
This is a reproduction of a library book that was digitized by Google as part of an ongoing effort to preserve the information in books and make it universally accessible.

Google™ books

<https://books.google.com>



**WILSON
ANNEX**

THE LIBRARY



Wilson Library



10 • Jones exhorting the crew of the Wanderer to their Duty.

THE
Mariner's Chronicle;

BEING

A COLLECTION OF THE MOST INTERESTING
NARRATIVES

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

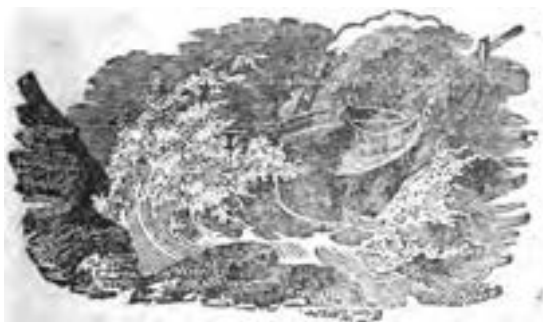
THE COUNTRY, CUSTOMS, AND MANNERS OF THE INHABITANTS:

Including an Account of the Deliverance of the Survivors.

BY

ARCHIBALD DUNCAN, ESQ.

LATE OF THE ROYAL NAVY.



IN TWO VOLUMES.

VOL. II.

LONDON:

PRINTED AND PUBLISHED BY JAMES CUNDEE,
IVY-LANE, PATERNOSTER - ROW.

1804.

910.4
D912
v. 2

DIRECTIONS TO THE BINDER,

For Placing the Cuts.

VOL. I.

	Page
The Doddington, to face	1
Guardian Sloop	49
Lady Hobart Packet	122
Captain Prenties	150
Centaur, Man of War	191
Vryheid, Dutch Indiaman	210
Sceptre, Man of War	222
The Grosvenor, Indiaman	241
The Prince, French East-Indiaman	309
Sufferings of Emmanuel Soza	325

VOL. II.

	Page
The Halsewell, to face	1
Winterton	24
Nottingham Galley	57
Proserpine Frigate	84
Hindustan	91
Madame Denoyer	121
Wager Man of War	209
Apollo Frigate	272
Lieutenant Archer cutting the Lanyards of the Phoenix	280
The Ramillies	508
Explosion of the Amphion	522

JUN 1 1942

1004824

MODERN PUBLICATIONS

PUBLISHED BY

J. CUNDEE, IVY-LANE, PATERNOSTER-ROW.

SELECT

Modern Classics;

DEDICATED TO THE
QUEEN'S MOST EXCELLENT MAJESTY.

On the First of December was published, neatly printed in small 12mo, and enriched with a beautiful Portrait of Zimmermann; and an elegant Vignette Title-page;

Number I,

(To be regularly continued every Fortnight, Price One Shilling) of

SELECT MODERN CLASSICS;

COMPREHENDING

Faithful Translations of the most esteemed Productions of

G E R M A N,

FRENCH AND ITALIAN AUTHORS,

WITH A CRITICAL ACCOUNT OF THEIR LIVES,

ACCOMPANIED BY

Notes, Historical and Biographical.

THE TRANSLATIONS WILL BE RENDERED BY SEVERAL EMINENT LITERARY CHARACTERS IN THE RESPECTIVE LANGUAGES.

The Classical Productions of the following distinguished Authors will be given, among others, in the course of the Work:—

Zimmerman	Voltaire	Sturm	Gessner	Barthelemy
Marmontel	Gellert	Schiller	Genlis	Klopstock.
La Fontaine	Haller	Goethe	Garve	St. Pierre
Montaigne	Rollin	Lavater	Lessing	Rousseau
Fontenelle	Florian	Buffon	Fenelon	Wieland

PLAN OF PUBLICATION.

- I. The Select Modern Classics is printed with a new type, cast for the purpose, in an elegant style.
- II. The Work is regularly published once a Fortnight.
- III. There are two editions; each Number of the fine contains the proof impression of a Portrait, or highly-finished historical Engraving, and Five sheets of foolscap 8vo. not-pressed, price 1s. 6d. The common edition, generally consists of 96 Pages of small 12mo, with similar embellishments, and sold for 1s. each Number.
- IV. The First Number, commencing with Zimmermann on Solitude, was published on the First of December, and the succeeding Numbers are regularly continued.

Grand Naval Exploits.

On the First of October was published, printed uniformly with the *MARINER'S CHRONICLE*, and enriched with, 1. an elegant emblematic Frontispiece, from an original design; 2. a correct descriptive Engraving of the Defeat of the Spanish Armada; and 3. a beautiful Vignette on Wood, of a Sea-fight;

Number I,

(TO BE CONTINUED WEEKLY, UNTIL COMPLETED)

PRICE ONLY SIXPENCE,

Of a New and Popular Work, entitled, The

BRITISH TRIDENT;

OR,

Register of Naval Actions:

Including authentic Accounts of all the most remarkable

ENGAGEMENTS AT SEA,

IN WHICH THE

British Flag has been eminently distinguished,

FROM THE PERIOD OF THE MEMORABLE DEFEAT OF THE

SPANISH ARMADA,

To the Present Time.

CHRONOLOGICALLY ARRANGED.

By the EDITOR of the *MARINER'S CHRONICLE*.

Britons proceed, the subject deep command,
Awe with your navies every hostile land;
Vain are their threats, their armies all are vain;
They rule the balance'd world who rule the main.

MALLET.

PLAN.

- | | |
|---|--|
| I. This Work is neatly printed in Demy 12mo. on a superfine wove paper, uniform with the <i>Mariner's Chronicle</i> . | III. To be completed in Forty Numbers, price Six-pence each, forming Four handsome Volumes in 12mo. |
| II. Each Number contains Three half sheets of Letter-press, accompanied with a striking Representation of a grand Naval Battle. Directions for placing the Cuts will be given in the last Number. | IV. The First Number was published on the First of October, neatly done up in coloured paper, and the succeeding Numbers <i>regularly</i> every Saturday morning, until completed. |

CRIMINAL RECORDER,
WITH PORTRAITS AND OTHER ENGRAVINGS,

This day is published,

No. I,

(To be continued Weekly, until completed,

PRICE ONLY SIXPENCE,

OF THE

CRIMINAL RECORDER;

OR,

Biographical Sketches

OF

Notorious Public Characters;

INCLUDING

Murderers,
Traitors,
Pirates,
Mutineers,

Incendiaries,
Defrauders,
Rioters,
Sharps,

Highwaymen,
Footpads,
Pickpockets,
Swindlers,

Housebreakers,
Coiners,
Receivers,
Extortioners,

And other Noted Persons who have suffered the sentence of the Law for

CRIMINAL OFFENCES.

Embracing a variety of

CURIOUS AND SINGULAR CASES, ANECDOTES, &c.

Carefully selected from the best Authorities; with

OCCASIONAL NOTES,

*And illustrated by Portraits of the most remarkable Male and Female
Characters contained in the Work.*

BY A STUDENT OF THE INNER TEMPLE.

Printed and Published by *James Cundee*, Ivy-Lane; Paternoster-Row.

PLAN.

- I. This work will be comprised in Thirty one Numbers, price 6d. each.
- II. Each Number will contain nearly Four Half Sheets of neatly printed Letterpress, in small 12mo or pocket size, and will be embellished with a striking Portrait of some remarkable Character, whose life will be given in the course of the Work.
- III. On account of the great variety of Characters, the work will be arranged in the Dictionary form, for the more easy reference to any particular person or circumstance which the reader may wish to peruse.
- IV. The Portraits will be executed by the first Artists, from original paintings, to the amount of Twenty, and ten other Engravings, forming in the whole, Three neat pocket Volumes, price 15s. 6d.

THE
Sportsman's Cabinet :
OR, A CORRECT DELINEATION
OF THE VARIOUS
Dogs used in the Sports of the Field,
INCLUDING THE CANINE RACE IN GENERAL ;
Consisting of a Series of
RICH AND MASTERLY ENGRAVINGS,
OF
EVERY DISTINCT BREED,
From Original Paintings, taken from Life, purposely for the Work,
BY P. REINAGLE, ESQ. R. A.
*Engraved in the Line Manner by MR. JOHN SCOTT, by whom the Plates to
Mr. Daniel's Rural Sports were executed.*
Interspersed with beautiful Vignettes, engraved on Wood, by Messrs. Bewick and Nebit.
Forming a Collection of superb Sporting Subjects, worthy the attention of
Amateurs of Field Sports, and Admirers of the Arts in general.

PLAN OF THE WORK.

IT is illustrated by a comprehensive, historical, and systematic Description of the different Species of Dogs ; their Qualifications, peculiar Properties, and predominant Propensities ; the various Pursuits and agreeable Sports to which they individually become appropriate, and the means by which they are respectively trained. Occasionally interspersed with authenticated Anecdotes of the Sagacity, Memory, Fidelity, Affection, Courage, Perseverance, and every other distinguished Feature appertaining to each particular Kind. Including such remarks upon Greyhounds, Hounds, Pointers, Spaniels, and all Dogs engaged in the Sports of the Field, as will necessarily comprehend a collateral View of Hunting, Coursing, Shooting, &c. with a complete Review of the different Diseases to which they are subject, and the most approved and efficacious Modes of Treatment and Cure. Concluding with a scientific Disquisition upon the Distemper, Canine Madness, and Hydrophobia.

It is regularly published in Monthly Numbers, and in Parts ; each Number containing, besides the Plate and Vignette, Three Sheets of Letter-press. The First Number was published on the first Day of March, 1843, enriched with an Engraving of the Pointer, and a beautiful Vignette Title-Page ; neatly done up in a Turf-green patent Paper, price 5s.

It is divided into Four Parts, or Twenty-four Numbers, forming in the whole, Two elegant Volumes in super-royal Quarto, with a beautiful Vignette and engraved Title-Page to each Volume. Any of the Numbers may be had separately.

NEW WORKS PUBLISHED BY J. CUNDEE, IVY-LANE.

Elegantly printed in foolscap 8vo, and enriched with Nine beautiful Engravings by Mr. JOHN SCOTT, from original Paintings by Mr. SARTORIUS, price 6s. 6d. in boards;

THE
CHASE;
A POEM;
To which is annexed,
FIELD SPORTS:

BY
WILLIAM SOMERVILLE, ESQ.

WITH A SKETCH OF THE AUTHOR'S LIFE:
INCLUDING
A PREFACE,

Critical and Explanatory,

With some Annotations on the Text and Nature of the Poem.

By MAJOR TOPHAM,
OF THE WOLD COTTAGE, YORKSHIRE.

ENGRAVINGS ON COPPER CONTAINED IN THE WORK.

Vignette, Prince's Feathers, grouped with various Sporting Apparatus.	In View; full Subject.
Unkennelling the Hounds; full Subject.	Fox Unearthed; Vignette.
Perfect Hound; Vignette.	Stag at Bay; full Subject.
Hare in Form; ditto	Otter, its Haunts described; Vignette.
	Otter Hunting; full Subject.

WOOD ENGRAVINGS.

Monument of Somerville, as directed by Lady Luxborough.	Boar's Head, Quiver of Arrows, Bow, Sword, &c. in a Group.
Fox in Ambush	Tail-Piece, illustrative of Stag-hunting.
Fancy Design, Preface.	French-horn and Couples.
Stag's Head on an Altar.	
Wearied Traveller.	

There is another Edition superbly printed on large Paper, with Proof Impressions of the Plates, price 10s. 6d. boards.

CONTENTS.

VOLUME THE FIRST.

	Page
THE Loss of the <i>Doddington</i> East-Indiaman, wrecked upon a Rock in the open Sea, the 17th of July, 1755 - - - -	1
Shipwreck of the <i>Countess De Bourk</i> , on the Coast of Algiers, and Adventures of her Daughter, <i>Mademoiselle de Bourk</i> , in 1719 - - - - -	31
The Distress and providential Escape of the <i>Guardian Sloop</i> , bound to Botany Bay with Stores, in the Month of December, 1789 - - - - -	49
The Shipwreck of <i>Occum Chamnan</i> , a Siamese Mandarin, at the Cape of the Needles, in the Southern Extremity of Africa, in the Year 1686 - - - - -	55
The Sufferings of Part of the Crew of the Ship <i>Thomas</i> , of Liverpool, bound from the Coast of Africa to the Island of Barbadoes, in 1797 - - - - -	90
The Shipwreck of a Portuguese Sloop, near the Calamian Islands, forming part of the Philippines, in the Year 1688	94
The Shipwreck of two English Vessels, on the Rocks near the Island of Mayote, in the Channel of Mozambique, in the Year 1700 - - - - -	101
The Shipwreck of the Sloop <i>Betsy</i> , Philip Aubin, Commander, on the Coast of Dutch Guiana, the 5th of August, 1756	106
The Loss of the <i>Lady Hobart</i> 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. - - - - -	122
Shipwreck of the Portuguese Vessel the <i>St. James</i> , off the East Coast of Africa, in 1586 - - - - -	144
The Loss of an English Sloop, on the Coast of the Island of Cape Breton, in 1780 - - - - -	150

CONTENTS.

	Page
The Loss of His Majesty's Ship Centaur, of 74 Guns, the 23d of September, 1782; and the miraculous Preservation of the Pinnace, with the Captain, Master, and Ten of the Crew. By Captain Inglefield - - - - -	191
The Shipwreck of the Vryheid, a Dutch East Indiaman, off Dymchurch Wall, near Dover, Nov. 23, 1802 - - - -	210
The Loss of His Majesty's Ship Sceptre, of 64 Guns, in Table Bay, Cape of Good Hope, November the 6th, 1799 - -	222
The Loss of the Hector Frigate, in the Atlantic Ocean, October the 5th, 1782 - - - - -	227
An extraordinary Famine in the American Ship Peggy, on her return from the Azores to New York, in 1765 - - - -	229
The Loss of the Royal George, at Spithead, Aug. 19, 1782	236
The Loss of the Grosvenor Indiaman, on the Coast of Caffaria, Aug. 4, 1782; with Particulars relative to the unfortunate Survivors of the Wreck - - - - -	241
The Loss of the Ship Fazy Allum, near Cape Orfoy, June 7th, 1801, and the subsequent Proceedings of the Crew - -	287
Shipwreck of the Degrave East Indiaman, on the Coast of Madagascar, in the Year 1701 - - - - -	302
The Loss by Fire of the French East India Company's Vessel the Prince, bound from L'Orient to Pondichery, on the 26th of July, 1752. By M. De La Fond, one of the Lieutenants of that Ship - - - - -	309
The Shipwreck of a Portuguese Vessel, with Emmanuel Sosa and his Wife Eleonora Garcia Sala, on the East Coast of Africa, in 1655 - - - - -	323

CONTENTS.

VOLUME THE SECOND.

	Page
THE Loss of the Halsewell East Indiaman, wrecked off Seacombe, in the Isle of Purbeck, on the Coast of Dorsetshire, January 6th, 1786	1
The Sufferings of Six Deserters, during their Passage in a Whale Boat from the Island of St. Helena to Brazil . . .	17
The Loss of the Winterton East Indiaman, off the Island of Madagascar, Aug. 20th, 1792. By the Third Mate.	24
The Loss of His Majesty's Ship Resistance, Capt. E. Pakenham, which was blown up in the Straits of Banca, July 24th, 1798; and the subsequent Escape and Deliverance of Four of her Crew, the only Survivors of that Catastrophe	42
The Loss of the Nottingham Galley, of London, wrecked on Boon Island, near New England, December 11th, 1710; and the Sufferings, Preservation, and Deliverance of the Crew. By Captain John Dean	57
The providential Deliverance of Charles Sturt, Esq. written by Himself	75
The Loss of the Proserpine Frigate, in a Letter addressed by Captain Wallis to Vice-Admiral Dickson	84
The Loss of the Hindostan East Indiaman, off Margate, Jan. 11th, 1803	91
Deplorable Situation of the Crew of the French Ship Le Jacques, on her return from Brasil to Europe, occasioned by an extraordinary Famine, and the bad State of the Vessel, in 1658	102
The Adventures of Madame Denoyer, who was turned adrift in a Boat, in the open Sea, between the Bahama Islands and Cuba, in 1766	121
The Distresses of the unfortunate Crew of the Ship Anne and Mary, on her Passage from Norway to Ireland, in 1759	129
Destruction by Fire of the Dutch East Indiaman the New Hoorn, near the Streights of Sunda, in the East Indies, in 1619	132

CONTENTS.

	<i>Page</i>
Shipwreck of the Dutch East Indiaman the Batavia, on the Rocks of Frederic Houtman, near the Coast of Concordia, in New Holland, in 1630	163
Narrative of the Shipwreck of M. De Brisson, on the Coast of Barbary, and of his Captivity among the Moors. Written by Himself	184
Narrative of the Loss of the Wager Man of War, one of Commodore Anson's Squadron, and the subsequent Distresses suffered by the Crew, during a Period of more than five Years. By the Honorable John Byron	209
Extraordinary Deliverance of four Shipwrecked English Seamen, found upon a Shoal of Ice near Spitzbergen, in 1646	265
Shipwreck of the Jonge Thomas, a Dutch East Indiaman, at the Cape of Good Hope, June the 2d, 1773	268
Narrative of the Loss of the Apollo Frigate, and Twenty-nine Sail of West Indiamen, near Figuera, on the Coast of Portugal, April the 2d, 1804. By an Officer of the Apollo	272
Account of the Loss of His Majesty's Ship Phoenix, off Cuba, in the Year 1780. By Lieutenant Archer	280
Narrative of the dreadful Shipwreck of the French Ship Droits De L'Homme, of 74 Guns, driven on Shore January 14th, 1797. By Elias Pison, Lieutenant of the 63d Regiment	300
The Loss of the Ramillies, of 74 Guns, in the Atlantic Ocean, September the 21st, 1782; with Particulars relative to other Vessels which suffered in the same dreadful Hurricane	308
Account of the Loss of His Majesty's Ship Amphion, of 32 Guns, blown up in Hamoaze, September 22, 1796.	322
The Loss of the Prince George, by Fire, April 15, 1758. Described in Letters from the Survivors of that dreadful Event	331
The Loss of His Majesty's Ship Invincible, of 74 Guns, on the Sands called the Hamondsburg, off Winterton, March 16th, 1804	339
The Loss of His Majesty's Ship La Tribune, off Halifax, Nova Scotia, Nov. 17, 1793.	342
Narrative of the Loss of the Luxborough, and Providential Escape and Sufferings of Captain Boyce, in the year 1727, written by himself	349
The Loss of the Generous Friends, in the Chinese Sea, November; 1801, from the Account of Joseph Pinto	355



The "W. & A. Co. & T. & S. Co."

NARRATIVES
OF
SHIPWRECKS,
&c. &c.

THE LOSS OF
THE HALSEWELL EAST INDIAMAN,
Wrecked off Seacombe, in the Isle of Purbeck, on the Coast of
Dorsetshire, January 6th, 1786.

The Halsewell leaves the Thames and proceeds through the Downs—Springs a Leak—The Masts cut away—The Ship drives before the Wind and strikes—Situation of the Rocks on the Spot where she struck—The Ship parts in the Middle—The Round-House gives way and overwhelms the Captain, the Ladies, and other Passengers—Precarious Situation of those who had escaped on the Rocks—Two Men gain the Summit and obtain assistance—The Quarry-Men hasten to the Relief of the unhappy Sufferers—Singlar Method of drawing them up—Melancholy Fate of several.

THE Halsewell East Indiaman, of 758 tons burthen, Richard Pierce, Esq. commander, having been taken up by the Directors to make her third voyage to Coast and Bay, fell down to Gravesend the 16th of November, 1785, and there completed her lading. Having taken

the ladies and other passengers on board at the Hope, she sailed through the Downs on Sunday, January the 1st, 1786, and the next morning, being abreast of Dun-nose, it fell calm.

The ship was one of the finest in the service, and supposed to be in the most perfect condition for her voyage; and the commander a man of distinguished ability and exemplary character. His officers possessed unquestioned knowledge in their profession; the crew, composed of the best seamen that could be collected, was as numerous as the establishment admits. The vessel likewise contained a considerable body of soldiers, destined to recruit the forces of the Company in Asia.

The passengers were; Miss Eliza Pierce, and Miss Mary Anne Pierce, daughters of the commander; Miss Amy Paul, and Miss Mary Paul, daughters of Mr. Paul, of Somersetshire, and relations of Captain Pierce; Miss Elizabeth Blackburne, daughter of Captain B. likewise in the service of the East India Company; Miss Mary Haggard, sister to an officer on the Madras establishment; Miss Ann Mansell, a native of Madras, but of European parents, who had received her education in England; and John George Schutz, Esq. returning to Asia, where he had long resided, to collect a part of his fortune which he had left behind.

On Monday, the 2d of January, at three P. M. a breeze springing up from the south, they ran in shore to and the pilot. The weather coming on very thick in the evening, and the wind baffling, at nine they were obliged to anchor in eighteen fathom water. They furled their top-sails, but were unable to furl their

courses, the snow falling thick and freezing as it fell.

Tuesday, the 3d. at 4 A. M. a violent gale came on from E.N.E. and the ship driving, they were obliged to cut their cables and run out to sea. At noon they spoke with a brig bound to Dublin, and having put their pilot on board of her, bore down channel immediately. At eight in the evening the wind freshening, and coming to the southward, they reefed such sails as were judged necessary. At ten it blew a violent gale at south, and they were obliged to carry a press of sail to keep the ship off the shore. In this situation, the hawse-plugs which, according to a recent improvement, were put inside, were washed in, and the hawse-bags washed away, in consequence of which they shipped a great quantity of water on the gun-deck.

Upon sounding the well they found that the vessel had sprung a leak, and had five feet water in her hold; they chued up the main-top sail, hauled up the main-sail and immediately endeavored to furl both, but failed in the attempt. All the pumps were set to work on the discovery of the leak.

Wednesday the 4th, at two A. M. they endeavored to wear the ship, but without success. The mizen-mast was instantly cut away, and a second attempt made to wear, which succeeded no better than the former. The ship having now seven feet water in her hold, and the leak gaining fast on the pumps, it was thought expedient, for the preservation of the ship, which appeared to be in immediate danger of foundering, to cut away the main-mast. In its fall Jonathan Moreton, coxswain, and four men, were carried overboard by the wreck and

drowned. By eight o'clock the wreck was cleared, and the ship got before the wind. In this position she was kept about two hours, during which the pumps reduced the water in the hold two feet.

At ten in the morning the wind abated considerably, and the ship laboring extremely, rolled the foretop-mast over on the larboard side, which, in the fall, tore the foresail to pieces. At eleven the wind came to the westward, and the weather clearing up, the Berry-Head was distinguishable, at the distance of four or five leagues. Having erected jury a main-mast, and set a top-gallant-sail, for a main-sail, they bore up for Portsmouth, and employed the remainder of the day in getting up a jury mizen-mast.

On Thursday, the 5th, at two in the morning the wind came to the southward, blew fresh, and the weather was very thick. At noon Portland was seen bearing north and by east, distant two or three leagues. At eight at night it blew a strong gale at south; the Portland lights were seen bearing northwest, distant four or five leagues, when they wore ship and got her head to the westward. Finding they lost ground on that tack, they wore her again, and kept stretching to the eastward, in the hope of weathering Peverel-point, in which case they intended to have anchored in Studland Bay. At eleven they saw St. Alban's-Head, a mile and a half to the leeward, upon which they took in sail immediately, and let go the small bower anchor, which brought up the ship at a whole cable, and she rode for about an hour, but then drove. They now let go the sheet anchor, and wore away a whole cable; the ship rode about two hours longer, when she drove again.

In this situation the captain sent for Mr. Henry Meriton, the chief officer, and asked his opinion concerning the probability of saving their lives. He replied, with equal candor and calmness, that he apprehended there was very little hope, as they were then driving fast on the shore, and might expect every moment to strike. It was agreed that the boats could not then be of any use, but it was proposed that the officers should be confidentially requested, in case an opportunity presented itself, of making them serviceable, to reserve the long boat for the ladies and themselves, and this precaution was accordingly taken.

About two in the morning of Friday, the 6th, the ship still driving, and approaching the shore very fast, the same officer again went into the cuddy where the captain then was. Captain Pierce expressed extreme anxiety for the preservation of his beloved daughters, and earnestly asked Mr. Meriton, if he could devise any means of saving them. The latter expressed his fears that it would be impossible, adding, that their only chance would be to wait for the morning, upon which the captain lifted up his hands in silent distress.

At this moment the ship struck with such violence as to dash the heads of those who were standing in the cuddy against the deck above them, and the fatal blow was accompanied by a shriek of horror, which burst at the same instant from every quarter of the ship.

The seamen, many of whom had been remarkably inattentive and remiss in their duty, during great part of the storm, and had actually skulked in their hammocks;

leaving the exertions of the pump, and the other labors required by their situation, to the officers, roused to a sense of their danger, now poured upon the deck, to which the utmost endeavors of their officers could not keep them while their assistance might have been useful. But it was now too late; the ship continued to beat upon the rocks, and soon bulged, falling with her broadside towards the shore. When the ship struck, several of the men caught hold of the ensign-staff, under the apprehension of her going to pieces immediately.

At this critical juncture Mr. Meriton offered his unhappy companions the best advice that could possibly be given. He recommended that they should all repair to that side of the ship which lay lowest on the rocks, and take the opportunities that might then present themselves of escaping singly to the shore. He then returned to the round-house, where all the passengers and most of the officers were assembled. The latter were employed in affording consolation to the unfortunate ladies, and, with unparalleled magnanimity, suffering their compassion for the amiable companions of their misfortunes to overcome the sense of their own danger, and the dread of almost inevitable destruction. At this moment what must have been the feelings of a father—of such a father as Captain Pierce?

The ship had struck on the rocks near Seacombe, on the island of Purbeck, between Feverei-point and St. Alban's-Head. On this part of the shore the cliff is of immense height, and rises almost perpendicularly. In this particular spot the cliff is excavated at the base, presenting a cavern ten or twelve yards in depth, and

equal in breadth to the length of a large ship. The sides of the cavern are so nearly upright as to be extremely difficult of access, and the bottom of it is strewed with sharp and uneven rocks which appear to have been rent from above by some convulsion of nature. It was at the mouth of this cavern that the unfortunate vessel lay stretched almost from side to side, and presented her broadside to the horrid chasm. But, at the time the ship struck it was too dark to discover the extent of their danger, and the extreme horror of their situation.

The number in the round-house was now increased to nearly fifty, by the admission of three black women and two soldiers' wives, with the husband of one of the latter, though the sailors, who had demanded entrance to get a light, had been opposed and kept out by the officers. Captain Pierce was seated on a chair, or some other moveable, between his two daughters, whom he pressed alternately to his affectionate bosom. The rest of the melancholy assembly were seated on the deck, which was strewed with musical instruments, and the wreck of furniture, boxes, and packages.

Here Mr. Meriton, after having lighted several wax candles, and all the glass lanterns he could find, likewise took his seat, intending to wait till day-light, in the hope that it would afford him an opportunity of effecting his own escape, and also of rendering assistance to the partners of his danger. But, observing that the ladies appeared parched and exhausted, he fetched a basket of oranges from some part of the round-house, with which he prevailed on some of them to refresh themselves.

On his return he perceived a considerable alteration in the appearance of the ship. The sides were visibly giving way, the deck seemed to heave, and he discovered other evident symptoms that she could not hold together much longer. Attempting to go forward to look out, he instantly perceived that the ship had separated in the middle and that the fore-part had changed its position, and lay rather farther out towards the sea. In this emergency he determined to seize the present moment, as the next might have been charged with his fate, and to follow the example of the crew and the soldiers, who were leaving the ship in numbers, and making their way to a shore, with the horrors of which they were yet unacquainted.

To favor their escape an attempt had been made to lay the ensign-staff from the ship's side to the rocks, but without success, for it snapped to pieces before it reached them. By the light of a lantern, however, Mr. Meriton, discovered a spar, which appeared to be laid from the ship's side to the rocks, and upon which he determined to attempt his escape. He accordingly lay down upon it, and thrust himself forward, but soon found that the spar had no communication with the rock. He reached the end and then slipped off, receiving a violent contusion in his fall. Before he could recover his legs he was washed off by the surge, in which he supported himself by swimming till the returning wave dashed him against the back of the cavern. Here he laid hold of a small projection of the rock, but was so benumbed that he was on the point of quitting it, when a seaman, who had already gained a footing, extended his hand and assisted him till he could secure

himself on a little shelf of the rock, from which he clambered still higher till he was out of the reach of the surf.

Mr. Rogers, the third mate, remained with the captain and the ladies nearly twenty minutes after Mr. Meriton had left the ship. The latter had not long quitted the round-house before the captain enquired what was become of him, when Mr. Rogers replied that he had gone upon deck to see what could be done. A heavy sea soon afterwards broke over the ship, upon which the ladies expressed great concern at the apprehension of his loss. Mr. Rogers proposed to go and call him, but this they opposed, fearful lest he might share the same fate.

The sea now broke in at the fore-part of the ship, and reached as far as the main-mast. Captain Pierce and Mr. Rogers, then went together, with a lamp, to the stern gallery, where, after viewing the rocks, the captain asked Mr. Rogers if he thought there was any possibility of saving the girls. He replied he feared not; for they could discover nothing but the black surface of the perpendicular rock, and not the cavern which afforded shelter to those who had escaped. They then returned to the round-house, where Captain Pierce again seated himself between his two daughters, struggling to suppress the parental tear which then started into his eye.

