of hope, they fell upon whatever they had spared till then. The only animals that remained on board were a couple of pigeons and a cat, which were devoured in an instant. The only favor they shewed the captain, was to reserve for him the head of the cat. He afterwards declared, that, however disgusting it would have been on any other occasion, he thought it, at that moment, a treat exquisitely delicious. The unfortunate men then supported their existence by living on oil, candles, leather, and these were entirely consumed by the 28th of December.

From that day, till the 13th of January, it is impossible to tell in what manner they subsisted. Captain Harrison had been for some time unable to leave his cabin, being confined to his bed by a severe fit of the gout. On the last mentioned day, the sailors went to him in a body, with the mate at their head ; the latter acted as

spokesman, and, after an affecting representation of the deplorable state to which they were reduced, declared that it was necessary to sacrifice one in order to save the rest, adding, that their resolution was irrevocably fixed, and that they intended to cast lots for the victim.

The captain, a tender and humane man, could not bear such a barbarous proposition without shuddering; he represented to them that they were men, and ought to regard each other as brethren; that by such an assassination they would for ever consign themselves to universal execration, and commanded them, with all his authority, to relinquish the idea of committing such an atrocious crime. The captain was silent; but he had spoken to deaf men. They all with one voice replied, that it was indifferent to them whether he approved of their resolution or not; that they had only acquainted him with it out of respect, and because he would run the same risk as themselves; adding, that, in the general misfortune, all command and distinction were at an end. With these words they left him, and went upon deck, where the lots were drawn.

A negro, who was on board, and belonged to Captain Harrison, was the victim. It is more than probable, that the lot had been consulted only for the sake of form, and that the wretched black was proscribed the moment the sailors first formed their resolution. He was instantly sacrificed. One of the crew tore out his liver and devoured it, without having the patience to dress it, by broiling, or in any other manner. He was soon afterwards taken ill, and died the following day in convulsions, and with all the symptoms of madness. Some of his comrades proposed to keep his body to live

upon, after the negro was consumed; but this advice was rejected by the majority, doubtless, on account of the malady which had carried him off. He was, therefore, thrown overboard, and consigned to the deep.

The captain, in the intervals, when he was least tormented by the gout, was not more exempt from the attacks of hunger than the rest of the crew; but he resisted all the persuasions of his men to partake of their horrid repast. He contented himself with the water which had been assigned him, mixing with it a small quantity of spirits, and this was the only sustenance he took during the whole period of distress.

The body of the negro, equally divided, and eaten with the greatest economy, lasted till the 26th of January. On the 29th, the famished crew deliberated upon selecting a second victim. They again came to inform the captain of their intention, and he appeared to give his consent, fearing lest the enraged sailors might have recourse to the lot without him. They left it to him to fix upon any method he might think proper. The captain, summoning all his strength, wrote upon slips of paper the name of each man then on board the brigantine, folded them up, put them into a hat, and shook them together. The crew, meanwhile, preserved an awful silence; each eye was fixed, and each mouth open, while terror was strongly impressed upon every countenance. With a trembling hand one of them drew from the hat the fatal billet, which he delivered to the captain, who opened it, and read aloud the name of *David Flat*. The unfortunate man, on whom the lot had fallen, appeared perfectly resigned to his fate, "My friends," said he to his companions, "the only favour I

request of you is, not to keep me long in pain; dispatch me as speedily as the negro." Then turning to the man who had performed the first execution, he added:—"It is you I chuse to give me the mortal blow." He requested an hour to prepare himself for death, to which his comrades could only reply with tears. Meanwhile compassion, and the remonstrances of the captain, prevailed over the hunger of the most hard-hearted. They unanimously resolved to defer the sacrifice till eleven o'clock the following morning. Such a short reprieve afforded very little consolation to Flat. The certainty of dying the next day made such a deep impression upon his mind, that his body, which, for above a month, had withstood the almost total privation of nourishment, sunk beneath it. He was seized with a violent fever, and his state was so much aggravated by a delirium, with which it was accompanied, that some of the sailors proposed to kill him immediately, in order to terminate his sufferings. The majority, however, adhered to the resolution which had been taken, of waiting till the following morning.

At ten o'clock in the morning of the 30th of January, a large fire was already made to dress the limbs of the unfortunate victim, when a sail was descried at a distance. A favorable wind drove her towards the Peggy, and she proved to be the Susan, returning from Virginia and bound to London.

The captain could not refrain from tears at the affecting account of the sufferings endured by the famished crew. He lost no time in affording them relief, supplying them immediately with provisions and rigging, and offered to convey the Peggy to London. The distance from New York, their proximity to the English coast,

together with the miserable state of the brigantine, induced the two captains to proceed to England. The voyage was prosperous; only two men died, all the others gradually recovered their strength. Flat himself was restored to perfect health, after having been so near the gates of death.

THE LOSS OF THE ROYAL GEORGE,

At Spithead, August the 19th, 1782.

Preliminary Reflections—Cause of the Catastrophe of the Royal George—Preservation of Part of the Crew—Providential Rescue of Lieutenant Durham and Mr. Bishop—Biographical Notice of Admiral Kempensfeldt—Loss of the Lark—Historical Particulars of the Royal George.

WHEN the brave die in battle, the ardor which impels them to glory, and renders them insensible of their danger, leaves a brilliancy behind which mitigates, in a great degree, the grief of their relatives and friends: But nothing can be more distressing, than to behold a multitude of gallant men, in a moment of inactivity, perhaps in the midst of amusements, and the height of enjoyment, anchored on their own coast, and riding in smooth water, overwhelmed in a moment in the liquid abyss, and precipitated into an awful eternity. Such was the fate of the crew of the Royal George!

The Royal George had just returned from a cruize, in which she had made more water than usual. As it did not decrease after she came into harbor, an order was issued on Saturday, the 14th of August, for her to go into dock. The carpenter and others, after a strict survey, finding that the leak was not more than two feet below the water-mark, and supposing it to be occasioned by the rubbing off the copper-sheathing, it was resolved, in order to save time, to heave her down at Spithead. It was meanwhile discovered, that the pipe, for

the occasional admission of water to cleanse and sweeten the ship, was out of order, and that it was necessary to replace it with a new one. As the ship required to be heeled very much for this purpose, the greater part of the guns were removed from one side to the other: but not expecting the vessel to heel so much as she did, the crew neglected to stop the scuppers of the lower decks, so that the water coming in on the deck, she, for some time, stole down imperceptibly. During this business a great part of the crew were at dinner; as soon as they discovered their dangerous situation, they beat to arms, to right the ship, but in vain. In a few minutes she fell flat on one side, filled with water, and the guns, shot, &c. falling from the other side, accelerated her descent, and she went to the bottom before any signal of distress could be made.

At this fatal moment there were nearly twelve hundred persons on board, including about two hundred and fifty women, and several children, chiefly belonging to the seamen, who had been permitted to go on board when the ship cast anchor at Spithead, and to remain there till the order for sailing arrived. The people who were on watch upon deck; to the number of two hundred and thirty, were mostly saved by the boats, which were manned with the utmost expedition by the ships near the Royal George, when they observed that the vessel was going down. Their assistance was, however, delayed for some time, by the swell occasioned by the sinking of such a large body, which produced a temporary whirlpool in the water. About seventy others, who rose after the ship disappeared, were also picked up; among these were four lieutenants, eleven women, and the rest seamen.

One of the officers, thus rescued, was Lieutenant Durham, who fortunately was the officer of the watch, and upon deck, when he observed the vessel going down. He had just time to throw off his coat and scramble on the beam, from which, as the ship sunk, he was soon washed, and left floating about among men and hammocks. A drowning marine caught him by the waistcoat, and held him fast, so that he was several times drawn under water. It was in vain to reason with the man: he, therefore, clung with his legs round a hammock, with one hand unbuttoned his waistcoat, and, sloping his shoulders, committed it, together with the unfortunate marine, to the waves. He then got to some of the top-rigging, a boat came to him, but he nobly declined the assistance offered by those on board her, pointing to them where Captain Waghorne was in great danger, and desiring them to go to his relief. The gallant youth was at length taken up, and brought in safety to the shore.

Mr. Henry Bishop, a young man about nineteen years of age, experienced a very extraordinary preservation. Being on the lower deck at the time of the fatal accident, as the vessel filled, the force of the water hurried him almost insensibly up the hatch-way, when, at that instant, he was met by one of the guns which had fallen from the middle deck. Striking him on his left hand, it broke three of his fingers; he, however, found himself, in a few seconds, floating on the surface of the water, till he was luckily taken up by a boat.

By this sudden and dreadful catastrophe, nearly nine hundred persons perished. Among the rest, the loss of Admiral Kempenfeldt, whose flag was then flying on board the Royal George, was universally lamented. He

was the son of Lieutenant-Colonel Kempensfeldt, a native of Sweden, whose character is preserved in the Spectator, under the name of Captain Sentry. He entered very early into the service of the navy, for which profession he soon discovered uncommon talents. In the year 1757 he was appointed captain of the Elizabeth, and proceeded with Commodore Stevens to the East Indies, where he distinguished himself in three several actions against the French squadron, being always opposed to a ship of superior force; and his abilities were of the utmost importance during the blockade of Pondichery, as well as the subsequent reduction of Manilla, by Admiral Cornish, in 1761. After serving a considerable time in the East Indies, he obtained leave to return to England. During the peace he constantly spent part of the year in France, not in the pursuit of pleasure, but in search of professional knowledge, in which, if he did not excel, he at least equalled any naval officer in Europe. At the commencement of the American war he was appointed to the Buckingham, and served as first captain, under the Admirals Hardy, Geary, and Darby; and his gallant conduct contributed in no small degree to the capture of the convoy under M. Guichen. His character in private life rendered his acquaintance an enviable acquisition, and as an officer his death was a severe loss to this country.

The Lark sloop victualler, which was lying along side the Royal George, was swallowed up in the vortex occasioned by the sinking of the vessel, and several of the people on board her perished.

The Royal George was the oldest first-rate in the service. She was built at Woolwich; her keel was laid down in 1751, and she was hauled out of the dock in

July 1755, it being unusual, at that time, to build such large ships on slips to launch. She was pierced for 100 guns, but having recently had two additional ports, including the carronades, mounted 108 guns; she was rather short and high, like all the old first-rates, but sailed so well, that she had more flags on board her than any vessel then in the service, Lord Anson, Admiral Boscawen, Lord Hawke, Lord Rodney, Lord Howe, and several other principal officers, repeatedly commanded in her. She carried the tallest masts and squarest canvass of any English-built ship in the navy, and originally the heaviest metal; namely, 52, 40, and 28 pounders, but they had been changed, on account of her age, to 40, 32, and 18 pounders.

Several attempts have been made, at different times, but without success, to weigh the Royal George. The top of her main-mast is said to have been visible so lately as the year 1799.

THE LOSS OF
THE GROSVENOR INDIAMAN,

On the Coast of Caffraria, August 4, 1782;

With Particulars relative to the unfortunate Survivors of the Wreck.

Observations—Causes that contributed to the Loss of the *Grosvenor*—The Ship strikes and parts—The Poop, with all on board the Wreck, floats into shoal Water, and they arrive safe on Shore They are plundered by the Natives—Resolve to proceed to the Cape—Skirmish with the Natives—They separate into two Parties—Distress for want of Food—Another Division of one of the Parties—Persecutions from the Natives—Fatigues and Difficulties attending their Progress—Diminution of their Numbers by Hunger and Fatigue—The whole Party is at length reduced to three Persons—Their wretched Condition—They overtake the Survivors of the other Division—Are found by two Men belonging to a Dutch Settlement, and forwarded in Carts to Swellendam—An Expedition sent by the Dutch Government in quest of the others, by which twelve Persons are picked up by the Way—Its Progress impeded by the Natives—A second Party of Dutch Colonists explore the Country for the same Purpose—They arrive at the Place where the *Grosvenor* was wrecked—One of the Company killed by an Elephant—Captain Riou's Reflections on the Conduct and Fate of the *Grosvenor's* Crew.

IN the melancholy catalogue of human woes, few things appear more eminently disastrous than the general fate of the *Grosvenor's* crew. Shipwreck is always, even in its mildest form, a calamity which fills the mind with horror; but, what is instant death compared to the situation of those who had hunger, thirst, and nakedness to contend with; who only escaped the fury

of the waves to enter into conflicts with the savages of the forest, or the greater savages of the human race; who were cut off from all civilized society, and felt the prolongation of life to be only the lengthened pains of death?

The Grosvenor sailed from Trincomalee June the 13th, 1782, on her homeward bound voyage, and met with no memorable occurrence till the 4th of August, the fatal day on which she went on shore.

During the two preceding days it had blown very hard, the sky was overcast, so that they were unable to take an observation; and it is likewise probable, that, from their vicinity to the shore, they had been carried out of their course by currents. The combination of these circumstances may account for the error in their reckoning, which occasioned the loss of the ship. It appears, that Captain Coxson had declared, a few hours before the disaster took place, that he computed the ship to be at least one hundred leagues from the nearest land, and this opinion lulled them into a false security.

John Hynes, one of the survivors, being aloft with some others, in the night-watch, saw breakers a-head, and asked his companions if they did not think that land was near. In this opinion they all coincided, and hastened to inform the third mate, who was the officer of the watch. The infatuated young man only laughed at their apprehensions; upon which one of them ran to the cabin to acquaint the captain, who instantly ordered to wear the ship. But before this could be accomplished, her keel struck with great force; in an instant every person on board hastened on the deck, and apprehension and horror were impressed on every countenance.



The captain endeavoured to dispel the fears of the passengers, and begged them to be composed. The pumps were sounded, but no water found in the hold, as the ship's stern lay high on the rocks. In a few minutes the wind blew off the shore, which filled them with apprehensions lest they should be driven out to sea, and thus lose the only chance they had of escaping. The powder-room was by this time full of water, the masts were cut away, without any effect, and the ship being driven within a cable's length of the shore, all hopes of saving her vanished.

This dismal prospect produced distraction and despair, and it is impossible to describe the scene that ensued. Those who were most composed set about forming a raft, hoping, by means of it, to convey the women, the children, and the sick, to land. Meanwhile three men attempted to swim to the shore, with the deep sea-line; one perished in the attempt, but the other two succeeded. By these a hawser was, at length, carried to the shore, and fastened round the rocks, in which operation they were assisted by great numbers of the natives, who had come down to the water's edge, to witness the uncommon sight.

The raft being by this time completed, was launched overboard, and four men got upon it to assist the ladies; but they had scarcely taken their station before the hawser, which was fastened round it, snapped in two, by which accident it was upset, and three of the men drowned. In this dilemma every one began to think of the best means of saving himself. The yawl and jolly-boat had already been dashed to pieces by the violence of the surf; so that the only means of preservation

now left was by the hawser, made fast to the rocks hand over hand. Several got safe on shore in this manner, while others, to the number of fifteen, perished in the difficult attempt.

The ship soon separated, just before the main-mast. The wind, at the same time, providentially shifted to the old quarter, and blew directly upon the land, a circumstance which contributed greatly to the preservation of those on board, who all got on the poop, as being nearest to the shore. The wind and surges now impelling them, that part of the wreck on which the people were, rent asunder fore and aft, the deck splitting in two. In this distress they crowded upon the starboard quarter, which soon floated into shoal-water, the other parts of the wreck breaking off those heavy seas, which would otherwise have engulfed, or dashed them to pieces. Through this fortunate incident, all on board, even the ladies and children, got safe on shore, excepting the cook's mate, a black, who being drunk, could not be prevailed upon to leave the wreck.

Before this arduous business was well effected, night came on, and the natives having retired, several fires were lighted with wood from the wreck, and the whole company supped on such provisions as they picked up on the shore. Two tents were formed, of sails that had drifted to the shore, and in these the ladies were left to repose, while the men wandered about in search of such articles as might be of service.