The sea continuing to break in very fast, Mr. Rogers, Mr. Shutz, and Mr. M'Manus, a midshipman, with a view to attempt their escape, made their way to the poop. They had scarcely reached it, when a heavy sea breaking over the wreck, the round-house gave way,

and they heard the ladies shriek at intervals, as if the water had reached them; the noise of the sea at other times drowning their voices.

Mr. Brimer had followed Mr. Rogers to the poop, where, on the coming of the fatal sea, they jointly seized a hen coop, and the same wave which whelmed those who remained below in destruction, carried him and his companion to the rock, on which they were dashed with great violence and miserably bruised.

On this rock were twenty-seven men; but it was low water, and being convinced that, upon the flowing of the tide, they must all be washed off, many endeavored to get to the back or sides of the cavern beyond the reach of the returning sea. Excepting Mr. Rogers and Mr. Brimer, scarcely more than six succeeded in this attempt. Of the remainder some experienced the fate they sought to avoid, and others perished in endeavoring to get into the cavern.

Mr. Rogers and Mr. Brimer, however, having reached the cavern, climbed up the rock, on the narrow shelves of which they fixed themselves. The former got so near to his friend, Mr. Meriton, as to exchange congratulations with him; but between these gentlemen there were about twenty men, none of whom could stir but at the most imminent hazard of his life. When Mr. Rogers reached this station his strength was so nearly exhausted that had the struggle continued a few minutes longer he must inevitably have perished.

They soon found that though many, who had reached the rocks below, had perished in attempting to ascend,

yet that a considerable number of the crew, seamen, soldiers, and some of the inferior officers, were in the same situation with themselves. What that situation was they had still to learn. They had escaped immediate death; but they were yet to encounter a thousand hardships for the precarious chance of escape. Some part of the ship was still discernible, and they cheered themselves, in this dreary situation, with the hope that it would hold together till day-break. Amidst their own misfortunes the sufferings of the females filled their minds with the acutest anguish; every returning sea increased their apprehensions for the safety of their amiable and helpless companions.

But, alas! too soon were these apprehensions realized! A few minutes after Mr. Rogers had gained the rock, a general shriek, in which the voice of female distress was lamentably distinguishable, announced the dreadful catastrophe! In a few moments all was hushed, excepting the warring winds and the dashing waves. The wreck was whelmed in the bosom of the deep, and not an atom of it was ever discovered. Thus perished the *Halsewell*—and with her, worth, honor, skill, beauty and accomplishments!

This stroke was a dreadful aggravation of woe to the trembling and scarcely half-saved wretches, who were clinging about the sides of the horrid cavern. They felt for themselves, but they wept for wives, parents, fathers, brothers, sisters—perhaps lovers!—all cut off from their dearest, fondest hopes!

Their feelings were not less agonized by the subsequent events of that ill-fated night. Many who had gained the precarious stations on the rocks, exhausted with fatigue, weakened by bruises, and benumbed with

could, quitted their holds, and falling headlong, either upon the rocks below, or into the surf, perished beneath the feet of their wretched associates, and by their dying groans and loud exclamations, awakened terrific apprehensions of a similar fate in the survivors.

At length, after three hours of the keenest misery, the day broke on them, but, far from bringing with it the expected relief, it served only to discover to them all the horrors of their situation. They were convinced that, had the country been alarmed by the guns of distress, which they continued to fire several hours before the ship struck, but which, from the violence of the storm, were unheard, they could neither be observed by the people above, as they were completely ingulphed in the cavern, and overhung by the cliff; nor was any part of the wreck remaining to indicate their probable place of refuge. Below, no boat could live to search them out, and had it been possible to acquaint those who were willing to assist them with their exact situation, they were at a loss to conceive how any ropes could be conveyed into the cavern to facilitate their escape.

The only method that afforded any prospect of success was to creep along the side to its outer extremity, to turn the corner on a ledge scarcely as broad as a man's hand, and to climb up the almost perpendicular precipices, nearly two hundred feet in height. In this desperate attempt some succeeded, while others, trembling with terror, and exhausted with bodily and mental fatigue, lost their precarious footing, and perished.

The first men who gained the summit of the cliff were the cook, and James Thompson, a quarter-master. By their individual exertions they reached the top, and instantly hastened to the nearest house, to make known the situation of their fellow-sufferers. Eastington, the habitation of Mr. Garland, steward, or agent, to the proprietors of the Purbeck quarries, was the house at which they first arrived. That gentleman immediately assembled the workmen under his direction; and with the most zealous humanity exerted every effort for the preservation of the surviving part of the crew of the unhappy ship.

Mr. Meriton had, by this time, almost reached the edge of the precipice. A soldier, who preceded him, stood upon a small projecting rock or stone, and upon the same stone Mr. Meriton had fastened his hands to assist his progress. Just at this moment the quarrymen arrived, and seeing a man so nearly within their reach, they dropped a rope, of which he immediately laid hold. By a vigorous effort, to avail himself of the advantage, he loosened the stone, which giving way, Mr. Meriton must have been precipitated to the bottom, had not a rope been lowered to him at the instant, which he seized, while in the act of falling, and was safely drawn to the summit.

The fate of Mr. Brimer was peculiarly severe. He had been married, only nine days before the ship sailed, to the daughter of Captain Norman, of the Royal Navy; came on shore, as it has been observed, with Mr. Rogers; and like him, got up the side of the cavern. Here he remained till the morning, when he crawled out; a rope was thrown him; but he was either so benumbed with the cold as to fasten it about him improperly, or

so agitated as to neglect to fasten it at all. Whatever was the cause, the effect proved fatal; at the moment of his supposed preservation he fell from his stand, and was unfortunately dashed to pieces, in the sight of those who could only lament the deplorable fate of an amiable man and a skilful officer.

The method of affording help was remarkable, and does honor to the humanity and intrepidity of the quarymen. The distance from the top of the rock to the cavern, over which it projected, was at least one hundred feet: ten of these formed a declivity to the edge, and the remainder was perpendicular. On the very brink of this precipice stood two daring fellows, with a rope tied round them, and fastened above to a strong iron bar fixed into the ground. Behind these, in like manner, stood others, two and two. A strong rope, likewise properly secured, passed between them, by which they might hold, and support themselves from falling. Another rope, with a noose ready fixed, was then let down below the cavern, and the wind blowing hard, it was sometimes forced under the projecting rock, so that the sufferers could reach it without crawling to the edge. Whoever laid hold of it put the noose round his waist, and was drawn up with the utmost care and caution by their intrepid deliverers.

In this attempt, however, many shared the fate of the unfortunate Mr. Brimer. Unable, through cold, perturbation of mind, weakness, or the inconvenience of the stations they occupied, to avail themselves of the succor that was offered them, they were precipitated from the stupendous cliff, and either dashed to pieces

on the rocks, or, falling into the surge, perished in the waves.

Among these unhappy sufferers the death of a drummer was attended with circumstances of peculiar distress. Being either washed off the rocks by the sea, or falling into the surf, he was carried by the returning waves beyond the breakers. His utmost efforts to regain them were ineffectual; he was drawn farther out to sea, and, being a remarkably good swimmer, continued to struggle with the waves, in the view of his commiserating companions, till his strength was exhausted, and he sunk,—to rise no more!

It was late in the day before all the survivors were carried to a place of safety, excepting William Trenton, a soldier, who remained on his perilous stand till the morning of Saturday, the 7th, exposed to the united horrors of extreme personal danger, and the most acute disquietude of mind.

The surviving officers, seamen, and soldiers, being assembled at the house of their benevolent deliverer, Mr. Garland, they were mustered, and found to amount to 74, out of rather more than 240, which was nearly the number of the crew, and passengers, when she sailed through the Downs. Of the rest it is supposed that fifty or more sunk with the Captain and the ladies in the round-house, and that upwards of seventy reached the rocks, but were washed off, or perished, in falling from the cliffs. All those who reached the summit survived, excepting two or three, who expired while being drawn up, and a black, who died a few hours after he was brought to the house. Many, however, were so miserably bruised, that their lives were doubt-

folly; and it was a considerable time before they perfectly recovered their strength.

The benevolence and generosity of the master of the Crown-inn, at Blandford, deserves the highest praise. When the distressed seamen arrived at that town he sent for them all to his house, and having given them the refreshment of a comfortable dinner, he presented each man with half a crown to help him on his journey.



THE SUFFERINGS OF SIX DESERTERS,

During their Passage in a Whale Boat from the
Island of St. Helena to Brazil.

Six Men belonging to the Garrison of St. Helena seize a Whale Boat with the Intention of deserting on board an American Ship — They miss the Vessel and steer for the Island of Ascension — Are reduced to the utmost extremity by the want of provisions — They cast Lots for one of them to die, upon whose Body the others subsist for several Days — They land on the Coast of Brazil — Generosity of the Inhabitants of St. Salvador.

THE following extraordinary and affecting narrative relates to six deserters from the artillery of the island of St. Helena, whose singular adventures produced a court of inquiry on the 12th of December, 1799, when John Brown, one of the survivors, delivered the following account; upon oath, before Captain Desfontain, president; Lieutenant B. Hodson, and Ensign Young.

"In June, 1799, I belonged to the first company of artillery in the service of this garrison, and on the 10th of that month, about half an hour before parade-time, M'Kinson, gunner, and orderly of the second company, asked me if I was willing to go with him on board of an American ship, called the Columbia, Captain Henry Lefler, the only ship then in the roads. After some conversation I agreed; and met him, about seven o'clock, at the play-house, where I found one M'Quin, of Major Seale's company, another man called Brighthouse, another called Parr, and the sixth Matthew Conway.

“ Parr was a good seaman, and said he would take us to the island of Ascension, or lie off the harbor till the Columbia could weigh anchor and come out. We went down about eight o'clock to the West Rock, where the American boat, manned with three seamen, was waiting for us, and took us along-side the Columbia. We went on board; Parr went down into the cabin, and we changed our clothes after having been on board half an hour.

“ Brighthouse and Conway proposed to cut a whale boat out of the harbor to prevent the Columbia from being suspected. This they accomplished, taking in her a coil of rope, five oars, and a large stone, by which she was moored. This happened about eleven at night.

“ We observed lanterns passing on the line towards the sea-gate, and hearing a noise, thought we were missed and sought for. We immediately embarked in the whale boat, with about twenty-five pounds of bread in a bag, and a small keg of water, supposed to contain about thirteen gallons, one compass, and one quadrant, given to us by the commanding officer of the Columbia; but in our hurry the quadrant was either left behind or dropped overboard.

“ We then left the ship, pulling with two oars only to get a-head of her: the boat was half full of water, and we had nothing to bale it out; in this condition we rowed out to sea, and lay off the island at a great distance, in hourly expectation of the American ship.

“ About twelve o'clock, the second day, no ship appearing, by Parr's advice we bore away, steering N. by W. and then N. N. W. for the island of Ascension, using our handkerchiefs as substitutes for sails. We

met with a gale of wind which continued two days; the weather then became very fine, and we supposed we had run about ten miles an hour. M'Kinnon kept a reckoning with pen, ink, and paper, with which, together with charts and maps, we were supplied by the Columbia.

" We continued our course till about the 18th in the morning, when we saw a number of birds, but no land. About twelve that day Parr said he was sure we must be past the island, accounting it to be eight hundred miles from St. Helena. Each of us then took off his shirt, and with them we made a small sprit-sail, lacing our jackets and trowsers together at the waistband so keep ourselves warm, and then altered our course to W. by N. thinking to make Rio de Janeiro, on the American coast. Provisions running very short, we allowed ourselves only one ounce of bread and two mouthfuls of water for twenty-four hours.

" On the 26th all our provisions were expended. On the 27th M'Quin put a piece of bamboo in his mouth to chew, and we all followed his example. On the night of that day it was my turn to steer the boat, and recollecting to have read of persons in our situation eating their shoes, I cut off a piece of one of mine; but being soaked with the salt water, I was obliged to spit it out, and take the inside sole, of which I eat a part, and distributed to the rest; but we found no benefit from it.

" On the 1st of July Parr caught a dolphin with a gaff that had been left in the boat. We all fell on our knees and thanked God for his goodness to us. We tore up the fish, and hung it to dry; about four we ate

part of it, which agreed with us pretty well. On this fish we subsisted till the 4th about eleven o'clock, when finding the whole consumed, bones and all, Parr, Brighthouse, Conway, and myself, proposed to scuttle the boat and let her go down, to put us out of our misery; the other two objected, observing that God, who had made man, always found him something to eat.

“ On the 5th, about eleven, M’Kinnon proposed that it would be better to cast lots for one of us to die, in order to save the rest; to which we consented. William Parr, being seized two days before with the spotted fever, was excluded. He wrote the numbers and put them into a hat; we drew them out blindfolded, and put them in our pockets. Parr then asked whose lot it was to die; none of us knowing what number we had in our pocket, and each praying to God that it might be his lot; it was agreed that No. 5 should die, and the lots being unfolded, M’Kinnon’s was No. 5.

“ We had concluded, that he, on whom the lot fell, should bleed himself to death; for which purpose we had provided ourselves with sharpened nails, which we got from the boat. With one of these M’Kinnon cut himself in three places; in his foot, hand, and wrist; and praying God to forgive his sins, he died in about a quarter of an hour.

“ Before he was quite cold, Brighthouse, with one of the nails, cut a piece of flesh off his thigh, and hung it up, leaving his body in the boat. About three hours afterwards we all ate of it, but only in very small quantity. This piece lasted us till the 7th. We dipped the body every two hours in the sea to preserve it. Parr

having found a piece of slate in the bottom of the boat, he sharpened it on the other large stone, and with it cut another piece off the thigh, which lasted us till the 8th, when it being my watch, and observing the water, about break of day, to change color, I called the rest, thinking we were near shore, but saw no land, it being not quite day-light.

“As soon as day appeared we discovered land right ahead, and steered towards it. About eight in the morning we were close to the shore; there being a heavy surf, we endeavored to turn the boat's head to it, but being very weak we were unable. Soon afterwards the boat upset. Parr, Conway, and myself, got on shore; M'Quin and Brighthouse were drowned.

“We discovered a small hut on the beach, in which were an Indian and his mother, who spoke Portuguese, and I, understanding that language, learned that there was a village, about three miles distant, called Belmont. The Indian went to the village, with the information that the French had landed, and in about two hours the governor of the village, a clergyman, with several armed men, took Conway and Parr, tied them by their hands and feet, and slinging them on a bamboo stick, conveyed them in that manner to the village. I, being very weak, remained in the hut some time, but was afterwards taken.

“On our telling them we were English, we were immediately released, and three hammocks provided, in which we were taken to the governor's house, who resigned to us his own bed, and gave us milk and rice to eat; but as we had taken no food for a considerable time we were lock-jawed, and continued so till the 23d. During this time our host wrote to the governor of St.

Salvador, who sent a small schooner to Porto Seguro to take us to St. Salvador. We were conducted on horseback to Porto Seguro, passing through Santa Cruz, where we remained about ten days; we afterwards embarked, and on our arrival at St. Salvador, Parr, on being questioned by the governor, told him, that our ship had foundered at sea, and we had saved ourselves in the boat; that the ship's name was the Sally, of Liverpool, that she belonged to his father, and was last from Cape Corfe Castle, on the coast of Africa, to touch at Ascension for turtle, and then bound to Jamaica. Parr likewise said that he was the captain.

"We remained at St. Salvador about thirteen days, during which time the inhabitants made up a subscription of 200*l.* each man. We then embarked in the Maria, a Portuguese ship, for Lisbon; Parr, as mate; Conway, boatswain's mate, and myself, being sickly, as a passenger. In thirteen days we arrived at Rio de Janeiro. Parr and Conway sailed for Lisbon, and I was left in the hospital.

"In about three months, Captain Elphinstone, of the *Diomed*, pressed me into his Majesty's service, giving me the choice of remaining on that station, or to proceed to the admiral at the Cape. I chose the latter, and was put, with seven suspected deserters, on board the *Ann*, a Botany Bay ship, in irons, with the convicts. When I arrived at the Cape, I was put on board the *Lancaster* of 64 guns. I never entered; but, at length received my discharge, since which I engaged in the *Duke of Clarence* as a seaman. I was determined to surrender myself the first opportunity, in order to relate my sufferings to the men of this garrison, to deter others from attempting so mad a scheme."

In attending to the above narrative, as simple as it is affecting, we cannot help noticing the justice of Providence, so strikingly exemplified in the melancholy fate of M'Kinnon, the deluder of these unhappy men, and the victim of his own disgraceful scheme. May his fate prove a memento to soldiers and sailors, and a useful, though awful lesson, to the encouragers and abettors of desertion!

THE LOSS OF
THE WINTERTON EAST INDIAMAN,

Off the Island of Madagascar, August 26th, 1792.

BY THE THIRD MATE.

The *Winterton* sails from the Downs—Arrives at the Cape—Mistake in the Captain's Reckoning—The Ship strikes on a Reef near the Island of Madagascar—The Yawl sent off to the Shore—The Captain's Address to the Crew—The Boats dashed to pieces in the Night—Part of the Crew get on Shore on Rafts—The Poop drives on Shore with Sixty others of the Crew—They are plundered by the Natives—They arrive at Tulliar, and are joined by the Yawl—The third Mate and a few others set off in her for Mosambique to endeavour to procure a Vessel—They arrive at Sofala—Extraordinary Conduct of the Governor, and Sufferings of the Men during their Journey to Senna—They arrive at Mosambique, where they obtain a Ship to fetch those who were left at Tulliar—They are conveyed to Mosambique, and hire a private Vessel to proceed to Madras—The Ship is taken by a French Privateer, and retaken by a Dutch Indiaman—They return to England in the *Scorpion Sloop*.

THE *Winterton* sailed from Gravesend, under the command of Captain Dundas, on the 10th of March, 1792, and from the Downs the 4th of April following. After a fine wind down channel we cleared the land on the 11th, and bade adieu to Old England. The captain had before been to India in the same capacity; he possessed considerable experience, and was allowed by all who knew him to be a good seaman.

Pl. of the Winton



No accident worthy of notice occurred during our passage to the Cape, where we arrived the 20th of July, and remained till the 1st of August, when, having completed our water and other necessaries in False Bay, we sailed at day-light, with a fresh breeze at N. W. We accordingly shaped our course to the S. E. for two days, when the wind shifted and became variable, between the south and east, blowing fresh till the 9th, when a S. W. wind succeeded for a short time, after which it returned to the S. E.

It was the intention of Captain Dundas, after leaving the Cape of Good Hope, to take the outer passage for India, but the wind inclining so much from the S. E. compelled him to deviate from his original purpose; and accordingly on the 10th he bore away for the channel of Mosambique. Being baffled with light variable winds and calms for some days, our progress was inconsiderable till the 19th, when a S. W. wind sprung up, which we had reason to believe was the regular monsoon. We were then, to the best of my recollection, (for no journals were saved) in the latitude of 25° S.

Before we stood to the northward Captain Dundas wished to make the island of Madagascar, somewhere near the Bay of St. Augustine, in order to avoid the shoal called Bassas de Indias, which is so inaccurately laid down in our charts. With a view to accomplish this end we steered east, by compass, from noon of the 19th till midnight, when I relieved the second officer; the captain being then on deck, altered the course to E N E. Captain Dundas had two time-pieces, one of which he had employed in his former voyage, and by it he had constantly made the land to the greatest degree of exactness. From these and several sets of lunar observations,

taken four days before, the whole of which coincided with the time-pieces, he, at midnight, concluded with confidence that we were eighty miles from the nearest part of the coast.

From midnight till two A. M. of the 20th we steered E. N. E. when the captain again came on deck, and observing the lower steering sail to lift, ordered me to keep the ship N. E. by E. It was a clear star-light night, with a moderate breeze at S. S. E. and the ship was going at the rate of six knots.

Every possible attention was paid to the look-out, Captain Dundas looking stedfastly with a night-glass in the direction of the land; but he was so perfectly satisfied with the correctness of his time-pieces, that he never mentioned sounding. A little before three o'clock he pointed out to me the ship's place on a chart, according to which we were then above sixty miles from the land. At three he left the deck, and directed me to steer N. E. at the same time observing, that we could not make more than six miles of easting before day-light on that course, and that if we even were nearer the land than he supposed, it would be impossible to avoid seeing it before any accident could happen.

The captain had not quitted the deck more than seven or eight minutes when the ship struck, going at the rate of between six and seven knots. The shock was scarcely perceptible, excepting to the man at the helm; the water was perfectly smooth; neither breakers nor surf were heard, and notwithstanding the clearness of the horizon, the land was not perceptible. It was then new moon, and high water, circumstances which, in our present situation, were particularly unfortunate. The jolly-boat and yawl were immediately got out, and not one hun-

dred yards astern found five fathoms water; the sails were immediately thrown aback, and at this critical moment every effort was made, to get the ship off, but without success.

The kedge-anchor, with a nine-inch hawser, was then carried out into five fathom, and we strove to heave her off by means of it, but without effect. The sails were then handed; the top-gallant yards and masts struck, the long-boat got out, the booms rasted alongside, and the upper deck entirely cleared.

Day-light discovered to us our situation. The ship was upon a reef of rocks about six miles from the land; about half way between the shore and the outer reef was another, which was covered at high water. That on which the ship struck extended as far to the northward as we could see, and the southward nearly the whole length of the Bay of St. Augustine.

As the water ebbed the ship beat with great violence, and began to leak; the recruits were set to the pumps, where they continued as long as they could be of service. By eight o'clock the rudder was beaten off, the sheathing came up alongside, and there was only eight feet water under the ship's bows; but as she then lay quiet, we entertained hopes of being able to get her off with the next high tide. After breakfast I was ordered on the gun-deck, to get the guns overboard, which were received one at a time, by the long-boat, and dropped at some distance from the ship, that she might not strike on them when she should be again raised by the tide. A party was, at the same time, employed upon deck in heaving up the rudder, and securing it alongside. About half the guns had been carried away, when the sea-breeze, setting in fresh, occasioned such a surf that the

boats could not approach. We, however, continued to lighten the ship by heaving overboard such heavy articles as would float away, and at three o'clock in the afternoon, when it was high water, made the utmost exertions to heave the ship off, but they proved ineffectual.

Finding that the loss of the ship was inevitable, the next point was the preservation of the crew and passengers. That an object of such importance might be accomplished as completely as the surrounding difficulties would permit, every nerve was strained to keep the vessel together as long as possible. The masts were cut away, by which means the ship was considerably eased; the spars that were not carried away by the surf were stored inboard for the purpose of constructing rafts. Our situation was now truly dreadful; the ship was likely to float a wreck, every circumstance was so unfavorable that we could not expect to derive much advantage from all our endeavors, but yet we determined to spare no exertions. We, therefore, collected a quantity of beef, bread, liquors, with other articles of a similar nature, some barrels of gun-powder, and muskets. In a word, whatever we judged most necessary was put into the long-boat; and that no lives might be lost through the unhappy effects of intoxication, to which, on such occasions, sailors are generally too much addicted, every cask of spirits within reach was staved. At sun-set the second mate and purser were sent on shore in the yawl to seek a convenient place for landing. The other boats, with some of our people to watch them, were moored astern of the ship, at such a distance as was thought sufficiently clear of the surf for the night. Captain Dundas observed the latitude at noon, and

found that the reef on which the ship had struck was about sixty-three miles north of the bay of St. Augustine, in the island of Madagascar.

In the course of the evening the captain assembled the people, and in a short address, after adverting to the situation of the vessel, he directed what route they were to take after getting on shore, and stated the great probability of meeting with a ship at the bay of St. Augustine. He particularly insisted on the absolute necessity of paying the strictest obedience to the commands of their officers, at the same time assuring them of his assistance and advice, and intimating that it was his duty and his determination to abide by the ship until he was convinced of the possibility of the preservation of every person on board. This manly address did not fail to produce the desired effect in the minds of those to whom it was directed; it was returned with three cheers, and a general promise of acquiescence in his and his officers' commands. About midnight we were alarmed by the cries of people in distress, and upon repairing to the deck we had the mortification to see our three boats dashed to pieces by the violence of the surf; the wind, increasing during the night, had occasioned it to break much farther out than was expected. It was not without anguish and horror that we beheld the poor fellows who had been in the boats struggling to reach the ship, while the violence of the surf seemed to preclude the possibility of their preservation. With the utmost exertions of those on board we succeeded in saving only three out of ten; many, in the instant of grasping a rope, were driven far out of sight and perished. We were thus deprived of the only probable means of getting on shore, and the ship at the same time beat with such force on

the rocks that it was doubtful whether she would hold together till morning. Our consternation, during the few hours of darkness, can be better conceived than described, and the horrors of the night were augmented by the ignorance of our real situation.

At day-light, on the 21st, we immediately began to make rafts of what spars and planks we had, and payed the cables overboard to get at some that were on the orlop deck. We also cut the beams of the poop, shoared the deck up, and got it ready for a raft. About 9 A.M. the yawl, with the utmost difficulty, rowed off from the shore through an immense surf, and soon afterwards came within hail, but was desired to keep at a distance, as she could not safely come along side. Those on board her reported that the beach was every where alike, being covered by a surf as far as they had seen. The boat soon afterwards returned to the shore, and we saw her no more for several days. In the forenoon three or four rafts left the ship with nearly eighty people, who got on shore in safety.

The loss of the boats rendered the situation of those who remained on board extremely precarious. The powerful and irresistible feeling of self-preservation was excited in every breast, and caused Captain Dundas to waver from his original declaration to the men. At this critical moment he expressed a wish to accompany the ladies on shore, as he might have been able, in some degree, to alleviate their forlorn condition. From this intention he was however diverted, and was persuaded to remain on board till it was too late.

The sea-breeze was, this day, much stronger than before, and the surf consequently, became much heavier. In the evening it became so violent as to part

the hawser which held the ship stern-to; about sun-set she drove with her broadside upon the rocks, the sea making a breach entirely over her. At seven she parted at the chestree, when all crowded upon the quarter-deck and poop. It was at this moment that I saw Captain Dundas, for the last time, on the poop with the ladies. Mr. Chambers, though repeatedly urged to attempt to save his life, remained inactive, declaring his conviction that all his efforts would be ineffectual, and, with a perfect resignation to his fate, requested every one to provide for his own safety. The ship soon afterwards broke up, when a scene ensued of such misery, distraction, and horror, as have perhaps never been exceeded. At this moment I left the wreck, with the fourth and fifth mates, upon a raft which we had constructed for the purpose. We were rapidly wafted from our ill-fated ship, beyond the reach of the piercing cries of misery, which, issuing from more than two hundred people, involved in the most complicated affliction, may be imagined, but cannot be adequately described.

After driving all night in the expectation that we should soon reach the shore, we found ourselves miserably deceived, when, on the approach of day-light, we could not see land. Knowing, however, the direction in which it lay, we labored hard, and about three o'clock on the 22d we got on shore.

Proceeding southward, we found that the poop had driven on shore with sixty people on it, among whom were five of the ladies, and several gentlemen. These, and particularly the former, were really objects of commiseration, on account of the hardships they had undergone. They could give no account of the Captain, but

I have since learned from the carpenter, that after the poop went away, the starboard side of the wreck floated with the broadside uppermost, and that Captain Dundas was washed through the quarter gallery and seen no more.

The rest of the people got on shore, some on small pieces of the wreck, and others in canoes, in which the natives came off to plunder the remains of the ship; but it was not till Sunday the 26th that the last of them landed. Captain Dundas, Mr. Chambers, three young ladies, and forty-eight seamen and soldiers perished. Many articles were thrown upon the beach, but every thing of value was secured by the natives, who threatened with death those who attempted to oppose them. Not satisfied with this they even plundered and stripped our people whenever they met with a favorable opportunity. This disposition, on the part of the natives, together with the loss of our boats, rendered it utterly impossible to save any part of the treasure or cargo.

In a few days the whole of the survivors arrived at Tulliar, the residence of the king of Baba, to whom every acknowledgment is due for his kindness and humanity to us, from the time of our arrival till the remnant of the Winterton's crew were taken off the island.

For some days after we reached Tulliar we remained in a state of the most anxious suspense for the fate of the yawl, as it was on her safety alone that we could found the most distant hope of relief, the season being so far advanced as to render it highly improbable that any vessel would touch at the bay till the next year,

From this anxiety we were, however, relieved, by her arrival in the river of Tulliar. We got her up to the town and placed a guard over her to prevent the natives from destroying her for the sake of the iron work, as they certainly would have done, had we been at any distance from the king's residence.

At a consultation of the officers it was agreed, that I should go to Mosambique to endeavor to procure a vessel, and that every person should exert himself to get the boat in readiness for this purpose, with all possible dispatch. The want of tools and other necessary articles prevented the carpenters from doing any thing more than putting a false keel to her, and raising her with the burthen board about five inches forwards. With regard to sails we managed tolerably well. Fortunately a compass had been put into the boat on the evening of the 20th of August, and a quadrant had been picked up on the beach, but we could not procure a chart, or a single book of navigation. A small geographical grammar, which I obtained from one of the soldiers, ultimately proved the means of saving our lives. The repairs and preparations being completed on the 12th of September, I sailed from Tulliar Bay, accompanied by the fourth officer, four seamen, and Mr. de Souza, a passenger, whose knowledge of the Portuguese language was likely to prove of considerable service. For two days we made a tolerable progress to the northward, with a pleasant westerly breeze, but the wind then shifted to N. N. E. and never became fair again. What added greatly to our disappointment was, that our small stock of provisions, consisting of cakes made of Indian corn, and beef, proved quite rotten, and so full of maggots, that we had nothing to subsist upon but some raw sweet

potatoes and sugar-cane, with half a pint of water a man per-day; for though we had about twenty-five gallons of it when we sailed, yet the greatest part of it was lost from being kept in calabashes, many of which broke with the motion of the boat.

Thus situated, on the 20th of September we made the coast of Africa, nearly in the latitude of 18° S. the currents having carried us considerably farther to the westward than we expected. For three days we endeavored to get to the northward, but the wind keeping constantly in the N. E. we were unable to make any progress; and having, at that time, but a very slender stock of water remaining, it was judged imprudent to persist any longer in the design of reaching Mosambique. We accordingly steered for Sofala, a Portuguese settlement, situated in $20^{\circ} 30'$ South latitude, to which our little boat directed us.

During our run to that place we put into two rivers, under the idea that it lay in one of them: meeting in the last with some inhabitants who spoke Portuguese, they advised us to apprise the governor of our wish to reach that place. When informed of our situation he instantly dispatched a letter, with a seasonable supply of provisions and a pilot to conduct us into Sofala, where we arrived the 29th of September. By means of Mr. de Souza we made the governor acquainted with the extent of the unhappy disaster that had befallen us, requesting his assistance and his advice how to act. He received us with great kindness and humanity, desired us to think of nothing for a few days but of recruiting ourselves, and furnished us with clothes, of which he observed us to be in great want: but yet there was a certain shyness in his behavior for which we could not

account. He, probably, doubted our veracity and took us for part of the crew of some French ship, come with the intention of kidnapping the natives, though our ragged and squalid appearance by no means justified such an apprehension.

His suspicions, however, soon vanished, and he then informed us that only one vessel came thither annually, that she had sailed about a month before, and would not return again till June, adding, that, as the N. E. monsoon was set in, it would be impracticable to reach Mosambique at that time, but if we chose he would furnish us with guides and necessaries to proceed to Senna, an inland Portuguese settlement. At the same time he represented the undertaking in such an unfavorable light, together with the length of time likely to intervene before any occasion might present itself to proceed farther, that, on mature deliberation, we declined all thoughts of it, and turned our attention to a boat belonging to the governor, about the size of an Indiaman's long-boat, for which we made application, and of which, after some hesitation, he made us a present.

Having, through the interest of the governor, procured every thing necessary for our voyage, we sailed on the 12th of October, from Sofala. Our evil-fortune still continued to persecute us, for we had been only three days at sea, during which we had constantly foul winds, and had not proceeded above forty miles, when the boat proved so extremely leaky, that, with our utmost exertions, we could scarcely keep her above water. I shall not attempt to describe our various and wonderful escapes from the most imminent dangers till we regained Sofala, which was not till

the 20th of October, though the distance was so small.

Our reception by the governor was now totally different from what we had before experienced, and as no just cause existed for this alteration, it excited in us the utmost astonishment. He sent for me and Mr. Wilton, the fourth officer, and, without enquiring the cause of our return, informed us that he was preparing to dispatch some letters for Killeman, and that we must hold ourselves in readiness to accompany the messenger who carried them. In vain we represented the feeble state of our health, impaired by the incessant fatigue we had recently undergone; in vain we urged the necessity of rest to recruit our exhausted spirits; he remained inexorable to all our solicitations. We then requested some kind of conveyance, and he at length offered us a kind of palanquin, but positively refused any assistance to Mr. de Souza or the seamen. This we, therefore, rejected with indignation, as an invidious distinction, and after providing ourselves some cloth, with which to purchase subsistence on our journey, we left Sofala on the 1st of November.

By the 20th of the same month we had travelled above 200 miles, through a miserable tract of country, very thinly inhabited, which is probably the consequence of the slave trade at Mosambique. Sometimes in a distance of 40 miles not a hut or a single human creature was to be seen. The precaution of surrounding ourselves with fire at night prevented any accident from the numerous kinds of wild beasts, with which the country abounds. But the excessive heat of the climate, and the fatigue we experienced from being obliged to travel during the heat of the day, quite overpowered us. During a fort-

night we remained in a most deplorable state, when the governor of Senna, hearing that we were on the way, dispatched palanquins for us, and on the 6th of December we arrived at the last-mentioned place. There we experienced every attention, and received what medical assistance the place afforded. However, two of the seamen, and Mr. Wilton, fourth mate, a worthy, active, and able young officer, died during our stay at that place.

On the first notice that a vessel was ready to sail we left Senna, and in a few days arrived at Killeman, where we embarked on board a sloop, and on the 12th of February, 1793, Mr. de Souza and myself reached Mo-sambique, five months after leaving Madagascar.

Upon our arrival there, we immediately waited on the governor, and acquainted him with the loss of the Winterton, as well as every circumstance that had occurred since our departure from Madagascar. I informed him likewise, that I had been deputed by my unfortunate ship-mates to solicit the aid of the government of Mo-sambique, requesting him to send a vessel for the relief of those in whose behalf I intreated his assistance. He replied, that though he felt the strongest inclination to relieve my companions, yet circumstances prevented him from complying with my request, as there was not a ship in the harbor belonging to her Majesty the queen of Portugal.

This being the case, I considered myself authorized to endeavor to freight a private vessel to the island of Madagascar, in the name of the honorable East India Company. I should consider myself deficient in justice, were I here to omit expressing my grateful acknowledgment of the liberal conduct and efficient aid of the gover-

nor, which soon enabled me completely to equip the ship for her intended voyage.

Leaving Mosambique on the 1st of March, I anchored safely, after a tedious passage of 23 days, in the bay of St. Augustine. I immediately repaired to Tulliar, to inform my unfortunate companions that at length a vessel was arrived for the purpose of fetching them away. But my abilities are unequal, and, indeed, the powers of language are scarcely adequate to describe the miserable state in which I found the whole of the survivors. Overwhelmed with despondency, their afflictions were greatly augmented by the attacks of a malignant fever; and as no kind of surgical stores had been saved from the wreck, they were entirely destitute of medicines to alleviate its fatal effects. Being deprived, likewise, of the necessaries of life to which they had been accustomed, the number of people, including the passengers, was reduced to 130, though nearly double that number had been saved from the wreck. From their emaciated condition it was ten days before the embarkation was completed, in spite of all my exertions to expedite that business. At length, on the 3d of April, I sailed from Madagascar with this unhappy remnant of my friends, and fellow-sufferers, and on the 11th arrived at Mosambique. During our passage seven persons died, two of whom were passengers.

I should be wanting in gratitude were I not to mention the flattering reception we experienced from the governor and inhabitants of Mosambique. Our forlorn condition inspired them with sentiments which do honor to their humanity; they prepared an hospital for the sick, and vied with each other in soothing and unremitting attention to the ladies. Though the sick received every

medical assistance that could possibly be procured, yet the insalubrious climate of Mosambique retarded the establishment of their health; and during a stay of two months about thirty more of my companions died, while I had the mortification to observe that the sickness of the survivors continued. As no ship belonging to the government of Portugal had arrived in the harbor, the governor was as incapable of affording us a vessel as upon my former requisition. In conjunction with Mr. Duun, the purser, and Lieut. Brownrigg, of the 75th regiment, I was, therefore, reduced to the necessity of again freighting a private vessel in the name of the East India Company, in order to transport us to Madras.

On the 10th of June we took leave of Mosambique, and on the 13th anchored at Joanna, with the intention of procuring provisions and other necessaries. Having accomplished this purpose, we left the island on the 19th, having experienced from its generous inhabitants every aid in their power, and every attention that humanity could dictate. It was at this period, when we concluded every difficulty surmounted, that a fond but delusive hope began to draw upon our minds, and we anticipated a safe and expeditious passage to Madras, when, on the 7th of July, in the latitude of $5^{\circ} 40'$ N. and long. 63° E. we were captured by *Le Mutin*, a French privateer, from the Isle of France. We were till then entirely ignorant of the commencement of hostilities between Great Britain and France.

The enemy having taken Lieut. Brownrigg, myself, with 22 seamen and soldiers, on board the privateer, put an officer, with a number of their own people, into our vessel, with orders to conduct her to the Mauritius with all possible dispatch. The privateer immediately

proceeded on her cruize, during which, the distress occasioned by our accumulated misfortunes, was, in a slight degree, alleviated by the polite attentions of the French captain and his officers. She continued cruizing till the 15th of July, on which day she entered the road of Tutecorin, where she fell in with and engaged a Dutch Indiaman, the Ceylon, Captain Muntz. After an action of about fifteen minutes the Dutchman proved victorious, and the privateer struck, to the great satisfaction of myself and brother prisoners.

Our old allies were happy in the opportunity of liberating Englishmen from confinement; and Capt. Muntz insisted upon our partaking of a handsome entertainment on board the Ceylon, during which I related the principal circumstances of our heavy and repeated misfortunes. We then repaired to Ballamcottah, till an order arrived to prepare a large boat for our conveyance to Madras, where we arrived in perfect safety on the 20th of August, 1793, being the same day twelve months after our unfortunate shipwreck.

At Madras I embarked, with several of my unhappy friends, on board the Scorpion sloop of war, homeward bound. Nothing material occurred during the passage, excepting that we were chased by a French frigate, and experienced foul winds and continual calms, by which our progress was so retarded, that it was generally supposed the Scorpion had either foundered at sea, or been taken by the enemy. At length, however, we arrived in safety on British ground, and so eager were the poor fellows to see their different relatives, that they got on shore at the Land's End, having first received protections from the captain of the sloop.

Of the fate of those who remained on board their own vessel, when taken by *Le Mutin*, and ordered to steer to the Mauritius, no intelligence has ever been received in this country, notwithstanding the most diligent search was set on foot to ascertain it, by the direction of the East India Company.



THE LOSS OF
HIS MAJESTY'S SHIP RESISTANCE,

CAPTAIN E. PAKENHAM, COMMANDER,

Which was blown up in the Straits of Banca, July 24th, 1798;

*And the subsequent Escape and Deliverance of Four of her Crew,
 the only Survivors of that Catastrophe.*

Introduction—Deposition of Thomas Scott, one of the Crew of the Resistance—Proceedings of Captain Pakenham previous to the Catastrophe—Explosion of the Ship, and extraordinary Preservation of the Deponent and three others on an Anchor-Stock, on which they are brought to Shore on the Island of Sumatra—They are made Slaves by the Natives, and released at the instance of Major Taylor—Statement of the Officers and Ship's Company at the time of the Explosion.

IN consequence of certain intelligence brought from the eastward by Captain Shepherdson, of the *Venus*, that part of the crew of an English-ship of war, (supposed to be his Majesty's ship the *Resistance*) which had the misfortune to be blown up in the Straits of Banca some months before, had been picked up by some pirate prows and carried to Lingan, where the survivors still existed in a state of slavery, Major Taylor, commanding the garrison of Malacca, immediately dispatched a prow to that island for the relief of those unfortunate men.

In this prow, suitably provided with supplies, he sent a sepoy, who being well acquainted with the Malay tongue, was charged with a letter to the Sultan of Lin-

gan, entreating that prince to assist in the most effectual measures, for the recovery and release of such of the ship's company of the Resistance as he might be able to discover in this calamitous situation.

On the 5th of December the prow returned to Malacca, bringing with her one seaman, late of the crew of the Resistance, from whose declaration the following narrative is drawn up.

As the complexion of the several unpleasant circumstances, if not the actual distresses, in which the Resistance was eventually involved, together with the melancholy disaster of that ill-fated ship, seem to have originated in a great measure in the gale which she encountered some months before in the Pacific Ocean, on her way to China, the narrative is, therefore, commenced from a date more remote than it would otherwise appear of sufficient interest to the public that it should.

On the 8th of December, 1798, Thomas Scott, the seaman above alluded to, aged 22 years, a native of Wexford in Ireland, related, on examination, the following particulars:—

He had formerly belonged to the Chesterfield South Sea Whaler; after which he remained at Timor Besar three years, in the employ of the Dutch, till the capture of that place, when he entered on board the Resistance.

On the — of December, 1797, that ship met with a heavy gale of wind, which continued four days without intermission. The vessel proved so leaky that her chain-pumps were kept constantly at work, night and day; so that, in order to lighten her, the crew were

obliged to heave a number of her upper-deck guns overboard. She then bore away for the Philippines, the captain intending, as he believes, afterwards to sail for Malacca. Being in want of wood, water, and provisions, Captain Pakenham tried the expedient of hoisting Spanish colors, as he cruised along shore, till he came to anchor nearly within reach of the guns of Antego. The deputy governor of that town, and the captain of a Spanish brig then lying at anchor in the bay, accordingly came off to them; discovering their mistake, when too late, they attempted to escape, but were soon brought back and put aboard a boat from the Resistance. Upon their assurances that they would do their utmost to procure Captain Pakenham an ample supply of what he wanted, he suffered them to return the same evening to the shore. No part of their fair promises being fulfilled, nor appearing likely to be, Captain Pakenham, at five o'clock the next evening, sent his third lieutenant, Mr. Cuthbert, in the cutter, with an armed party, to cut out the Spanish brig. In this attempt they succeeded, though exposed to a smart fire from the guns of the fort, within range of which she had anchored. Scott recollected that this event happened on Christmas-day:

The Resistance immediately sailed with her prize for Balambangan, at which place they arrived in four days. Having there wooded, watered, and procured a partial supply of rice and live stock, the ship still continuing leaky, and the weather stormy, Captain Pakenham and the prize set sail from that place for Celebes, and arrived in about eighteen days at Limby near Munadoo, on that island. The same evening that he anchored

there, he dispatched the brig to Amboyna to signify his distress for supplies; in consequence of which the Bombay frigate was, on the arrival of the brig, sent off from thence to his relief. After staying a week or more at Limby, and having, with some difficulty, collected what he could provide for the remaining part of his voyage to Amboyna, he weighed anchor, and seven days afterwards fell in with the Bombay frigate, with the supplies sent him on board her, off the island of Booroo.

Having arrived at Amboyna, and remained there about two months, repairing and refitting, the Resistance sailed to Booroo; where refreshments and stock, as well as wood and water, were more conveniently and abundantly to be procured than at the former place. From Booroo she departed for Banda, about a fortnight afterwards, but springing a leak off Amboyna, she was obliged to put back again to the former island.

Early in July she again sailed from thence, and running close along the shore of Jaca, took a Dutch brig off the town of Serrabi, which, being in ballast, and of little value, was released the same night. The Resistance next steered her course for the straits of Banda, which having made in about five days, she there fell in with a fleet of about fourteen pirate prows, at anchor under the land of Banda, each capable of containing fifty or sixty men. In order to board and examine one of the largest of these, Captain Pakenham manned three of his boats; but the Malays in the prow, for some time, refused permission to Lieutenants Cuthbert and Mackay to come on board them. As these officers, however, persisted

in accomplishing their orders, the Malays at length suffered it without opposition, but it was found impossible to effect the intention of searching them for Dutch property and papers. Such was the ferment among the Malays on board, that, to avoid the consequences with which they were threatened, for insisting on this examination, the officers were obliged to ensure their safety by a hasty retreat over the side, and to return to their own ship. Captain Pakenham resented this conduct by the discharge of several twelve-pounders, which soon dispersed the pirates, and sent them into shoal water under the land.

Having weighed anchor about nine o'clock next morning, and cut out a Malay sloop that had been taken by the pirates on her way to Batavia, and was left at anchor when they deserted her the preceding night, Captain Pakenham proceeded with her on his voyage down the Straits. As the sloop was suspected to be Dutch property, and it was presumed that the captain had destroyed the papers belonging to her, she was detained till the evening of the second day after her recapture; as, if condemned, she would have been of some value, being laden with cloth, salt, and other merchandize. It was then intended that her commander, who was still on board the *Resistance*, should be restored to his vessel, and that she should be released. With this view the *Resistance* came to an anchor in the straits of Banda, at an early hour in the evening of the 23d of July, as the sloop had, at that time, fallen so much astern as to be entirely out of sight. About one o'clock next morning the latter accordingly joined and dropped anchor under the stern of the *Resistance*.

The officer of the deck, Lieut. Cutbert, hailing the sloop, in order to put her commander on board, but not being heard, reconciled the Malay Captain to this farther detention, by the assurance that he should depart for his vessel with the morning's dawn:—a dawn, alas! which neither was to see! For Scott, the narrator sleeping on the larboard side of the quarter-deck, as it was such a fine night, that he did not chuse to retire to his berth below, was suddenly awakened by a fierce blaze that seized his clothes and hair, which was instantly succeeded by a tremendous explosion, from the shock of which he became utterly senseless, as he conjectures, for five minutes or more.

This dreadful accident he computes to have taken place about four o'clock in the morning of the 24th of July, as the day appeared about an hour after he was blown up; but how the explosion did or possibly could happen, circumstanced as the ship then was, he professes himself totally unable to offer any opinion, or to hazard a conjecture.

When he recovered a little he found himself half suffocated with water, floating and struggling with twelve others in the same situation; the small remainder of the fine ship's company to which they had just belonged! With these he made shift to reach the netting of the ship on the starboard side, which just remained above the water.

At the dawn of day, the people belonging to the sloop, then not out of hail astern, who must have discovered the condition of the wreck, and heard the repeated shouts of the wretched beings clinging to it, callous to every impulse of humanity, after the discharge of a single

musket, weighed anchor, and, without regarding their situation, stood over to the island of Banda.

The weather continuing mild, and the water smooth, the wretched survivors set to work about 11 A. M. to make a raft of such pieces of timber as they were able to pick up around them. They were fortunately enabled to accomplish their design by means of the main-yard, which, lying along-side the wreck, furnished them with ropes sufficient for lashings; it also afforded them cloth for a sail, which they fixed to the mast of the jolly-boat. They completed their task by making a platform, upon the yard, of such planks as they could find.

From the contusions and severe scorching which all the survivors had experienced, they were unable to accomplish their work before one o'clock P. M. In fact, only four or five of the number were capable of bearing a part in it, and their united labor was insufficient to give the necessary security to the raft they had thus contrived. Add to this, the solicitude which, in their distressed condition, they must have felt to reach the shore before night, particularly as the piece of the wreck to which she clung would only bear the weight of two of the most shattered among them, (James Sullivan and Robert Pulloyn) to whom the humanity of their comrades had, in consequence, induced them to give the preference, and to mount them upon it. A single pumpkin was, at the same time the only sustenance, which the whole party had to depend upon.

Having committed themselves to the raft, they made sail for the nearest shore, which was the low land of Su-

matra, distant about three leagues, and about six leagues south of the Dutch settlement of Palambang. About 7 o'clock it began to blow fresh, the sea ran high, and a strong current now set in against them. They were still at a considerable distance from the land, when the lashings began to give way, and the raft itself to go to pieces. Not only every plank of the platform was presently washed off, but, to complete the misery of their situation, their mast and sail were carried away. But resource, not despair, is the character of a British seaman. Seeing an anchor-stock, which had lately been a part of the raft, and which promised more security to those who might be able to reach it, floating at some distance, T. Scott, being the stoutest of the party, resolved to swim after it, and encouraging quarter-master Alexander M'Carthy, John Nutton, and Joseph Scott, to follow his example, they all four reached it in safety.

It was now one o'clock A. M. and a clear moon-light night; eight poor souls still remained by the raft (Pulleyne being dead) who seeing this part of their number, from whose exertions alone they could entertain any hope, thus consult their own safety, by adopting the only possible method of accomplishing it, bitterly bewailed their separation. In another hour the adventurers on the anchor-stock lost sight of the forlorn companions of their distress, of whom they never heard or saw any thing afterwards.

By means of two spars, lashed across to keep it from rolling, they continued to be borne along in safety till about 9 o'clock the next morning; when the current changing again, set them fast towards the land, under the lee of which, though they had been driven farther

out to sea than they were when they left the wreck, they fortunately arrived, with the help of a paddle, about nine o'clock the same night, (the 25th). Some surf running along the shore, they found it a matter of no less difficulty to reach the beach, in their exhausted and weakly state, by belaking themselves again to swimming.

Having thus effected their escape from the danger of the deep, others no less formidable stared them in the face upon this desert coast; or a coast, if not desert, only pressed by the footsteps of men scarcely less savage than the wild beasts that roamed in the adjoining thickets. The first care of the seamen, after their fatigues and sufferings, was to gather leaves and dry grass, with which they made themselves a bed whereon to repose. Upon this they slept soundly till morning, when awakened by the call of thirst, they looked round for water, which they found at hand; but, besides this, they were unable to discover any kind of refreshment, not even a single shell-fish.

In this deplorable condition, and almost naked, a single jacket and two shirts being their whole stock of clothes, they remained, without food, till about four o'clock the same afternoon, (26th) being a period of three days and two nights from the time of their being blown up, when straggling along the shore, and in almost utter despair of any human succour, one of the party discovered a Malay prow, lying in a bight, hardly a quarter of a mile from them. Upon this they consulted how to proceed, when it was resolved that T. Scott, being able to speak the Dutch and Malay languages fluently, should approach it singly, while the rest kept out of sight. It was fortunate for them that they adopted

this precaution, for it is almost a moral certainty that not one of their lives would have been spared, had they all advanced together, unarmed and defenceless as they were. On a nearer approach, Scott discovered four more pirate prows with the first, some of the people of which were at work on the shore, repairing a boat. On perceiving Scott their head man immediately made towards him with an uplifted axe. He gave a loud shout, and was followed by a crowd of the others, who appeared equally determined to put him to death. Scott, however, falling upon his knees, and supplicating for mercy in their own tongue, the chief relented, and forbade any of his people to hurt the prisoner. They asked him earnestly what countryman he was, whence he came, and what he wanted among them. He replied that he was an unfortunate Englishman, one of a small remainder that survived the accident which had lately befallen his ship. They repeated the question, whether he actually was an Englishman, and charged him, if a man of the Dutch nation belonged to the number saved to discover him to them at his peril. Being answered in the negative, the chief, or rajah, as they styled him, enquired particularly whether the captain survived, as, in that case, he would himself undertake to convey them all safe to Malacca; but his people, as well as the Malay chief himself, vowed, that if the party, which accident had thus thrown into their power, had been Dutch, no consideration would have induced them to give quarter to a single individual.

Some of the pirates were now directed to the place where the seamen were, and presently returned with them, trembling under the most alarming apprehensions, that they should be massacred, as they conceived Scott

had already been ; for they had seen the latter surrounded by an enraged and threatening crowd, while they themselves remained undiscovered.

On their arrival all four were made to sit down, till the pirates had fully satisfied their curiosity, by asking a thousand questions relative to the ship and their prisoners. They then proceeded to divide the captives ; each of the rajahs taking two into his own boat ; the quartermaster and Hutton into one, and the two Scotts into the other.

It was not till past six o'clock P. M. that the almost famished seamen, at length, had the wants of nature relieved by a plentiful meal of fish and rice, which was served to them in each of the boats.

The time allowed for this refreshment being expired, the five prows immediately put off for the wreck of the *Resistance* ; but after a fruitless search of two whole days they returned, without being able to pick up any part of the ship or her contents. For some days afterwards several of the seamen's chests, containing a few dollars, and articles of little value, and a few of the bodies, continued to be washed on shore.

While these five prows, which formed part of a fleet of eighteen or twenty, that were distributed along the land, remained cruising separately up and down the Straits, on the look-out for trading craft from China, Java, &c. which might be about three weeks, the Malays continued to behave towards their prisoners in such a manner as to afford them little cause to complain.

About the 25th of August the prow Rajah, or principal prow, in which was the narrator, fell in with a sloop from Java. The crew of this vessel had abandoned her under cover of the night, betaken themselves to their

boats, and escaped to the nearest shore, making the best of their way, probably, with what specie they had, to the neighboring town of Banca, to which they were supposed to be bound, and where they were secure of protection.

Before the prow Rajah boarded the sloop, the English seamen had the promise of a small dividend of any cloth or provisions that might be found on board. Being laden, however, only with salt and oil, a small proportion of fowls, rice, and cocoa-nuts, part of her stock fell to their share, in common with the rest. The prow then proceeded with the sloop for Penobang, a town on the island of Lingan, which they reached in three days. Here they sold their prize, which brought the captors 1500 dollars. At this place the two Scotts were separated, Joseph being sent forward in the prize to the town of Lingan, while Thomas remained with the rajah of the prow at Penobang. Here he lived as a slave to his master four or five weeks, when he heard that M'Carthy and Hutton had arrived in the small prow at Lingan; that the young rajah, who commanded the prow, had very liberally and humanely rejected any ransom for his captives, and freely presented them to the Sultan.

A few days afterwards he was informed that Joseph Scott had been ransomed of the Timormen on board the prize, where it was his fate to be disposed of for fifteen dollars; and finally, that the Sultan of Lingan, with an alacrity and generosity which at once evinced the natural disposition of his heart, and the regard he entertained for the British nation, had provided all the surviving seamen, of whom he had any knowledge, with a prow to convey them to Pinang.

Thus did the national character of the land, to which these unfortunate individuals owed their birth, become a blessing to them in the most trying and perilous situations. It would not become us to reverse the scene, and make an allusion, however it might apply, to any other country, whose conduct towards the Malay islanders, and consequently whose treatment from them is so widely different.

It was not till nine days after the liberation and departure of his comrades for Pinang that Thomas Scott was brought up by his master from Penobang to Lingan, about half a day's sail, and there sold in the market for thirty-five dollars. His purchaser was another rajah, or head-mate, who proved a kinder and more considerate master than the former; he had now a better allowance of victuals, more liberty, the gift of a cloth to cover him, and a handkerchief. When he lamented the hardship of his fate, in being the only one of his countrymen left in servitude, his new master encouraged him by the assurance, that whenever he should be able to repay him the original amount of his purchase he would release him.

But his deliverance, and from a quarter totally unexpected, was at hand, for the next day, to his unspeakable joy, he found that the Sultan had ransomed him likewise from the Macassar rajah. Being ordered into the presence of his benefactor, he was given to understand, that, in consequence of a letter received the preceding day from Major Taylor, commanding at Malacca, requesting the Sultan's attention and relief to any of the crew of his Majesty's ship which might be found in those parts, he, the Sultan, was happy to discover that there yet remained another Englishman, of whom he before

had no knowledge, and to whom he could have the pleasure of bestowing his liberty; employing at the same time many other kind expressions.

Accordingly, after detaining the prow dispatched by Major Taylor to Lingan, nine days, the Sultan granted Scott permission to depart for Malacca, where he arrived on the 5th of December, after a tedious passage of fourteen days, and where, upon official examination, he delivered the above report to the commanding officer, offering to attest the same (to the best of his knowledge and belief) whenever he might be called upon.

The following is a statement of the officers, ship's company, &c. belonging to the Resistance when she blew up, as well as Scott can recollect.

Captain Edward Pakenham, commander.

Mr. Haughton, first lieutenant.

Cuthbert, second lieutenant.

Powis, third lieutenant.

Hust, master.

Rosenham, lieutenant of marines.

Brown, master at arms.

Mr. Dawson, gunner.

Mr. Wolfe, midshipman.

Pike, boatswain.

———, ditto.

——, carpenter.

———, ditto.

Mercer, purser.

Three Master's mates.

Hargood, Master's mate. Mrs Evans, coxswain.

Walsh, midshipman.

———, surgeon's mate.

Derham, ditto.

Serjeant Stevens, of ma-

Courtenay, ditto.

rines.

Five quarter-masters; the sixth Mr. M'Carthy, being saved.

Four boatswains' mates, about thirty marines, and two hundred and fifty seamen.

Three English women, married on board ; one Malay woman, of Amboyna.

Fourteen Spanish prisoners, taken in the prize brig.

Malacca, Dec. 8th, 1798.





Gate of the Nottingham Valley.

THE LOSS OF
THE NOTTINGHAM GALLEY,
 OF LONDON,

Wrecked on Boon Island, near New England, Dec. 11th, 1710;

And the Sufferings, Preservation, and Deliverance, of the Crew.

BY CAPTAIN JOHN DEAN.

The Nottingham sails from Boston, in America---Strikes on a Rock, called Boon Island, near the Coast of New England--All the Crew, with much difficulty, get safe on Shore--They suffer excessively from the Frost---Erect a Tent, and begin to build a Boat--Destruction of the Boat---Deplorable Situation of the Men--They make a Raft, on which two of the Number venture towards the Continent, but perish in the Attempt--Death of the Carpenter, on whose Body the others subsist--Effects of living on Human Flesh--They are discovered by a Shallop, in which they are conveyed to the Continent.

THE Nottingham Galley, of and from London, of 120 tons, ten guns, and fourteen men (John Dean, commander) having taken in cordage in England, and butter, cheese, &c. in Ireland, sailed for Boston in New England, the 25th of September, 1710. Meeting with contrary winds and bad weather, it was the beginning of December when we first made land to the eastward of Piscataqua, and proceeding southward for the bay of Massachusetts, under a hard gale of wind at north east, accompanied with rain, hail, and snow, having no observation for ten or twelve days, we, on the 11th, hand-

ed all our sails, excepting our fore-sail and main-top-sail double-reefed, ordering one hand forward to look out. Between eight and nine o'clock, going forward myself, I saw the breakers ahead, whereupon I called out to put the helm hard to starboard, but before the ship could wear, we struck upon the east end of the rock, called Boon Island, four leagues to the eastward of Piscataqua.

The second or third sea heaved the ship alongside of it; running likewise so very high, and the ship laboring so excessively, that we were not able to stand upon deck; and though it was not distant above thirty or forty yards, yet the weather was so thick and dark, that we could not see the rock, so that we were justly thrown into consternation at the melancholy prospect of immediately perishing in the sea. I presently called all hands down to the cabin, where we continued a few minutes, earnestly supplicating the mercy of heaven; but knowing that prayers, without endeavors, are vain, I ordered all up again to cut the masts by the board, but several were so oppressed by the terrors of conscience that they were incapable of any exertion. We, however, went upon deck, cut the weathermost shrouds, and the ship heeling towards the rocks, the force of the sea soon broke the masts, so that they fell right towards the shore.