On the morning of the 5th, the natives returned, and, without ceremony, carried off whatever suited their fancy. This conduct excited a thousand apprehensions, particularly in the minds of the females, for their per-

sonal safety; but observing that the savages contented themselves with plunder, their fears were somewhat allayed.

The next day was employed in collecting together all the articles that might be useful in their journey to the Cape, to which they imprudently resolved to direct their course; a resolution which involved them in complicated misery, and which can be justified by no wise principle. From the wreck they might easily have built a vessel, capable of containing them all, and by coasting along they might have reached the nearest of the Dutch settlements with half the danger or risk to which they were then exposing themselves. Distress, however, sometimes deprives men of all presence of mind; so the crew of the Grosvenor, having just escaped the dangers of the sea, appear to have considered land as the most desirable alternative, without reflecting on the almost insuperable obstacles that lay in their way.

On examining their stores, they found themselves in possession of two casks of flour and a tub of pork, that had been washed on the beach, and some arrack, which the captain prudently ordered to be staved, lest the natives should get at it, and by intoxication increase their natural ferocity.

Captain Coxson now called together the survivors, and having divided the provisions among them, asked if they consented to his continuing in the command, to which they unanimously agreed. He then informed them, that from the best calculations he could make, he was in hopes of being able to reach some of the Dutch settlements in fifteen or sixteen days. In this calculation the captain was probably not much mistaken. Sub-

sequent observations prove, that the Grosvenor must have been wrecked between the 27th and 28th degree of south latitude; and as the Dutch colonies extend beyond the 31st degree, they might have accomplished the journey within the time specified, had not rivers intervened and retarded their progress.

Every thing being arranged, they set out on their journey, on the 7th, leaving behind only an old East India soldier, who, being lame, preferred trusting himself to the natives, till some more favorable opportunity of getting away should present itself; adding, that he might as well die with them as end his life on the way of pain and danger.

As they moved forward they were followed by some of the natives, while others remained at the wreck. Those who accompanied them plundered them, from time to time, of whatever they liked, and sometimes threw stones at them. After proceeding a few miles they were met by a party of about thirty of the natives, whose hair was fastened up in a conical form, and their faces painted red. Among these was a man who spoke Dutch, who, it afterwards appeared, was a run-away slave from the Cape, on account of some crimes, and was named Trout. When this man came up to the English, he enquired who they were, and whither they were going. Finding by their answers that they had been cast away, he informed them, that their intended journey to the Cape would be attended with unspeakable difficulties from the natives, the wild beasts, and the nature of the country through which they would have to pass.

Though this did not contribute to raise their spirits, they tried to engage him as a guide, but no arguments

could prevail upon him to comply with their wishes. Finding all their solicitations fruitless, they pursued their journey for four or five days, during which they were constantly surrounded by the natives, who took from them whatever they pleased, but invariably retired on the approach of night.

As they proceeded they saw many villages, which they carefully avoided, that they might be less exposed to the insults of the natives. At length they came to a deep gulley, where they were met by three Caffres, armed with lances, which they held several times to the captain's throat. Irritated beyond all patience by their conduct, he wrenched one of the lances from their hands and broke it. Of this the natives seemed to take no notice, and went away; but the next day, on coming to a large village, they there found the three men, with three or four hundred of their countrymen, all armed with lances and targets. As the English advanced they were stopped by these people, who began to pilfer and insult them, and at last fell upon and beat them.

Conceiving that it was the intention of the natives to kill them, they formed the resolution of defending themselves to the last extremity. Accordingly, placing the women, the children, and the sick, at some distance, the remainder, to the number of eighty or ninety, engaged their opponents in a kind of running fight, for upwards of two hours, when our countrymen gaining an eminence, where they could not be surrounded, a kind of parley took place. In this unfortunate encounter many were wounded on both sides, but none killed. After a pacification had taken place, the English cut the buttons from their coats, and presented them to

the natives, upon which they went away and returned no more.

The following night they were terrified with the noise of wild beasts, so that the men were obliged to keep watch to prevent their too near approach. What a dreadful situation, especially for females of delicate habits, and so lately possessing all the luxuries that eastern refinement could afford.

When morning arrived, they were again joined by T. out, who had been on board the wreck, and had loaded himself with various articles of iron and copper, which he was carrying to his habitation. He cautioned them against making any resistance in future, for as they were not furnished with any weapons of defence, opposition would only tend to irritate the natives, and increase obstructions. With this advice he left them.

Having made some progress during the day, they agreed to pass the night near a deep gully, but were so disturbed by the howlings of wild beasts, that they could get but little sleep. Though a large fire was kept up, to intimidate these unwelcome visitors, they came so near as to occasion a general alarm.

The next day, as they were advancing, a party of natives came down upon them, and plundered them, among other things, of their tinder-box, flint, and steel, which proved an irreparable loss. They were now obliged to carry with them a fire-brand by turns, the natives, following them till it was almost dark. At length they came to a small river, where they determined to stop during the night. Before the natives retired they became more insolent than ever, robbing the gentlemen of their

watches, and the ladies of the diamonds which they had secreted in their hair. Opposition was vain, the attempt to resist these outrages being productive of fresh insults, and even blows.

The following day they crossed the river. Here their provisions being nearly expended, and the delay and fatigue occasioned by travelling with the women and children being very great, the sailors began to murmur, and each seemed resolved to shift for himself. Accordingly the captain, with Mr. Logie, the first mate, and his wife; the third mate, Colonel James and lady, Mr. and Mrs. Hosca, Mr. Newman, a passenger, the purser, the surgeon, and five of the children, agreed to keep together, and travel as before; many of the sailors were also prevailed upon to attend them, by the liberal promises of the passengers.

On the other hand, Mr. Shaw, the second mate, Mr. Trotter, the fourth, Mr. Harris, the fifth, Captain Talbot, Messrs. Williams and Taylor, M. D'Espinet, several other gentlemen and their servants, together with a number of the seamen, in all forty-three persons, among whom was Hynes, from whom much information was afterwards obtained, resolved to hasten forward. A young gentleman, of the name of Law, seven or eight years of age, crying after one of the passengers, they agreed to take him with them, and to carry him by turns when tired.

This separation was equally fatal, cruel, and impolitic; however, the second mate's party having been stopped by a river, they once more joined with great satisfaction, and travelled in company the whole of that day and part of the next.

They now arrived at a large village, where they found Trout, who introduced his wife and child to them, and begged a piece of pork. He informed them that this was his residence, and repeated his former declaration, that the natives would not suffer him to depart, even if he were inclined to return to his own country. He, however, communicated various articles of information relative to their journey, for which they made due acknowledgements; but it is to be lamented, that he could not be induced to extend his services, or rather, that his crimes and character rendered him dangerous to be trusted, and fearful of trusting himself among Christians.

During their conversation with Trout, the natives surrounded them in numbers, and continued to follow them till dusk. The two companies passed the night together, but that distress, which ought to have been the bond of unity, was unfortunately perverted into an occasion for disaffection and complaint.

Their provisions running very short, a party went down to the sea-side, to seek for shell-fish on the rocks, and found a considerable quantity of oysters, muscles, and limpets. These were divided among the women, the children, and the sick; for the tide happening to come in before they had collected a sufficient stock, some of the wretched troop were obliged to put up with a very scanty allowance. After a repast, which rather excited than gratified their appetites, they continued their march, and about noon reached a small village, where an old man approached them, armed with a lance, which he levelled, making, at the same time, a noise somewhat resembling the report of a musket. From this

circumstance, it is probable, he was acquainted with the use of fire-arms, and apprehended they would kill his cattle, for he instantly drove his herd into the kraal; an inclosure, where they are always secured upon the appearance of danger, and during the night. The old man took no farther notice of the English, but they were followed by some of the other inhabitants of the village, who behaved extremely ill.

The final separation now took place; they parted to meet no more. In adopting this resolution, they appear to have been influenced by motives which had, at least, the specious appearance of reason. They conceived, that by pursuing different routes, and travelling in small parties, they should be less the object of jealousy to the natives, and could the more easily procure subsistence. To counterbalance these advantages, however, they lost that unity of action, that systematic direction, which a prudent superior can communicate to those under his care; and, by rejecting established authority, they soon split into parties, guided only by caprice, and swayed by temporary views. After all, they did not part, without evincing those emotions so honorable to human nature: their misfortunes had, in some measure, levelled distinctions, and the services of the lowest were regarded as tokens of friendship, not expressions of duty.

From this period, the fate of the captain, and his associates, is almost wholly unknown. But imagination cannot form a scene of deeper distress, than what the delicate and tender sex, and the innocent children, must have experienced. From the accounts of some of the party who survived their distresses, and subsequent inquiries, it is probable that the hand of death soon re-

leased them from their accumulated ills; though the public mind was long harassed with the belief that a few had been doomed to worse than death among the natives.

The separation being decided upon, the party which had attached itself to the second mate, travelled till it was quite dark, when, arriving at a convenient spot, they kindled a fire and reposed for the night.

Next day they proceeded, as they conjectured, thirty miles; and though they saw great numbers of the natives, they received from them not the least molestation. Towards the close of day they reached an extensive wood, and being fearful of entering it, lest they might lose their way, they spent a restless night on its verge, being terribly alarmed by the howling of wild beasts.

They continued their route the following day, till noon, without any other food than wild sorrel; and such berries as they observed the birds to peck at. None of the natives made their appearance; the wanderers having reached a point of the rocks, found some shellfish, and, after refreshing themselves, they advanced till they came to the banks of a large river, where they reposed.

Next morning, finding the river very broad and deep, and several of the company being unable to swim, they resolved to follow its windings, and seek some place where it was fordable. In their way they passed many villages, the inhabitants of which were too much alarmed to yield them any assistance. Pursuing the course of the river a considerable way, and not finding it become narrower, they determined to construct catamarans, a kind of raft, in order to cross it. This being

effected, with such materials as they found on the banks, those who could not swim were placed upon the float, which being impelled by the others, they all crossed it in safety, though the river was computed to be not less than two miles over.

It was now three days since they had left the sea, and during that period they had scarcely taken any nourishment but water and a little wild sorrel. They, therefore, again directed their course to the shore, where they were fortunate enough to find abundance of shell-fish, which afforded them a very reasonable refreshment.

After following the trendings of the coast for three or four days, during which the natives suffered them to pass without molestation, penetrating a pathless wood, where perhaps no human being had ever trod, uncertain which way to proceed, incommoded by the heat, and exhausted by the fatigues of their march, they were almost ready to sink, when they reached the summit of a hill. Here they rested, and had the satisfaction to see a spacious plain before them, through which a fine stream meandered. As the wild beasts, however, were accustomed, in their nocturnal prowlings, to resort to this place for water, the situation of the travellers was perilous, and subject to continual alarms.

In the morning one of the party ascended a lofty tree, to observe the trendings of the coast, after which they resumed their course, and entered another wood just as the night set in. Having passed it by paths which the wild beasts alone had made, they again reached the sea-coast. Here they made fires, which, after the fatigues they had undergone, was a toilsome business, and threw into them the oysters they had collected, to

make them open, as they had not a single knife remaining among them. On this spot they reposed, but found no water.

Next day the wanderers, in the course of their journey, had the good fortune to discover a dead whale, which sight, in their present situation, afforded them no little satisfaction. The want of a knife to cut it up prevented them from taking full advantage of this accidental supply; some of them, though in the extremity of hunger, nauseated this food: while others, making a fire on the carcase, dug out the part, thus roasted, with oyster-shells, and made a hearty meal.

A fine level country now presented itself, the sight of which caused them to believe that their fatigues were near a termination, and that they had reached the northernmost part of the Dutch colonies. Here new dissensions arose, some advising that they should penetrate inland, while others persevered in the original plan of keeping in the vicinity of the sea-coast.

After many disputes, another division of the party took place. Mr. Shaw, the fourth mate, Mr. Harris, the fifth, Messrs. Williams and Taylor, Captain Talbot, and seamen, to the number of twenty-two persons, among whom was Hynes, the reporter, resolved to proceed inland. The carpenter, the ship's steward, M. d'Espinette, and Mr. Olivier, with about twenty-four seamen, continued to follow the shore.

The party which took the interior, proceeded for three days through a very pleasant country, where they saw a great number of deserted kraals. During this time they had nothing to subsist on but a few oysters, which they carried with them, and some berries and wild sorrel, gathered on the way. The effects of hun-

ger soon compelled them to return to the coast, where, as usual, they found a supply of shell fish. As they were proceeding up a steep hill, soon after their separation, Captain Talbot complained of great lassitude, and repeatedly sat down to rest himself. The company, several times indulged him, by doing the same; but, perceiving that he was quite exhausted, they went on, leaving him and his faithful servant, Blair, sitting beside each other, and neither of them were heard of any more.

Having reposed near the shore, the next day, about noon, they arrived at a small river, where they found two of the carpenter's party, who, being unable to swim, had been left behind. The joy of these poor creatures, at the sight of their comrades, was excessive. They were preserved, since they had been in this place, almost by a miracle, for while they were gathering shell-fish on the beach, their fire went out, so that it is wonderful how they escaped being devoured by the wild beasts.

They were with difficulty got over the river, and travelling on for four days more, the party came to another river, of such breadth, that none of them would attempt to pass it. Having no alternative, they marched along its banks, in hopes of finding a practicable passage, and arrived at a village, where the natives shewed them the inside of a watch, which some of the carpenter's party had given for a little milk. Mr. Shaw, conceiving that such a traffic would not be unacceptable, offered them the inside of his watch for a calf. To these terms they assented; but no sooner had they obtained possession of the price, than they withheld the calf, which was immediately driven out of the village.

They continued their march along the river for several days, and passed through several villages without molestation from the inhabitants, till they came to a part where they conceived they should be able to cross. Having constructed a catamaran, as before, they all passed the river in safety, excepting the two who had been left behind by the carpenter's party, and who were afraid to venture. These unfortunate men were never seen afterwards.

Having gained the opposite bank, the company now proceeded, in an oblique direction, towards the shore, which they reached about noon on the third day. The next morning, at the ebbing of the tide, they procured some shell-fish, and having refreshed themselves, they pursued their journey.

In the course of that day's march they fell in with a party of the natives, belonging, as they imagined, to a new nation, by whom they were beaten, and extremely ill-treated. To avoid their persecutions they concealed themselves in the woods till the savages had retired, when they assembled again, and resumed their march. They had not proceeded far before they perceived the prints of human feet in the sand, from which they concluded that their late companions were before them. In the hope of rejoining them, they traced their supposed footsteps for a while, but soon lost them among the rocks and grass.

After some time they came to another river, not very broad, but of considerable depth, which they passed in safety on a catamaran as before. Nothing remarkable occurred during the three following days; but at the expiration of that period they overtook the carpenter's party, whose sufferings they found had been even more

severe than their own. The carpenter himself had been poisoned by eating some kind of fruit, with the nature of which he was unacquainted: M. d'Espinet, and M. Olivier, worn out with famine and fatigue, had been left to their fate. The unfortunate little traveller, Law, was still with them, and had hitherto supported every hardship in an astonishing manner.

Thus once more united, they proceeded together till they came to a sandy beach, where they found a couple of planks, with a spike-nail in each. This convinced them that some European ships had been near the coast, or that they were in the vicinity of some settlement. The nails were prizes of the first consequence; these being flattened between two stones, were shaped into something like knives, and, to men in their situation, were considered a most valuable acquisition.

In a short time they came to another river, on whose banks they accidentally found fresh water, which induced them to rest there for the night. In the morning they crossed the river, and, on examining the sea-shore, they found another dead whale, which diffused a general joy, till a large party of natives, armed with lances, came down upon them. These people, however, perceiving the deplorable condition of the travellers, conducted themselves in such a pacific manner, as to dispel their apprehensions. One of them even lent those who were employed upon the whale his lance, by means of which, and their two knives, they cut it into junks, and carried off a considerable quantity, till they could find wood and water to dress it.