One of the men went out on the bowsprit, and returning, told me he saw something black ahead, and would venture to get on shore, accompanied with any other person: upon which I desired some of the best swimmers (my mate and one more) to go with him, and if they gained the rock, to give notice by their calls, and direct us to the most secure place. Recollecting

some money and papers that might be of use, also ammunition, brandy, &c. I then went down and opened the place in which they were; but the ship bulging, her decks opened, her back broke, and her beams gave way, so that the stern sunk almost under water. I was, therefore, obliged to hasten forward to escape instant death, and having heard nothing of the men who had gone before, concluding them lost. Notwithstanding I was under the necessity of making the same adventure upon the foremast, moving gradually forward betwixt every sea, till at last quitting it, I threw myself, with all the strength I had, towards the rock; but it being low water, and the rock extremely slippery, I could get no hold, and tore my fingers, hands, and arms, in the most deplorable manner, every wash of the sea fetching me off again, so that it was with the utmost peril and difficulty that I got safe on shore at last. The rest of the men ran the same hazards, but through the mercy of Providence we all escaped with our lives.

After endeavoring to discharge the salt water, and creeping a little way up the rock, I heard the voices of the three men above mentioned, and by ten o'clock we all met together, when, with grateful hearts, we returned humble thanks to Providence for our deliverance from such imminent danger. We then endeavored to gain shelter to the leeward of the rock, but found it so small and inconsiderable, that it would afford none, (being but about one hundred yards long and fifty broad) and so very craggy that we could not walk to keep ourselves warm, the weather still continuing extremely cold, with snow and rain.

As soon as day-light appeared I went towards the place where we came on shore, not doubting but that we should meet with provisions enough from the wreck for our support, but found only some pieces of the masts and yards among some old junk and cables congered together, which the anchors had prevented from being carried away, and kept moving about the rock at some distance. Part of the ship's stores, with some pieces of plank and timber, old sails, canvas, &c. drove on shore, but nothing eatable, excepting some small pieces of cheese which we picked up among the rock-weed, in the whole to the quantity of three small cheeses.

We used our utmost endeavours to get fire, having a steel and flint with us, and also by a drill, with a very swift motion; but having nothing but what had long been water-soaked, all our attempts proved ineffectual.

At night we stowed one upon another, under our canvas, in the best manner possible, to keep each other warm. The next day the weather clearing a little, and inclining to frost, I went out, and perceiving the main land, I knew where we were, and encouraged my men with the hope of being discovered by fishing shallops, desiring them to search for and bring up what planks, carpenters' tools, and stores they could find, in order to build a tent and a boat. The cook then complained that he was almost starved, and his countenance discovering his illness, I ordered him to remain behind with two or three more whom the frost had seized. About noon the men acquainted me that he was dead; we therefore laid him in a convenient place for the sea to carry him away. None mentioned eating him, though

several, with myself, afterwards acknowledged that they had thoughts of it.

After we had been in this situation two or three days, the frost being very severe, and the weather extremely cold, it seized most of our hands and feet, to such a degree as to take away the sense of feeling, and render them almost useless; so benumbing and discoloring them as gave us just reason to apprehend mortification. We pulled off our shoes, and cut off our boots; but in getting off our stockings, many, whose legs were blistered, pulled off skin and all, and some the nails of their toes. We then wrapped up our legs and feet as warmly as we could in oakum and canvas.

We now began to build our tent in a triangular form, each side being about eight feet, covered it with the old sails and canvas that came on shore, having just room for each to lie down on one side, so that none could turn, excepting all turned, which was about every two hours, upon notice given. We also fixed a staff to the top of our tent, upon which; as often as the weather would permit, we hoisted a piece of cloth in the form of a flag, in order to discover ourselves to any vessel that might approach.

We then commenced the building of our boat with planks and timber belonging to the wreck. Our only tools were the blade of a cutlass, made into a saw with our knives, a hammer, and a caulking mallet. We found some nails in the clefts of the rock, and obtained others from the sheathing. We laid three planks flat for the bottom, and two up each side, fixed to staunchings and let into the bottom timbers, with two short pieces at each end, and one breadth of new Holland duck round the sides to keep out the spray of the sea. We caulk-

ed all we could with oakum drawn from the old junk, and in other places filled up the distances with long pieces of canvas, all of which we secured in the best manner possible. We found also some sheet-lead and pump-leather, which proved of use. We fixed a short mast and square sail, with seven paddles to row, and another longer to steer. But our carpenter, whose services were now most wanted, was, by reason of illness, scarcely capable of affording us either assistance or advice; and all the rest, excepting myself and two more, were so benumbed and feeble as to be unable to stir. The weather, too, was so extremely cold, that we could seldom stay out of the tent above four hours in the day, and some days we could do nothing at all.

When we had been upon the rock about a week, without any kind of provisions, excepting the cheese above-mentioned, and some beef bones, which we ate, after beating them to pieces, we saw three boats, about five leagues from us, which, as may easily be imagined, rejoiced us not a little, believing that the period of our deliverance was arrived. I directed all the men to creep out of the tent and halloo together, as loud as their strength would permit. We likewise made all the signals we could, but in vain, for they neither heard nor saw us. We, however, received no small encouragement from the sight of them, as they came from the south-west; and the wind being at north-east when we were cast away, we had reason to suppose that our distress might have been made known by the wreck driving on shore, and to presume that they were come out in search of us, and would daily do so when the weather should permit. Thus we flattered ourselves with the pleasing but delusive hope of deliverance.

Just before we had finished our boat, the carpenter's axe was cast upon the rock, by which we were enabled to complete our work, but then we had scarcely strength sufficient to get her into the water.

About the 21st of December, the boat being finished, the day fine, and the water smoother than I had yet seen it since we came there. we consulted who should attempt to launch her, I offered myself as one to venture in her; this was agreed to, as I was the strongest, and therefore the fittest to undergo the extremities to which we might possibly be reduced. My mate also offering himself, and desiring to accompany me, I was permitted to take him, together with my brother and four more. Thus commanding our enterprize to Providence, all that were able came out, and with much difficulty got our poor patched-up boat to the water-side. The surf running very high, we were obliged to wade very deep to launch her, upon which I and another got into her. The swell of the sea heaved her along shore and overset her upon us, whereby we again narrowly escaped drowning. Our poor boat was staved all to pieces, our enterprize totally disappointed, and our hopes utterly destroyed.

What heightened our afflictions, and served to aggravate our miserable prospects, and render our deliverance less practicable, we lost, with our boat, both our axe and hammer, which would have been of great use to us if we should afterwards have attempted to construct a raft. Yet we had reason to admire the goodness of God in producing our disappointment for our safety; for, that afternoon, the wind springing up, it blew so hard, that had we been at sea in that imitation of a boat, we must,

in all probability, have perished, and those left behind, being unable to help themselves, must doubtless soon have shared a similar fate.

We were now reduced to the most melancholy and deplorable situation imaginable; almost every man but myself was weak to an extremity, nearly starved with hunger and perishing with cold; their hands and feet frozen and mortified, with large and deep ulcers in their legs, the smell of which was highly offensive to those who could creep into the air, and nothing to dress them with but a piece of linen that was cast on shore. We had no fire; our small stock of cheese was exhausted, and we had nothing to support our feeble bodies but rock-weed and a few muscles, scarce and difficult to be procured, at most not above two or three for each man a day; so that our miserable bodies were perishing, and our disconsolate spirits overpowered by the deplorable prospect of starving, without any appearance of relief. To aggravate our situation, if possible, we had reason to apprehend, lest the approaching spring-tide, if accompanied with high winds, should entirely overflow us. The horrors of such a situation it is impossible to describe; the pinching cold and hunger; extremity of weakness and pain; racking and horrors of conscience in many; and the prospect of a certain, painful, and lingering death, without even the most remote views of deliverance! This is, indeed, the height of misery; yet such, alas! was our deplorable case; insomuch that the greater part of our company were ready to die of horror and despair.

For my part, I did my utmost to encourage myself, and exhort the rest, to trust in God, and patiently await

their deliverance. As a slight alleviation of our distress, and an encouragement of our faith, Providence directed towards our quarters a sea-gull, which my mate struck down and joyfully brought to me. I divided it into equal portions, and though raw, and scarcely affording a mouthful for each, yet we received and ate it thankfully.

The last method of rescuing ourselves we could possibly devise was to construct a raft capable of carrying two men. This proposal was strongly supported by one of our men, a Swede, a stout brave fellow, who, since our disaster, had lost the use of both his feet by the frost. He frequently importuned me to attempt our deliverance in that way, offering himself to accompany me, or, if I refused, to go alone. After deliberate consideration we resolved upon a raft, but found great difficulty in clearing the fore-yard, of which it was chiefly to be made, from the junk, as our working hands were so few and weak.

This done, we split the yard, and with the two parts made side-pieces, fixing others, and adding some of the lightest planks we could find, first spiking, and afterwards making them firm. The raft was four feet in breadth. We fixed up a mast, and out of two hammocks that were driven on shore we made a sail, with a paddle for each man, and a spare one in case of necessity. This difficulty being thus surmounted, the Swede frequently asked me whether I designed to accompany him, giving me to understand, that if I declined, there was another ready to offer himself for the enterprise.

About this time we saw a sail come out of Piscataqua river, about seven leagues to the westward. We again

made all the signal we could, but the wind being north-west, and the ship standing to the eastward, she was presently out of sight, without ever coming near us, which proved an extreme mortification to our hopes. The next day, being moderate, with a small breeze right on shore in the afternoon, and the raft being wholly finished, the two men were very anxious to have it launched; but this was as strenuously opposed by the mate, because it was so late, being two in the afternoon. They, however, urged the lightness of the nights, begged me to suffer them to proceed, and I at length consented. They both got upon the raft, when the swell, rolling very high, soon upset them, as it did our boat. The Swede, not daunted by this accident, swam on shore, but the other, being no swimmer, continued some time under water; as soon as he appeared, I caught hold of and saved him, but he was so discouraged that he was afraid to make a second attempt. I desired the Swede to wait a more favorable opportunity, but he continued resolute, begged me to go with him, or help him to turn the raft, and he would go alone.

By this time another man came down and offered to adventure; when they were upon the raft I launched them off, they desiring us to go to prayers, and also to watch what became of them. I did so, and by sun-set judged them half way to the main, and supposed that they might reach the shore by two in the morning. They, however, probably fell in with some breakers, or were upset by the violence of the sea and perished; for two days afterwards, the raft was found on shore, and one man dead about a mile from it, with a paddle fastened to his wrist; but the Swede,

who was so very forward to adventure; was never heard of more.

We, who were left upon the desolate island, ignorant of what had befallen them, waited daily for deliverance; Our expectations were the more raised by a smoke we observed, two days afterwards in the woods, which was the signal appointed to be made if they arrived safe. This continued every day, and we were willing to believe that it was made on our account, though we saw no appearance of any thing towards our relief. We supposed that the delay was occasioned by their not being able to procure a vessel so soon as we desired, and this idea served to bear up our spirits and to support us greatly.

Still our principal want was that of provisions, having nothing to eat but rock-weed, and a very few muscles: indeed, when the spring-tide was over, we could scarcely get any at all. I have myself gone, as no other person was able, several days at low water and could find no more than two or three apiece. I was frequently in danger of losing my hands and arms, by putting them so often in the water after the muscles, and when obtained, my stomach refused them, and preferred rock-weed.

Upon our first arrival we saw several seals upon the rock, and supposing they might harbor there in the night, I walked round at midnight, but could never meet with any thing. We saw likewise, a great number of birds, which perceiving us daily there, would never lodge upon the rock, so that we caught none.

This disappointment was severe, and tended to aggravate our miseries still more; but it was particularly afflictive to a brother I had with me, and another young gen-

tleman, neither of whom had before been at sea, or endured any kind of hardship. They were now reduced to the last extremity, having no assistance but what they received from me.

Part of a green hide, fastened to a piece of the main-yard, being thrown up by the sea, the men importuned me to bring it to the tent, which being done, we minced it small and swallowed it.

About this time I set the men to open junk, and when the weather would permit I thatched the tent with the rope yarn in the best manner I was able, that it might shelter us the better from the extremities of the weather. This proved of so much service as to turn two or three hours rain, and preserve us from the cold pinching winds, which were always very severe upon us.

About the latter end of December our carpenter, a fat man, and naturally of a dull, heavy, phlegmatic disposition, aged about forty-seven, who, from our first coming on shore, had been constantly very ill, and lost the use of his feet, complained of excessive pain in his back, and stiffness in his neck. He was likewise almost choked with phlegm, for want of strength to discharge it, and appeared to draw near his end. We prayed over him, and used our utmost endeavors to be serviceable to him in his last moments; he shewed himself sensible, though speechless, and died that night. We suffered the body to remain till morning, when I desired those who were most able, to remove it; creeping out myself to see whether Providence had sent us any thing to satisfy the excessive craving of our appetites. Returning before noon, and not seeing the dead body without the tent, I enquired why they had not removed it, and received for answer, they were not all of them able;

upon which, fastening a rope to the body, I gave the utmost of my assistance, and with some difficulty we dragged it out of the tent. But fatigue, and the consideration of our misery, so overcame my spirits, that being ready to faint, I crept into the tent, and was no sooner there, than, to add to my trouble, the men began to request my permission to eat the dead body, the better to support their lives.

This circumstance was, of all the trials I had encountered, the most grievous and shocking:—to see myself and company, who came hither laden with provisions but three weeks before, now reduced to such a deplorable situation; two of us having been absolutely starved to death, while, ignorant of the fate of two others, the rest, though still living, were reduced to the last extremity, and requiring to eat the dead for their support.

After mature consideration of the lawfulness or sinfulness, on the one hand, and absolute necessity on the other, judgment and conscience were obliged to submit to the more prevailing arguments of our craving appetites. We, at length, determined to satisfy our hunger, and support our feeble bodies with the carcase of our deceased companion. I first ordered his skin, head, hands, feet, and bowels to be buried in the sea, and the body to be quartered, for the convenience of drying and carriage, but again received for answer, that none of them being able, they intreated I would perform that labor for them. This was a hard task; but their incessant prayers and intreaties at last prevailed over my reluctance, and by night I had completed the operation.

I cut part of the flesh into thin slices, and washing it in salt water, brought it to the tent and obliged the men to eat rock-weed with it instead of bread. My mate and two others refused to eat any that night, but the next morning they complied, and earnestly desired to partake with the rest.

I found that they all ate with the utmost avidity, so that I was obliged to carry the quarters farther from the tent, out of their reach, lest they should do themselves an injury by eating too much, and likewise expend our small stock too soon.

I also limited each man to an equal portion, that they might not quarrel or have cause to reflect on me or one another. This method I was the more obliged to adopt, because, in a few days, I found their dispositions entirely changed, and that affectionate, peaceable temper they had hitherto manifested, totally lost. Their eyes looked wild and staring, their countenances fierce and barbarous. Instead of obeying my commands, as they had universally and cheerfully done before, I now found even prayers and entreaties vain and fruitless; nothing was now to be heard but brutal quarrels, with horrid oaths and imprecations, instead of that quiet submissive spirit of prayer and supplication they had before manifested.

This, together with the dismal prospect of future want, obliged me to keep a strict watch over the rest of the body, lest any of them, if able, should get to it, and if that were spent we should be compelled to feed upon the living, which we certainly must have done, had we remained in that situation a few days longer.

The goodness of God now began to appear, and to

make provision for our deliverance, by putting it into the hearts of the good people on the shore, to which our raft was driven, to come out in search of us, which they did on the 2d of January in the morning.

Just as I was creeping out of the tent I saw a shallop half way from the shore, standing directly towards us. Our joy and satisfaction, at the prospect of such speedy and unexpected deliverance, no tongue is able to express, nor thought to conceive.

Our good and welcome friends came to an anchor to the south-west; at the distance of about one hundred yards, the swell preventing them from approaching nearer; but their anchor coming home obliged them to stand off till about noon, waiting for smoother water upon the flood. Meanwhile our passions were differently agitated; our expectations of deliverance, and fears of miscarriage, hurried our weak and disordered spirits strangely.

I gave them an account of all our miseries, excepting the want of provisions, which I did not mention, lest the fear of being constrained by the weather to remain with us might have prevented them from coming on shore. I earnestly intreated them to attempt our immediate deliverance, or at least to furnish us, if possible, with fire, which, with the utmost hazard and difficulty they at last accomplished, by sending a small canoe, with one man, who, after great exertion, got on shore.

After helping him up with his canoe, and seeing nothing to eat, I asked him if he could give us fire:—he answered in the affirmative, but was so affrighted by my thin and meagre appearance that, at first, he could

scarcely return me an answer. However, recollecting himself, after several questions asked on both sides, he went with me to the tent, where he was surprised to see so many of us in such a deplorable condition. Our flesh was so wasted, and our looks were so ghastly and frightful, that it was really a very dismal spectacle.

With some difficulty we made a fire, after which, determining to go on board myself with the man, and to send for the rest, one or two at a time, we both got into the canoe: but the sea immediately drove us against the rock with such violence that we were upset and, being very weak, it was a considerable time before I could recover myself, so that I had again a very narrow escape from drowning. The good man, with great difficulty got on board without me, designing to return the next day with better conveniences, if the weather should permit.

It was an afflicting sight to observe our friends in the shallop, standing away for the shore without us. But God, who orders every thing for the best, doubtless had designs of preservation in denying us the appearance of present deliverance: for the wind coming about to south east, it blew so hard that the shallop was lost, and the crew, with extreme difficulty, saved their lives. Had we been with them it is more than probable that we should all have perished, not having strength sufficient to help ourselves.

When they had reached the shore they immediately sent an express to Portsmouth, in Piscataqua, where the good people made no delay in hastening to our deliverance as soon as the weather would allow. To our great

sorrow, and as a farther trial of our patience, the next day continued very stormy, and though we doubted not but the people on shore knew our condition, and would assist us as soon as possible, yet our flesh being nearly consumed, being without fresh water, and uncertain how long the unfavorable weather might continue, our situation was extremely miserable. We, however, received great benefit from our fire, as we could both warm ourselves and broil our meat.

The next day, the men being very importunate for flesh, I gave them rather more than usual, but not to their satisfaction. They would certainly have eaten up the whole at once had I not carefully watched them, with the intention of sharing the rest next morning, if the weather continued bad. The wind, however, abated that night, and early next morning a shallop came for us, with my much esteemed friends Captain Long and Captain Purver, and three more men, who brought a large canoe, and in two hours got us all on board, being obliged to carry almost all of us upon their backs from the tent to the canoe, and fetch us off by two or three at a time.

When we first came on board the shallop, each of us ate a piece of bread, and drank a dram of rum, and most of us were extremely sea-sick: but after we had cleansed our stomachs and tasted warm nourishing food we became so exceedingly hungry and ravenous, that had not our friends dieted us, and limited the quantity for two or three days, we should certainly have destroyed ourselves with eating.

Two days after our coming on shore my apprentice lost the greater part of one foot; all the rest reco-

vered their limbs, but not their perfect use; very few, excepting myself, escaping without losing the benefit of fingers or toes, though otherwise all in perfect health.



THE PROVIDENTIAL DELIVERANCE

OF

CHARLES STURT, ESQ.

Written by Himself.

Mr. Sturt, in his Yacht, accompanies the Cambrian Frigate at Weymouth—Is carried out to Sea in his Boat, which is upset by Breakers—His long and arduous struggle with the waves, by which he is repeatedly overwhelmed---Discovers eight Sail--Seven of which pass him--He is discovered by the last and fetched on Board—Distributes a Reward among the Crew.

ON Saturday, September the 20th, 1800, his Majesty, with the Queen and Royal Family, went on board the Cambrian frigate, upon which the St. Fiorenzo and Syren saluted. At ten the three frigates slipped and stood to sea, on the larboard tack. About a quarter of an hour afterwards I got under sail, and stood for the Cambrian, on board of which the standard was flying, kept on her quarter, and sailed at times round her. At half after ten saw Mr. Wield's yacht to leeward, beating away to windward, and bore away towards her. At a little before eleven passed under the stern of the Cambrian, Mr. Wield's cutter under my lee-bow; his boat being in, and top-mast struck, she felt no impediment whatever. My boat astern, I observed, impeded considerably my sailing; the sea running too high was afraid to hoist her in; however, struck my top-mast and made all snug. Both cutters standing to sea, about eleven,

two leagues from land; by which time the king's frigates had worn, and were standing into Weymouth bay. Feeling anxious to beat Mr. Wiold's cutter, which I saw I should do, could I get rid of my boat, I proposed to one of my sailors to jump in and take her to Weymouth. He hesitated, and refused to comply, upon which I observed:—"You have known me long enough, my lads, to be satisfied I would not order you to do a thing I would not readily do myself; therefore reef the sail, slip the mast, I will go myself."

This was soon done, and I took with me my pocket-compass. On jumping into the boat, Ben asked me if I would have another coat on. "Oh, no, (said I) never mind, Ben, I can swim in this as well as any I have." I left the yacht, ordering my master to attend and do his best to beat Mr. Wiold's; hoisted my sail and steered N. N. E. to get clear of the shambles; found a considerable sea running, but not greater than the boat could weather with ease, for she never shipped a thimbleful of water till she came to the shambles.

A very strong ebb-tide carried me to the westward, and towards the shambles, which I wished to avoid; put before the wind, but being under a very low sail could not stem the tide; dared not quit the helm to let the reefs out of the sail, for fear of broaching-to. The tide hauling me dead on the shambles, where the sea was running tremendously high, and breaking horribly, there was no time to be lost. Sensible of my danger, convinced that I could get neither to the eastward nor to the westward of them, I prepared to meet the danger, and to make the boat as lively as possible, threw overboard my ballast, which precaution would prevent her from sinking to the bottom.

I began to hear the dismal sound of the breakers, and soon saw them right ahead. Aware of the danger, convinced that my boat could not exist many minutes, and that nothing but the interposition of Providence was able to save me, in order to divert my thoughts from the horrid idea of death, I began singing the sea song:—"Cease rude Boreas;" at the same time keeping the boat's quarter to the surf. As I was singing the second verse, a dreadful, foaming sea took my boat on her larboard quarter, and sheered my helm a-weather. She lost her storage-way, broached-to, and upset, the sea rolling over and over. Recovering from my alarm, without the smallest hope of escaping, I swam to my boat, which was lying on her broadside; with difficulty I got into her and held her fast. I immediately pulled off my coat, waistcoat, shirt, and cravat; which, as they were wet, I accomplished not without much difficulty. I then began to consider what could be done; no sail near me; a dreadful, hollow, broken sea, running in every direction, and frequently overwhelming me, left me no hope of saving my life. To surrender without a struggle I considered weak; the thoughts of my wife and children, which at that moment struck my mind so forcibly, that I imagined I saw them; together with the recollection of the difficulties I surmounted, two years before, in saving some men from a wreck off my house, and who, I knew, were, by the assistance of Divine Providence, saved from a situation as dreadful as my own; this inspired me with resolution and fortitude to exert myself. I began to clear away the boat's masts and sails, which I, at length, accomplished, after being repeatedly washed off the boat.

When I had cleared the wreck I got on her gunwale, and by my weight brought her to right. I got into her, but the violence of the seas, and their rapid return, repeatedly overwhelmed me. The difficulty of regaining my boat against such seas, quite exhausted me, and the salt water so affected my sight, that it was some time before I could recover my boat. Looking round for a sail, perceiving none, and my distance from the land increasing, I began to think it a folly to struggle any longer for a miserable existence for a few hours. The love of life, and the hopes of some vessel heaving in sight, however, prevailed; I resolved to use every possible means of preserving it, and to continue in the boat. Repeatedly washed off and buried in the waves, I knew that I could not hold out much longer, but must yield to my fate; I then recollected that fishermen, when caught in a gale, frequently let a spar or mast, fastened to their boat's painter, go ahead, by which the force of the waves is broken before they reach the boat. Having been, by this time, above two hours in the water, (for I upset at twelve) I felt myself much fatigued, and that it was absolutely necessary I should try some scheme to relieve myself. I accordingly took my boat's painter, passed it over and under the after-short, or seat of the boat; but in accomplishing this I was frequently buried, for many seconds, beneath the waves, which succeeded each other so rapidly that my breath was nearly gone.

At this period several gannets, a large species of sea-gull, hovered close to me, and were so bold as to come within two feet of my head. I suppose they anticipated a good meal on me. However, by hallooing

pretty loud, I convinced them I was not yet dead; they took flight, and I saw no more of them. After they were gone I tried how my scheme answered; when a heavy sea came I got out of the boat and swam to leeward, holding by the boat's painter, which I had fastened to her broadside, being to the sea and bottom upwards, the surf broke with force against her, and only a part came over me. By these means, saving myself from many a heavy sea, my spirits kept up; but, alas! when I could discover no sail in sight, while the sea increased, and it drew towards evening, they began to sink. Having struggled through such difficulties without the smallest prospect of being relieved, I had but little encouragement to persevere, and having been full three hours in the water, I was much weakened.

About three o'clock I saw two sail near me, about a mile to leeward. I knew that no exertion of mine could make the people on board hear me, and therefore made none. Having beaten about for such a length of time, without the good fortune to see any sail approaching, I entertained little hope of saving my life; being, besides, continually washed off my boat, and repeatedly obliged, in order to avoid the sea breaking, to quit her and swim to leeward, my strength was consequently diminished.

About a quarter after four a brig came within half a mile; I hailed her, and stood as far out of the water as I could, moving my hands, and using every possible means to make the crew observe me. I succeeded; I saw the men go up the main-shrouds, and the crew stand close together, but they passed me without offer-

ing to lend me the smallest assistance. This, indeed, was sufficient to induce me to resign a life that was no longer supportable; such inhumanity excited in me the strongest emotions of indignation. But, alas! I had no means of redress; I gave up all hope of being saved.

Being driven still farther from the land, a gale of wind coming on, and the tide carrying me on to Portland Race, I took a valuable diamond watch of my wife's out of my fob, tied it securely round the waistband of my trowsers, pulled them off and tied them round the short of the boat. When I had done this I made a running knot with the painter, intending to put it round me in my last moments, knowing that my boat, from the direction of the wind, would be driven near my house, or Bridport, and that my watch and seal would lead to a discovery of who I was.

Having done this, I became quite indifferent; death was no longer terrible; and as I saw no chance of being saved, I sat quietly in the boat, patiently waiting for the next wave to put an end to my sufferings. Though immersed two feet in the water, still tossed about, sometimes in the boat, sometimes holding on her bottom, washed off, and losing her for several minutes, yet I found that neither my recollection nor strength failed me, for I always raised myself sufficiently, by treading water, to discover my boat, to which I immediately swam.

About half after four, experiencing a very hard struggle to recover the boat, I saw eight sail to windward. It was a long time before I discovered whether they were standing from, or towards me. At length

I perceived that they were approaching, which gave me additional strength and spirits. For the first time I saw a chance of saving my life, and that Providence had watched over me through all my struggles.

At five three or four ships passed without seeing me; nor was I able to make them hear, the sea running high and breaking violently. Three more passed me close to the windward, my voice being too feeble to be heard. I reserved my strength for the only two of the eight that had not passed me. A brig came by; I hailed her, lifted up my hands, and fortunately I observed that they saw me, for the men went up aloft to see what I was. They then tacked and stood towards me, but did not hoist out a boat. This alarmed me, and having some hours before passed one unfeeling wretch I almost gave myself up to despair.

There was only one more vessel to pass; it was nearly dark, a dismal sea, and within two miles of Portland Race; if this passed me, all was over. On this occasion I roused myself, and hailed her, stood on the boat's bottom, was washed off, got on her again, and was again washed off. However, life was still desirable, as long as I saw a chance of being saved. After struggling again and again, I was discovered by some of the soldiers; I observed a bustle on board her, saw men running up the rigging, and shortly after a boat let down.

At that moment I was agitated; my firmness seemed to forsake me, for I burst into a flood of tears, and was seized with a violent retching from the quantity of salt water I had swallowed. As the boat approached, I recovered. When she came near, the sea being very

high, I desired them not to come broadside-to, but stern-on. I untied my trowsers, threw them into the boat, and endeavoured to spring in myself, but being unable, the crew pulled me in by my legs. I was not so much exhausted, nor my recollection so lost, as not to be capable of steering the boat through a heavy sea, and laying her along-side. I was humanely received by Colonel Jackson of the 85th, and the whole crew expressed a sincere joy at my providential escape. In ten minutes more the vessel must have passed, and I should not have had the smallest chance of existing half an hour longer; my limbs being benumbed; having, besides, a violent pain in my side, a dizziness in my eyes, and an inclination to sleep. From the time I upset till I was picked up I had been above five hours and a half naked in the water.

The ship Middleton came into Portland Roads about eight o'clock, and at nine Colonel Jackson accompanied me to my friends, Mr. and Mrs. Smith, from whom I received the kindest attention. They thought I was irrecoverably lost; so did their Majesties, particularly as Captain Ingram declared he saw my boat go down. Their Majesties, with their family, on the esplanade, expressed, in the kindest manner, their very sincere happiness at my being saved; and, in short, every soul in Weymouth heartily congratulated me on my providential escape. I was most dreadfully bruised, extremely weak, and much agitated from the kind solicitude my friends shewed me.

On Tuesday, the 23d of September, I went on board the Middleton, with Colonel Jackson, and distributed fifty guineas among the captain and the crew. To

Captain Rankin I presented ten guineas and a silver cup; five guineas each to John Jones, John Dayly, James Napier, and John Woodman, being the men who ventured in the boat, and to the remainder of the crew twenty guineas.



THE LOSS OF
THE PROSERPINE FRIGATE,

In a Letter addressed by Capt. WALLIS to Vice-Admiral DICKSON.

The Proserpine proceeds up the Elbe—Is overtaken by a tremendous Snow-storm, and prevented by the Ice from advancing—The Buoys being taken up, the Ship Strikes on the Sand—The Crew escape over the Ice to Newark Island—Providential Preservation of some of the Crew, who had ventured again on Board of the Wreck.

“ Newark Island, Feb. 18th, 1799.

“ SIR,

“ IT is with infinite concern I am to inform you of the loss of his Majesty's ship Proserpine, late under my command, in the river Elbe, on Friday morning, the first instant, having sailed from Yarmouth the preceding Monday at noon, in compliance with the order you were pleased to give me. Nothing material happened from that time until Wednesday morning following, when, being close in with Heiligeland, I made a signal for a pilot, and very soon received one on board. It being a fine day, with the wind at N. N. E. we proceeded for the red buoy, where we anchored for the night. Here we found that the buoys had been taken up, upon which a consultation was held in the presence of Mr. Grenville, with the Heiligeland pilot and the two belonging to the ship, who professed a thorough knowledge of the river, and maintained the practicability of ascending it without the buoys. They all agreed that

£



The Prosefaine's flight on the 'Tee' in the 'Shower'.

we might get into Cuxhaven without the smallest danger, if I would only proceed between half ebb and half flood, that they would then be able to see the sands, at the same time declaring that they were perfectly acquainted with their marks.

" In the morning we got under weigh, having a very fine day, with a gentle breeze at N. N. E. and proceeded up the river, the Prince of Wales packet, which accompanied us from Yarmouth, standing on ahead. In the afternoon, about four o'clock, being within four miles of Cuxhaven, it began to snow, and came on very thick, which obliged us to anchor; at this time we saw but little ice in the river.

" At nine P. M. the wind shifted to E. by S. and blew the most dreadful snow-storm that can be imagined, which brought down such quantities of heavy ice with the ebb, that, with all hands on deck, it was with the greatest difficulty we could prevent our cables from being cut, and preserve our station till the morning. At eight o'clock the flood-tide had nearly carried the ice up, and left an opening ahead. Seeing the river entirely blocked up above us, with the packet on shore, convinced of the impossibility of either landing Mr. Grenville, or proceeding higher, I judged that there was no time to be lost in making our retreat out of the Elbe. I accordingly got under weigh, and stood out, to endeavour to make a landing on some part of the coast of Jutland, which Mr. Grenville informed me the importance of the service upon which we were dispatched rendered absolutely necessary.

" Unfortunately, however, after the pilots had informed me that we were clear of all the sands, the ship, at half past nine, struck upon nearly the extremity of the

sand extending from this island. As it blew a heavy gale of wind she went on with great force, though we had no sail set but the fore-top-mast stay-sail; there was but ten feet water under the keel. I immediately hoisted out a boat, with an intention of carrying out an anchor; but it being high water, the ice returned upon us so soon that it was found impracticable. The ice-boats were again hoisted in, and all hands were employed to shore the ship and heel her towards the bank, to prevent her from falling into the stream, which would have been succeeded by our inevitable destruction. In this attempt we succeeded, for, as the tide ebbed away, she took to the bank. The first run of the tide brought down such heavy ice upon us, that it immediately carried away our shores, tore all the copper from our larboard quarter, cut the rudder in two, the lower part of which lay on the ice under the counter. Nevertheless, I did not give up the hope of getting the ship off the next high water: in order to lighten her for that purpose, her guns and stores were thrown overboard, and all of them were borne by the ice, which will give you some idea of its thickness.

“ At ten o'clock on Friday night, it being high water, the heavy gale at S. E. kept out the tide to that degree, that we had three feet water less than when she struck, which put an end to all our hopes. On the return of the ebb, and during the whole of it, our state was too dreadful for me to describe. We expected every moment to be torn in pieces by the ice; the extremely cold weather, the darkness of the night, and the heavy snow storm, altogether contributed to render our situation one of the most deplorable and distressing that imagination can conceive.

“ On Saturday morning the gale increased to an uncommon degree, the ice reached up to the cabin windows, the stern-post was broken in two, and the ship otherwise much damaged. It was proposed by Mr. Grenville, and the officers, to try to get over the ice to this place, as the only means left to save the lives of the ship's company, and as staying on board any longer was useless, and might be attended with the most dreadful consequences.

“ Though the attempt appeared to me very dangerous, and there seemed to be little probability of its success, from the thickness of the weather, the extreme cold, our total ignorance of the way, and many other reasons; yet, as it was the general wish, and the ship was irrecoverably lost, I consented to quit her. At half past one o'clock, it being the last quarter's ebb, the ship's company, commenced their march on the ice, in subdivisions, attended by their respective officers.

“ At three o'clock P. M. having seen every person out of the ship, I followed, accompanied by Lieutenant Ridley, of the marines; and at half past six P. M. after a journey of six miles, in the severest weather that was ever experienced, over high flakes of ice, and sometimes up to the waist in snow and water, we arrived at this place, where I had the satisfaction to find Mr. Grenville, and the whole ship's company in safety, excepting the persons named in the margin, (William Brown, Pedro Shander, George Hedges, John Peter Walstrom, Richard Broughton, John Sinclair, Thomas Kelly, John Odder, seamen:—marines; Charles Campbell, John Serjeant, Patrick Bonn, Arthur Wearing; one woman and her child) who were frozen to death on their passage hither. A few others had their legs and fingers frozen,

but I am happy to inform you that they are in a fair way of doing well. To the mercy of Providence alone I attribute this miraculous escape, and we can never sufficiently praise the Almighty for his care over, and deliverance of so many of us.

“ From the time of our arrival here till the Tuesday night following, the storm continued without the least intermission. On Wednesday morning the 6th, the weather being more moderate, the scarcity of provisions rendered it necessary to send part of the ship’s company to Cuxhaven, some of the inhabitants having undertaken to accompany them as guides. Mr. Grenville’s great anxiety to proceed caused this plan to be put in immediate execution. Therefore, at eight o’clock, the tide suiting, Mr. Wright, my first lieutenant, and one half of the officers and men, with Mr. Grenville, Mr. Wynne, Mr. Fisher, secretary to the embassy, the three messengers, Messrs. Shaw, Detry, and Mason, with servants, guides, &c. set off at nine o’clock, arrived safe at Cuxhaven, after a passage as dangerous and difficult as from the ship hither. I kept the remainder of my ship’s company, in hopes, should it be possible, of saving the ship’s stores.

“ On Friday, the 8th, Mr. Anthony, the master, volunteered with a party of men to go on board the ship, to endeavor to bring on shore some bread, of which article we were in great want, as well as to ascertain exactly her situation. They effected their purpose with great difficulty, and, on their return, Mr. Anthony made the following report:—‘ That the ship lay off on her beam ends, and had seven feet water in her; that she seemed to be broken asunder, with the quarter-deck separated from the gang-way six feet, and was apparently

kept together only by the vast quantity of ice around her.' In consequence of this account it was resolved to have no farther communication with her; but on Sunday morning the 10th, I found, upon enquiry, that the clearness of the day had induced Mr. Anthony to set off again for the ship, and that Mr. Kent, the surgeon, Mr. Wm. Johnson Bowes, midshipman, Mr. William Tait, boatswain, William Fox and Andrew Augrain, seamen, had accompanied him. They got on board and unfortunately neglected to return until too late in the tide, which left them no alternative but that of remaining on board till the next day. About ten o'clock at night the wind came on at S. S. E. and blew a most violent storm; the tide, though at the neap, rose to an uncommon height; the ice was set in motion, and swept the wreck to destruction; for, in the morning, not a vestige of it was to be seen, I am exceedingly apprehensive, that the above-named officers and men were lost with it. The only hope I have is, that Providence, which has so bountifully assisted us in our recent dangers and difficulties, may have extended its care over them, so that they may be preserved by means of the boat or otherwise; but I am sorry to say that my hopes are not founded on the most distant probability.

" Before I finish this melancholy narrative, it is my duty to acquaint you, that in no instance have British seamen conducted themselves with more propriety, manly fortitude, and attention to discipline, than the officers and men under my command, before and since the unfortunate accident.

" I have the honor to be, Sir, &c.

" JAMES WALLIS."

“ Cuxhaven, Feb. 23, 1799. .

“ P. S. It is with great pleasure I inform you, that on my arrival at Cuxhaven this morning with the remainder of my ship's company, from Newark island, I found that Mr. Anthony, the master, with the surgeon, boatswain, &c. had arrived here last night. The account Mr. Anthony gives is, that the ice, which had adhered to the ship, and surrounded her in such a heavy body, after she had floated on the 11th instant, in the manner I have before described, supported, without quitting her as it continued to freeze hard for some days, till at length the wreck was cast on shore on the island of Baltrum, from which they providentially all made their escape.





The Hindostan (not Indian-man?)

THE LOSS OF
THE HINDOSTAN EAST INDIAMAN,

Off Margate, January 11th, 1803.

The Hindostan leaves Gravesend--Anchors near the Wedge Sand, off Margate--Strikes on the Sand--Every Effort is made, without effect to lighten the Ship--The Boats are dashed to pieces--The Crew make Rafts, which prove the Destruction of many--Wretched Situation of the Crew during the Night.--They are relieved by a Margate Boat, which takes most of them away--The remainder are fetched off by the Company's Yacht--Fate of Mr. Clarke, a Passenger--Part of the Specie afterwards saved from the Wreck.

THE Honorable the East India Company's ship, the Hindostan, of 1,248 tons, Edward Balston, Esq. commander, sailed from Gravesend, on her fourth voyage, on Sunday the 2nd of January, 1803, with a light westerly breeze, and brought to in the Upper Hope. Here the ship's company received their river-pay, and two months wages in advance, as usual, and all the women were sent on shore.

On the 4th she sailed from thence, with a foul wind, dropped anchor at various places or the tides, passed the Nore, and anchored with her best bower on Sunday, January 9th, in a good birth, in the Queen's channel, off the Wedge Sand, the wind blowing hard from the eastward. The wind continuing to increase, they, the same evening, sent down the top-gallant-yards, and

struck the top-gallant-masts, after which the ship rode much easier.

On Monday the 10th, they unstowed the sheet anchor, and cleared away the sheet cable, that it might be ready in case of any emergency. On Tuesday morning, between three and four o'clock, the ship parted from her best bower; and drifted with the ebb-tide towards the sand. They then cut loose the sheet anchor with all possible expedition, and veered out a cable and a half. She now appeared to ride secure, and the pilot entertained no apprehension for the safety of the ship, though she was very near the Wedge Sand.

At 4 P. M. the pilot thought it necessary to get under way, for the purpose of placing the ship in a clearer birth, as the gale continued to increase in violence, and accordingly gave orders to heave in the cable. While the crew were engaged in this operation the ship struck. They now discovered that the anchor had been coming home, that the vessel had drifted faster than they had hove in the cable, and that she was aground on the Wedge Sand, in $4\frac{1}{2}$ fathoms water.

The pilot instantly ordered the head sails to be loosed, and set as fast as possible to pay her head off; this was accordingly done, but without producing the desired effect. At this moment the ship struck on the sand a second time, with such violence; that the fore-top-mast went over the lee-side, and hung by the rigging. In the fall it struck a man overboard that was on the lee fore-yard-arm, and he was seen no more.

The captain, finding the ship in this desperate situation, striking on the sand, and the wind, which grew

more and more furious, together with the tide forcing her still farther on the sand, ordered the boatswain to cut away the mizen-mast, and afterwards the main-mast likewise. Every effort, however, proved ineffectual, and it was found impossible to get her off.

Some of the men were then directed to start the water, and others were stationed at the pumps. A large quantity of pigs of block-tin were got up from the hold, upon the orlop and gun-deck, for the purpose of being thrown overboard to lighten the vessel.

The ship meanwhile kept continually striking on the sand, the sea at the same time dashing violently into her; in consequence of which the men in the hold found the water gain so fast upon them that they were obliged to quit it and come upon deck.

The anchors were then cut away from the bows, and every possible expedient was employed for lightening the ship, the pumps being kept going till they became so choked with sand that they could not be worked any longer. Signal guns of distress were fired until no more dry powder could be procured. Being about eight miles distant from the nearest shore, and the wind blowing tremendously, the guns were not heard, though it afterwards appeared that the flashes had been seen. The Company's yacht had before been at anchor at a little distance to windward, but when the storm became so furious she left the Hindostan, and did not return till the next morning.

The upper part of the main-mast had, in its fall, stuck in the sand, the part which had been cut standing upwards by the side of the ship. The boatswain, and

some of the seamen, with a view to steady the vessel, endeavored to lash it to the gunnel with a hawser, but when they had passed it twice round, the mast slipped away from the side of the ship, and thus prevented them from completing their design.

About half past eight o'clock it was discovered that the rudder was unshipped, and that the tiller was tearing up the gun-deck. The bulkhead of the cuddy, the galleries, and one of the gun-room ports were also stove in, but the carpenter nailed some plank over the port-hole to prevent the entrance of the water in that quarter.

Finding all their exertions, for the preservation of the ship, unavailing, the crew attempted to get out the boats; but having only one mast standing, this proved a task of considerable difficulty. At length, by means of the foretackle and a jigger, they contrived to hoist the pinnace, but she was swamped in getting her over the side, with one man in her, who was fortunately saved. The jolly-boat, that was hanging on the ship's stern, by some means broke loose and went adrift, but she was soon swamped. The yawl was then hoisted, but while the men were getting her over the side she was dashed in two by a heavy sea, the fore-part remaining suspended by the fore-yard tackle on the starboard side of the fore-castle.

The officers then directed two rafts to be constructed of the spars and booms, in the hope of being able to save some of their lives upon them. They placed the spars across the ship, and lashed them together as well as they were able, and placed the long-boat in such a situation as they thought would be most likely for her to be washed overboard with the rafts. The captain, officers, and men,

then got upon the rafts, sitting as closely as possible to each other, and holding fast by the lashings; while others, in the long-boat, waited the arrival of some furious wave to launch them overboard. Having waited some time in this situation several got off again; among these were the captain and all the officers, excepting Mr. Hackett and Mr. Hammond, two young midshipmen, and Mr. Kent, the captain's clerk. The two former had fastened themselves together on the raft, and held by a piece of the lashing. At length came the fatal wave, which washed the rafts overboard, together with about fifty or sixty of the crew. The long-boat was partly washed over at the same time, and hung upon the wreck.

Those who imagined they were seeking the means of safety now found they had only involved themselves in greater danger. The raft, when swept from the deck, rushed into the sea in a slanting direction, and one end of it sunk to a considerable depth. Of those who had placed themselves on this part some were overwhelmed for a time, others washed entirely away, and others dreadfully hurt by the spars and booms which beat against each other. The raft too became so entangled in the wreck of the main-mast as to preclude every hope of its being drifted to the shore. It was exposed to all the fury of the tempest, and the unhappy men who clung to it had no other resource than to abandon that on which a little before they had placed their greatest reliance. They, therefore, sought to recover the wreck; the efforts of some were successful, but the strength of others was, by this time, entirely exhausted.

The two young midshipmen, with Mr. Kent, and about sixteen of the crew, among whom was the captain's cook, were lost on this occasion; the others, by clinging to the spars, and swimming as well as they were able, regained the ship. John Newman, a quartermaster, and another, after remaining two hours on a part of the raft were at last saved.

About half past eleven o'clock the ship was under water, excepting a small part of one side of the fore-castle. The captain, officers, and men, were then obliged to repair to the fore-top, and into the fore-rigging, it being the only refuge they had left, as the whole of the fore-castle was at times under water; the waves frequently rising as high as two or three rattings of the fore-rigging.

Meanwhile the ship was continually striking on the sand, with such violence that the stumps of the main and mizen-masts were frequently raised 10 or 15 feet from their steps; and what appears almost incredible is, that during the night she actually hove the stump of the mizen-mast completely overboard.

A poor sick foreigner, a seaman, was lying in his hammock on the gun-deck till the sea washed him to the fore hatch-way. Some of the men observing his situation caught hold of him, and lifted him upon deck; they afterwards placed him in the cook's hammock, and put on him what dry clothes they could find. Here he remained till the water washed him to the fire-place; the men then unshipped the upper part of the funnel, dragged him up through the chimney, and did all that was possible for his assistance, covering him up with bags and clothes; but he was, at length, frozen to death on the fore-castle, near the cat-head,

The fore-top-sail-yard hanging down before the fore-sail, the captain, and some others, got upon it to be a little screened from the severity of the weather; others hauled the main-top-mast-stay-sail, which hung loose abaft the fore-mast, round the fore-shrouds, to shelter themselves as much as possible, expecting every moment that the fore-mast would go over.

In this wretched situation they remained five or six hours; suffering the greatest hardships from the violence of the sea, and the inclemency of the weather, even the hair of their heads being clotted with icicles, when, at length, a boat, with lug-sails, came off from Margate to their assistance.

The flashes of the guns, fired on the evening on which the Hindostan struck, had been observed on the shore to continue at uncertain intervals till ten o'clock. The supposition among the mariners of Margate was, that the Hindostan had stood in need of assistance from the India yacht, which was in attendance, and, from her leaving off firing, that it had been afforded. From the state of the wind and sea it was impossible for any boats to put off from that harbor, till twelve o'clock, when the Lord Nelson, manned with sixteen brave fellows, among whom was one of her owners, John Brothers, by whose solicitation principally they were induced to go, put off from the pier, at the hazard of their lives, and the risk of their boat. They reached the ship soon after two in the morning, little expecting to find her in the distressing and deplorable situation which they then beheld, with only one mast standing, the greatest part of her hull under water, and unaccompanied by the yacht which had attended her before dark.

They had hitherto supposed that the sleep had preserved the crew; but what were the feelings of these brave men, when, upon a nearer approach, they beheld the bows of the ship, and what rigging remained, blackened with the bodies of the distressed sufferers; and when they came within hail, the cries of the unfortunate beings caused tears to bedew those faces which are not used to turn pale at the approach of death in his most terrific forms. They approached the wreck with equal prudence and intrepidity. It was about four o'clock before the boat could come near enough for the pilot, officers, and men, to get on board, a few at a time; some catching hold of her shrouds as she approached, and others jumping into her from the fore-castle; and cat-head. By these means about ninety of the ship's company got safely on board of the boat.

The ship's cook, named Anderson, endeavoring to jump into the boat from the cat-head, unfortunately struck his head against the boat's gunnel, with such violence that he was killed on the spot. Mr. Briscoe, the company's surveyor, while endeavoring to get into the boat, was thrown overboard by a rope which got foul of him. The men, with a boat-hook, caught hold of his coat, which gave way, they again caught hold of it in the same manner, and again it gave way. At length, after great exertion, they proved successful, and dragged him safely on board. Being a lusty man, he had stowed his pockets and his shirt all round him full of bottle-corks which he had found after the ship struck, conceiving of they would be of service to keep him floating in case of necessity. Mr. Briscoe escaped from a similar disaster, a few years before, on board of the *Henry Addington*, wrecked on Bembridge Ledge, outward bound.

Some of the crew happening to mention that the ship's anchor had been cut away from the bows, the master of the boat was afraid to stay any longer near the wreck. He therefore hauled off to his anchor, where he lay till day-light, leaving on board the wreck about thirty men, among whom was Mr. Turner, the second mate.

During the night the Company's yacht had picked up the Hindostan's jolly-boat, and approaching the wreck about half past seven, on Wednesday morning, she dispatched the boat to the relief of those who had been left behind. After taking three turns of these men to the Margate vessel, the remainder, being about nine or ten, with Mr. Turner, the second mate, were safely conveyed to the yacht. Before their departure the baker was found frozen to death in the fore-rigging, and the third officer's servant lifeless on the fore-castle. Many, through the severity of the weather, had their limbs frozen, and some were even deprived of their speech.

Mr. Turner was the last person that quitted the wreck. It was then about nine o'clock, and nearly low water. The water had left the upper-deck, and the ship was severed into three pieces; one parting being even with the main-mast, and the other behind the fore-mast.

The Margate boat then set sail for Whitstable, where she safely landed all the officers and men she had on board. The yacht proceeded with Mr. Turner, and the remainder of the crew, to London.

Thus, out of 143 persons, on board at the time of the fatal accident, 129 were saved: the sufferers, therefore were 14, most of whom were swept from the raft before the arrival of the boat. The captain, officers, and

crew, lost every thing they had on board, as well as the passengers, who were waiting, at Deal to join the ship; some of them were females, and were thus fortunately exempted from the dangers and hardships they would otherwise have had to encounter.

Among those who were missing was Mr. Clarke, a cadet and passenger for Madras, who was at first supposed to have perished when the raft was washed overboard. If this were the case, he must afterwards have regained the ship, for on Saturday, the 22d, his body was drawn up out of the hold by some boatmen of Whitstable, who were endeavoring to save what they could from the wreck. The body and clothes of the unfortunate youth were nearly covered with tar. He was carried to Margate, and interred at that place by his brother. Another afflicting circumstance to Mr. Clarke's family happened on the very same day as the loss of the ship, in the death of his father, in London.

The East-India Company, with that liberality by which it has been invariably distinguished, rewarded, with a present of five hundred guineas, the exertions of the brave men whose intrepidity preserved the lives of such a number of citizens to the community, to their families, and friends.

The value of the cargo of the Hindostan was estimated at 70,000*l.* She had on board about forty-five thousand ounces of silver bullion, private property, on freight; and was completely stored for sea.

Soon after the wreck was abandoned, it went entirely to pieces, but through the perseverance and indefatigable labor of the sailors from Margate and

the neighboring ports, a considerable part of the lading was recovered from the bottom of the deep, and among the rest, about 11,000*l.* worth of dollars, which were safely lodged in the hands of Messrs. Cobb, of Margate.



DEPLORABLE SITUATION OF THE CREW

OF

THE FRENCH SHIP LE JACQUES,

On her return from Brasil to Europe, occasioned by an extraordinary Famine, and the bad State of the Vessel, in 1558.

Circumstances which led to the Establishment of a French Colony in Brasil—Emigration of some Protestants to that Country—Cruel Conduct of the Governor—In consequence of which they resolve, to return to France—Wretched State of the Ship—Numerous Dangers encountered by the Crew—Dreadful Famine on Board—Extremities to which the Crew were reduced—The Vessel makes the Coast of France—Exhausted State of the Men from the Sufferings they had endured.

OF all the disasters to which mariners are subject, the want of provisions is doubtless one of the most dreadful. In the history of the return of the French ship *Le Jacques* from Brasil to France, Jean de Lery gives an account of an extraordinary famine on board that vessel, attended with circumstances which make the reader shudder with horror. As it is necessary, for the sake of connection, we shall introduce a brief sketch of the voyage to Brasil, and of the events preceding the return of the ship to Europe.

In 1555 Nicolas Durand de Villegagnon, a knight of Malta, and vice-admiral of Bretagne, having embraced the new doctrines, and being, doubtless, embittered by various crosses in the execution of his office, conceived the design of forming a colony of protestants in Ame-

rice. This knight was brave, enterprising, a man of great talents, and more learning than commonly falls to the lot of a soldier. He concealed his intentions at court, under the simple pretext of forming a French establishment in the new world, after the example of the Spaniards and Portuguese; and obtained of Henry II. three vessels, well equipped, which he manned with either secret or professed Calvinists. He sailed from Havre-de-Grace in the month of May, and did not arrive at Brasil till the November following. Villegagnon there anchored in a small river, nearly under the tropic of Capricorn, where he took possession of a small island, and erected on it a fort, which he called Fort Coligny. The work was scarcely begun when he sent the ships back to France, with letters to the court, in which he gave an account of his situation, and others to some friends at Geneva.

These letters produced the effect which he expected. The church of Geneva eagerly seized the opportunity of extending itself in a remote region, where its partizans were likely to enjoy that liberty which was denied them in France. The admiral de Coligny, their professed patron, to whom Villegagnon had disclosed his design, warmly interested himself in its success. He, therefore, earnestly solicited, by letter, an old gentleman, Philip de Corguilleray, but better known by the name of Dupont, to put himself at the head of the emigrants for Brasil. Dupont had, some time before, retired to Geneva, where he was considered a man of consummate prudence and great zeal for the cause. He, at first, refused, on account of his age, and the length of the voyage, but the urgent solicitations of Calvin afterwards prevailed on him to comply.

The reputation of the leader induced many individuals, of all ranks, to accompany him to Brasil, and the consistory appointed two ministers, of approved merit, as their spiritual advisers. Dupont, however, candidly acquainted all those who presented themselves, that they would have to go two hundred and fifty leagues by land, and above two thousand by sea, and that Brasil, the land of promise, was uncultivated and unhealthy. Most of them, in consequence, returned to their homes; the two ministers, with only fourteen others, (among whom was Jean de Lery, then 22 years of age) persevered in their intention, and left Geneva the 10th of September, 1556.

As they were to embark at Honfleur, they took Rouen on their way, and there picked up a few recruits. All these emigrants went on board three ships of war, equipped at the king's expence, and commanded by Bois la Comte, Villegagnon's nephew, with the rank of Vice-admiral.

On the 7th of March, 1557, the squadron entered the mouth of Rio Janeiro. Upon the discharge of the guns the colonists hastened to the shore, and those on board testified equal impatience to join their new companions.

Villegagnon embraced all the passengers, and received them very cordially. These demonstrations, on his side, continued above a month, "But (says Lery) as it is not easy to dissemble long, it was soon perceived that no great reliance could be placed on a proselyte like him." The chevalier, either wishing to make his peace with the court, by which he had been bitterly reproached with changing his religion, or being naturally fickle, to the no small surprise of his followers, involved

himself in disputes concerning the doctrine of Calvin, and especially on the subject of the Lord's Supper. He, every day, required the ministers to adopt new practices, and to make alterations in the administration of the Sacraments. At length he entirely threw aside the mask, and ceased to regard the protestants with a friendly eye.

Lery relates several instances of Villegagnon's cruelty: he even acknowledges, that had not the protestants, who were sufficiently numerous to render themselves formidable, been restrained by the fear of displeasing the Admiral de Coligni, they would have seized one of the various opportunities that presented themselves, to get rid of him. But they were contented with holding their meetings unknown to him, and in particular withholding the night for the celebration of the Holy Communion. This conduct, which he could not fail to perceive, and the uneasiness it gave him, caused him to declare that he would no longer suffer any protestants to reside in his fort.

"Thus, (adds Lery) after having assisted to erect the fort, we were obliged to leave it, and even the island, and to wait the departure of a ship for Havre, which had come for a cargo of dying-wood. We retired to the sea-coast, to the left of the river's mouth, to a place, denominated by the French, La Briqueterie, and only half a league distant from the mouth of the river. Here the savages, more humane than Villegagnon, supplied us with provisions. They were our only resource during two whole months."

La Briqueterie, whither the protestants had retired, was a spot where a few wretched huts had been constructed by the French, for the accommodation of those

who went out a fishing, or were brought to that place by any other cause. This retreat, was however, so convenient, that the fugitives would gladly have settled there, if they could have entertained any hope of being able to shake off Villegagnon's authority.

During the residence of the protestants at la Briquerie they were joined by some of Villegagnon's people, disgusted with his yoke, which daily became more oppressive. The fear of further desertions caused him to use his authority to hasten their departure. He, therefore, wrote to Fariban, the captain of a ship which lay at anchor at the mouth of the river, that he might take them on board, and even sent them a written permission to depart, signed with his own hand. But this conduct Lery ascribes to the blackest treachery. "In a small box, (says he) which he delivered to the master of the vessel, covered with oiled-cloth, as is usual at sea, and filled with letters to different persons in France, he had likewise inclosed an accusation against us, drawn up without our knowledge, expressly requiring the first judge in France, to whom it was to be delivered, to detain and burn us as heretics, which he declared us to be." This vessel, called St. le Jacques, having completed her cargo of dying-wood, pepper, cotton, monkies, parrots, and other productions of the country, weighed anchor on the 4th of January, 1558. The whole crew seamen and passengers, consisted of forty-five men, exclusive of the captain and the master.

We shall give, in Lery's words, the narrative of the return of the protestants to France, which presents an uninterrupted series of the most extraordinary scenes.

"We had (says he) to double extensive shallows, interspersed with rocks, and reaching about thirty leagues

into the sea. The wind being unfavorable for our quitting the land, without coasting along it, we were, at first, tempted to return to the mouth of the river. However, after sailing seven or eight days, the sailors, who were one night at work at the pump, found that they could not empty it, though they had counted above four thousand strokes. The mate, surprised at an accident which nobody had suspected, went down into the hold, and discovered not only that the seams had opened in several places, but that the ship was so full of water as to be gradually sinking. All hands being called up, the consternation was extreme. Their situation seemed so desperate that most prepared themselves for death, in the expectation that the ship would instantly founder.

“Some, however, and myself among the rest, resolved to exert our utmost efforts to prolong our lives a few moments. By incessant labor we kept the ship afloat, with two pumps, till noon, that is, nearly twelve hours; during which the water continued to enter in such abundance, that we were unable to diminish its depth. This water passing through the heaps of Brasil wood, with which the ship was laden, was discharged by the pipes as red as blood. The carpenter, with the assistance of the most intelligent seamen, at length discovered the most dangerous leaks, and succeeded in stopping them with lead, lead, and cloth.