On coming to a river the following day, another of the party dropped, and they were under the cruel necessity of leaving him behind. Having plenty of pro-

visions, they now proceeded four days without intermission, and procuring a stick, they set about making a kind of calendar, by cutting a notch for every day; but, in crossing a river, this register of time was lost, and the care they had taken to compute their melancholy days was of no avail.

They soon reached a new river, where they halted for the night. The frequent impediments of rivers much retarded their progress. Few of these, however, are of great magnitude at any distance from the sea; but as the waves derived all their subsistence from the watery element, they were obliged to submit to the inconvenience of passing them in general where the tide flowed. This will account for difficulties, from which, had it been practicable, a more inland course would have exempted them.

As the weather was very unfavourable next morning, some of the company were afraid to cross the river, upon which Hynes, and about ten more, being impatient to proceed, swam across, leaving the rest, among whom was Master Law, behind them. Having gained the opposite shore, they proceeded till they came to a place where they met with shell-fish, wood, and water. Here they halted two days, in expectation of the arrival of the others; but, as it still blew fresh, they concluded that their more timorous companions had not ventured to cross the river; therefore, thinking it in vain to wait any longer, they went forward.

They had not travelled many hours before they had the good fortune to discover a dead seal on the beach. One of the knives being in the possession of this party, they cut up their prey, dressed part of the flesh on the spot, and carried the rest with them.

The next morning the party left behind overtook them; it was now conducted by the ship's steward, and in the interval from the recent separation, it appeared that they had suffered extremely from the natives, from hunger and fatigue, and that five of them were no more. Thus these unfortunate men were rapidly losing some of their body; yet the reflection of their forlorn condition did not rouse them to a sense of the good effects of unanimity, which alone, had it been either a permanent principle, or enforced by an authority to which they ought to have submitted, might have saved them many distresses, and would have tended to the preservation of numbers. Concord is always strength; the contrary, even in the happiest circumstances, is weakness and ruin.

Having shared the remainder of the seal among them, and taken some repose, they again proceeded in one body, and after some time came to a lofty mountain, which it was necessary to cross, or to go round the bluff point of a rock, on which the surf beat with great violence. The latter appearing to be much the shortest passage, they chose it, but had reason to repent their determination, as they had a miraculous escape with their lives. Some of them not only lost their provisions, but their fire-brands, which they had hitherto carefully carried with them, were extinguished by the waves.

Dispirited by this essential loss, which was their chief protection from the wild beasts, they felt the misery of their situation with aggravated force, and an additional gloom clouded their future prospects. Marching along in this disconsolate mood, they fell in with some female natives, who immediately fled. When the

travellers came up to the spot where these women had been first descried, they had the satisfaction to find that the fire, on which they had been dressing muscles, was not extinguished. With joy they lighted their brands, and, after a few hours repose, pursued their course.

Next day they arrived at a village, where the natives offered to barter a young bullock with them. The inside of a watch, some buttons, and other trifles, were offered, and readily accepted in exchange; the beast being delivered up, was dispatched by the lance of one of the natives. The Caffres were pleased to receive back the entrails, and the carcase being divided in the most impartial manner, our people took up their abode for that night near the village, and the next morning passed another river on a catamaran.

The bullock was the only sustenance they had hitherto received from the natives, by barter or favor, excepting that the women sometimes gave the poor child who accompanied them some milk. Among the most barbarous nations, the females, to the honour of their sex, are always found to be comparatively humane, and never was there a more just object of commiseration than Master Law. Hitherto he had got on tolerably well, through the benevolent attention of his companions. He walked when able, and, when tired, they carried him in turn without a murmur. None ever obtained any food without allowing him a share. When the rest were collecting shell-fish, he was left to watch the fire, and on their return he participated in the spoils.

They now entered a sandy desert, which they were ten days in passing. In this desolate tract they had

many rivers to pass; and, had it not been for the supply of food they carried with them, they must all have perished. However, they had wood in abundance, seldom failed to find water, by digging in the sand, and being safe from the apprehensions of the natives, this appears to have been the most pleasant part of their journey.

Having crossed the desert, they entered the territories of a new nation, by whom they were sometimes maltreated, and at others were suffered to pass without molestation. Being now on the borders of the ocean, they fell in with a party of the natives, who, by signs, advised them to go inland; and, complying with their directions, they soon arrived at a village, where they found only women and children. The women brought out a little milk, which they gave to Master Law. It was contained in a small basket, curiously formed of rushes, and so compact, as to hold any kind of liquid. Here they had an opportunity of examining several huts, and observed the mode in which the natives churn their butter. The milk is put into a leathern bag, which is suspended in the middle of the tent, and pushed backward and forward by two persons, till the butter arrives at a proper consistence. When thus prepared, they mix it with soot, and anoint themselves with the composition, which proves a defence against the intense heat of the climate, and renders their limbs uncommonly pliant and active.

While the travellers were resting themselves, the men belonging to the village returned from hunting, each bearing upon the point of his spear a piece of deer's flesh. They formed a ring round the stranger, and seemed to gaze on them with admiration. After

having satisfied their curiosity, they produced two bowls of milk, which they appeared willing to barter; but as our wretched countrymen had nothing to give in exchange, they drank it up themselves.

Scarcely had they finished their meal, when they all rose up, and in an instant went off into the woods, leaving the English, under some apprehension as to the cause of this sudden motion. In a short time, however, they returned with a deer, and though our people earnestly intreated to be permitted to partake of the spoil, the natives not only disregarded their solicitations, but likewise insisted on their quitting the kraal. This they were obliged to comply with, and, after walking a few miles, they lay down to rest.

For several days they pursued their journey without any remarkable occurrence. They frequently fell in with the natives, who had great numbers of oxen, but they would part with nothing without a return, which it was not in the power of the travellers to make. They had, however, the negative satisfaction of not being annoyed in their progress. They now came to another river, where they saw three or four huts, containing only women and children. The flesh of sea-cows and sea-lions was hanging up to dry, of which the women gave the travellers a part. They slept that night at a small distance from these huts.

Next morning Hynes and nine others swam across the river, but the rest were too timorous to make the attempt. Those who had crossed the river, soon afterwards had the good fortune to observe a seal asleep, just at high-water mark, and having cut off his retreat, they found means to kill him. Having divided the flesh, they travelled four or five days, occasionally falling in with

the natives, who, upon the whole, behaved with tolerable forbearance.

They now arrived at another river, which they were obliged to cross, and, proceeding on their route, the next day, found a whale; and thus being well supplied with provisions, they resolved to halt for their companions; but, after waiting in vain two days, they proceeded without them. They afterwards found that their companions had taken a more inland route, and had got before them. Having, therefore, cut up as much of the whale as they could carry, and being much refreshed, they proceeded with alacrity, having now no necessity to loiter in quest of food.

Thus they travelled for more than a week, and in their way discovered some pieces of rags, which satisfied them that their late associates had got the start of them. They now entered an extensive sandy desert, and finding, towards the close of the first day, but little prospect of obtaining either wood or water, they were much disheartened. To their great joy, however, at the entrance of a deep gulley they saw the following words traced on the sand: *Turn in here, and you will find plenty of wood and water.* This cheered them like a revelation from heaven, and on entering the gulley they found the notification verified, and the remains of several fires, which assured them that their late companions had reposed in the same place.

They proceeded several days proportionably exhausted with fatigue as they advanced, but without any memorable occurrence. They now came to a bluff point of a rock, which projected so far into the sea as to obstruct their progress, so that they were obliged to

direct their course more inland. To add to their distress, their provisions were again exhausted, when, arriving at a large pond, they luckily found a great number of land-crabs, snails, and some sorrel, in the vicinity, and on these they made a satisfactory meal.

As soon as it dawned they resumed their journey, and, entering a wood, they observed many of the trees torn up by the roots. While they were lost in amazement at this phenomenon, to their terror and astonishment, thirty or forty large elephants started up out of the long grass, with which the ground was covered. The travellers stood some moments in suspense, whether they should retreat or advance; but, by taking a circuitous course, they passed these enormous creatures, without receiving any injury. The grass in which they lay was not less than eight or nine feet high. This may appear strange to those who are not acquainted with the luxuriant vegetation of tropical climates, but other travellers, of unquestionable veracity, have made the same remarks on Africa.

Having reached the sea-shore that night, our travellers were miserably disappointed by the state of the tide, which deprived them of their usual supplies of shell fish, To such extremity were they, in consequence reduced, that some of them, who had made shoes of the hide of the bullock obtained in barter from the natives, singed off the hair, broiled, and ate them. This unsavory dish they rendered as palatable as possible by means of some wild celery they found on the spot, and the whole party partook of it.

At low-water they went, as usual, to the rocks to procure shell-fish; and as they proceeded they often per-

ceived evident traces of that division of their party, which had got the start of them. In two days time they fell in with a hunting party of the natives, who offered no molestation to our people as they passed, and for several days they every where behaved with the same forbearance.

After passing two rivers, and finding no fresh water near them, they entered a sterile country, where the natives appeared to have nothing to subsist on but what they derived from hunting and fishing. What then must have been the situation of our travellers! They had not a drop of water for several days; and a few berries, which they occasionally picked up, were the only alleviation of their burning thirst. However, they soon reached Caffraria, properly so called, which they found to be a fine and populous country.

During their march through this territory, our travellers were absolutely starving in the midst of plenty. They saw abundance of cattle, but so tenacious were the natives of their property, that they would not part with any thing gratuitously, and our people had nothing to give in barter. So apprehensive were the Caffres, lest these poor vagrants might commit depredations, that they constantly secured their cattle as they approached, and even used violence to keep them at a distance. So true it is, that in all countries poverty is considered rather as a crime than a misfortune, and that he who has nothing to bestow, is immediately suspected of an intention to take away.

But the Caffres have been characterised as a humane and inoffensive people. How are we then to reconcile this description with the conduct they displayed to our countrymen? May not the idea, that they were Dutch-

men, solve the difficulty? Between the Caffres and the Dutch colonists an inveterate enmity subsisted at that period. The Caffres had been treated with unparalleled cruelty and oppression by the white people, with whom they were conversant; and all white people were, therefore, probably, regarded as enemies. Among all uncivilized nations, wherever any intercourse has been established with Europeans, the character of the latter, in general, have been determined from the conduct of a worthless few. Thus, as on other important occasions, many suffer for the vices of individuals.

Our travellers every where repelled, or regarded with apprehension, at length came to a river, and having crossed it, were met by a party of the natives, one of whom had adorned his hair with a piece of a silver buckle, which was known to have belonged to the ship's cook. It seems the cook, who set a particular value upon his buckles, had covered them with bits of cloth, to conceal them from the natives; but at length hunger had compelled him to break them up, in order to barter them for food: but no sooner was the price deposited than the natives broke their engagement, as had been their general practice, excepting in one solitary instance, and drove the claimants away.

Hynes and his party were roughly handled by the body of natives they had fallen in with. To avoid their persecution, they travelled till late at night, and after reposing for a few hours they recommenced their journey before it was light, that they might escape a repetition of their ill-treatment.

Next day, about noon, they reached a spot where there was good water, and the probability of finding abundance of shell-fish, here, being much fatigued, they

determined to spend the night. While in this situation they were overtaken by a tremendous storm of thunder and lightning, and the rain poured down in such torrents, that they were obliged to hold up their canvas frocks over the fire, to save it from being extinguished. Next day, at low water, they found shell-fish as usual, staid some time to dry their clothes, and then resumed their journey. Coming to a large village, the inhabitants fell upon them with such fury, that several of them were wounded, in consequence of which one man died soon afterwards. Hynes received a wound in his leg from a lance, and being knocked down, was left senseless on the spot, by his companions, who supposed him to be dead. However, in a few hours, to their great joy, he rejoined his countrymen, who had despaired of ever seeing him again.

From this time they lost sight of the habitations of the natives, and entered a sandy desert, where it was with the utmost difficulty they could procure any sustenance. At intervals, indeed, they experienced the usual bounty of the sea, and having collected as many shell-fish as possible, they opened them in the fire, and taking out the animal, left the shells, which greatly diminished the labor of carriage.

Having passed the desert, they arrived at a large river, which, as they afterwards learned from the Dutch, is called Bosjesman's river. Here they found Thomas Lewis, one of the party who had gone before them, and who having been taken ill, was abandoned to his fate. He informed them that he had travelled inland and seen many huts, at one of which he obtained a little milk, and at another was beaten away. He added, that having reached the place where he now was, he found himself

too weak to cross the stream, and was, therefore, determined to return to the nearest kraal, indifferent as to his reception or his life. In vain his companions strove to overcome this determination. They flattered him with the hope of being yet able to reach the Cape, but their encouragement was ineffectual. Both his body and mind were broken down; he had drained the cup of affliction to the dregs; despair had laid her iron hand upon him, and sealed him for her own. In spite of all their intreaties, he went back to the natives: and once more had the good fortune to receive assistance, when he could least of all expect it, and in such a shape as proved effectual to his preservation. But we are anticipating events.

On exploring the sea-coast, our people, to their great joy, discovered another whale, and having cut the flesh into junks, took with them as much of it as they were able to carry. Again losing sight of the natives, and their huts, they were kept in perpetual alarm by the wild beasts, which were here more numerous than in any part of the country through which they had hitherto passed.

On the fourth day, after passing the river, they overtook the ship's steward, and Master Law, who still survived inexpressible hardships. From them they learned that the cooper had been buried the preceding evening in the sand; but when Hynes and the steward went to take a farewell view of the spot, they found, to their surprise and horror, that the body had been carried off by some carnivorous animal, which had evidently dragged it to a considerable distance through the sand.

Hynes's party presented the steward and child with some of the flesh of the whale, by which they were

much refreshed; and for eight or ten days more they all proceeded in company. At last they came to a point of rocks, and as the whale was by this time wholly consumed, they went round the edge in search of such sustenance as the sea might afford. This took up so much time, that they were obliged to sleep on the rock, where they could procure no water but what was very brackish. In the morning the steward and child were both taken ill, and being unable to proceed, the party agreed to halt till the next day. The extreme coldness of the rock on which they had slept, produced a sensible effect on them all; the steward and child still continued very ill. Their companions, therefore, concluded to wait another day, when, if no favorable turn took place, they would be under the painful necessity of abandoning them to their fate. But their humanity was not put to this severe test, for, in the course of the following night, this poor child resigned his breath, and ceased any longer to share their fatigues and sorrows. They had left him, as they supposed, asleep, near the fire, round which they had all rested during the night: but when they had made their arrangements for breakfast, and wished to call him to participate, they found that his soul had taken its flight to another world.

Forgetting their own misery, they sensibly felt for the loss of this tender youth, and the affliction of the steward in particular was inexpressible. This child had been the object of his fondest care, during a long and perilous journey, and it was with the utmost difficulty that his companions could tear him from the spot.

They had not proceeded far, before one of the party asked for a shell of water, which being given him, he solicited a second, and as soon as he had drunk it, lay

down and instantly expired. So much were they habituated to scenes of distress, that, by this time, death had ceased to be regarded as shocking; it was even considered by them all as a consummation rather to be wished than dreaded. They left the poor man where he dropped, and had not advanced far, when another complained of extreme weakness, and sat down upon the sand by the sea-side. Him too they left, compelled by severe necessity, in order to seek for wood and water, promising, if they were successful, to return to assist him.

Having sought in vain for a comfortable resting-place for the night, they were all obliged to repose on the sands. Recollecting the situation of their comrade, one of the party went back to the spot where he had been left, but the unhappy man was not to be found; and as he had nothing to shelter or protect him, it is more than probable that he was carried off by wild beasts.

With the first approach of day they resumed their journey, but their situation was now more deplorable than ever. Having had no water since the middle of the preceding day, they suffered exceedingly from thirst, the glands of their throats and their mouths were much swollen; and, in the extremity of their thirst, they were induced to swallow their own urine.