“We meanwhile perceived land, and all resolved to return to it, having a favorable wind for that purpose. The carpenter, who, in his researches, had perceived that the ship was entirely worm-eaten, likewise coincided in this opinion. But the master fearing lest he

should be deserted by the sailors, if he once made the shore, chose rather to risk the loss of his life than of his cargo, and declared that he was determined to continue his course. He, however, offered the passengers a bark to return to Brasil; upon which Dupont, whom we still regarded as our leader, replied, that he would likewise proceed to France, and advised all his people to accompany him. The mate, upon this, observed, that, besides the dangers of the navigation, he foresaw the voyage would be of length, and the ship was not furnished with sufficient provisions. The two-fold apprehension of famine and shipwreck caused six of us to resolve upon returning to the shore, from which we were not above nine or ten leagues distant.

“The bark was given us, and we removed into her all that belonged to us, together with a small quantity of flour and water. While we were taking leave of our friends, one of them, who was particularly attached to me, extending his hands towards the bark in which I was, said to me: ‘I intreat you to remain with us. Consider, that if we cannot arrive in France, we are more likely to live in security, either on some other island, or upon the continent, than under the authority of Villegagnon, from whom we must never expect any favor.’ His intreaties made such an impression upon me that I hastened again on board, leaving part of my baggage in the bark. The five others, with tears, bade us farewell, and returned to Brasil. I cannot omit observing, that I am thankful to heaven for having led me to adopt the advice of my friend. Our five companions having reached the land, after encountering numerous difficulties, were immediately confined by Villegagnon, who even put three of them to death.

"The Norman vessel then set sail, the perfect resemblance of a coffin, those whom she contained expecting much rather to be buried, every moment, beneath the waves, than to reach the place of their destination. Besides the difficulty of passing the shoals, she was the sport of continual tempets during the whole month of January; and as she continued to make much water, she would have perished a hundred times a day if all hands had not been kept incessantly at the two pumps.

"By this time we were two hundred leagues from the coast of Brasil, when we discovered an uninhabited island, perfectly round, and not above half a league in circumference. As we passed very close to it, we observed that it was covered with trees, of a beautiful verdure, and contained a prodigious number of birds, some of which left their retreats and perched upon the masts of our ship, where they suffered themselves to be caught by the hand. Among them some were black, grey, white, and of other colours: all were of species unknown in Europe, and appeared very large when flying, but when caught and plucked were not larger than a sparrow. We perceived some pointed, but not very lofty rocks, which made us apprehensive of meeting with others underneath the water; a disaster which would doubtless have relieved us for ever from the labour of the pumps. We, however, cleared them without accident. During the whole passage, of about five months, we saw no other land than these small islands, which our pilot did not find to be laid down on his chart, and which, probably, had never before been discovered.

"On the third of February we found, that, in seven weeks, we had not made more than one third of our

way: As our provisions diminished very fast, it was proposed to bear away for Cape St. Roch, where some old seamen assured us that we should be able to procure refreshments. But the majority advised that we should eat the parrots and other birds, of which we had brought away great numbers; and their opinion prevailed.

“ Our misfortunes began with a quarrel between the mate and the pilot, who, to aggravate each other, then went so far as to neglect their duty. On the 26th of March, the pilot being at the helm, in his turn, for three hours, he kept all the sails set, when a violent squall awaited the vessel with such force that she was completely thrown on one side, so that the tops of the masts were immersed in the water. The cables, the benches, and all the boxes which were not lashed fast, were swept overboard, and the vessel was on the point of upsetting. The rigging, however, being instantly cut away she righted again by degrees. The danger, though extreme, tended so little to produce a reconciliation between the two enemies, that the moment it was past they attacked each other and fought with the most savage ferocity, notwithstanding all the endeavors that were made to pacify them.

“ This was only the beginning of a horrid series of calamities. A few days afterwards, in a calm sea, the carpenter, and other artisans, in the attempt to relieve those who were laboring at the pumps, were so unfortunate as to remove, among others, a large piece of wood in the ship's hold; upon which the water rushed in with such impetuosity that the affrighted workmen hurried breathless upon deck, unable to give an account of the danger. At length they cried, in a lamentable voice: “ We are lost! We are lost!” Upon

this the captain, master, and pilot, not doubting of the magnitude of the danger, determined instantly to put the ship about; ordered a great quantity of Brazil-wood; and other articles to be thrown overboard, and concluding to abandon the vessel, they first provided for their own safety. The pilot fearing lest the boat should be overloaded by the numbers who demanded a place in her, took his station, with a cutlass in his hand, and declared he would dispatch the first who should endeavor to enter. Seeing ourselves thus left to the mercy of the sea, recollecting the former danger from which Providence had delivered us, and being alike indifferent to life and death, we who remained fell to work with all our strength, to pump out the water, and if possible to keep the ship from sinking. We had the satisfaction to find that the water did not gain upon us.

“ But the most happy consequence of our resolution was, that it caused us to hear the voice of our carpenter, who, though small in stature, was a young man of great spirit, and had not, like the others, quitted the ship's hold. On the contrary, taking off his jacket he spread it over the largest leak, and stood upon it with both feet to prevent the entrance of the water, the violence of which, as he afterwards informed us, lifted him up several times. In this situation he shouted with all his might, desiring us to bring him cloths, cotton, and other things, to stop the leak, till he should be able to do it more effectually. I need not say that his demand was instantly complied with, and thus we were preserved from this danger.

“ We continued steering, sometimes to the east and sometimes to the west, which was not our way; for

our pilot, who did not perfectly understand his business, was no longer able to observe his route. In this uncertainty we proceeded till we came to the tropic of Cancer, where we sailed a fortnight on a sea covered with grass and marine plants. These were so thick and close that we were obliged to open a passage through them for the ship. Here we were near perishing by another accident. Our gunner being employed in drying some powder in an iron pot, left it so long upon the fire that the powder exploded, and the fire spread so rapidly from one end of the ship to the other that sails and rigging were instantly in flames.

“ They had nearly communicated to the wood, which being covered with pitch, would soon have taken fire, and have burned us alive in the midst of the ocean, Four men were much injured by the fire, and one of them died a few days afterwards. I should have experienced the same fate had I not covered my face with my hat, which defended me from its effects; so that I escaped with only the tips of my ears and my hair scorched.”

This misfortune Lery reckons only among those which he calls the prelude.

“ It was now (he continues) the 15th of April, and we had still a run of 500 leagues before us. Our provisions fell so short, that notwithstanding the retrenchment we had already made, it was resolved that we should be confined to only half of this reduced allowance. This measure, however, did not prevent our provisions from being exhausted by the end of the month. Our misfortune was occasioned by the ignorance of the pilot, who imagined that we were near

Cape Finisterre, in Spain, while we were in the latitude of the Azores, at least 300 leagues distant from it. This cruel error suddenly reduced us to the last resource, which was, to sweep the store-room where the biscuit was kept. Here we found more worms and rat's dung than crumbs of bread. These sweepings were distributed by spoonfuls, and made a soup as black and more bitter than soot. Those who had any parrots left (for most had eaten their's long before this time) resorted to this kind of food, at the beginning of May, when the ordinary provisions failed. Two seamen, who died of hunger, were thrown overboard; and to prove the miserable state to which we were reduced, one of our sailors, called Nargue, standing reclined against the main-mast, after swallowing his eyes, which he could not digest, I reproached him for not assisting the others to set the sails; the poor man, in a low and lamentable voice, replied: "alas, I cannot," and instantly dropped down dead."

The horrors of this situation were augmented by the roughness of the sea, so that, either from want of skill, or strength to manage the sails, they were obliged to reef the sails, and even to lash the rudder fast. Thus the vessel was left to the mercy of the winds and waves. The unfavorable weather likewise deprived them of the only hope they had left, that of taking some fish.

"Thus (continues Lery) all on board were reduced to the lowest degree of weakness and debility. Necessity obliged us to consider and contrive in what manner to appease our hunger. Some cut in pieces the skins of an animal called *Tapiroussou*, and boiled them in water, but this method was not approved of. Others laid them on the coals, and when they were a little broiled,

scraped them with a knife and ate them: this expedient proved so successful that we imagined it to be broiled sward of bacon. After this experiment, those who had any of these skins preserved them with the greatest care; and being as hard as dried ox-hide, they required to be cut with hatchets, and other iron instruments. Some even ate their leather stocks, and their shoes. The cabin-boys, pressed with hunger, devoured all the horn of the lanterns, and as many candles as they could get at. But notwithstanding our feebleness and hunger, we were obliged, for fear of foundering, to stick to the pumps night and day.

“About the 12th of May our gunner, whom I had seen eating the intestines of a parrot quite raw, died of hunger. We were not much affected by this circumstance, for we were so far from thinking of defending ourselves, if attacked, that we rather wished to be taken by some pirate who would have given us something to eat. But we saw, on our return, only a single vessel, which it was impossible for us to approach.

“After devouring all the leather on board, even to the coverings of the boxes, we imagined that our last moments were at hand. Necessity, however, inspired some one with the idea of catching the rats and mice, and we hoped to be able to take them the more easily as they no longer had any crumbs to subsist on, and ran about the ship in great numbers, dying with hunger: They were pursued with such assiduity, and so many kinds of snares were laid for them, that very few were left. Even at night the men watched for them like cats. A rat was of greater importance than a bullock on shore, and the common price of one was four crowns.

They were boiled in water, with all their intestines, which were eaten with the rest of the body. Neither the paws, nor any of the bones that could possibly be made soft, were thrown away.

“ Our water likewise failed; we had nothing left to drink but a small barrel of cyder, of which the captain and officers were extremely sparing. Whenever it rained, cloths were spread, with a bucket in the middle, to catch the water. They even caught that which ran off through the drains of the ship, though more muddy than the water in the kennels.

“ We were at last reduced to such extremity that we had nothing left but Brasil wood; which, though more dry than any other, many, however, in their despair, gnawed between their teeth. Our leader, Corguilleray Dupont, one day holding a piece in his mouth, said to me, with a profound sigh: Alas! my friend Lery! the sum of four thousand francs is owing me in France, to which I would gladly resign my claim for a halfpenny-roll and a single glass of wine. As to our minister, M. Richer, the good man, during our distresses, being confined to his hammock, was unable to raise his head to pray to God, to whom his supplications were, however, incessantly directed: He died soon after our arrival at Rochelle.

“ I shall here observe by the way, that I have not only seen in others, but myself felt, that when the body is debilitated, nature exhausted, and the senses bewildered by the dissipation of the spirits, this situation renders men ferocious, and produces a savage disposition, which may be denominated a species of madness. It was, therefore, not without reason, that God, when threatening his people with famine, emphatically de-

clared, that he, who had before abhorred cruelty, would then become so ferocious as to wish to devour his neighbor, and even his wife, and children, whenever he cast his eyes on them. We have an instance of parents eating their own child at the siege of Sancerre, and another of some soldiers, who having begun with feeding upon the bodies of the enemies, whom they had killed in battle, afterwards acknowledged, that had the famine continued, they had resolved to devour the living. For our parts, such a horrible and savage disposition prevailed on board our ship, that we could scarcely speak to each other without flying into a passion, nor even without wishful looks and side-glances, accompanied with a mutual desire to devour each other.

“ On the 15th and 16th of May two sailors died of no other complaint than the weakness caused by famine. We greatly regretted one of them, named Rolleville, who encouraged us by the vivacity of his disposition, and in our greatest dangers and distresses always said: “ My friends, this is nothing.” Notwithstanding I had participated in the horrors of this dreadful famine, during which every thing that could be eaten had been devoured, I still kept in secret a parrot, almost as large as a duck, which had the most beautiful plumage, and pronounced as distinctly as a man, what he had been taught by the interpreter of whom I had him, of the French language and that of the savages. The great desire I had, of making a present of him to the Admiral, induced me to keep him concealed five or six days, though I had no food of any kind to give him. But, like the rest, he was sacrificed to necessity and the apprehension of his being taken from me during the night. I threw away nothing but the feathers; all the rest, that

Is, not only the body but likewise the intestines, feet, claws, and beak, supported myself and my friends four days. My regret was, however, very great, when, on the fifth day, we discovered land. Birds of this species being able to dispense with drink, he would not have required more than three nuts to subsist upon in that interval.

“ At length the Almighty, taking compassion on so many miserable wretches, extended almost motionless upon the deck, brought us on the 24th of May, 1558, within sight of the coast of Bretagne. We had been deceived so often by the pilot that we durst scarcely give credit to the first cries announcing this happy intelligence. We were, however, soon convinced that we were within view of our native land. After returning thanks to heaven, the master of the ship publicly declared, that, had our situation continued but another day, he had taken the resolution, not to draw lots, as has sometimes been done in such cases, but, without informing any person of his design, to kill one of us for the rest to subsist upon. This produced in me the less horror, as, notwithstanding my companions were reduced to mere skeletons, he would not have selected me for the first victim, excepting he had wished to eat only skin and bone.

“ We found that we were very near Rochelle, where our seamen had wished to unload the ship and dispose of their Brasil wood. The master, after coming to an anchor two or three leagues from the shore, went in the boat, accompanied by Dupont and some others to purchase provisions at Hodierne, from which we were not far distant. Two of our companions who were of the party, no sooner set their feet on

shore, than, impelled by the recollection of their distresses and the fear of being again involved in them, they betook themselves to fight without waiting for their baggage, at the same time protesting they would never return to the ship. The others immediately returned with all kinds of provisions recommending to their famished comrades to use them at first with moderation.

“ We were now solicitous only to repair to Rochelle, when a French vessel passing within hail, informed us that the whole coast was infested by pirates. On account of our feeble state which would have rendered it impossible for us to make any defence, we unanimously agreed to follow the vessel from which we had received this intelligence. Thus, without losing sight of her, we came to an anchor on the 28th in the port of Blavet.

“ Among other ships of war lying in that port there was one belonging to St. Maloes, which had taken and brought in a Spanish ship returning from Peru, with a valuable cargo, valued at upwards of 60,000 ducats. The report of this having spread through all France, a great number of merchants from Paris, Lyons, and other places, had arrived to make purchases. This was fortunate for us; for many of them being near our ship when we were landing, they not only led us by the arm, like people incapable of standing, but hearing what we had suffered from famine, they exhorted us to beware of eating too much, and made us, at first, take chicken-broth, goats' milk, and other things proper to enlarge our stomachs, which long fasting had excessively contracted. Those who followed this advice recovered. As to the sailors who

wished to glut themselves on the very first day, I believe, that out of twenty who survived the famine, more than half gorged to such a degree as to produce sudden death. Of the passengers, fifteen in number, not one died, either on shore or at sea. Being nothing but skin and bone, we should not only have been taken for corpses dug out of their graves, but as soon as we began to breathe the land-air, we felt such a disgust of all sorts of victuals, and myself in particular, that when I brought towards my nose a glass of wine which was given me, I fell backwards in a state which made me imagine that I was about to expire. Being put to bed, I slept so soundly for the first time that I did not awake till the following day.

“ After resting four days at Blavet, we repaired to Hennebon, a small town only two leagues distant where the attention of physicians, and a strict regimen, did not prevent most of us from swelling from the crown of the head to the sole of the feet. Three or four, of whom I was one, were affected only from the waist downwards.”

But Lery and his companions were menaced with another danger, which hitherto they had not suspected. It will be recollected that Villegagnon had delivered to the master of the vessel a box containing his letters, and an accusation was transmitted to the judge of the place where the box should be first opened. This was done at Hennebon, and the accusation was transmitted to the judges. But Dupont was acquainted with some who were as much attached to the Church of Geneva as he himself, and who, instead of paying attention to the odious charges, suppressed them, and were the more anx-

ious to do good offices for those against whom they were directed.

The French establishment in Brasil fell, through the misconduct of Villegagnon, into the hands of the Portuguese. He returned to France, where he did not cease to persecute the followers of Calvin, and died in the month of December, 1571, in a commandery of the order of Malta, near St. Jean de Nemours.





Spencer's illustration of the Maelzel's Paper

THE ADVENTURES OF
MADAME DENOYER,

Who was turned adrift in a Boat, in the open Sea, between the
 Bahama Islands and Cuba, in 1766.

M. Denoyer embarks with his Family at Samana, in St. Domingo, for Cape François---He receives on board two shipwrecked Englishmen, by whom he is inhumanly murdered---They turn his Wife and Family adrift in a Canoe---Their deplorable Situation and Distresses---They are discovered by a Vessel, and received on board---Arrival at New Orleans!

THE distressing situation to which *Madame Denoyer*, a courageous and unfortunate Creole of Cape François, in St. Domingo, was reduced; must affect every tender and virtuous mind. Her narrative shews into what excesses the base desire of gain is sometimes capable of leading men:

M. Denoyer, an inhabitant of Cape François, where he had gained universal esteem; with a view to improve his circumstances, formed the design of settling at Samana, a bay in the portion of St. Domingo, then belonging to Spain. This intention he communicated to his wife, by whom it was approved of.

After residing a year at Samana, *Madame Denoyer* requested her husband to return to Cape François, where her native air was more favorable to her health. *M. Denoyer* was too fond of his wife not to comply with her desire. They, accordingly, embarked in a small vessel belonging to them, with a child seven years

old, another at the breast, and a female negro servant, called Catherine. While they were preparing for the voyage, an English vessel was lost upon the coast; the crew, however, had the good fortune to reach the land. As there was at Samana a small French ship just ready to sail, the shipwrecked men, eight in number, intreated the commander, the *Sieur Verrier*, to receive them on board, and to take them either to Cape François, or Monte Christo. Being unable to accommodate them all, he proposed to *M. Denoyer* to take two of them in his bark. One of these was the captain, whose name was *John*, and the other was called *Young*.

M. Denoyer, being a man of a humane disposition, received them with pleasure, gave them linen and clothes, treated them with the utmost kindness, in return for which they promised all the assistance in their power to their benefactor,

M. Denoyer set sail at the beginning of March, 1766, having likewise on board two French seamen, whom he had hired to navigate the vessel. As they steered their course close in shore, when they arrived opposite the habitation of *Manuel Borgne*, several leagues distant from the place of their departure, the two French seamen requested *M. Denoyer*, to put them on shore, as the assistance of the two Englishmen, whom he had so hospitably received, would be sufficient. With this request *M. Denoyer* complied.

About ten o'clock the following morning *M. Denoyer*, with the help of the two Englishmen, set sail. They came to an anchor, in the evening, at a place called *Grigri*, a league from *Porto Plata*, on the north coast of *St. Domingo*. They supped together near the shore, after which, covering the poop with palmetto-leaves,

and erecting a kind of awning, they placed underneath it a mattress for Madame Denoyer, her two children, and negro servant, to sleep upon. M. Denoyer threw himself upon another mattress at the feet of his wife, while the two Englishmen lay down at the head of the bark.

They slept soundly till midnight, when they were awaked by the cries of their infant daughter. After milking the goat which they had taken with them, for the purpose of suckling the child, M. Denoyer lay down again. About three or four o'clock in the morning his wife was disturbed by the dull sound of a violent blow, which seemed to be the stroke of a hatchet, on the bed of her husband, whom she heard sigh. Trembling with affright she awoke her black servant, crying: "Good God! Catherine, they are killing M. Denoyer;" At the same time she lifted up the cloth which composed the awning, when John darted towards her bed, with a hatchet in his hand, and, with a ferocious look, threatened to kill her if she made the least motion to rise, and unless she immediately let down the cloth; after which the perfidious assassin returned, and with two more strokes dispatched his victim; he then bent the sails, and Young repaired to the helm, with the intention of steering towards New York.

At break of day the bark was two leagues distant from the shore. Madame Denoyer, overwhelmed with fear, scarcely had strength to rise from her bed. But what were her feelings at the horrid spectacle which presented itself to her eyes? She beheld the mattress, upon which was extended the mangled body of her husband, floating on the water! The barbarous John, aggravating his crime by the bitterest raillery, said: "Make yourself easy, Madam, your husband is taking a sound nap." A

moment afterwards he returned to her armed with a dagger, demanding her husband's arms, and the keys of his boxes.

Madame Denoyer delivered them to him. The villain having rummaged in every place, without finding any money, returned them. The disconsolate widow then melting into tears, (the source of which seemed to have been before dried up by grief and terror) asked him why he had murdered her husband, since he had no money? The assassin replied, that it was for the sake of the vessel, which he had resolved to take to New York. After these words the monster appeared to relent, and offered the afflicted lady tea and chocolate. She answered, that she wanted nothing; upon which he told her not to grieve, that he intended her no injury, but, on the contrary, would land her on French ground, with all her baggage. During the remainder of the day he left her at liberty to resign herself entirely to her sorrow.

It may be supposed that the night afforded no repose to this unfortunate woman. The image of her husband murdered by villains whom he had treated with the utmost kindness, incessantly haunted her; their cruelty, their baseness, their brutality, augmented her apprehensions, and rendered them still more terrible when she cast her eyes on her beloved infants. While her mind was occupied with the most gloomy and most afflicting ideas, she heard the two executioners of her husband planning an outrage which every virtuous woman dreads more than death itself. John, the infamous John, proposed to his companion to take the servant, reserving the mistress for himself; but Young, refusing to comply, the villains, after fastening the helm,

lay down. The black servant conceived the design of putting out their eyes with a nail while they were asleep; but fearing lest they only feigned sleep; she relinquished the undertaking.

At the dawning of the following day they set sail, and kept out to sea. Madame Denoyer enquired whether they intended to take her to New York. They replied, that if she wished to go to Cape François, one of them would take her, the children and black servant thither in the canoe which they had on board. Anxiety concerning her future fate, the sight of the villains, stained with her husband's blood, her forlorn situation, her apprehensions and grief, induced her to accept this offer, though the canoe was very small to withstand the fury of the waves; this kind of boat, being made of a single trunk of a tree, after the manner of the savages of America. Having acquainted them with her resolution, John told her to pack up her linen in a bundle, her boxes being too bulky to be removed into the canoe. He himself put into it a wretched straw mattress, four biscuits, a pitcher containing about four quarts of fresh water, six eggs, and a small quantity of salt pork. John having put into it the two children and the black servant, searched Madame Denoyer's pockets, where he found her husband's silver stock-buckle and shoe-buckles, which he took from her, together with the linen which she had packed up. Having, at length, got into the boat, she waited with impatience for the conductor that had been promised her, when she saw Young cut the rope by which the boat was fastened; he then repaired to the helm, while John set the sails, and the vessel was soon out of sight. The sky and the ocean were the only object she had then in view.

Abandoned in the midst of the waves, far from any coast, the forlorn widow demanded relief of her husband's assassins; she conjured them, with all the eloquence of an affectionate mother, to take compassion on her infant offspring. When her voice failed she continued to supplicate with the most expressive and affecting gestures. The assassins, deaf to all her intreaties, abandoned the wretched family to its fate, and disappeared.

Consternation, the excess of her grief, the danger which threatened the objects dearest to her heart, combined to reduce her to a state of total insensibility. Her faithful slave employed every method in her power to recover her mistress. She revived, but only to behold the abyss ready to receive her, to deplore the wretched situation of her beloved children, who were likely to be the prey of the monsters of the deep. She pressed them to her bosom, bedewed them with her tears, and every time she cast her eyes upon them she imagined that she beheld them for the last time. Resigning herself entirely to the direction of Providence, she suffered the canoe to float at the will of the waves.

But the approach of a horribly dark night soon augmented her danger and her apprehensions. To crown the misfortunes of the distressed family, the wind began to blow with great violence, the waves rose, and, amidst their impetuous shocks, a sea broke over the canoe, washed away the biscuit and fresh water, while the attention of the wretched women was diverted from such a great misfortune only by the fear of being swallowed up by a wave still more tremendous. It is impossible to describe the protracted horrors of this terrible night.

The wished-for dawn at length arrived, and brought calmer weather, but no other consolation. They be-

held nothing but sky and water, and were ignorant which way to direct their course. In this desperate situation Madame Denoyer never ceased to implore the assistance of Providence, the only support of the unfortunate.

In this manner they passed seven days and seven nights, exposed to the inclemencies of the weather, without drink or food of any kind, excepting a little salt pork. Exhausted with fatigue, the enfeebled mother was every moment losing the little strength she had left; but in this condition, the idea of a speedy death was less terrible than the deplorable state of her children. In quitting them she was desirous of giving the most precious mark of maternal affection. She was on the point of opening a vein, to prolong the life of the little innocent, closely prest to her bosom, when Catherine discovered a distant sail. This intelligence gave Madame Denoyer, new life; both the women shouted and made signs. They soon perceived that their signals were seen, and that the vessel was standing towards them. A new danger now intervened. The waves broke with such force against the ship as to render them apprehensive that the canoe would be sunk if they attempted to get on board. However, by the management of the captain, the widow, the children, and the black servant were taken on board the vessel. She arrived safely in the road of New Orleans, the place of their destination. Madame Denoyer had the good fortune to find there M. Rougeot, a notary, and near relation, who received her and her family, rescued, as it were, from the tomb, with the greatest joy and affection.

The inhabitants of Louisiana generously raised a subscription for the relief of the unfortunate lady. She gave her liberty to Catherine, the faithful companion of her

distresses; but that female, touched with the gratitude of her mistress, refused to leave her, declaring that nothing but death should part them.

The above facts were attested by Madame Denoyer before the proper officer at New Orleans, to whom she likewise gave a description of her husband's assassins. Enquiry was made concerning them at New York, but whether they perished by the just judgment of Providence, or found means to escape detection, was never ascertained.



THE DISTRESSES OF THE UNFORTUNATE CREW OF
THE SHIP ANNE AND MARY,

On her passage from Norway to Ireland, in the Year 1759.

The Anne and Mary leaves Norway--The Ship oversets--Distresses of the Crew in consequence of that Accident--Horrid Extremity to which they are reduced by Famine--The Ship, with only two survivors, driven upon the Irish Coast.

THE ship Anne and Mary, of Galway, in Ireland, sailed from Drontheim, in Norway, on the 1st of September, 1750. The crew, consisting of nine persons, after their departure met with a series of contrary winds and bad weather. On the 10th of October, from an observation taken the day before, they computed themselves to be within fifteen leagues of the islands of Arran. As they had been put upon short allowance some time before, the idea of being so near their desired port was highly pleasing; but that very night, the ship oversetting, she was tossed about for the space of five hours. The cabin being soon afterwards entirely carried away, together with their provisions and compass, they were left exposed to the mercy of the seas, and deprived of all means of governing the hull. Two days passed without their tasting a morsel, excepting two rats which they caught. What followed next nothing but devouring famine could have suggested. It was agreed that one should

die to support the rest; and they accordingly cast lots. The first fell upon Patrick Lidane, who requested, that, for their immediate subsistence, they would take only the calves of his legs; representing that, perhaps, Providence might do more for them than they expected before they should be necessitated to have farther recourse to him. His request was granted; and after cutting away the flesh of his legs, which they ate raw, and of which he begged a morsel for himself, but was refused; he was permitted to live thirty hours. The second person who suffered the same fate was James Lee; and the fourth was Bryan Flaherty. On these four bodies, which were eaten raw, and without any kind of drink, but what rain-water they could catch in the skulls of the killed, the rest subsisted from about the 21st of October, to the 1st of December. In this interval three of them who had escaped the lot, after languishing a considerable time, expired on the fore-castle. On the last mentioned day the vessel was driven into the county of Kerry. The Captain, and Michael M'Daniel, the only survivors, were so worn out with famine and distress, that they were unable to stand, and scarcely shewed any signs of life; and notwithstanding the greatest care, and tenderness, and humanity was extended to them by James Crosbie, Esq. of that neighbourhood, and his lady, the captain died about thirty hours after he was brought on shore. The same charitable attention was continued to M'Daniel, who, as soon as he was in a condition to travel, made the best of his way to Galway, to fulfil the dying injunctions of the men who fell by lot, and

and who severally made it their last and earnest request, that whoever should survive, should repair to that town and relate to their friends their miserable sufferings and sad catastrophe.



DESTRUCTION BY FIRE

OF THE

DUTCH EAST INDIAMAN THE NEW HOORN,

Near the Straights of Sunda, in the East Indies, in 1619.

The New Hoorn sails from the Texel--Proceeds towards the Cape of Good Hope--The Crew make some stay at the Island of Mascarenhas--Visit the Island of St. Mary, near Madagascar--The Ship takes Fire--Part of the Crew escape in the Boats--Explosion of the Vessel--Extraordinary Preservation of the Captain--Distress of the Boat's Crew for Provisions--Melancholy State to which they are reduced--They discover Land--Narrow Escape among Breakers--Singular Adventure of the Captain--They are attacked by the Natives--They make the Coast of Java, and arrive at Batavia.

AMONG the variety of narratives comprehended in collections, of voyages, few are more interesting than that of Bontekoé; the ability and fortitude manifested by him, in the various circumstances of his good and evil fortune, together with the sensibility and character of truth which appear throughout his journal, procure him, with justice, the attention of the reader. The account of the events preceding and succeeding the loss of his ship shall be as concise as possible, a longer detail being inconsistent with the plan of this collection.

In the year 1618 William Isbrantz Bontekoé was appointed, by the Dutch East India Company, to the command of the ship the Hew Hoorn, of 1,100 tons; she was equipped solely for the purpose of commercial adventure, and carried 203 men

Bontekoë sailed from the Texel the 28th of December, and on the 5th of January, being then in the channel, the vessel encountered three furious gales, which covered half the deck with water. The crew were so terrified, that nothing was heard but the general cry:—"We are sinking!" The tempest was so violent, the lightning so frequent, and the rain descended in such torrents, that the sea appeared to mount to the skies, and the mingled elements of fire and water seemed to threaten the return of chaos. Bontekoë, ever active, particularly in time of danger, ordered the water to be baled out with leather buckets; but the decks were so encumbered with boxes, which, by the rolling of the vessel, were driven, with violence, against each other, that it was impossible to comply with his directions. The men were obliged to break in pieces those that were most in their way.

They were, at length, delivered from this danger, but the storm continued till the 19th, and it was not till the 20th that they were able to take advantage of the calm weather to continue the voyage. Two Dutch vessels, the *New Zealand*, commanded by Peter Thysz, of Amsterdam, and the *Enehuysen*, captain John Jansz, which they successively fell in with, afforded the *New Hoorn* encouragement and relief. She, however, soon parted from them, but overtaking them at the Cape de Verd-Islands, Bontekoë was informed that, instead of obtaining refreshments at the island of May, as they had flattered themselves they should, the Spaniards had killed three of their men.

They set sail in company, in order to pass the line, but calms succeeded, by which they were detained three whole weeks, and obliged to bear away, in order to pass

the Abrolhos, with a south-east wind. They were again overtaken by a calm near those rocks, which rendered them apprehensive lest they should be obliged to return, with the risk of having a great number of the crew sick. Passing them, however, they bore away for the islands of Fistan and Condé, in the latitude of which they arrived without discovering them. The wind having then shifted to the north, they steered east, in order to make the Cape of Good Hope, but the west wind was so violent that they durst not approach the coast. The fear of the vessel's striking induced Bontekoé to call a council; when, considering that the crews were healthy and abundantly supplied with water, the officers of the three ships resolved to double the Cape without touching there. This resolution was happily executed, and they ranged along the land of Natal, with very fine weather. It was, by this time, the end of May, five months having elapsed since the departure of the New Hoorn.

The Enchuysen, which was bound to the coast of Comorandel, here separated from the two other ships, steering between the African coast and the island of Madagascar. Bontekoé, on account of some misunderstanding, soon parted from the New Zealand likewise, in 22 degrees south latitude. After this fatal separation the New Hoorn experienced a series of disasters which finally terminated in her destruction.

Disease had begun to extend its baleful influence on board, and increased with such rapidity, that forty men were rendered unfit for duty. Most of the others were in a condition very little better; they, therefore, steered for the bay of St. Louis, in the island of Madagascar, but were unable to find a secure anchorage. Bontekoé ordered the long-boat to be hoisted overboard, and went

into her himself, while the vessel kept standing off and on. The breakers rendered it impossible to approach the shore. Some of the islanders, however, made their appearance, and one of the long-boat's crew swam off to speak to them. They made signs with their hands, and seemed to point out a place proper for landing. But as the Dutch were not sure of their meaning, and they offered no refreshments, the captain was obliged to return on board, after having fatigued himself to no purpose. The sick, who saw Bontekoë come back empty-handed, were plunged into despair. They then proceeded southward, to latitude 29°, where, changing their tack, they resolved to bear away for the Mauritius, or the island of Mascarenhas. In attempting to steer between those two islands, which are not far distant from each other, the New Hoorn made the Cape of Mascarenhas, where they found a depth of forty fathoms near the shore. Though this place was not very safe, being too near the land, they, nevertheless, came to an anchor there. All the sick longed to get on shore, but the breakers forbade the attempt. The long-boat was dispatched to the island, where a multitude of turtles were found. The sight of them augmented the desire of the sick, who promised themselves that the moment they landed their cure would be half effected.

The supercargo, whose name was Henry Rol, opposed their going on shore, under the pretext, that the vessel might drift, when they would run the risk of losing all those who might have landed. The sick, however, preferred their request with folded hands, and such earnest intreaties, that Bontekoë was affected. After having in vain, implored Rol's consent, he took the consequences on himself, and going upon deck, he de-

clared his intention of putting all the crew on shore. This intelligence was received with transports of joy. The seamen who were in health assisted the sick to get into the boat; Bontekoé gave them a sail for constructing a tent, together with provisions and utensils; and accompanied them himself. It was a very moving spectacle to see them, upon their arrival, rolling themselves in the grass, convinced that this was the only situation which could afford them any relief.

They had scarcely reached the shore, when they perceived a prodigious number of ring-doves, which were so tame as to be caught with the hand, or knocked down with sticks, without attempting to fly away. On the first day they caught upwards of two hundred. The turtles were taken with equal facility. Bontekoé, delighted with seeing his sick in the midst of such abundance, left them, to the number of forty, to return on board.

The anchorage appeared so bad, that, the following night, the captain ordered out the long-boat with a view to seek better moorings. In the morning, at the distance of about five miles from the place where the ship lay, he discovered a fine bay, with a bottom of sand. Not far from the shore was found a lake, the water of which was not quite fresh. Bontekoé saw a great number of geese, pigeons, grey parrots, and other birds; he found, likewise, in the shade, under a single tree, twenty-five turtles, so fat that they could scarcely move: If a parrot, or any other bird, was caught, and made to cry out, those of its species flocked round as if to defend it, and suffered themselves to be taken with the greatest ease.

After visiting every part of the bay, Bontekóé sent intelligence of his discovery to the sick, who willingly returned on board, in the hope of meeting with a more commodious retreat. The vessel proceeded to the bay, and came to an anchor in thirty-five fathoms water. The crew were permitted to go on shore alternately, and to seek refreshments in the woods. Eight persons were dispatched with a net to the lake; the fish they caught being carp, and a kind of salmon, were very fine, fat, and well-tasted. They likewise found in this bay a clumsy kind of bird, called *Dronte*, and by the Dutch *Dod-aers*; and at length discovered a stream of fresh water, bordered with trees, and which descended from the mountains.

Proceeding along the shore they picked up a plank, on which was carved an inscription, stating that *Adrian Martens Blok*, commanding a fleet of thirteen ships, had lost in this place several of his boats and their crews, which were dashed to pieces upon approaching the shore. Bontekóé however, did not perceive that the breakers there were in any degree dangerous. The island being uninhabited, the sailors had an opportunity of traversing it in every direction, and of enjoying, at pleasure, the diversions of fishing and shooting. They made wooden spits, which they used for roasting the birds, basting them with turtle-fat, which rendered them uncommonly delicate. To add to the abundance they already possessed, they discovered another river of excellent water, and observed, with joy, that it was full of large eels. Stripping off their shirts, they contrived to catch with them a great number, which proved very good eating. They saw goats, but so wild and swift of foot that they could not catch any of them, ex-

cepting an old one, whose horns were partly worm-eaten; but none of the crew would taste his flesh.

This abundance of provisions was so beneficial to the sick, that they soon perfectly recovered, and returned on board, all but seven, whose weakness obliged them to remain on the island till the vessel sailed. Meanwhile a great number of birds and fish had been dried and stored up for future provision. The author observes, that in the space of three weeks, all the birds had grown so wild, by being continually harassed, that they flew away whenever any one approached them. On the first day of landing one of the pilots having taken a musket to shoot ducks, it burst in his hand, and he had the misfortune to lose an eye.

From this place they set sail with the intention of making the Mauritius, but in this they were disappointed. Some of the crew had not yet recovered their health, or had been deceived in supposing themselves cured. They now regretted having so soon quitted the island of Mascarenhas, as they foresaw that they might beat about a long time, in those southern latitudes before they fell in with the trade-wind to carry them to Bantam on Batavia, and might likewise be carried away by the force of the currents, in which case their former maladies would not fail again to make their appearance. These apprehensions induced them to make directly for the island of St. Mary, which lies near Madagascar, opposite to the bay of Antongil. They came to an anchor on the east coast of the island, in eight fathoms water. The natives, though much less accustomed to the sight of Europeans than those of Madagascar, carried on board fowls, lemons, some rice, and gave the Dutch to understand, by signs, that they had cows, sheep, and

other articles of provision. Some wine was given them in a silver cup; they drank it with excessive avidity, putting their whole face into the cup, in the same manner as beasts drink out of a tub: but when they had swallowed what was given them they began to shout like madmen. They were entirely naked, excepting that they wore a small piece of stuff round their waists. Their colour was black, inclining to yellow.

The Dutch went on shore every day to barter with them. Bells, spoons, yellow-handled knives, glass or coral beads, appeared to them a rich equivalent for calves, sheep, pigs, rice, milk, and water-melons. They carried the milk in large leaves, dextrously interwoven; but as they had few lemons and oranges, Bontekoe resolved to go to Madagascar with the boat, and to carry with him such articles as he hoped to be able to barter for those kinds of fruit. He entered a river, which he ascended about a league, till he could penetrate no farther, the branches of the trees on both the shores meeting, and hanging down to the surface of the water. He was, therefore, obliged to return to the ship, without discovering any appearance of fruits, or habitations. Another day he met with better success in the island off which his ship was anchored. At some distance, on the same coast, he found oranges, lemons, milk, rice, and bananas.

During the nine days that the ship lay in this place, the crew recovered all the health and strength they possessed when they left Holland. When they went on shore, they frequently took with them a musician who played on the cymbal. The islanders listened to the instrument with the greatest astonishment. Some seated themselves round the musician, and clapped their hands;

others leaped and danced about as if in a transport of joy. Bontekoé did not perceive that they had any other religion than the grossest idolatry. In several places before their houses were observed the heads of oxen, raised upon poles, before which they kneeled down as if in the act of adoration.

Leaving the island of St. Mary, the New Hoorn kept a southern course till the latitude of 33° , when the captain ordered to tack and stand to the east, towards the straits of Sunda. On the 19th of November, 1619, being in latitude $5^{\circ} 30'$, in which the streights are situated Bontekoé being on deck, was alarmed with the cry of Fire! fire! He hastened down to the hold, where he perceived no appearance of fire. He enquired where the fire was supposed to be. "Captain," said one of the men, "it is in this cask." He put his hand to it, but without feeling any heat.

His terror did not prevent him from enquiring the cause of such a dreadful alarm. He was told that the steward having gone down in the afternoon, according to custom, to draw the brandy that was to be distributed, the following day, among the crew, had fastened his iron candlestick to the stave of a cask in the row above that which he had tapped. A spark, or rather a small piece of the burning wick, had dropt exactly into the bung-hole; the brandy had caught fire, the two ends of the cask had immediately flown out, and the blazing liquid had run among the coals. A few pitchers of water having, however, been thrown upon it, the fire appeared to be extinguished. Bontekoé, being somewhat relieved by this account, ordered buckets of water to be thrown upon the coals; and perceiving no traces of fire, he calmly returned to the deck. But this cir-

circumstance was soon succeeded by consequences so terrible, that to give complete satisfaction to the reader's curiosity, and to render the description as interesting as possible, we shall give it in the author's own words:

"Half an hour afterwards," says he, "some of the crew again began to cry: Fire! I was extremely alarmed, and going down immediately I perceived the flames issuing from the lowest part of the hold. The fire was among the coals, among which the brandy had penetrated, and the danger seemed the more pressing as there were three or four rows of casks one upon the other. We again resumed our labor of throwing buckets of water upon it, till we had thrown a prodigious quantity.

"But a new circumstance occurred which augmented our distress; the water poured over the coals produced a smoke so thick, so sulphureous and disgusting, that we were almost suffocated in the hold, and it was scarcely possible to remain there. I however, staid to give orders, sending up the sailors by turns to recover themselves. I even suspect that several of them were stifled before they could reach the hatch-way. For my part I was so stupified, and so suffocated, that not knowing what I did, I occasionally reclined my head upon a cask, turning my face towards the hatch-way to get breath a moment.

"Being, at length, obliged to leave the place, I told Rol, that I thought all the powder ought to be thrown overboard, but, to this proposal, I could not obtain his consent. 'If we throw away our powder,' said he; 'we shall probably have no occasion to apprehend pe-

rishing by fire, but what will become of us should we be attacked by enemies, and how could we exculpate ourselves!

“ Meanwhile the fire was not diminished, the stench and the thickness of the smoke rendering it impossible for any person to remain in the hold. With a hatchet several large holes were made in the lower deck, through which was poured a great quantity of water, at the same time throwing it incessantly down the pathways. The pinnace had been overboard three weeks; the jolly-boat, which was upon the upper deck, was likewise hoisted over, because it was in the way of those who were getting water. The terror of all on board was beyond description. Nothing was to be seen but fire and water, which alike threatened them with destruction, and by one of which they were sure of being swallowed up without the hope of relief; for they were out of sight of any land, and had no other vessel in company. The crew began to desert their posts, and letting themselves down from the sides of the ship, upon the chain-wales, they dropped from thence into the water, and swimming to the boats, they got into them, and concealing themselves under the benches, or the coverings, waited there till their numbers should be sufficient to enable them to push off together.

“ Rol having, by accident, gone into the gallery, was astonished to see so many of the crew in the pinnace and boat; they told him they were going to leave the ship, and advised him to join them. By their intreaties, and the sight of the danger, he was prevailed upon to comply. When he had reached the cutter, he said to the men: ‘ My friends, we must wait for the captain.’ They

were however, deaf to his orders, and his representations. The moment he had entered, they cut the rope and pushed off from the ship.

“ I was still employed in giving my orders, and urging the men to work, when some of those who remained came and said, with the utmost horror :—‘ Ah ! captain, what will become of us ? the pinnace and jolly-boat are off.’ ‘ If they are leaving us, (said I) it is with the design of not returning.’ And running immediately to the upper deck, I perceived that this was the intention of the fugitives. The sails were on the masts, and the main-sail was brailed up. ‘ Hoist and unfurl the sails, (cried I to the men) let us endeavour to join them, and if they refuse to receive us into their cutter, we will run the ship athwart the scoundrels, to teach them their duty.’

“ We were about three times the length of the ship from them, when they got the weather-gage and left us behind. I then said to those who were with me ; ‘ You see, my friends, that we have no hope left but in the mercy of God, and our own efforts ; we must renew them, and endeavour to extinguish the fire. Run to the powder-room, and heave the powder overboard, before the flames reach it.’ I then directed the carpenters instantly to bore holes in the ship’s side with large augers, so as to let in the water to the depth of a fathom and a half. But their instruments could not penetrate the planks, because they were sheathed with iron.

“ This obstacle produced a consternation which language is inadequate to describe ; the air resounded with cries and groans. The crew again fell to work to throw water on the flames, which seemed to decrease ; but soon afterwards the oil took fire. We then conceived

our ruin to be inevitable. The more water was thrown upon the fire, the more furious it appeared to become. In this dreadful situation, the cries and shrieks, were so terrible, that my hair stood erect, and my whole body was covered with a cold sweat.

"The work was, meanwhile, continued with the same spirit: all hands were employed in throwing water into the ship, and heaving the powder overboard. Sixty half barrels of powder had already been thrown into the sea, but there still remained three hundred more. The fire communicating to these, the ship was instantly blown into ten thousand pieces. At this moment we were still one hundred and nineteen in number; I was upon deck; superintending sixty-three men, who were drawing water. They were carried away with the rapidity of lightning, so that it was impossible to tell what had become of them. All the others experienced the same fate. For my part, expecting to perish with all my companions, I extended my hands towards heaven, exclaiming: 'O Lord! have mercy upon me.' Although, when I felt myself blown up, I gave myself over for lost, yet I retained the perfect use of my senses, and a ray of hope enlivened my heart. I fell into the water among the fragments of the shattered vessel. In this situation my courage revived to such a degree, that I felt like another man. Looking round me, I perceived the main-mast on one side of me, and the mizen-mast on the other. I got upon the main-mast, and surveyed the melancholy objects by which I was surrounded, and then said, heaving a deep sigh: 'O God! this fine ship has perished like Sodom and Gomorrah!'

“ It was some time before I perceived any living creature. However, while I thus remained lost in reflection, I saw a young man rise up to the surface, and swim with his hands and feet. Seizing a fragment of the wreck, he got upon it, saying: ‘ Here I am still in the world!’ Hearing his voice, I exclaimed: “ O God! is there here some one besides myself alive?” This young man’s name was Harman Van Kniphuisen. As the great mast on which I was, rolled and turned incessantly, which gave me great pain, I told Harman to push me a spar that was floating near him. After changing my situation, I directed the spar towards him, and he got upon it likewise. Bruised as I was, by the explosion and my fall, with my back shattered, and two wounds in my head, it would have been impossible for me to join him without his assistance. These hurts I had not before perceived, but the pain of them now began to overpower me in such a manner, that I seemed all at once to lose the powers of sight and hearing. We kept close to each other, clinging to the spar, and looking round on every side, in the hope of descriing the cutter, or the jolly-boat. The sun had reached the horizon. I said to my companion in misfortune: ‘ There is no hope left for us, my friend. It is late; the boats being at such a distance it is impossible we should support ourselves all right in this situation. Let us raise our hearts to God and implore his mercy, with perfect resignation to his will.

“ We, accordingly, offered up our prayers, and obtained mercy; for we had scarcely finished our supplication to the Almighty, when, raising our eyes, we perceived the boats close to us. What a joyful sight to men who thought themselves ready to perish! I imag-

and a pillow, which, on account of my situation, were reserved for my use. The surgeon was with us, but no kind of medical application had been saved. He, therefore, had recourse to chewed biscuit, which he spread over my wounds, and which, by the blessing of heaven, effected a cure. I had offered my shirt as well as the others to assist in making the sails; but all my men opposed this sacrifice, and the attention they paid me deserves my warmest praise.

“The first day, while the sails were preparing, we left ourselves to the impulse of the waves. They were ready by evening, when they were immediately hoisted. This was the 20th of November. We steered our course by the stars, with whose rising and setting we were perfectly acquainted. During the night the cold was intense, and in the day the heat was intolerable, as the sun was exactly vertical. On the 21st, and two succeeding days, we were occupied in making an instrument to take the altitude; which, with the assistance of the ship's carpenter, who chanced to have a pair of compasses, we at length completed. I carved a marine chart on a piece of board, tracing upon it the island of Sumatra, that of Java, and the streights of Sunda, which separate those two islands. Having taken the altitude at noon, on the day of our misfortune, I found that we were in $5^{\circ} 30'$ S. latitude, and, according to my estimation, about 20 leagues from land. I kept an account of our reckoning each day, steering as well as I could judge, towards the entrance of the streights.

“Out of the seven or eight pounds of biscuit, which constituted our only provision, I distributed the allowance for each day, as long as it lasted. But this was soon exhausted, though the portion for each was only a

small piece about the size of a man's finger. We had nothing to drink; when it rained the sails were extended to catch the water, which was collected in the only two small casks that had been put on board, and reserved for a supply on those days when we had no rain.

“ Notwithstanding this distress, the men urged me to take abundantly whatever my wants required; because, as they told me, they all stood in need of my assistance, and among such a number the diminution would be scarcely perceptible. It gave me great pleasure to observe that they entertained such sentiments for me, but I refused to fare any better than the rest. Those in the boat made the greatest exertions to keep up with us, but as we made more way, and there was none among them who understood navigation, when they approached us, or found means to come alongside, they earnestly intreated us to take them on board, fearful lest by some accident they should be separated from the pinnace. This was resolutely opposed by my companions, who represented to me, that to comply would be to endanger the lives of us all.

“ We soon arrived at the height of our misery; the biscuit was entirely consumed, and yet we were not in sight of any land. I endeavoured to persuade the most impatient that we could not be far distant from some shore, but could not keep them long in that hope. They began to murmur against me, saying, that I deceived them in the account of our course, and kept the head of the vessel to the sea instead of steering towards land. The calls of hunger began to be very pressing, when providentially a flock of gulls came and hovered over the

pinnacle, in such a manner that they appeared as if we were desirous we should catch them. They alighted within reach, and each of the crew, with ease, caught several. They were instantly plucked and eaten raw; their flesh was delicious, and sweeter than any honey I ever tasted. Such a small supply could not, however, long preserve our lives. We passed the remainder of that day without discovering land. Our situation seemed so desperate, that the boat having approached us, and those who were in her begging us to take them on board, it was concluded, that since death was inevitable we would all die together. They were therefore, received, and all the oars and sails were taken out of the boat. We had then in the pinnacle thirty oars, which we ranged on benches in the form of a deck. We had likewise a main-sail, mizen-sail, and sprit-sail. The pinnacle was of such depth that a man might sit upright under the oars. I divided my crew into two parts, one of whom kept below while the other was above, thus relieving each other alternately. We were in number seventy-two persons, who eyed each other with mournful and melancholy looks, as may be supposed of people perishing with hunger and thirst.

“ When despair had begun to take the place of affliction, we saw a great number of flying fish rise up out of the water. Some of them, dropped in the pinnacle, where they were eagerly seized, distributed, and eaten raw. This relief was small. However, none of the crew were sick, which appeared the more surprising, as, in opposition to my advice, some of them had already begun to drink sea-water. ‘ My friends, (said I) beware of drinking salt-water; it will not ap-

pease your thirst, but will produce fluxes that will prove fatal.' Some gnawed the cannon and musket balls, others drank their own urine, and I likewise did the same.

" Our misery thus increasing from hour to hour, despair at length took possession of every mind. The men began to regard each other with looks of ferocity, as if each were ready to devour the other, and to appease his cravings with the flesh of his neighbor. Some even spoke of resorting to this horrible extremity, and of beginning with the young people. Such an atrocious proposal filled me with horror and dejected my spirits. I supplicated the Almighty not to permit the perpetration of such barbarity, nor to suffer us to be tempted beyond our strength, with the extent of which he was best acquainted. I endeavoured, in vain, to express my sentiments, when I saw some of the men prepared to begin the execution, and fully resolved to fall upon the young people. I interceded for them in the most moving terms, representing the barbarity of such an action; exhorting them to have recourse to Heaven to alleviate their misery, and assuring them that we could not be far from land.

" At length I shewed them the reckoning I had kept of each day's course, and the altitude. They replied, that I had long held the same language, and that they were but too well convinced I was deceiving them, or myself. They, however, agreed to wait three days, at the expiration of which time they protested that nothing should divert them from the execution of their design. This dreadful resolution deeply afflicted my heart; I renewed my prayers, that our hands

might not be polluted by the most abominable of crimes.

“ Meanwhile I was myself reduced to such extremity that I could scarcely keep myself from falling into that despair with which I reproached my companions. I heard them say to each other: ‘ Alas! if we were on shore, we might eat grass, like beasts.’ I kept incessantly urging my former representations. But the following day, our strength, as well as our courage, began to fail, most of the men were scarcely able to rise from their seats, or to stand upright, and Rol, in particular, was so exhausted, that he was unable to stir. Notwithstanding the debility which my wounds might be supposed to have produced, I was still one of the most robust and had strength sufficient to go out of one cabin into the other.

“ It was now the second of December, which was the thirteenth day after the explosion. The sky became overcast, and a shower of rain fell, and afforded us some relief; it was accompanied with a calm, which allowed us to loose down the sails and extend them over the vessel: the men getting underneath them, each drank as much rain-water as he pleased; besides which we filled the two small casks. I was then at the helm, and, according to my computation, we could not be far from land. I was in hopes that the weather would clear off while I remained at this post, which I firmly resolved not to quit. However, the thickness of the fog, and the incessant rain, produced such intense cold, that I was unable any longer to resist it, and called one of the quarter-masters to take my place. He complied, when I went and mingled among the others, where I recovered some warmth.

"The quarter-master had been scarcely an hour at the helm, when, the weather clearing off, he discovered land. In the first transport of his joy he shouted: "Land! land!" At this cry every one on board found strength sufficient to rise, eager to convince themselves, by their own eyes, of the truth of this agreeable intelligence. It was actually land. All the sails were instantly hoisted, and we stood directly for the shore. But, upon approaching it, we found the breakers so violent that we durst not venture across the surf. The island, for such it was, formed a small bay, which we fortunately entered. There we threw out our grapnel, having a smother, by which to moor to the land, and every one hastened to leap on shore.

"The eagerness of the men to disperse themselves through the woods, and over those places where they hoped to find something fit for food, was extreme. For my part, I had no sooner set foot on the shore, than falling on my knees, I kissed the ground with joy, and returned thanks to heaven for the favor we enjoyed. This day was the last of the three, at the expiration of which it had been resolved to kill and devour the cabin-boys.

"The island produced coco-nuts, but we could not discover any fresh water. We, however, thought ourselves too fortunate in being able to procure the coco-nut liquor; eating the old ones, the kernels of which were the hardest. This liquor we thought a pleasant beverage, and it could have produced none but salutary effects, if taken in moderation; but every one drank it to such excess, that the same day we were attacked with cholera and excessive pains, which obliged us to bury ourselves beside each other in the sand. The next

day, however, we were pretty well recovered. We traversed the island without finding the least appearance of habitations, though there were traces which proved that it had been visited by men. We discovered upon it no other productions besides coco-nuts. Some of the men saw a serpent, about as thick as a man's arm.

“ After taking on board a great quantity of coco-nuts, we weighed anchor in the evening, and steered for the island of Sumatra. We obtained sight of it the next day; the island we had left being about fourteen or fifteen leagues distant. We kept along the coast of Sumatra, proceeding eastward, till our provisions were exhausted. Though compelled by necessity to land, yet we could not pass the breakers. Being menaced with a renewal of our former distresses, it was resolved that four or five of the best swimmers should endeavor to reach the land, and seek along the shore some place where we might approach it. They passed the breakers without accident, and proceeded along the coast, while we pursued them with our eyes. At length, finding a river, they hoisted their trowsers as a signal for us to follow.

“ As we approached, we perceived before the mouth of the river a reef, against which the sea broke with the utmost violence. I was of opinion that we should not risk the passage, or at least, not without the general consent. Each being asked his sentiments on the subject, they unanimously resolved to venture. I ordered an oar, to ward off the violence of the surf, to be held on either side of the stern, placing two men at each, and seizing the helm myself, steered directly through the breakers. The first sea half filled the pinnace; so

that the men were obliged to bale out the water with their hats, shoes, and whatever else they could make use of for that purpose. A second wave rendering the vessel unmanageable I thought our destruction inevitable. 'My friends, (I cried) keep the pinnace steady, and bale away, or we must inevitably perish.' They kept baling with the utmost diligence, when a third sea came, but it broke short of us, otherwise we must have been lost; and the tide beginning to ebb, just at that moment, we at length crossed these dangerous breakers. The water being tasted was found to be fresh, and this circumstance made us forget all our difficulties. We landed on the right bank of the river, where the shore was covered with herbage, among which we discovered some dwarf beans, of which we immediately began to eat with avidity.

"Some of our people having proceeded beyond a point of land that was before us, found some tobacco and fire, which proved that we were at no great distance from those by whom they had been left. We had, in the pinnace, two hatchets, with which we felled some trees and cut off the branches. We then made large fires in several places, around which all our people seated themselves and began to smoke the tobacco which they had found:

"Towards night we augmented our fires, and, to prevent any surprise, I placed three sentinels at the avenues of our little camp. The moon was on the wane; We passed the beginning of the night without any farther inconvenience than violent cholics, caused by having eaten too great a quantity of beans. In the midst of our pains the sentinels informed us that the natives were approaching in great numbers, and as it was dark,

it could only be with the design of attacking us. The two hatchets, and an old rusty sword, were the whole of our arms, and we were so weak that we could scarcely stir.

"We were, however, roused by this intelligence, and the most enfeebled could not resolve to perish without making some resistance. Snatching up the burning brands we ran to meet the enemy. The sparks flew about in every direction, and formed a terrible spectacle. The islanders, besides, could not be acquainted that we were unarmed. They therefore fled and concealed themselves in a wood. Our people returned to the fires, where they passed the remainder of the night in continual alarm. Rol and I thought it a necessary precaution to go on board the pinnace, in order to secure at least that resource in case of any accident.

"The next morning, at sun-rise, three islanders left the wood and advanced towards the shore. We sent to meet them three of our people, who, having before been in India, had some knowledge of the customs and language of the country. The first question they were asked was, of what nation they were. Having satisfied the natives on this head, and represented us to them as unfortunate traders, whose vessel had been destroyed by fire; they enquired, in their turn, whether we could obtain any refreshments in the way of barter. During this conversation the islanders continued to approach the pinnace, and advancing boldly to it, they wished to know whether we had any arms. I had directed the sails to be extended over the vessel, because I was apprehensive of their curiosity. They were told that we were well provided with muskets, powder, and ball.

“They then left us, promising to bring rice and fowls. We collected about eighty reals which we happened to have in our pockets and offered them to the three natives, in payment of some fowls and boiled rice which they brought us. They appeared well satisfied with the price. I exhorted our people to assume an air of firmness. We sat down upon the grass with apparent unconcern, and, after making a hearty meal, we again deliberated in what manner to proceed. The three islanders were present at our repast, and they were, doubtless, surprised at our appetites. We asked them the name of the country, without being able to collect from their answer whether it was Sumatra. We were, however, persuaded that it must be that island, when they pointed with their fingers towards Java, and we readily understood the name of John Coen, the Dutch governor of Batavia, which they endeavored to pronounce. It appeared certain that we were to the windward of Java, and this explanation gave us the greater satisfaction, as, being without compass, we had hitherto been doubtful of the propriety of all our manœuvres.

“We now wanted nothing but provisions to render our minds perfectly tranquil. I took the resolution to embark, with four of the crew, in a small canoe that was on the shore, and to ascend the river to a village which we had descried at a distance, in order to procure what provisions I could with the rest of the money which we had collected. Setting off immediately, I had soon purchased a quantity of rice and some fowls, which I sent to Red with the same diligence, recommending to him an equal distribution, in order to avoid all occasion for complaint. For my part, I made an excellent repast in the village, with my companions, and thought the li-

quor of the country far from disagreeable. It is a kind of wine, extracted from trees, and capable of producing intoxication.