This was the crisis of calamity. The misery they now underwent was too shocking to relate. Having existed for two days without food or water, they were reduced to such extremity, that when any of them could not furnish himself with a draught of urine, he would borrow a shellful of his more fortunate companion, till he was able to repay it. The steward, whose benevolence ought to immortalize his memory, now followed his little

favorite into another world. In short, to such a state of wretchedness were they now reduced, that death was stripped of all its terrors.

Next morning two more of the party were reduced to a very languid state; one of them, unable to proceed a step farther, lay down, and his companions, incapable of affording him any assistance, took an affectionate farewell, and left him to expire.

Towards evening they reached a deep gulley, which they entered, in the hope of meeting with fresh water. Here they found another of the Grosvenor's crew lying dead, with his right hand cut off at the wrist. A circumstance so singular could not fail to attract the notice of his companions, especially as they recollected that it had been the common asseveration of the deceased:—*May the devil cut my right arm off if it be not true!* It had a sensible effect upon his comrades for a time, as they superstitiously imagined that Providence had interfered, by a miracle, to shew its indignation against his profaneness.

One of the company, who had lost his own clothes in crossing a river, took the opportunity of supplying himself by stripping the dead man, and then they proceeded till night, without any other sustenance than what their own water afforded them.

Next day brought no alleviation of their miseries. Necessity impelled them to proceed, though hope scarcely darted a ray through the gloom of their prospects. The whole party was, at last, reduced to three persons, Hynes, Evans, and Wormington, and these could hope to survive their companions only very few days. Their faculties rapidly declined, they could scarcely hear or

see, and a vertical sun darted his beams so intensely upon them, that it was with the utmost difficulty they could proceed.

Their misery, from thirst, now became so intolerable, that Wormington earnestly importuned his companions to determine, by lot, which of them should die, in order that the others might be preserved by drinking his blood. Hynes, though almost childish, was shocked at the proposal; his tears flowed abundantly, and he declared, that as long as he was able to walk he could not think of casting lots; but that, if he should be obliged to drop, they might then use him as they pleased. Upon this, Wormington, shaking hands with Hynes and Evans, suffered them to proceed without him.

Every hour now seemed to throw a deeper gloom over their fate; nature could support no more. Hynes and Evans, however, made another effort to advance, without even indulging a hope of the possibility of relief. This day they saw something before them, which had the appearance of large birds, but their surprise may be conceived, when, upon a nearer approach, they discovered them to be men. Nearly blind and idiots, they did not at first recollect their newly-found companions, but after some time they recognized in them four of the steward's party, from which they had been separated. One of them, a boy, named Price, advanced to meet them, and gave them the pleasing information, that his associates had fresh water in their possession. This inspired them with new life, and reciprocal inquiries were made relative to the fate of their lost companions. The three men, whom Hynes and his companion had

overtaken, were named Berney, Leary, and De Lasso, who hearing that Wormington was left behind, the two latter went in search of him, charging those who remained not to suffer Hynes and Evans to drink too freely of the water, as several had expired from the eagerness with which they swallowed that fluid after long abstinence.

Wormington was recovered by the humanity of those who went in search of him, and a painful detail of sufferings succeeded. It appeared that the captain's steward had been buried in the sand of the last desert over which they passed, and that the survivors were reduced to such extremity, that, after his interment, two of the party had been sent back to cut off part of his flesh, for their immediate support; but, while proceeding upon this horrid errand, they had the good fortune to discover a young seal, newly driven on shore, and fresh bleeding, which proved a most seasonable relief. They farther stated, that they had obtained shell-fish in the sand, when none were to be seen upon it, by observing the manner in which the birds scratched for them. Without this discovery they must inevitably have perished.

Hynes and Evans, recounting their adventures to the party they had joined, among other circumstances, mentioned that the ship's steward, whom they had left to expire on the road, had on very decent clothes. This tempted one of them to propose to Evans, who was by this time pretty well recovered, to go back to the spot and strip the body, but the steward could not be found, and they concluded that the wild beasts had anticipated their design. In the evening Evans returned, but with-

out his companion, who had been so indolent, and advanced with such a slow pace, that the former was obliged to leave him behind. As he was never seen afterwards, no doubt can be entertained but that he likewise fell a victim to the ravenous beasts. These were so numerous, as to be seen in troops of twenty or more; and it was the common and effectual practice of the travellers to shout as loud as possible, to drive away those formidable animals.

Being now arrived at a favorable spot for water and shell-fish, they employed two days in collecting provisions for their future march, and in refreshing themselves. Rest and food had an astonishing effect in restoring not only the powers of the body, but of the mind; and in a short time they thought themselves qualified to encounter new fatigues.

With extreme difficulty and danger they passed a large river, supposed to be the Sontags, on a catamaran, and having reached the opposite shore, they looked back with terror and amazement on their fortunate escape from being driven out to sea by the rapidity of the stream. Here they likewise found the kind of shell-fish which buries itself in the sand, and which increased their supplies.

The united party, consisting of six persons, pursued their route over a desert country, where neither hut nor native was to be seen, and in six days reached the Schwartz river, as they afterwards learned, on the banks of which they took up their abode for the night.

The country, at length, began to assume a fertile and cultivated appearance, and some huts appeared at a distance from the shore. While contemplating with plea-

saw this change of prospect; the grass near them took fire, and spread with great rapidity. They all used every effort to extinguish it, lest this involuntary mischief should provoke the resentment of the natives, or the blaze call them to the spot.

Next morning they swam over the river in safety, and soon discovered another dead whale lying on the sea-shore. Thus supplied with food, they purposed resting here a few days, if they could have found fresh water; but that necessary article being wanting, they cut up as much of the whale as they could carry, and proceeded on their route. In two hours they came to a thicket, where they met with water, and halted and reposed.

Next morning four of the party went back to the whale, for a larger supply, De Lasso and Price being left in charge of the fire. As Price was collecting fuel, he perceived, at a little distance, two men with guns, and being intimidated at the sight, he returned hastily to the fire, whither the welcome intruders pursued him. These men belonged to a Dutch settlement in the neighbourhood, and were in search of some strayed cattle. One of them, named John Battores, supposed to be a Portuguese, was able to converse with De Lasso, the Italian, so as to be understood, a circumstance as fortunate as it was little to be expected. Battores having learned the outline of their melancholy story, accompanied them to the whale, where their companions were employed in cutting away the flesh. Affected at the sight of these miserable objects, he desired them to throw away what they had been collecting, promising them better fare when they reached the habitation to which he belonged.

In vain shall we attempt to describe the sensations of the shipwrecked wanderers, on receiving this intelligence, and that they were within four hundred miles of the Cape. The joy that instantly filled every bosom produced effects as various as extraordinary: one man laughed, another wept, and a third danced with transport.

On reaching the house of Mynheer Christopher Roostoff, to whom Battores was bailiff, they were treated with the kindest attention. The master, on being acquainted with their distress, immediately ordered bread and milk to be set before them; but acting rather on principles of humanity than prudence, he furnished them such a quantity, that their weak stomachs were overloaded. After their meal, sacks were spread upon the ground, for them to repose on.

It had been so long since they had known any thing of the calculation of time, that they were unacquainted even with the name of the month; and they were given to understand, that the day of their deliverance was the 29th of November; so that one hundred and seventeen days had revolved their melancholy hours since they were shipwrecked; a period of suffering almost unparalleled, and during which they had often been miraculously preserved.

Next morning Mynheer Roostoff killed a sheep, for the entertainment of his guests, and another Dutchman, of the name of Quin, came with a cart and six horses, to convey them towards the Cape. The boy, Price, being lame, from the hardships he had undergone, was detained at Roostoff's house, who kindly undertook his cure, and promised to send him after the others when he was recovered. The rest of the party proceeded to

Quin's house, where they were hospitably entertained four days.

From that time they were forwarded in carts, from one settlement to another, till they arrived at Swellendam, about one hundred miles from the Cape. Wherever they passed, they experienced the humanity of the farmers, and their wants were relieved with a liberal hand.

At Swellendam they were detained till orders should be received from the governor at the Cape, in regard to their future destiny, Holland and Great Britain being at that time at war. At length two of the party were ordered to be forwarded to the Cape, in order to be examined, while the rest were to remain at Swellendam. Accordingly Wormington and Leary proceeded to the Cape, where, after being strictly interrogated, they were sent on board a Dutch man of war lying in the bay, with orders that they should be set to work. While in this situation, Wormington having discovered that the boatswain was engaged in some fraudulent practices, imprudently threatened to give information, on which the boatswain desiring him and his companion to step into a boat, conveyed them on board a Danish East Indiaman, just getting under weigh, and by this fortunate incident they first reached their native land.

But to return to the fate of the rest. Though the flames of war were raging between the two nations, the Dutch government, at the Cape, being informed of the particulars of the loss of the Grosvenor, with a humanity which does them infinite honor, dispatched a large party in quest of the unhappy wanderers. This detachment consisted of one hundred Europeans, and three hundred Hottentots, attended by a great number of

waggons, each drawn by eight bullocks. The command was given to Captain Muller, with orders to proceed, if possible, to the wreck, and load with such articles as might be saved, and to endeavor to discover such of the sufferers as were still wandering about the country, or in the hands of the natives.

De Lasso and Evans accompanied this expedition as guides; but Hynes, being still very weak, was left at Swellendam. The party was well provided with such articles as were most likely to ensure them a favorable reception from the natives, and to procure the liberty of the unfortunate persons they might find in their way. They proceeded with spirit and alacrity, till the Caffres, in consequence of their antipathy to the colonists, interrupted the expedition. In their progress they found Thomas Lewis, who had been abandoned by his companions, as before mentioned William Hatterley, and another. Hatterley was servant to the second mate, and had continued with that party till he alone survived. Thus the fate of one division was ascertained.

At other places on the road they met with seven lascars, and two black women, one of whom was servant to Mrs. Logie, and the other to Mrs. Hosea. From these women they learned, that soon after Hynes' party had left the captain and the ladies, they also took separate routes; the latter intending to join the lascars, but what became of them after this separation was unknown. They, indeed, saw the captain's coat on one of the natives, but whether he died, or was killed, could never be discovered.

After the enmity of the natives prevented the progress of the waggons, some of the party travelled forward fifteen days on horseback, in the prosecution of

their plan, but the Caffres still continuing to harass them, they were obliged to return, after an absence of about three months.

Captain Muller returned to Swellendam, with the three Englishmen, the seven lascars, and two black women, the boy, Price, and the two guides, De Lasso and Evans. The people of colour were detained at Swellendam; but the English were forwarded to the Cape, where, after being examined by the governor, they were permitted to take their passage to Europe in a Danish ship, the captain of which promised to land them in England; but, excepting Price, who was set on shore at Weymouth, they were all carried to Copenhagen, whence they at last found their way to England.

Such was the termination of the adventures of these unfortunate people; but the enquiry concerning the fate of the captain and his party was not dropped. Though it is probable, that before the first Dutch expedition could have reached them, they had all paid the debt of nature; rumours had been spread that several of the English were still in captivity among the natives, and these obtained such general belief, that M. Vaillant, whose philanthropy equalled his genius and resolution, made another attempt to discover the reputed captives; but he could learn nothing decisive, as to their situation or final fate.

The public mind, however, continued still to be agitated, and the interest which all nations took in the fate of the unhappy persons, particularly the women, some of whom it was reported had been seen, induced a second party of Dutch colonists, with the sanction of government, to make another effort to explore the country, and to reach the wreck.

These men, amply provided, set out on the 24th of August, 1790, from Kaffer Keyl's river, towards Cape Natal, on the coast of which the Grosvenor was supposed to have been wrecked. Of this expedition we have a journal kept by Van Reenen, one of the party, and published by Captain Riou. It would not be generally interesting to the reader, to give the meagre details of distances travelled, and elephants killed; of danger encountered, and rivers crossed; we shall, therefore, confine ourselves to such incidents as appear to deserve notice, or are connected with the melancholy subject of our narrative.

After proceeding an immense way, on the 3d of November, they arrived among the Hambonaas, a nation quite different from the Caffres. They have a yellow complexion, and their long coarse hair is frizzed up in the form of a turban. Some of these people informed our adventurers, that, subject to them, there was a village of bastard Christians, descended from people shipwrecked on the coast, of whom three old women were still alive, and married to a Hambonaa chief. This intelligence roused their curiosity, and they were fortunate enough to obtain an interview with the old women in question, who said they were sisters, but having been shipwrecked when children, they could not say to what nation they originally belonged. The Dutch adventurer offered to take them and their children back, on their return, at which they seemed much pleased. It appears probable, that the reports which had been spread, in regard to some European women being among the natives, originated from this circumstance, and as the existence of any other white people in this quarter was neither known nor suspected, it was naturally

concluded that they must have belonged to the Grosvenor.

The Dutch afterwards fell in with Trout, whose name has been mentioned in the preceding narrative. He, at first, engaged to conduct them to the spot where the Grosvenor was wrecked, and informed them that nothing was then to be seen, excepting some cannon, iron ballast, and lead; adding, that all the unfortunate crew of that ship had perished, some by the hands of the natives, and the rest of hunger.

Trout, who, it is to be feared, was guilty of much duplicity from the first, pretended that he was a free man, and had sailed in an English ship from Malacca; but, finding himself likely to be detected, and probably apprehensive of being carried back to the Cape, he cautiously avoided the Dutch in the sequel, and left them to find their way to the wreck in the best manner they were able.

As they were proceeding to the spot, one of the party, named Houltshausen, unfortunately fell into a pit of burnt stakes, by which he was terribly wounded in the palm of one of his hands, which, eventually, produced a locked jaw, and terminated in his death. These pits are dug by the natives, and being covered over with branches of trees and grass, serve as snares for the elephants, which frequently fall into them, and are thus taken.

Several of the party, however, proceeded on horseback to the wreck, and found nothing more than what Trout had described, remaining. It was plainly perceived that fires had been made in the vicinity, and, on a rising ground, between two woods, was a pit, where things had been buried and dug out again. This likewise

tallied with the information of Trout, who told them that all the articles collected from the wreck had been dispersed over the country, and that most of them had been carried to Rio de la Goa, to be sold. That place was represented to be about four days journey from the scene of the catastrophe.

The natives in the neighbourhood expressed great astonishment that the Dutch had been at such infinite pains to come in search of the unfortunate crew, and they all promised that, in case of any similar disaster, they would protect such people as might be thrown upon the coast, if they could be assured of obtaining beads, copper, and iron, for their trouble, which was liberally promised by the Dutch.

These intrepid adventurers, who were now 447 leagues distant from the Cape, and 226 beyond any christian habitation, finding that nothing farther was to be discovered relative to the wreck, or the fate of the persons who had reached the shore, determined to return, particularly as Houtshausen's illness increased.

On their way back they called at the bastard Christian village, and would have taken under their protection the three old women, who seemed desirous of living among christians, but they wished first to gather in their crops; adding, when that business was accomplished, their whole race, to the number of four hundred, would be happy to depart from their present settlement. Every indulgence was promised them in case they should be disposed to emigrate to the Cape. On seeing people of the same complexion as themselves, they appeared to be exceedingly agitated.

In their homeward journey the Dutch shot many elephants and sea cows; but on the first of December they met with a terrible accident, while employed in cutting up and salting the sea-cows, killed the preceding day: "As we were thus engaged," says the journalist, "a large elephant made up to the waggons: we instantly pursued and attacked him, when, having received several shot, by which he twice fell, he crept into a very thick underwood. Thinking we had fully done for him, Tjaart Vander Valdt, Lodewyk Prins, and Ignatius Mulder, advanced to the spot, when he rushed out furiously from the thicket, and catching hold of Prins with his trunk, trode him to death, driving one of his tusks through the body, and throwing it up into the air, to the height of thirty feet.

"The others perceiving that there was no possibility of escaping on horseback, dismounted, and crept into the thicket to hide themselves. The elephant seeing nothing in view but one of the horses, followed him for some time, and then turning about, came back to the spot where the dead man was left. At this instant our whole party renewed the attack, and after he had received several more wounds, the animal again escaped into the thickest part of the wood.

"We now supposed ourselves safe, but while we were digging a grave for our unfortunate companion, the elephant rushed out again, and drove us all from the place. Tjaart Vander Valdt got another shot at him; a joint attack being commenced, he began to stagger, and falling, the Hottentots dispatched him as he lay on the ground."

The rest of the journey afforded little worth notice, In January, 1791, they reached their respective homes,

after surmounting incredible difficulties, in an expedition to which they were prompted solely by a principle of humanity, and the desire of relieving, if any remained alive, such of our countrymen as might be among the natives. No intelligence of this kind could, however, after the most diligent enquiries, be obtained. They were, indeed, informed that the ship's cook had been alive about two years before the period of their journey, but that he then caught the small-pox and died.

We cannot conclude this mournful narrative better, than with the sensible reflections of Captain Riou.

“ Had the party, (says he) that set out in search of these shipwrecked people, in 1783, prosecuted their journey with the same degree of zeal and resolution that Van Reenen's party manifested, it is possible they might have discovered and relieved some who have since perished. Yet, as they could not have arrived at the place of the wreck in less than six months after the disaster happened, there is no great probability for supposing that, after such a length of time had elapsed, any great number of the unfortunate sufferers could be remaining alive.

“ But what we have most to regret is, that, perhaps, the failure of the endeavors of the unfortunate crew to save their lives was owing to their own misconduct. It is too often the case, that disorder and confusion are the consequence of extreme distress, and that despair seizing on the unprincipled mind, hurries it on to a subversion of all good order and discipline: so that at the moment when the joint efforts of the whole are most necessary for the general good, each desponding thoughtless wretch acts from the impulse of the moment, in whatever manner his tumultuous feelings may direct; and, from an erroneous idea of self-interest, or, wonderful as

It may appear, from a desire of gratifying a rebellious and turbulent spirit, at a time when it can be done with impunity, is always ready to overturn every plan that may be proposed by his superiors, and the considerate few that may happen to be of the party.

“ Such must have been, and such we are indeed told was, the situation of the crew of the Grosvenor subsequent to their shipwreck.

“ Though it may be said to be very easy to see errors when their consequences are apparent, it will not surely be too much to assert, that when this ship's crew was once safely on shore, with the advantage of such articles as they could procure from the wreck, their situation, however deplorable, could not be considered as hopeless. For had a chosen body of ten or twenty men marched a few days to the northward, they must have fallen in with Rio de la Goa, where it seldom happens that there is not a French or Portuguese slave ship. But, allowing that Captain Coxson was much out in his reckoning, and that he supposed himself to be much nearer to the Cape than he really was, they might then have existed on the sea-coast, in that climate, sheltered by huts, till ready to set out, and, by preserving order and discipline, and conducting themselves properly in regard to the natives, they might have gradually proceeded in safety into the territories of the Dutch.

“ Had the crew continued under the orders of their officers, either of those objects might have been accomplished, by men whose minds were not wholly resigned to despair; or they might have subsisted on what provision they could pick up from the wreck, together with what they could purchase from the natives, till a boat

could have been constructed and sent to solicit assistance from the Cape.

“ These reflections have been extended, by considering the circumstances in which the shipwrecked people were placed; from all which it may fairly be concluded, that the greater part might have effected a return to their native land, had they been guided by any idea of the advantages of discipline and subordination.

“ It is to be hoped, then, that the fatal consequences attending disorderly conduct on these calamitous occasions, will impress on the minds of seamen this incontrovertible truth, that their only hope of safety must depend upon obedience.”

THE LOSS OF
THE SHIP FAZY ALLUM,

Near Cape Orfoy, June 7th, 1801.

AND THE SUBSEQUENT PROCEEDINGS OF THE CREW,

Situation of the *Fazy Allum*, at the Time of her striking, on the Coast of Africa—The greatest part of the Crew escape on Rafts—They are plundered by the Natives—Their Adventures in proceeding along the Coast—Arrival at Bunder Allulah, where the first Officer and some of the Crew are taken on board the *Jehangeer*.

THE following narrative was drawn up by Mr. William Kinsey, the first officer of that unfortunate ship, who arrived at Mocha on the 10th of August, 1801, in the ship *Jehangeer*, in company with the *Hercules*.

On the 7th of June, at one P. M. we saw the land, bearing N. by W. to S. by W. distance off shore about ten miles. After steering different courses, and making and shortening sail, as was requisite, breakers were seen ahead at 10 P. M. Captain Baird immediately made sail and wore, but the ship soon after struck, and the sea made a breach over her fore and aft. The lanyards of the fore and main rigging were cut, in order to disencumber the wreck of the masts, and soon after the main-mast and fore-mast went overboard; the mizen-mast being very short, stood.

At this time the ship lay more upright, and the lee guns were ordered to be thrown overboard, but not one

of the lascars would lend a hand, nor could we get a man to clear the wreck from along-side. The wind increased every minute. The sea, about twelve o'clock, staved in the cabin-windows, and the gun-deck was immediately full; we now saw no resource, and accordingly secured all the small spars, as well as we could, to furnish the means of getting on shore at day-light. We at first were apprehensive that it was a reef on which we had struck; but about four A. M. when the moon got up, to our great joy, we saw the main-land, and at day-light discovered a fine sandy beach, full of small bushes; at sun-rise a few of the lascars ventured on shore first, on small planks and spars. About an hour after, the captain, second officer, and all the sea-connies, went off on a raft, made of studding-sail booms. The people, after they saw the captain leave the ship, went off in numbers upon small rafts.

At the time she went on shore, the ship Fazy Allum had on board, 1 captain, 3 officers, 1 gunner, 6 sea-connies, and 70 lascars, belonging to the ship; and 1 lieutenant and 49 Europeans, belonging to his Majesty and the Honourable Company's regiment.

About ten A. M. the second mate, with about thirteen more, left the ship in the long-boat. Soon afterwards 8 left the ship in a raft with 10 more, leaving Lieutenant Dundas, whom I could not persuade to quit the ship at that time. About ten minutes after I left the ship I got on shore, and procured from the lascars a change of clothes, which they had preserved dry by putting it in the scuttle-cask. Half an hour after I met the second officer, who told me that he had found the body of Lieutenant Dundas, and had buried it in the sand. About two P. M. we were visited by a few natives,

who were very shy at first; they did not offer us any violence, but after picking up what they could, they left us, and were followed by the lascars. Capt. Baird then directed the Europeans to roll up all the empty water-casks they could find, and make a barricado for defence, if necessary, against the natives. On the 8th at six P. M. a few lascars came back from the place to which they had followed the natives, and informed us that there was a village a few miles from where we were, and that the natives were very ill-disposed towards us. We slept all night under the cover of our main-royal, which we had the good fortune to find on the beach at bay-light. We who slept together, to the number of about twenty, captain, officers, and sea-con- nies, with three or four Europeans and lascars, went on the beach to roll up all the full casks of water and salt provisions.

At eight A. M. on the 9th, we returned to our tent, and were informed that the natives were coming to molest us. A few minutes after we saw the natives coming down armed, to the number of fifty or sixty, men and women; our party consisted only of those who had slept in the tent; the Europeans were dispersed, and most of them drunk. We had about a dozen cutlasses and a few boarding-pikes, and I made no doubt but we could defend ourselves, if we were all together: the lascars came down from the village, but could not be persuaded to join us. The natives, as soon as they saw the defenceless state of the Europeans, immediately fell upon and plundered us of every thing, leaving me only a shirt. They did not plunder the lascars till sun-set, and close to their own village; for they told the lascars to come along with them, as they were all mussulmans, they

would shew them the way to a port, where they would be able to procure boats to carry them to Mocha in three or four days. When the lascars followed the natives we followed them likewise, and seeing the disposition of the natives I gave myself out for a mussulman. When we marched off the beach, about six o'clock, there were only thirteen Europeans with us; twenty-six we left on the beach, all of them drunk, and the second officer we did not see, but I was told afterwards that he was asleep in the long-beach and would not come away when called by some of our men. We found that ten Europeans were absent in coming ashore, besides seven or eight lascars. We passed a very disagreeable night near the village, and slept close by the captain, third officer, and sea-connies.

June 10th we rose early in the morning, and begged the chief of the natives to let us proceed to the northward, and to give us a guide, which he refused, but told us that we might go to the northward, and that we should find a port, where we might procure boats to carry us to Mocha in three or four days. At sun-rise we set off, and walked to the northward; about eight A. M. we saw that Cape Orfoy was an island, and we were obliged to walk about two miles up to our ankles in water. About eleven A. M. we all halted, and dug a well, but could not get at any good water: we set out again about twelve o'clock, and walked more to the eastward than to the northward, to get as soon as possible towards the beach. About two P. M. we all rested again, under the chills of a chain of mountains to the northward of the Cape and here we saw three or four natives, but they soon disappeared. At three P. M. the first tidal left us, and set off with about two-thirds of our number

in quest of water. At half-past four we set out again, and walked to the northward in sight of the sea; about eight we met a native, whom we engaged as a guide, and to shew us the well of water which he told us was close by. In our way to the well we could plain'y see that the lascars and first tindal had gone the same road; at a quarter past six we came to a deep valley, where, to our great surprise, we saw fifteen of the natives coming down towards us armed. They desired us to sit down, and then robbed us a second time. They shewed us the well, where we all got a good hearty drink, and slept at some distance from it. I found a cake, and divided it with the captain, third officer, and my boy: this cake was made the day before we left Orfoy, for we had made a fire, baked a few cakes of flour, and roasted some salt beef, but even this the natives had taken from us.

June the 11th, we rose early in the morning, after a very disagreeable cold night, and went to the well. We there met the first tindal and the rest of the lascars, who told us they had been robbed by the same gang the evening before. After drinking plentifully we all set out again, and walked along the beach to the northward. About eleven A. M. we halted under some green bushes, and found good water; here we staid till about three o'clock, and saw a very large flock of sheep and goats led by two men and two women; after taking a good drink of water we set out and walked along the beach to the northward. At sun-set we came to a salt water lake, and saw five natives who had been fishing. They gave the few lascars that went up to them at first a few fish, but when they saw the whole of our number they appeared very shy; however, when they perceived

our defenceless state they were very forward in enquiring about the ship. We asked for water, and they told us that there was some to be had, but that we must go with them, which we declined. About eight P. M. we got a fire made, and spent a very disagreeable night.

June the 12th, at five A. M. we all set out again and stood to the northward, and about seven A. M. found a well of water close to the beach, where we saw a great number of goats and camels. After refreshing ourselves we set out again to the northward, and expected to go round a head-land which ran far to the eastward. About nine A. M. we were attacked by a party of natives, and repulsed them. They went off with one man that had his leg broken; at eleven, to our great mortification, we perceived that we could not round the head without danger of perishing in the attempt. The captain, myself, and twelve men, lascars and Europeans, determined to see if there was a passage round the head. The lascars and two sea-connies went back to the well, and from thence proceeded to cross the hills; about five lascars and three sea-connies crossed over in the forenoon, but we could not do it, for we were very much fatigued, and in great want of water. At three P. M. we who remained behind went to see if we could find a passage round the head, and if not, to join the lascars; at four we found that there was no passage, and that the surf beat against the head with great violence. We all returned, excepting the captain, his cook, and two Europeans; we came near the well about seven P. M. I met the third officer and four or five Europeans, who told me, that about sun-set they were met by a party of natives, who had killed a Swiss of the Meuron regiment,

and had wounded the third officer. We then set out again towards the well, and on the way I saw the European that had been killed. At eight we arrived among the lascars, and at twelve P. M. we were joined by the captain and his cook, but have not seen the two Europeans since.

June the 13th, about eight A. M. we were ordered away by the natives, who told us, that as soon as we crossed the hills we should come into a good country, where we might procure provisions, and where the people were more civilized; that we should arrive at a port, and might have a chance of procuring a boat to go over to Mocha. The country through which we passed was thinly inhabited, and provisions were scarce. At eight A. M. after taking a refreshing draught of water, we set out to go over the hills, and were all in company, excepting the eleven Europeans who had left us early in the morning, and had taken the same road we did afterwards. At eleven we all met on the other side of the hill, under a cliff, and after getting a draught of water from the people, I left all the Europeans, captain, and third officer, and pushed down into a deep valley that was close to the beach. This was the last day I saw the captain, and most of the Europeans I never saw afterwards. I reached the valley about one P. M. and got a drink of brackish water; here I met the sea-connies and the lascars, who gave me a little fish, but I had drank water to such excess that I could not eat it. At five P. M. we all set out, and stood to the country, to see if we could find any good water, but in vain; the third officer joined us in our way across the country, and told me he had quitted the captain and my boy

under the cliff, where I had left them in the morning; we all slept under some bushes, and passed a very disagreeable night, being extremely thirsty and cold.

June the 14th we began our march early in the morning, and stood towards the sea side; found good water, and experienced good treatment from the natives. About twelve o'clock the third officer and myself were unable to proceed any farther, and there formed a resolution of staying behind. At one P. M. we came to a place where we saw two huts, and after praying like a Mussulman, got leave to stay behind till we were able to proceed; for our feet were very much swelled, and our backs blistered: here we remained till the 16th, having each a quart of milk allowed for the whole day.

On the 17th of June we were desired to go, and told that we could not be supplied with any more milk. After procuring a piece of skin to cover myself, the third officer and I walked to the sea side, and from thence we thought of going to the northward. I proceeded about four or five miles, when the third officer could not keep up with me, and I never saw him a'terwards. I walked about twenty miles this day, and in my way met two sea-connies, and the captain's cook, who told me that he left the captain in a low state. I quitted them, as they could not keep up with me, and at sun set came to the hut of a native, who gave me a scanty draught of milk and water.

I slept there that night, and on the 18th of June set out again, and walked till two P. M. when I fell in with four or five lascars, and procured some water to drink.

On the 19th of June I fell in with Dunbar, a volunteer, and Forelock, a private in the Meuron regiment, and got some brackish water to drink. At five P. M. we set out again, and promised to keep company till we rounded Cape Gardafoy. Dunbar told me he had parted with the captain and the rest a little after I did; and that for two days he had been drinking his own urine, and had not eaten any thing since the day we left the wreck. We walked five or six miles to the northward, and then lay down under some bushes to go to sleep. We got up at day-light, on the 20th of June, set out again and walked to the northward, and this day arrived at three wells; after filling our bag with water, we, at twelve P. M. ascended Cape Gardafoy to round it. We walked hard, and at sun-set lay down at the top of Gardafoy for the night. At day-light, the 21st of June, we began our march again; at twelve o'clock rounded the Cape, and about an hour after came to a fine spring of water, and quenched our thirst. A few minutes after I met my boy, and from him we got a few roasted crabs and some small fish; this was the third meal we ate since the ship was lost. I learned from him that most of the people were gone to a port, called Bunder Felix, and that there were only a few with him near the spring. In a few minutes we saw a Swiss, of the Meuron regiment, who agreed to keep company with us. At four P. M. Dunbar, Forelock, and the Swiss, set out, and, as I could not walk, I remained behind with my boy and the lascars, for my feet were very sore, and my back blistered; Forelock and the Swiss I never heard of afterwards. I suppose they must have died on the way for want of water, as

the roads from the Cape to Bunder Felix afforded very little; but 30 miles from the Cape, and 20 from Bunder Allulah, a port about 20 miles to the eastward of Bunder Felix, there were some wells of fine water. I and the rest of the lascars remained here till the 23d, living upon crabs and some small fish, which the natives gave us when they caught any with their nets.

On the 24th of June we all set out with an intention to march to Bunder Felix, and at nine A. M. came to a well of fine water. After drinking heartily we marched again to the northward, but not in sight of the sea, as we were obliged to go in-land. At twelve A. M. we all sheltered ourselves under some bushes; at four P. M. we set out again, marched to the northward, and arrived at a small village, where we saw some native and large herds of goats and camels. We were well treated by the natives, who gave us, at sun-set some milk and small fish; but they were very particular with me, as I passed for a mussulman, and the naqueda of the ship. After my landing they all agreed that I must be the naqueda and mussulman, as they observed my boy and the lascars obey my orders. At eight o'clock I fell in with about eight lascars and the syrang, who told me that they had come back from their march towards Bunder Felix; and they had walked 23 miles and found no water; that the sea-connies, and the three Europeans who were in company with him, had gone on, and by what he could learn that they must all perish for want of water, as he had heard from the natives that no water could be got till they had travelled two or three days. The syrang was mistaken, for he was with-

in five miles of the wells when he turned back. He behaved like a villain, and put me in imminent danger of my life, by telling the natives that I was a Caffer, and not a Mussulman; but fortunately for me they did not believe him. After sleeping and passing a more comfortable night than I had experienced since the ship had been cast away, on the 25th of June, my boy and myself separated from the lascars, being afraid to stay with them any longer, we proceeded towards the sea-side, and met with a flock of camels and goats; we engaged ourselves to drive the flocks, and remain with them till we could find an opportunity of going to Bunder Felix. At two P. M. I met with an old man whom I had seen the day before; he gave me some camel's milk, and carried me to an old Arab's house, who invited me to stay with him till the month of September, which he told me would be the season for boats coming to the coast from Arabia, and that he would get me a passage in one of them.

Here I lived for ten or eleven days, and saw many lascars pass by, to whom the old man always gave something to eat and drink before he would let them go; and here I was joined by the carpenter's mate and one lascar, who engaged to work for their living.

On the 4th of July, my boy, one lascar, and myself, took leave of the old Arab, who gave us his son for a guide, and desired him to get us a passage to Bunder Allulah in a boat that was ready to sail to that place; he likewise gave me a note to a shopkeeper at Allulah, advising him to take me under his roof, and feed me till the boats from Arabia should touch at that place. At four P. M. we arrived where the boat was, and got a

passage that evening from Cape Gardafoy, and arrived at Bunder Allulah the 7th at night. Here I met the first tindal and a lascar; they told me that most of the lascars and sea-connies had gone on to Bunder Felix, and that they had seen Dunbar, who had proceeded towards the same place.

On the 8th of July the shopkeeper and I came to an agreement, that he should find me and my people with provisions, and that I should pay him when I got on board any vessel that passed, or if I went over to Mocha. He served out an allowance every day of a pint of corn, and a pound of dates amongst three of us; my allowance was taken up by him, and I had permission to eat in the same house with him.

On my first arrival at Allulah, on the 8th, 9th, and 10th of July, I saw ships pass by, and hoisted a white flag on the beach, but they took no notice of it.

On the 19th of July a serjeant and a private of the Meuron regiment came to Allulah in a very miserable condition, saying that they had been in company with the Europeans, and that they had left them all near a well of water. I got the serjeant and the private 16 cubits of cloth each, and fed them till the 12th or 13th of August; but the shopkeeper being very uneasy about his payment, he refused to feed any but my boy and myself. As the people at Bunder Felix were more hospitable than those at Allulah, I sent them thither, and, from what I afterwards heard from the natives, they were well off. About the 25th of July I sent two men to see if they could find the captain and the Europeans that were missing, promising 50 dollars for the Captain, and 20 for each European officer. I gave a description of

the place where I had left the captain and the rest of the men.

I remained at Allulah till the 10th of August, and then paid a visit to the people at Bander Felix, I learned that a volunteer, named Mitchel, was with Dunbar, at a place called Bander Moriah. The syrang told me, that he had left the captain, in his last moments, a few miles from where I had parted with him. I found here about 36 lascars, and heard that 19 or 20 persons, sea-connies Europeans, and lascars included, were in two villages to the westward. While I was at this place, I gave a boatman a note to carry on board any vessel that should be seen off the place. On the 12th I arrived again at Allulah.

About the 14th of August, the two men whom I had sent out in search of the captain and the Europeans that were missing, returned, with the mortifying account that 6 or 7 Europeans had been murdered a few day before, and that they had seen the corpse of one who had only been killed a day or two. On the 15th of August the king's son came to Allulah, and told me that he had seen two Europeans at the wreck; that his father wished to see me, and that he lived a march of a day or two from Cape Orfoy: he promised also to procure me a passage to Arabia when the season set in.

On the 18th I had the good fortune to see two ships in the offing; and there being a light breeze, I sent a boat, with a note to them, mentioning the loss of the ship, and requesting that they would send a boat for me.

At nine A. M. I received a message from the captain of the Hercules, informing me that he had de-

tained the men belonging to the boat, and desired me to come on board as soon as possible, which I did. There were six men with me, but I could persuade only three of them to accompany me to the vessel. At half past three P. M. I got on board the ship *Jebangeer*, Captain *Silvester*, from whom I obtained 50 dollars to pay for the boat and the debt I had contracted while on shore.

At eight A. M. on the 16th, the ship got under way, with an intention of taking the remainder of our unfortunate people on board. At noon we came abreast of *Bunder Allulah*, where we saw the white flag hoisted by the three men that were left behind. Captain *M'Farlane* intended to go to *Bunder Felix* and take them all on board; but the approach to the westward of *Bunder Felix* seemed to be dangerous for two such heavy ships. Accordingly, at sun-set, Captain *M'Farlane* made the signal for Captain *Silvester* and me to go on board the *Hercules*, and desired me to give an account of the loss of the ship. From Captain *M'Farlane* I heard that he had very great overfalls, from twenty seven to thirteen fathoms at one cast, when he was standing in the bay towards the village of *Felix*.

On the 26th of August we arrived at *Aden*, and on the 29th his Majesty's ship *Sheerness*, Captain *Carden*, and the country ship *Griffin*, Captain *Makepeace*, arrived there. To Captain *Carden* I related the particulars of the loss of the ship *Fazy Allum*, and pointed out to him, on his charts, where the ship was cast away, and the place where the rest of the crew was when I left it.

Here Mr. Kinsey concludes his narrative. Subsequent accounts from India state, that three more of the crew had found their way to Mocha, and that a vessel, had been dispatched to Bunder Felix to ascertain the fate of the remainder, and bring back as many of the survivors as possible.

SHIPWRECK OF
THE DEGRAVE EAST INDIAMAN,

On the coast of Madagascar, in the year 1701.

The *Degrave* runs aground in leaving the Ganges--Her leaky condition in consequence of the accident--Proceeds to the Mauritius, and sails for the Cape of Good Hope--They make the Coast of Madagascar, where, on account of the miserable condition of the Ship, the Crew abandon her on a Raft--They are made Prisoners by the Natives--They resolve to regain their Liberty by seizing and carrying off the King--They are afterwards induced to resign their Captive, and all massacred, excepting a few who escape in the Night--Mr. Benbow, one of the Officers, after residing several Years among the Blacks, returns to England.

THE *Degrave* was a fine ship, of 700 tons, and carried 52 guns. She was commanded by Captain William Young, passed through the Downs February 19, 1701, and proceeded to Fort St. George, in the East Indies, where she safely arrived. From thence she sailed to Bengal, where her captain and first mate died, in consequence of which the command devolved on the captain's son, who was second mate; and Mr. John Benbow, one of the sons of Vice Admiral Benbow, who had gone out in quality of fourth mate, became second mate from Bengal. They sailed for the Cape of Good Hope, but in going out of the river the ship ran aground, and stuck fast; she floated again the next high tide, and put to sea with little or no damage, as was then imagined; but soon after she was found so leaky, that two chain-

pumps were obliged to be kept continually going. In this state the crew sailed two months before they reached the island of St. Mauritius, inhabited by the Dutch, who received them kindly, gave them all the assistance in their power, permitting them to fit up a tent on shore, into which they brought the greatest part of their cargo, having unladen the ship in order to search for the leak, which, however, they were unable to find. After remaining about a month at the island of Mauritius, and taking on board about fifty lascars, they sailed directly for the Cape of Good Hope. There were then about 170 hands on board, and though the lascars were not of much service, in point of navigation, yet they were of great utility in relieving the English seamen from the labour of pumping. This resolution, thus rashly taken, of putting to sea before they had stopped, or even discovered, the leak, proved fatal to them. In a few days the water gained upon them to such a degree, that, notwithstanding the pumps were kept going day and night, it was with the utmost exertions that they kept the vessel above water, though they were still 600 leagues from their intended port.

The ship's company, believing that common danger put them all on an equality, represented to Captain Young, that his design of proceeding to the Cape was become impracticable; and that, therefore, the wisest step that could be taken, was to make the nearest land, which was that of Madagascar, to the southward of which they had sailed about a hundred leagues. The captain complied with their advice, and endeavoured to run the ship on shore, but that was found impracticable likewise; they, therefore, when within a quarter of a mile of the coast, first let go an anchor, then cut down all the masts and

rigging, and threw their guns and goods overboard, in the hope of making the ship swim nearer. But this being also found impossible, and having already lost their long-boat and pinnace, they resolved to make a raft, which they did in the night, and the next morning Mr. Pratt, the chief mate, with four men, went on shore, in a little boat; with a rope, by which they proposed to warp the raft. This boat was staved to pieces before it reached the land, but the men escaped and secured the rope, which brought the raft on shore with the rest of the ship's company, excepting the Captain, who remained last on board the ship, and did not leave her till he found she began to go to pieces, and then he threw himself into the sea and swam ashore. The crew were quickly made prisoners by the king of that part of the island, who carried them fifty miles up into the country, where they found a Captain Drummond, and a Captain Stewart with a few of their ship's crew, in the same situation with themselves, and who soon let them into a perfect knowledge of their situation, by assuring them that the king intended to make them serve him in his wars, and would never permit them to return to Europe; which intelligence, as may well be imagined, struck them with the utmost consternation.

In this distress the Captains Drummond, Stewart, and Young, held a consultation in conjunction with Mr. Pratt and Mr. Benbow, in which Captain Drummond proposed, as the only expedient by which they could recover their liberty, to seize the black king and march off with him prisoner into some other province of the island, where ships frequently came. Mr. Benbow warmly espoused the proposal, and assisted with great courage in the execution of it, which was performed with more ease

than was expected; and the king, his son, and his queen were made prisoners, but the queen was released by Captain Young, from a motive of compassion. It is not very easy to conceive a bolder enterprize than this, where between 50 and 60 white people, and not above half of these armed, carried off a black prince out of the midst of his capital, and in the sight of some thousands of his subjects, better armed than themselves; who were, notwithstanding, restrained from firing upon them by Captain Young's threatening to kill their king if they did. They were, however, guilty of great mismanagement afterwards, for, upon a proposal made by the Negroes to give them six guns for their king, it was agreed to deliver him up, on a supposition that the blacks would then follow them no further, and this, notwithstanding Mr. Benbow strongly opposed it, and shewed them the mischievous consequences with which such an injudicious measure must be attended. The king being given up, the blacks still continued to follow them, though at a distance, till at length it was agreed to give up the prince too, imagining that this would put an end to the pursuit. They, however, took with them three persons, who, as they were informed by the blacks, were three of the principal men in the country, by way of hostages. Two of these soon made their escape, and the blacks not only continued to pursue, but even fired upon them, which they had not done before. The weakness of their own conduct, and the wisdom of Mr. Benbow's advice, was now apparent to every one; and as it was obvious that they had no chance left but to fight, they began to arrange their little army in order of battle. Thirty-six armed men were divided into four bodies, commanded by the three captains and Mr. Benbow, but after an engagement that lasted from noon

till six o'clock in the evening, it was agreed to treat. The negroes demanded their arms, promising them their liberty on that condition. This proposition, though of such a mischievous tendency, and vigorously opposed by Mr. Benbow, was accepted at the persuasion of Captain Young. But when it came to be put in execution, Captains Drummond and Stewart, with four or five of their crew, refused to deliver their arms, and marched off unperceived in the night, accompanied by Mr. Benbow, and arrived safe at Port Dauphin. The rest were cruelly murdered—excepting Robert Drury, a boy, fifteen or sixteen years old, whom they preserved and made a slave, Mr. Benbow, after remaining several years among the negroes, where he lived after their manner and went naked, escaped on board a Dutch ship, the captain of which had been well acquainted with his father, the admiral, and for his sake treated him with great kindness and respect. He arrived safe in England, where he lived many years, and composed a work, entitled,—“A Description of the South Part of the Island of Madagascar.”—which was a very curious and accurate performance, and therefore frequently borrowed by his friends, with some of whom it still remains; nor have the family, after the strictest search, been able to retrieve it.

THE LOSS OF THE MINERVA,

September the 16th, 1782.

BY MR. JOHN SCOTT, SECOND MATE, THE ONLY PERSON ON BOARD WHO WAS SAVED.

The *Minerva*, a West India Ship, founders--Critical Situation of Mr. Scott, the only survivor of the catastrophe--He is taken up by the *Detsy*, of Whitehaven.

THE *Minerva*, Captain Holmes, one of the West India ships, bound for Clyde, being on the 16th of September, 1782, in latitude 41° N. and longitude 49° W. it began to blow hard, and continued till the evening, when the gale increased to a perfect storm. The *Minerva* was then brought under a fore-sail, and afterwards a mizen-stay-sail, under which she continued till towards midnight, when the mizen-stay-sail split in two and she proceeded under a fore-sail.

About a quarter of an hour afterwards, the ship lying very low, the quarter-boards went down with a crash, as if the ship was going asunder. The mizen-mast was then cut away, to try if the ship would keep before the sea; which she did not, though the helm was hard kept on the starboard. In five or six minutes, Mr. Scott, who was then at the helm, was told that the ship was going down, and that the pumps were quite choaked. A sea soon afterwards broke on board the ship, and washed Mr. Scott from the helm; who, when in the hollow of the sea, being able to discern the ship's quarter, swam on board, and caught hold of the tiller rope.

The deck being then full of water, he, with the assistance of the rope, got to the weather side of the ship, in the lee of the mizen chains, at which time he saw not a person on board. In this situation the sea broke over him several times. He felt the ship going down, and was carried under water by the suction it had occasioned. After losing the ship he began to swim, and in the action of swimming struck the cross-jack-yard with one of his hands and laid fast hold of it; when looking round him he saw nothing of the ship but about a fathom of her starboard main-yard-arm.

He hung by the cross-jack-yard about two hours, till day-light on the 17th, when finding the mizen-mast hanging by the yard, he lashed the yard to it with the running rigging of the mizen top-sail, and hung by it. In this dreadful situation he remained five hours longer, when he was taken up by the *Betsy*, of Whitehaven, Captain Storrey. Besides the Master and crew, several gentlemen, who were passengers, were unfortunately lost in the *Minerva*.



THE LOSS BY FIRE OF THE
FRENCH EAST INDIA COMPANY'S VESSEL THE PRINCE,

Bound from L'Orient to Pondichery, on the 26th July, 1752.

BY M. DE LA FOND.

One of the Lieutenants of that Ship.

Misfortune of the Prince on leaving the Port L'Orient.—After being repaired she again departs from the East Indies—A Fire discovered on board, which gains ground in spite of every Exertion to extinguish it—Narrow Escape of M. de la Fond—Dreadful Situation of the crew—Ten of whom save themselves in the Yawl—Explosion of the ship—The Sufferings of the crew of the Yawl during a Navigation of eight Days —They make the Coast of Brazil—Hospitable reception.

THE French East India Company's ship, the Prince, commanded by M. Morin, and bound to Pondichery, weighed anchor, on the 16th of February, 1752, from the harbor of L'Orient. She had scarcely passed the island of St. Michael, when the wind shifting, it was found impossible to double the Turk bank. The utmost efforts, and the greatest precautions, could not prevent her from striking on the bank, in such a manner that the mouths of the guns were immersed in the water. We announced our misfortune by signals of distress, when M. de Godeheu, the commandant of the port of l'Orient came on board to animate the crew by his presence and his orders. All the chests, and other articles, of the greatest value, were removed safely into smaller

vessels to lighten the ship; the whole night was occupied with the most laborious exertions. At length the tide, in the morning, relieved us from our dangerous situation, and enabled us to reach the road of Port Louis: we owed the preservation of the ship entirely to the prudent directions of M. de Godeheu, and the measures adopted in consequence. The ship had sprung several leaks, but fortunately our pumps kept the water under: half of the cargo was taken out of the vessel, and in about a week we returned to L'Orient, where she was entirely unloaded. She was then careened and caulked afresh. These precautions seemed to promise a successful voyage, and the misfortune we had already experienced, shewed the strength of the vessel, which fire alone appeared capable of destroying.

On the 10th of June, 1752, a favorable wind carried us out of the port, but, after a fortunate navigation, we met with a disaster, of which the strongest expressions can convey but a faint idea. In this narrative I shall confine myself to a brief detail, as it is impossible to recollect all the circumstances.

The 26th of July, 1752, being in the latitude of $8^{\circ} 30'$ South, and in longitude 5° West, the wind being S. W. just at the moment of taking the observation of the meridian, I had repaired to the quarter, where I was going to command, when a man informed me that a smoke was seen to issue from the pannel of the greater hatchway.

Upon this information, the first lieutenant, who kept the keys of the hold, opened all the hatchways, to discover the cause of an accident, the slightest suspicion of which frequently causes the most intrepid to tremble.

The captain, who was at dinner in the great cabin, went upon deck, and gave orders for extinguishing the fire. I had already directed several sails to be thrown overboard, and the hatchways to be covered with them, hoping, by these means, to prevent the air from penetrating into the hold. I had even proposed, for the greater security, to let in the water between decks, to the height of a foot; but the air, which had already obtained a free passage through the opening of the hatchways, produced a very thick smoke, that issued forth in abundance, and the fire continued gradually to gain ground.

The captain ordered sixty or eighty of the soldiers under arms, to restrain the crew, and prevent the confusion likely to ensue in such a critical moment. These precautions were seconded by M. de la Touche, with his usual fortitude and prudence. That hero deserved a better opportunity of signalizing himself, and had destined his soldiers for other operations, more useful to his country.

All hands were now employed in getting water; not only the buckets, but likewise all the pumps were kept at work, and pipes were carried from them into the hold; even the water in the jars were emptied out. The rapidity of the fire, however, baffled all our efforts and augmented the general consternation.

The captain had already ordered the yawl to be hoisted overboard, merely because it was in the way; four men, among whom was the boatswain, took possession of it. They had no oars, but called out for some, when three sailors jumped overboard, and carried them what they stood so much in need of. These fortunate

fugitives were required to return; they cried out that they had no rudder, and desired a rope to be thrown them; perceiving that the progress of the flames left them no other resource they endeavoured to remove to a distance from the ship, which passed them in consequence of a breeze that sprung up.

All hands were still busy on board; the impossibility of escaping seemed to encrease the courage of the men. The master boldly ventured down into the hold, but the heat was so great that he was obliged to return; he would have been burned if a great quantity of water had not been thrown over him. Immediately afterwards the flames were seen to issue with impetuosity from the great pannel. The captain ordered ^{the} boats overboard, but fear had exhausted the strength of the most intrepid. The jolly-boat was fastened at a certain height, and preparations were made for hoisting her over; but to complete her misfortunes, the fire, which increased every moment, ascended the mainmast with such violence and rapidity as to burn the tackle; the boat pitching upon the starboard gun fell bottom upwards, and we lost all hopes of raising her again.

We now perceived that we had nothing to hope from human aid, but only from the mercy of the Almighty. Dejection filled every mind; the consternation became general, nothing but sighs and groans were heard; even the animals we had on board uttered the most dreadful cries. Every one began to raise his heart and hands towards heaven; and in the certainty of a speedy death each was occupied only with the melancholy alternative between the two elements ready to devour us.

The chaplain, who was on the quarter-deck, gave the general absolution, and went into the gallery to impart the same to the unhappy wretches who had already committed themselves to the mercy of the waves. What a horrible spectacle! Each was occupied only in throwing overboard whatever promised a momentary preservation; coops, yards, spars, every thing that came to hand was seized in despair, and disposed of in the same manner. The confusion was extreme; some seemed to anticipate death, by jumping into the sea; others, by swimming, gained the fragments of the vessel; while the shrouds, the yards, and ropes along the side of the ship, were covered with the crew, who were suspended from them, as if hesitating between two extremes, equally imminent and equally terrible.

Uncertain what fate Providence intended me, I saw a father snatch his son from the flames, embrace him, throw him into the sea, then following himself, they perished in each other's embrace. I had ordered the helm to be turned to starboard; the vessel heeled, and this manœuvre preserved us for some time on that side, while the fire raged on the larboard side from stem to stern.

Till this moment I had been so engaged, that my thoughts were directed only to the preservation of the ship; now, however, the horrors of a twofold death presented themselves; but through the kindness of heaven my fortitude never forsook me. I looked round and found myself alone upon the deck. I went into the round-house, where I met M. de la Touche, who regarded death with the same heroism that procured him success in India. "Farewell, my brother and my friend," said he, embracing me. "Why, where are you

going?" replied I. "I am going," said he, "to comfort my friend Morin." He spoke of the captain, who was overwhelmed with grief at the melancholy fate of his female cousins, who were passengers on board his ship, and whom he had persuaded to trust themselves to the sea in hen-coops, after having hastily stripped off their clothes, while some of the sailors, swimming with one hand, endeavored to support them with the other.

The yards and masts were covered with men, struggling with the waves around the vessel; many of them perished every moment, by the balls discharged by the guns in consequence of the flames; a third species of death, that augmented the horrors by which we were surrounded. With a heart oppressed with anguish, I turned my eyes away from the sea. A moment afterwards I entered the starboard gallery, and saw the flames rushing with a horrid noise through the windows of the great cabin and the round-house. The fire approached, and was ready to consume me; my presence was then entirely useless for the preservation of the vessel, or the relief of my fellow-sufferers.

In this dreadful situation I thought it my duty to prolong my life a few hours, in order to devote them to my God. I stripped off my clothes, with the intention of rolling down a yard, one end of which touched the water; but it was so covered with unfortunate wretches, whom the fear of drowning kept in that situation, that I tumbled over them and fell into the sea, recommending myself to the mercy of Providence. A stout soldier, who was drowning, caught hold of me in this extremity; I employed every exertion to disengage myself from him, but without effect. I suffered myself to sink under the water, but he did not quit his hold; I plunged a se-

cond time, and he still held me firmly in his grasp; he was incapable of reflecting that my death would rather hasten his now than be of service to him. At length, after struggling a considerable time, his strength was exhausted, in consequence of the quantity of water he had swallowed, and perceiving that I was sinking the third time, and fearing lest I should drag him to the bottom along with me, he loosed his hold. That he might not catch me again, I dived, and rose a considerable distance from the spot.

This first adventure rendered me more cautious in future; I even shunned the dead bodies, which were so numerous, that, to make a free passage, I was obliged to push them aside with one hand, while I kept myself above water with the other. I imagined each of them was a man who would assuredly seize and involve me in his own destruction. My strength began to fail, and I was convinced of the necessity of resting, when I met with a piece of the flag-staff. To secure it, I put my arm through the noose of the rope, and swam as well as I was able; I perceived a yard floating before me, I approached it, and seized it by one end. At the other extremity I saw a young man, scarcely able to support himself and speedily relinquished this feeble assistance, that announced a certain death. The sprit-sail-yard next appeared in sight; it was covered with people, and I durst not take a place upon it without asking permission, which my unfortunate companions cheerfully granted. Some were quite naked, and others in their shirts; they expressed their pity at my situation, and their misfortune put my sensibility to the severest test.

M. Morin and M. de la Touche, both so worthy of a better fate, never quitted the vessel, and were doubtless hurried in its ruins. Which ever way I turned my eyes the most dismal sights presented themselves. The main-mast, burnt away at the bottom, fell overboard, killing some, and affording to others a precarious resource. This mast I observed covered with people, and abandoned to the impulse of the waves; at the same moment I perceived two sailors upon a hen-coop, with some planks, and cried out to them: "My lads, bring the planks, and swim to me." They approached me, accompanied by several others; and each taking a plank, which we used as oars, we paddled along upon the yard, and joined those who had taken possession of the main-mast.

So many changes of situation presented only new spectacles of horror. I fortunately here met with our chaplain, who gave me absolution. We were in number about eighty persons, who were incessantly threatened with destruction by the balls from the ship's guns. I saw likewise upon the mast two young ladies, by whose piety I was much edified; there were six females on board, and the other four were, in all probability, already drowned or burned. Our chaplain, in this dreadful situation, melted the most obdurate hearts by his discourse, and the example he gave of patience and resignation. Seeing him slip from the mast and fall into the sea, as I was behind him, I lifted him up again. "Let me go," said he, "I am full of water, and it is only a prolongation of my sufferings."—"No, my friend, (said I) we will die together when my strength forsakes me." In his pious company I awaited death with per-

fect resignation. I remained in this situation three hours, and saw one of the ladies fall off the mast with fatigue, and perish; she was too far-distant for me to give her any assistance.

When I least expected it, I perceived the yawl close to us; it was then five o'clock P. M. I cried out to the men in her, that I was their lieutenant, and begged permission to share our misfortune with them. They gave me leave to come on board, upon condition that I would swim to them. It was their interest to have a conductor, in order to discover land: and for this reason my company was too necessary for them to refuse my request. The condition which they imposed upon me was perfectly reasonable; they acted prudently not to approach, as the others would have been equally anxious to enter their little bark; and we should all have been buried together in a watery grave. Mustering, therefore, all my strength, I was so fortunate as to reach the boat. Soon afterwards I observed the pilot and the master, whom I had left upon the main-mast, follow my example; they swam to the yawl, and we took them in. This little bark was the means of saving the ten persons who alone escaped out of nearly 300.

The flames still continued to consume our ship, from which we were not more than half a league distant: our too great proximity might prove pernicious, and we, therefore, proceeded a little to windward. Not long after the fire communicated to the powder room, and it is impossible to describe the noise with which our unfortunate vessel blew up. A thick cloud intercepted the light of the sun: amidst this horrible darkness we could perceive nothing but large pieces of flaming wood, projected into the air, and whose fall threatened to dash

to pieces numbers of unhappy wretches, still struggling with the agonies of death. We, ourselves, were not quite out of danger; it was not impossible but that one of the flaming fragments might reach us, and precipitate our frail vessel to the bottom. The Almighty, however, preserved us from that misfortune; but what a spectacle now presented itself! The vessel had disappeared; its fragments covered the sea to a great distance, and floated in all directions with our unfortunate companions, whose despair, and whose lives, had been terminated together by their fall. We saw some completely suffocated, others mangled, half-burned, and still preserving sufficient life to be sensible of the accumulated horrors of their fate.

Through the mercy of heaven, I retained my fortitude, and proposed to make towards the fragments of the wreck, to seek provisions, and to pick up any other articles we might want. We were totally unprovided, and were in danger of perishing with famine; a death more tedious and more painful than that of our companions. We found several barrels, in which we hoped to find a resource against this pressing necessity, but discovered, to our mortification, that it was part of the powder which had been thrown overboard during the conflagration.

Night approached, but we providentially found a cask of brandy, about fifteen pounds of salt pork, a piece of scarlet cloth, twenty yards of linen, a dozen of pipe-staves, and a few ropes. It grew dark, and we could not wait till day-light, in our present situation, without exposing ourselves a hundred times to destruction among the fragments of the wreck, from which we had not yet been able to disengage ourselves. We therefore rowed

away from them as speedily as possible, in order to attend to the equipment of our new vessel. Every one fell to work with the utmost assiduity; we employed every thing, and took off the inner sheathing of our boat for the sake of the planks and nails; we drew from the linen what thread we wanted; fortunately, one of the sailors had two needles; our scarlet cloth served us for a sail, an oar for a mast, and a plank for a rudder. Notwithstanding the darkness, our equipment was in a short time as complete as circumstances would permit. The only difficulty that remained was, how to direct our course: we had neither charts nor instruments, and were nearly 200 leagues from land. We resigned ourselves to the mercy of the Almighty, whose assistance we implored in fervent prayers.

At length we raised our sail, and a favorable wind removed us for ever from the floating corpses of our unfortunate companions. In this manner we proceeded eight days and eight nights, without perceiving land, exposed stark naked to the burning rays of the sun by day, and to intense cold by night. The sixth day a shower of rain inspired us with the hope of some relief from the thirst by which we were tormented; we endeavored to catch the little water that fell, in our mouths and hands. We sucked our sail, but having been before soaked in sea water, it communicated the bitter taste of the latter to the rain which it received. If, however, the rain had been more violent, it might have abated the wind that impelled us, and a calm would have been attended with inevitable destruction.

That we might steer our course with the greater certainty, we consulted, every day, the rising and setting of the sun and moon; and the stars shewed us what wind we ought to take. A very small piece of salt pork furnished us one meal in the twenty-four hours; and from this we were even obliged to desist on the fourth day, on account of the irritation of the blood, which it occasioned. Our only beverage was a glass of brandy, from time to time; but that liquor burned our stomachs, without allaying our thirst. We saw abundance of flying fish, but the impossibility of catching them rendered our misery still more acute; we were, therefore, obliged to be contented with our provisions. The uncertainty, with respect to our fate, the want of food, the agitation of the sea, combined to deprive us of rest, and almost plunged us in despair. Nature seemed to have abandoned her functions; a feeble ray of hope alone cheered our minds, and prevented us from envying the fate of our deceased companions.

I passed the eighth night at the helm; I remained at my post more than ten hours, frequently desiring to be relieved, till at length I sank down with fatigue. My miserable comrades were equally exhausted, and despair began to take possession of our souls. At last, when just perishing with fatigue, misery, hunger, and thirst, we discovered land, by the first rays of the sun, on Wednesday, the 3d of August, 1752. Only those who have experienced similar misfortunes can form an adequate conception of the change which this discovery produced in our minds. Our strength returned, and we took precautions not to be carried

away by the currents. At two P. M. we reached the coast of Brasil, and entered the bay of Trespon, in latitude 6°.

Our first care, upon setting foot on shore, was to thank the Almighty for his favors; we threw ourselves upon the ground, and, in the transports of our joy, rolled ourselves in the sand. Our appearance was truly frightful, our figures preserved nothing human that did not more forcibly announce our misfortunes. Some were perfectly naked, others had nothing but shirts, that were rotten and torn to rags, and I had fastened round my waist a piece of scarlet cloth, in order to appear at the head of my companions. We had not yet, however, arrived at the end of all our hardships; although rescued from the greatest of our dangers, that of an uncertain navigation, we were still tormented by hunger and thirst, and, in cruel suspense, whether we should find this coast inhabited by men susceptible of sentiments of compassion.

We were deliberating which way we should direct our course, when about fifty Portuguese, most of whom were armed, advanced towards us, and enquired the reason of our landing. The recital of our misfortunes was a sufficient answer, at once announced our wants, and strongly claimed the sacred rights of hospitality. Their treasures were not the object of our desire, the necessaries of life were all that we wanted. Touched by our misfortunes, they blessed the power that had preserved us, and hastened to conduct us to their habitations. Upon the way we came to a river, into which all my companions ran to throw themselves, in order to allay their thirst; they rolled in the water with extreme delight; and bathing was, in the sequel, one of the re-

medies of which we made the most frequent use, and which, at the same time, contributed most to the restoration of our health.

The principal person of the place came and conducted us to his house, about half a league distant from the place of our landing. Our charitable host gave us linen shirts and trowsers, and boiled some fish, the water of which served us for broth, and seemed delicious. After this frugal repast, though sleep was equally necessary, yet we prepared to render solemn thanks to the Almighty. Hearing that, at the distance of half a league, there was a church dedicated to St. Michael, we repaired thither, singing praises to the Lord, and we presented the homage of our gratitude to him to whom we were so evidently indebted for our preservation. The badness of the road had fatigued us so much, that we were obliged to rest in the village; our misfortunes, together with such an edifying spectacle, drew all the inhabitants around us, and every one hastened to fetch us refreshments. After resting a short time, we returned to our kind host, who, at night, furnished us with another repast of fresh fish. As we wanted more invigorating food, we purchased an ox, which we had in exchange for twenty-five quarts of brandy.

We had to go to Paraibo, a journey of fifteen leagues, barefoot, and without any hope of meeting with good provisions on the way; we, therefore, took the precaution of smoke-drying our meat, and added to it a provision of flour. After resting three days, we departed under an escort of three soldiers. We proceeded seven leagues the first day, and passed the night at the house of a man who received us kindly. The next evening, a serjeant, accompanied by twenty-nine soldiers, came to

meet us, for the purpose of conducting and presenting us to the commandant of the fortress; that worthy officer received us graciously, gave us an entertainment, and a boat to go to Paraibo. It was midnight when we arrived at that town; a Portuguese captain was waiting to present us to the governor, who gave us a gracious reception, and furnished us with all the comforts of life. We there reposed for three days, but being desirous of reaching Fernambuc, to take advantage of a Portuguese fleet, that was expected to sail every day, in order to return to Europe, the governor ordered a corporal to conduct us thither. My feet were so lacerated, that I could scarcely stand, and a horse was therefore provided for me.

At length, after a journey of four days, we entered the town of Fernambuc. My first business was to go, with my people, to present myself to the general, Joseph de Correa, who condescended to give me an audience; after which Don Francisco Miguel, a captain of a king's ship, took us in his boat, to procure us the advantage of saluting the admiral of the fleet, Don Juan d'Acosta de Porito. During the fifty days that we remained at Fernambuc, that gentleman never ceased to load me with new favors and civilities. His generosity extended to all my companions in misfortune, to whom he even gave appointments in the vessels of his fleet.

On the 5th of October we set sail, and arrived, without any accident, at Lisbon, on the 17th of December. On the 2d of January our consul, M. du Vernay, procured me a passage in a vessel bound to Morlaix. The master and myself went on board together, the rest of my companions being distributed among other ships. I arrived at Morlaix on the 2d of February. My fatigues

obliged me to take a few days rest in that place, from whence I repaired, on the 10th, to L'Orient, overwhelmed with poverty ; having lost all that I possessed in the world, after a service of twenty-eight years, and with my health greatly impaired by the hardships I had endured.



Sufferings of Emanuel Toze and Family.

THE SHIPWRECK OF
A PORTUGUESE VESSEL,

WITH EMMANUEL SOSA AND HIS WIFE ELEGNORA GARCIA SALA,
 On the East Coast of Africa, in 1553.

Particulars relative to Emmanuel Sosa—He embarks for Europe—
 The Ship is driven aground on the Coast of Africa—Escape of
 Part of the Crew—Excellent Advice of Sosa—They agree to
 proceed towards the River Santo Spirito, where they arrive
 after a Progress of four Months—They are prevailed upon to
 resign their Arms to the Natives, who strip them of every thing
 —Fate of Sosa and his Family—Particulars relative to the Loss
 of the Portuguese Ship the St. Benedict.

EMMANUEL SOSA DE SEPULVEDA, descended from
 one of the most ancient and distinguished families of Por-
 tugal, obtained great reputation in the Indies, by his
 courage and talents. About the middle of the sixteenth
 century he obtained the government of the citadel of
 Diu, a post given only to officers of merit and tried va-
 lour. This situation he held several years, till conceiving
 an irresistible desire to revisit his native land, he em-
 barked at the port of Cochin. The vessel in which he
 sailed had on board the wealth he had amassed, together
 with the property of the officers and passengers who ac-
 companied him. Sosa likewise took with him his wife
 Eleonora Garcia, the daughter of Sala, at that time ge-
 neral of the Portuguese in the Indies; his children; his
 brother-in-law, Pantaleon Sala; together with several
 officers and gentlemen. The number of sailors, sea-

vants, and slaves, was very great; the whole of the crew and passengers amounting to about six hundred persons.

An acquaintance with the sea and winds has proved that the month of January is the most favorable season for the passage from India to Europe. Sala stopped to make some purchases at Coulan, by which he was detained till February. On the 13th of April they discovered the coast of Caffraria; from thence they proceeded, without accident, to the Cape of Good Hope, when a north wind that arose, produced the most tremendous hurricane that had ever been remembered in those seas. The sky was suddenly overcast, the waves rising to the clouds, threatened every moment to engulf the vessel: the darkness was interrupted only by the lightning's blaze and the pealing thunder, which struck terror into the hearts of the most resolute. The pilot and sailors deliberated whether they should strike the yards and wait at sea till the tempest was over; but being terrified by its continuing with redoubled fury, and deprived of all hope of being able to double the Cape, on account of the season, they unanimously agreed to steer their course back to India. In this design they were not more fortunate than in the other, and the unrelenting winds seemed to have conspired the destruction of the wretched vessel, which was already considerably injured; in vain the pilot and sailors employed their utmost efforts to save her from their fury. The sides were so rudely shaken by the waves, that at length the planks gave way, and the ship made more water than the pumps were able to discharge. The goods were thrown overboard to lighten the vessel, but this measure did not lessen the danger. Their condition was hopeless, and

every wave threatened them with inevitable destruction; but after the tempest had continued several days, without intermission, a south wind decided their fate, and drove the ship aground, which was the least misfortune that could happen to them.

The anchor was immediately thrown out, and the boats, which were their last resource, were hoisted overboard. Sosa, his wife, and children, and the principal persons of his suite, snatching up in haste their most valuable effects, threw themselves into the boats. New dangers attended them; the waves, impelled by the force of the wind, dashed against the shore and formed mountains, that appeared ready to overwhelm their feeble bark. At length, after much difficulty and danger, they reached the shore. All could not effect their escape in the boats, for after the second or third voyage they were dashed to pieces upon hidden rocks; at the same time the cable parted, and those who remained in the vessel had no other method of saving their lives than to throw themselves overboard, and endeavour to gain the shore. Some seized hold of casks, or boxes, while others trusted to their strength and their expertness in swimming. Very few, however, were so fortunate as to arrive without accident, and by this disaster three hundred men, Portuguese and foreigners, lost their lives. Those who escaped had scarcely reached the shore, when the vessel foundered. This loss overwhelmed the Portuguese with despair; from the fragments of the ship they might have constructed a brigantine, and have gone to seek some relief at Sofala and Mozambique; but from this hope they were now completely cut off.

The country on which they were wrecked was in the latitude of 31° south. Sosa directed large fires to be

made, in order to dry and warm his people, who suffered exceedingly from cold, and hunger, and their wounds. He distributed among them, with the greatest economy, a small quantity of flour picked up from the wreck, but half spoiled by the salt water. Their situation was dreadful. The shore presented to their view nothing but desert sands and rocks. After a long search they discovered some springs of fresh water, which were extremely serviceable, and then began to form an entrenchment of boxes and large stones, that they might pass the night in safety. Sosa, on this occasion, forgot none of the duties of a good citizen and a benevolent master. Here he remained with his people till they had recovered from the fatigues of the sea, and as long as he entertained any hope of being able to subsist upon the provisions thrown on shore from the vessel. It became necessary, however, to think of removing, and they deliberated upon the course that ought to be pursued: all were in favor of proceeding along the coast till they found the river to which Marchesez had given the name of Santo Spiritu, and where the Portuguese of Sofala and Mozambique carried on a considerable traffic.

That river was about one hundred and eighty leagues distant from their post. Sosa, after adopting the resolution, encouraged his troop, and exhorted them, by his words and example, not to lose their courage. "Before a person exposes himself," said he, "to the dangers of the sea, he ought to be resolved to bear thirst, hunger, hardships, and inconvenience of every kind. Far from being dejected at their approach, he ought to meet them as if he had expected them, and substitute those transient evils instead of the eternal misery due to the crimes he has committed. In our present misfortune, (added

he) we ought less to consider what we have lost than what we have saved; the loss of our property is a small object, when compared with the preservation of our lives. I can give you no better advice, than to resign all private claims, and relinquish all personal and individual interest in favor of the public welfare. If we are split into parties we can never be secure, but while united we have nothing to fear." He concluded with a prayer, extorted by love, in behalf of his wife and children, and intreated his companions in misfortune to pay some respect, on the way, to the sex of the one and the age of the others. All replied, it was but just that the strongest and most robust should assist the weakest, that he might lead them wherever he pleased, and that they would never withdraw themselves from his command.

They immediately set off. This caravan was composed of Sosa, his wife Eleonora, a woman of a masculine courage, their children, as yet too young to know the dangers of their situation, Andrew Vasez, the master of the vessel, and eighty Portuguese. This first troop was followed by about one hundred servants, who alternately carried the children on their backs, and their mistress on a rude kind of chair. These were succeeded by the sailors, and the female servants; and Pantaleon, with a number of Portuguese and slaves, closed the rear.

After proceeding several days through a very dangerous country, they were stopped by inaccessible rocks, and torrents, swelled by the rains that had recently fallen. By endeavoring to discover the easiest roads, they had made a circuit of above one hundred leagues, while they would have had to go but thirty, if they had kept along the sea coast. Their provisions were soon consumed, and they were obliged to live upon apples and

wild fruits, and even upon certain herbs, of which the animals of that country are very fond.

After a progress of four months they at length arrived at the river Santo Spiritu, but without recognizing it; for the country is traversed by three different branches, which unite before they discharge themselves into the sea.

Their doubts were removed by the king of the district, who was the more favorably disposed towards the Portuguese, because he had, some time before, traded peaceably with Lorenzo Marchesez and Antonio Caldera. That prince gave a kind reception to Sosa and his people, and informed them, that the king of the country contiguous to his dominions was a crafty and rapacious man, of whom they ought to beware. The desire of speedily reaching some place inhabited by Europeans, rendered them blind to the misfortunes that were predicted; but they soon had reason to repent having passed the second arm of the river.

The following day they perceived two hundred Caffres coming towards them. Though exhausted with hardships and fatigue, they prepared their arms and put themselves in a posture of defence; but seeing that the Caffres approached them peaceably, and rather shewed a desire of forming an acquaintance with them, than of doing them any injury, their fears were dissipated, and they endeavoured to obtain provisions, either for money or in exchange for implements of iron, which those people highly value. A mutual confidence appeared to be established, and the wants of the Portuguese encouraged their good opinion of the natives, but the opportunity of stripping the strangers of all they possessed was too favorable for the barbarians to be neglected. In order to

accomplish their design with the greater facility, they gave the Portuguese to understand, that if they would proceed to the habitation of their king, they would experience a gracious reception. Their excessive weariness, their joy at having found the river they were in search of, and a still more powerful motive, the want of provisions, induced them to embrace the proposal of the Caffres. They followed them towards the habitation of their chief; but the latter directed them to stop on the way, in a place shaded by trees. Here they remained several days, during which they purchased various kinds of coarse provisions with the effects they had saved from the wreck. Deceived by the air of sincerity of those people, Sosa conceived that he might wait at this place for the arrival of some merchants from Sofala, and demanded permission of the king to erect huts for himself, his wife, and all his people, whose number had been much diminished by the fatigues of their long peregrination.

The king, with more artifice than he could be suspected of, told Sosa, that two circumstances retarded the favorable reception which he wished to give them; the first was, the dearness and scarcity of provisions; and the second, the fear which his subjects entertained of the swords and fire-arms of the Portuguese; that if these were sent to him as a pledge of their peaceable and tranquil disposition, he would agree to their request.

The hope of arriving at the end of their hardships, induced the Portuguese to comply with these conditions, to which prudence ought to have dictated a refusal. In vain Eleonora reminded Sosa of the unfavorable account given of this sovereign by the other king: deaf to the intreaties and admonitions of his wife, he accepted, with

fatal credulity the subtle offers of this prince. The rest of the troop followed their captain's example, and the arms were delivered to the perfidious monarch. They, however, soon repented of this step, for the Caffres immediately seized upon the treasures they had brought with them, with such fatigue, and stripped them of all their clothes. Those who attempted to make any resistance were massacred without mercy, by the unrelenting barbarians.

Eleonora alone resisted, with courage; but of what avail are the efforts of a female against men of a disposition so ferocious! They stripped her likewise of all her clothes. Ashamed to be exposed stark naked to the view of those wretches, and of her own servants, she threw herself into a ditch a few paces distant, and buried herself, as it were, in the sand, resolving not to leave that situation. Overwhelmed with fatigue and chagrin, she could not forbear saying to Andrew Vasez, and others of the Portuguese, who would not leave her: "There, my friends, you see the consequence of your silly confidence. Go: I want nothing more; think only of yourselves; and should heaven permit you to revisit your native land, tell those who enquire after the unfortunate Eleonora and her husband, that our sins have drawn upon us the indignation of heaven, and have precipitated us into this abyss of misery." Here sighs choked her utterance, but she cast a tender look at her children and her husband. The latter, overcome with grief for his imprudence, and its fatal consequences, remained motionless. The Caffres had, by this time, retired with all their booty; his companions had dispersed to avoid the fate that impended over them, and not one was to be seen. At length the sentiments of tender-

ness were again excited in his breast, and he ran about, in every direction, in quest of fruit, of any kind, by which he might prolong the existence of his wife and his wretched infants. But, naked and unarmed, Sosa, was unable to find any thing in a country ravaged by barbarians, and burned up by the sun. He frequently returned, exhausted with fatigue; and the last time he returned, he found that his wife and children had expired with hunger and thirst. He had sufficient strength to perform the rites of interment, after which, fleeing from this scene of horror, he roved about in the deserts, where, doubtless, he died, as he was never heard of afterwards.

Such was the fatal issue of Sosa's voyage, in the year 1553. The miserable remains of this troop, reduced in number to twenty-six persons, by the fatigues and miseries they endured, wandered about a long time, and were, at length, treated as slaves. They would all have finished their career in this state of hardship and humiliation, had not a Portuguese merchant, who repaired from Mozambique to this part of the country to purchase ivory, ransomed them for four piastres apiece. Of these Pantaleon Sala was one; he died at Lisbon, of an apoplexy, at a very advanced age.

The disaster of Sosa excited great compassion among his countrymen, but did not correct their imprudence. The following year five more vessels sailed from the port of Cochin for Portugal, under the command of Fernand Alvarez Capral. Only one of these ships arrived at Lisbon, after encountering a thousand dangers. It is not known what became of any of the others, excepting the St. Benedict, which was so deeply laden, that the sailors could scarcely work her. A violent tempest

overtook her in the middle of her course, near the Cape of Good Hope; a gale of wind drove her ashore, and destroyed her on the desert coast called Natal. Two hundred men, who endeavored to save themselves by swimming, perished on this occasion.

Mesquita Perestrella, who survived this disaster, and has left a very accurate account of it, exaggerates the terrors which his companions underwent by the apparition of demons in the air, and the noise of the wandering spirits of the sailors, which he declares that he both saw and heard. The unfortunate wretches who escaped from the wreck experienced the same hardships as Sosa and his company; for having pursued almost the same course, they had to endure the greatest extremity of hunger and thirst. In short, from three hundred they were reduced in number to twenty-three, who, half dead with famine and fatigue, were at length made slaves. A few months afterwards, some merchants, who visited that part of the country for the purposes of trade, ransomed and conveyed them to Sofala and Mozambique, where they arrived, after suffering almost incredible misery.

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