“ While we were eating, the natives were seated round us, and devoured with their eyes every morsel that we put into our mouths. After our repast I purchased of them a buffalo, which cost me five reals and a half; but being so wild that we could neither catch nor lead him, we lost a great deal of time. Night coming on, I designed to return to the pinnacle, with the intention of coming back the following day. My people, however, intreated me to leave them that night in the village, under the pretext that it would be much easier for them to catch the buffalo when it was dark. I thought just the contrary, and endeavored to divert them from their design. Their solicitations, at length, extorted my consent, and I left them to follow their own inclinations.

“ I returned to the bank of the river, where I found, near the canoe, a great number of natives, who appeared to be in dispute. Conceiving myself to be the subject of it, and that one party was in favor of my departure, which was opposed by the other, I took two of them by the arm and pushed them, with an air of authority, towards the canoe. Their looks were ferocious; they, however, suffered themselves to be conducted to the boat, and did not hesitate to enter it with me; one seated himself forward, and the other abaft. At length they began to row. I observed that each of them had a dagger at his side, and that consequently my life was in their hands. After rowing a little, he who was behind came to the middle of the canoe where I was standing, and declared, by signs, that he wanted money. I took a small piece out of my pocket and offered it him.

He took it, and having looked at it for some moments with an air of uncertainty, he wrapped it in the piece of cloth which he wore round his waist. The other then came in his turn, and made the same signs. I gave him another piece, of which he likewise examined both sides, but he appeared still more undecided whether he should take it or attack me; which he might easily have done, as I was unarmed. I was sensible of the extent of the danger, and my heart beat with violence.

“ Meanwhile we continued our course down the river, and with the greater rapidity as we were carried along by the tide. When we had proceeded about half way, my two guides began a very warm conversation. All their motions seemed to indicate a design to attack me. I was so much alarmed that I trembled. In my distress I raised my eyes towards heaven, praying for that assistance which I so much needed in that critical situation. Some secret impulse made me begin singing; — a strange resource against fear! I sang as loud as I could, making the woods, with which both the shores were covered, to resound. The two natives burst into a laugh, opening their mouths so wide that I could see half-way down their throat. Their looks indicated that they suspected me neither of fear nor mistrust. Thus I verified what I had often heard asserted, without understanding it, that excessive fear is capable of making a man sing. While I continued this exercise, the boat proceeded with such expedition that I began to distinguish our pinnace. I made signs to my people, who perceived them, and hastened towards the banks of the river. Then turning to my two rowers, I signified that, in order to land, they ought both to go forward, under the idea that I should then be in no danger of an attack

from behind. They complied without reluctance, and I stepped calmly on shore.

“ When they saw me in safety, in the midst of my companions, they asked where so many people passed the night, and were told, under the tents which they saw. I have omitted to mention that we had constructed small tents with the branches and leaves of trees. They then enquired where Roi and I slept, as we appeared to possess the greatest authority, and were answered, that we lay in the pinnace under the sails; upon which they got into their canoe in order to return to the village.

“ I gave Roi and the others an account of my voyage, and cheered them with the hope that our four men would return the following day with the buffalo. The night passed in the most perfect tranquillity. But, after sun-rise, being surprised that our people did not make their appearance, we began to suspect that they had met with some accident. In a short time we saw two natives driving a beast before them; it proved to be a buffalo; but I soon discovered that it was not the same which I had purchased. One of our men, who understood something of the language of the country, asked the two blacks, why they had not brought the buffalo they had sold me, and what had become of our four men. They replied, that it was impossible to bring the beast I had bought, but that our people were following them with another in its stead. This answer having, in some degree, alleviated our anxiety, I observed that the buffalo was very lame, and just as wild as the former; upon which I immediately cut his legs with the hatchet. The two blacks, seeing him fall, uttered the most dreadful shrieks and outcries.

“ Upon this noise, two or three hundred of the natives, who were concealed in the wood, rushed out and ran towards the pinnacle, apparently with the design of cutting off our retreat, and to procure an opportunity to massacre us all. Three of our men, who had made a small fire, at some distance from the tents, perceiving their intention, hastened to apprise us of it. I left the wood, and having advanced a little, I saw forty or fifty of our enemies rushing upon us from another part of the wood. “ Be firm, (said I to our men) the number of these wretches is not sufficient to give us any cause of apprehension.” But we soon perceived such a large body, most of whom were armed with shields, and a kind of swords, that, considering our situation in a quite different light, I cried out:—“ My friends, run to the pinnacle; for if our passage is cut off, every hope is lost.” We directed our course towards the pinnacle, and those who could not reach her in time plunged into the water in order to swim on board.

“ Our enemies pursued us to the vessel. Unfortunately for us, matters were so disposed as to prevent our quitting that situation with expedition equal to our danger. The sails were extended, in the form of a tent, from one side of the pinnacle to the other, and while we were hastening on board, the natives, following close at our heels, pierced with their lances several of our people, whose bowels fell in our sight from their bodies. We, however, defended ourselves with our two hatchets and the old sword. The ship's baker, who was a tall, robust man, used the latter with effect. We were moored by two grapnels, one at the head and the other at the stern. I called out to the baker to cut the cable, but he found it impracticable. I then ran to the stern,

and holding the cable to the stern-post, it was then cut with ease; upon which our people at the head laid hold of it and drew the vessel away from the shore. The natives in vain attempted to follow us in the water; they got beyond their depth and were obliged to relinquish their prey.

“ We then endeavored to pick up the rest of our people who were swimming in the river. Those who had not received mortal wounds got on board, and Providence instantly sent us a strong breeze off the shore, though the wind, till then, had blown from the sea. It was impossible not to regard this circumstance as a particular mark of divine protection. We hoisted all our sails and got out to sea with a single tack, passing with great facility the bar and breakers which had caused us such great embarrassment on entering the river. Our enemies imagined that we should be cast away at this spot, and advanced to the utmost extremity of the cape, in order to wait for and to murder us there. The wind, however, continued favorable, and, with this aid, the head of the pinnace, which was very high, made its way through the surf.

“ We were scarcely out of danger, when we found that the baker, who had so gallantly defended us, had been wounded with a poisoned weapon. The wound was above the navel, and the flesh about it had already turned of a livid black. I cut it away to the quick, in order to stop the progress of the poison, but this operation only gave him excessive pain, without producing any benefit; he dropped down dead in my sight, and we threw his body overboard. Upon mustering our people, we found that sixteen were missing, eleven of whom had been killed on the shore. The fate of the

four unfortunate men who had remained in the village was deeply deplored. Nothing could be more cruel than the necessity which compelled us to abandon them; though, probably, they were already dispatched, and consequently could not be sensible of it.

“ We proceeded along the coast, keeping the head of the vessel to the wind. All the provisions we had left were eight fowls and a small quantity of rice; these were distributed among the crew, still fifty in number. But as we soon began to feel the attacks of hunger, we were obliged to go on shore in a bay which we discovered. The natives, who appeared in great numbers, betook themselves to flight upon our landing. We were too well acquainted, by fatal experience, with the barbarity of these savages to hope to obtain provisions from them; but, at least, we found fresh water. The adjacent rocks afforded us oysters and periwinkles, which we ate with the greater relish, as we had preserved a halfful of pepper which I purchased in the village where I left our four men, and which served to season them.

“ After making a plentiful repast, each filled his pockets and we returned to the pinnacle, with two small casks of fresh water. I proposed, upon quitting the bay, to push out a little farther to sea, in order to make more way, and this advice was followed; but the wind rose, in the night, to a perfect storm. Under these circumstances it was most providential that we had not continued to range along the coast, as we must then have come to an anchor in another river, where we should have found the natives inveterate enemies of our nation, many of whom they had already massacred.

“ At day-break we came in sight of three islands that were before us. We resolved to make for them, though

we conceived them to be uninhabited, flattering ourselves that we should at least find some kind of food. That on which we landed was covered with the species of reed, called bamboos, which are as thick as a man's leg. Some of these we took, and making a hole with a stick through all the joints, excepting that at the bottom, we filled them with fresh water, and corked them up at the top. This expedient enabled us to lay in a good stock of water. We likewise met with palm-trees, the tops of which were sufficiently tender to serve us for food. These were all the discoveries we made in traversing the island.

“ Having, one day, walked to the foot of a pretty high mountain, I could not resist the inclination to ascend to its summit, with faint hopes of making some observation that might be useful to us in steering our course. We were endeavoring to reach some Dutch settlement in this quarter, and this duty, I conceived, belonged particularly to me, as it was to me that the eyes of all my companions in misfortune were turned. But, exclusive of the misfortunes to which I was exposed in common with them, I labored under the disadvantage of having never before been in India; and possessing neither compass nor any other nautical instrument, I was unable to do any thing towards bettering our condition.

“ When I had reached the summit of the mountain an immense expanse of sky and sea opened to my view. I fell upon my knees, with a heart wrung with anguish, and addressed my prayers to heaven, with a sensation that I cannot describe. When about to return I once more cast my eyes around me. I then observed, on the right, that clouds were withdrawing from the land, and

immediately discovered two lofty mountains, the colour of which seemed to be blue. I recollected, that when I was at Hoorn, I had heard of William Schouten, who had made two voyages to the East Indies, that at the Cape of Java there were two high mountains, which appeared to be blue. We had reached the island by ranging along the west coast of Sumatra, and these mountains were to the east. Between them I perceived a vacant space where I could not see any land, and I knew that the Streight of Sunda was situated between Java and Sumatra. These reflections made me conclude that there was no error in our course.

“ I descended joyfully, and hastened to inform Rol that I had seen the two mountains. When I related the circumstance to him they were no longer visible, being again enveloped in clouds. But I added what I had heard Schouten say on the subject, supporting my conjectures by other arguments. Rol thought my conclusion extremely probable. ‘ Let us collect our people, (said he) and steer for that point.’ The crew, upon being made acquainted with this intelligence, hastened to carry on board the water, the bamboos which they had cut, and the tops of the palm-trees. They shewed the same ardor to set sail, and the wind was favorable to our design. We kept the head towards the vacant space between the two mountains, and during the night we steered our course by the stars. About midnight we perceived a fire, which was, at first imagined to be on board some ship, but, upon a nearer approach, we found that it was on a small island in the Streight of Sunda. After we had passed it, we saw a second fire on the other side, and, from various marks, we judged that it belonged to fishermen.

“ At day-break, the following morning, we were becalmed. We had reached the coast of Java unknown to ourselves. The man at the mast-head immediately cried out that he saw a great number of ships. He counted twenty-three. Our joy was so great as to baffle description. We immediately took to our oars, on account of the calm, and stood directly for this fleet.

“ These twenty three ships were Dutch, and under the command of Frederic Houtman, of Alkmaer. He was then in his gallery, looking at us with his glass. Surprised at the singular appearance of our sails, and anxious for an explanation of such an extraordinary spectacle, he sent his boat to meet us, and enquire who we were. Those on board of her knew us. We had sailed together from the Texel, and had not parted company till we reached the Spanish sea. They took Rol and myself into the boat, and carried us on board the admiral, whose ship was called the Virgin of Dordrecht. We were immediately presented to him. After testifying his joy at seeing us again, and judging, without explanation, what was the most pressing of our wants, he ordered dinner to be served, and sat down with us. At the sight of bread and other victuals my heart was so oppressed that tears streamed from my eyes, and I was unable to eat. Our companions in misfortune, who arrived almost immediately afterwards, were distributed among the other vessels of the fleet.

“ The admiral, after making us relate our adventures, which he heard with the greatest astonishment, sent us on board a yacht to Batavia. We were still fifty in number, and reached that place on the following day. My old friends whom I had found in the fleet,

had supplied me and all my crew with clothes. Upon entering the town we repaired to the habitation of John Pieters Coen, the general of the company, who had not yet been informed of our arrival, but who received us very graciously when we had made ourselves known."



SHIPWRECK OF THE
DUTCH EAST INDIAMAN THE BATAVIA,

ON THE ROCKS OF FREDERIC HOIJMAN,

Near the Coast of Concordia, in New Holland, in 1630.

The *Batavia* leaves Europe—Strikes on a rock on the Coast of New Holland—Preservation of the Crew, who land upon three Islands—The captain proceeds to Batavia, in the shallop, to solicit Relief—Atrocious Conduct of Part of the Crew during his absence—Who form a Plan for his Destruction—In what manner frustrated—He returns and punishes the Mutineers.

THE directors of the Dutch East India Company, encouraged by the fortunate arrival, in 1629, of five vessels, commanded by general Carpentier, and richly laden, sent out the same year a fleet of eleven ships. Among these was the *Batavia*, commanded by Francis Pelsart, a skilful navigator. Her crew, including passengers, and some women and children, amounted to about three hundred persons, and her cargo was of considerable value.

This fleet left the Texel the 28th of October, 1629, and proceeded, without any remarkable occurrence, as far as the Cape of Good Hope. But upon approaching the Cape, a violent storm dispersed all the ships which had kept together till that time. Pelsart, who was apprehensive for the rest, after the storm was over, continued his route, steering in such a direction as he thought

most likely to rejoin them, when, on the 4th of June, 1630, he was carried, during the night, upon the rocks, called by the Dutch, the *Albrolhos*, or rocks of *Frederic Houtman*. This shelf is situated near the coast of *Concordia*, in *New Holland*, about the latitude of 28° south. The captain was in bed, and very much indisposed. From the extraordinary motion of the ship he concluded that she had struck, and in the utmost alarm he instantly rose and ran upon deck.

The sails were all set; the course was north-east to north, the light of the moon discovering a very thick foam at a distance. *Pelsart's* anxiety increased, and he reproached the pilot for his negligence, which exposed them all to the danger of perishing. The latter, in excuse, said that he had kept a good look-out, that he had observed the foam at a great distance, and that the man at the mast-head, when he enquired what it was, had replied that it was produced by the moon's rays. *Pelsart* then asked him in what part of the world the ship was, to which the pilot replied: "God only knows; we are upon some unknown bank."

In this extremity soundings were taken, at the stern of the vessel there was eighteen feet water, and much less at the head. In this pressing danger the officers had assembled; they found that nothing could be done but to lighten the vessel, in the hope that she would float again the more easily. An anchor was immediately let go, and they began to throw all the guns overboard.

While the seamen were thus employed, a storm of wind and rain came on. It was then that the Dutch became acquainted with the extent of their danger, when they found themselves surrounded with reefs of rocks,

against which the vessel was every moment dashed. It was resolved to cut away the main-mast, as it only tended to increase the shocks which the vessel received. Unfortunately, though they had taken care to cut it down close to the deck, it could not possibly be disengaged from the rigging. They were in sight of no land that was not overflowed by the sea, excepting an island which was judged to be three leagues distant, and two islets, or rather rocks, that seemed to be considerably nearer. The pilot, who was sent to reconnoitre them, returned with the intelligence, that they were not covered by the sea, but being situated between reefs and sand-banks, the approach to them would be extremely dangerous. They, however, resolved to make the attempt, and first to set on shore the women, children, and sick, whose outcries and despair tended only to dishearten the crew. They were accordingly, with all possible expedition, put on board the shallop and skiff.

About ten o'clock in the morning it was perceived that the ship had opened. Pelsart encouraged his men to redouble their efforts to carry the bread and other provisions from the store-room upon deck. The water was left behind, under the idea that they should find plenty on shore. In this desperate situation the brutality of part of the crew was displayed in the most disgusting manner. "They thought of nothing (says the writer of the journal), but gorging themselves with the wine that was left behind. Thus, before dark, they made only three voyages, and landed one hundred and eighty men, twenty barrels of bread, and a few casks of water." Even these provisions were consumed by the crew as fast as they arrived at the island, so that Pelsart was obliged to repair thither to put a stop to their disorderly

conduct. Under these melancholy circumstances, this attention was the more important, as he found that the island was destitute of water. Putting off again to sea, he returned to the wreck with the utmost impatience, to give directions for landing the water and the most valuable part of the cargo, when the violence of the wind, and the fury of the waves, obliged him to return to the place from which he set off. He repeatedly endeavored, but in vain, to return to the ship, the sea dashing against her with such impetuosity that he could not possibly get on board. A seaman swam off to him to represent how much the crew stood in need of his assistance; he continued his efforts, but with no better success. But despairing of being able to surmount the fury of the waves, he was obliged to send back the sailor in the same manner, with directions to the men to collect all the planks in the ship, to tie them together, and throw them overboard; when they might be taken up and be made to assist in floating the shallop or skiff. The storm meanwhile encreased, and as the sacrifice of his life could be of no advantage to the unfortunate men who implored his assistance, he was obliged to return to the island, and to leave, with the utmost regret, his lieutenant and seventy men in the most imminent danger.

Those who had congratulated themselves upon their reaching one or the other of the two islands, were scarcely in a better situation. Upon examining their stock of water, they found, in the small island, only fifty quarts for forty persons, which was the number their party consisted of. Those in the larger island, to the number of one hundred and eighty, had still less. Pelsart, having landed in the former, the necessity of employing

the shallop and the skiff, to seek for water in the adjacent islands, was represented to him. In this opinion he himself coincided, but he declared that he could not take such a resolution without communicating it to those on the larger island, who would otherwise be plunged into the lowest depths of despair, if they saw the shallop and the skiff bearing away from them.

It was not without much difficulty that he inspired his companions with this generous idea, as they were apprehensive that he would be detained in the great island. When he, however, declared that he would rather perish in the sight of his ship, than leave the greatest part of his crew and his friends in a suspense worse than death, he obtained permission to execute his resolution. The skiff reached the large island without accident; but the men, who accompanied Pelsart, told him they would not allow him to land, but if he had any thing to communicate to the other party, he must call out loud enough to be heard by them. He endeavored, but in vain, to throw himself overboard, in order to swim a-shore, but they persisted in detaining him, with such obstinacy, that finding himself obliged to submit to the conditions imposed upon him, he took his pocket-book and threw it upon the island, after writing in it that he was going in the skiff in quest of water, into whatever land the mercy of heaven might conduct him.

He first sought along the rocks, and on the coasts of several other small islands; but if there chanced to be any in the low situations, or in the caverns of the rocks, the spray of the sea, which broke continually against them, rendered it unfit for use. He was obliged to return to the small island, in order to make a kind of deck for the shallop, as it was impossible to undertake a longer

navigation with an open vessel. Pelsari having persuaded the whole party to agree to his resolutions, departed with those whom he selected to accompany him. He took an observation of the altitude, and found it to be 28 degrees 13 minutes. He soon came in sight of a coast which he took for *Terra Firma*; situated north, a quarter west, from the spot where he was wrecked, distant six miles, according to his computation. They found, upon sounding, twenty-five and thirty fathoms water. At the approach of night he stood off the shore, but making towards it again at day-break, by nine o'clock he was only three miles from it. It appeared low, without trees, and full of lofty rocks. He discovered a small bay, with a bottom of sand, but the weather being very rough, prevented his entering it.

On the following day, the 10th of June, he continued standing off and on; but the sea being still very tempestuous, he found himself necessitated to throw overboard part of his provisions that were in the way of baling out the water, with which the shallop was continually filled. The wind having abated, he, the next day, steered northward, without venturing among the breakers, which deterred him from approaching the shore. On the 12th he kept along the coast, with a south-east wind, proceeding with the utmost caution, because it was very steep, and there was no appearance of an opening. At that distance the country appeared fertile and covered with verdure. The altitude on that day was 27 degrees, and on the 13th 25 degrees, 40 minutes, whence he concluded that the current had driven him to the north. Discovering an opening, he, in vain, attempted to land, the coast being composed of rocks, of a red

color and equal height, without any earth or sand to form a beach.

The 14th, the tide, which set strongly towards the north, was still less favorable to his seeking a landing-place. Pelsart, however, having perceived a great smoke at a distance, immediately ordered the oars to work towards the place from which it was seen to rise. He flattered himself that he should find water in a district that must evidently be inhabited. But the coast was inaccessible, and the sea so rough, that he lost all hope of being able to approach it. Mortified at such a cruel obstacle, six of his men trusting to their dexterity, leaped overboard, and at length, after much difficulty and danger, reached the shore, while the shallop lay at anchor in twenty-five fathoms water. They spent the whole day in seeking water, and in their progress perceived four men, who advanced towards them, creeping on all fours like quadrupeds. They did not discover them to be human creatures till they had frightened them by some motions, which obliged them to rise and betake themselves to flight. They were then observed by those on board the shallop. These savages were black, and perfectly naked. The six Dutchmen, being unable to discover any trace of water, swam back to Pelsart, wounded and bruised by the rocks, against which they had been dashed by the waves. They weighed anchor, and, in spite of their apprehensions of the breakers, resolved to continue to follow the coast.

On the 15th they discovered a cape, and near the extremity of it a reef or chain of rocks, projecting a mile into the sea. Pelsart did not hesitate to venture among these rocks, because the sea appeared very calm, but he

found it to be a passage without any outlet. Nevertheless, entering another opening with equal boldness, he came, by degrees, into two fathoms water, with a bottom of stones; but this coast being formed by a sandy beach, a mile in breadth, he landed there, and ordered wells to be dug. The water was not less salt than that of the sea. They, however, found some rain-water in the holes of the rocks, which proved a very great relief to men perishing of thirst. During the night they collected about one hundred and fifty quarts. They judged that the savages had lately been on the spot, by the ashes and shells which they found there.

The hope of collecting a greater quantity of water in the rocks caused them to brave all the dangers of the coast. They again went ashore the 16th, with so little concern for their lives, that they scarcely gave themselves the trouble to take soundings. But as it had not rained for a long time, they were disappointed; and even the deepest cavities in the rocks were dry. The land which they surveyed from thence afforded no promise of water; it was a naked plain, without trees, or herbage, where nothing was to be seen but ant-hills, or rather a kind of hives, constructed by those insects for their habitations, and most of which were of such magnitude, that at a distance they might be taken for the huts of savages. The flies were so numerous, that Pelsart and his companions could scarcely keep them off. At the distance of a gun-shot they saw eight of the natives, each with a stick in his hand, but they fled upon the approach of the Dutch.

At length, despairing of finding water, they quitted the reef, resolving to abandon that coast. They had

flattered themselves that they should meet with Rempesen's river, but the wind being at north-east, and blowing with great violence, and being apprehensive of greater dangers, they thought the best use they could make of the small stock of water they had collected, would be to repair, as speedily as possible, to Batavia, where they hoped, by the recital of their misfortunes, to obtain more effectual relief for those whom they had left behind in the islands.

The 17th, being one hundred miles from the place of their shipwreck, they set sail to the north-east. Pelsart kept an accurate journal of the voyage, which occupied fifteen days, from Houtman's rocks to Batavia; by which it appears, that it would have been performed in less time if it had not been frequently retarded by contrary winds and calms. This obstacle, however, was not the greatest misfortune that he and his crew had to struggle with; they had very little water, and that little became daily more and more putrid. The apprehension of suffering from thirst caused them to lose much time in seeking water. At length, at the moment when their stock was just exhausted, they found a limpid spring, at which they replenished their vessels.

Having come in sight of the coast of Java, they descried a sail astern, and perceived, to their extreme satisfaction, that she kept the same course. They immediately cast anchor, resolving to wait for her. The next morning, at the first dawn of day, Pelsart ordered his men to row towards the vessel; she proved to be a Dutch East Indiaman, and was in company with two others. Pelsart went on board the principal, and was

recognized by a counsellor of Batavia, named Ram-
burgh. He was deeply affected by the narrative of their
misfortunes, and still more by the motive which had in-
duced Pelsart to undertake such a perilous voyage; he
promised to support his solicitations to the Council of
Batavia, and kept him with him till they reached the
place of their destination. Upon their arrival, Pelsart
and his crew lost no time in soliciting relief for those
whom they had left, before they thought of reposing
from their own fatigues.

Meanwhile a horrid scene was passing in the three
islands where the remainder of the unfortunate crew
had been left. The mate of the ship, who had been
an apothecary at Harlem, and whose name was Je-
rome Cornelis, had, in the course of the voyage, on
the coast of Africa, plotted with the pilot and some
of the seamen, to make themselves masters of the
ship, for the purpose of piracy. After the loss of
the vessel, possessing no means of getting ashore, he
passed two days floating about on the main-mast; but
at the moment when death appeared inevitable, a yard,
which was driven towards him with the wind, enabled
him to reach one of the islands. In Pelsart's absence
the command devolved upon him. Far from being led,
by the common misfortune, to repent of his perfidious
designs, he thought this a favorable opportunity for put-
ting them in execution, conceiving, that if he could
make himself master of the remainder of the crew, it
would be easy for him to surprise the commander, when
he should arrive with relief from Batavia, and even to
seize his vessel. But it would first be necessary to get
rid of those whom he suspected to be inimical to his
design.

Before he dipped his hands in blood, he persuaded his accomplices to sign a promise, by which they engaged to pay implicit obedience to his orders. The greatest part of the crew were in the same island with him, which, from a melancholy presentiment, had already been denominated the cemetery of the Batavia. Cornelis sent over to the other island, under the pretext of seeking water, a young officer, called Weybehays, a man of talents and resolution, from whom he expected the most difficulty, while he was less afraid of the penetration of the others. The atrocious monster employed such cruel precaution in the execution of his sanguinary measures, that thirty or forty of his companions were dispatched before they had conceived the least mistrust of his intentions. Those who escaped being massacred, saved themselves on some planks, and joined Weybehays, to whom they related what had happened. There were forty men in his island, and after a search of several days they had at length found water; this discovery he had immediately announced to Cornelis by a preconcerted signal of the three fires, which, however, were not perceived.

Upon hearing the account of the fugitives, Weybehays, not doubting but that the assassins intended the same fate for him, placed himself in a posture of defence. They were aware that they should find him upon his guard; therefore, in his fury, first landing in the third island, they murdered all the unfortunate wretches who had repaired thither, excepting some women and seven children. They postponed till the following day, the last act of this bloody tragedy, which related to Weybehays, doubtless, hoping that, as he was badly armed, he would in the mean time resolve

to prevent their attack by a voluntary submission. Cornelis employed this interval in opening the chests of merchandize which had been saved from the wreck; he distributed the stuffs among his company, and having chosen himself guards, he gave them scarlet clothes, with broad gold and silver lace. Five women, whose lives had been spared, were regarded as part of the booty. He reserved one for himself; another, the daughter of the chaplain, was given to his lieutenant, and the three others were relinquished to the use of the public.

After the perpetration of these atrocities he caused himself to be elected captain-general, by an act signed by all his partisans. He then dispatched twenty-two men in two boats to attack Weybehays and his companions; but this detachment being repulsed, he resolved to go himself with thirty-seven men, being the whole number that those small vessels could carry. Weybehays was ready to receive them upon landing, with scarcely any other arms than spiked sticks, and obliged them to retire. Finding it impossible to succeed by force, the assassins then determined to have recourse to negotiation. They proposed a treaty, to which Weybehays readily agreed, and the chaplain was commissioned to prepare the articles. It was concluded upon the following conditions: That Cornelis should cease to harrass Weybehays' company; that he should give the latter a part of the stuffs to clothe his people; that they should jointly go in quest of water and provisions, which should be equally distributed among the two companies; and that, on the part of Weybehays, a small boat, in which a seaman

of the opposite party had made his escape, should be restored. But while they were treating with every appearance of good faith, Cornelis wrote to some French soldiers who had joined Weybehays, offering each of them a bribe of six thousand livres, hoping to procure from them such intelligence as would enable him to surprise his enemies. These letters were shewn to Weybehays, who resolved to employ artifice against treachery. The following day having been appointed for the execution of the articles, Cornelis, not suspecting that he was discovered, brought the stuffs himself, together with several of his partisans.

He had scarcely set foot in the island, when his companions were attacked, and himself bound and secured. Three of his men were killed on the spot, and only one, named Wouterlos, escaped; he returned the next day at the head of a numerous body, which was, however, repulsed by Weybehays.

The rebels, enraged at their ill success, daily made fresh attacks, which were rendered futile by the courage and conduct of their brave antagonist. He would probably, however, have been obliged to yield in the end, his troop being inferior in number to that of Cornelis, and being gradually enfeebled by want.

Pelsart lost no time at Batavia; by his pressing solicitations he at length obtained of the council a frigate, called the Serdam, and some Guzarat divers. He employed the utmost expedition in equipping the ship, and getting on board the provisions; and, impelled by a favorable wind, he soon reached the rocks of Houtman.

The captain had been absent two months, but he readily recollected a spot which his sensibility had deeply impressed upon his mind. Upon his arrival there, he perceived a smoke rising from one of the islands, which afforded him the agreeable certainty that all those who had escaped from the wreck had not perished. He immediately cast anchor, and set off in the skiff, with a supply of bread and wine, for the island. On the way he was met by a boat containing four men. Among these was the generous Weybehs, who came to acquaint him with the scenes of horror which had passed during his absence; that the fury of the rebels continued without diminution, and that he had been attacked by them that very morning. He likewise informed him of the horrible plot of these infatuated men, who had resolved to seize him and his ship upon his arrival.

The indignant captain suddenly tacked and stood back towards the frigate. He had scarcely got on board and given orders for a vigorous defence, when he perceived two rebel boats advancing towards him. Pelsart was astonished in the highest degree to see them manned by armed men, covered with gold and silver lace. When they were within call, he asked them why they approached the vessel with arms in their hands, upon which they replied: "We will tell you when we are on board." The captain, justly irritated, ordered them to throw their arms overboard, or he would run them down. This menacing tone, and the superior force with which it was seconded, produced a speedy submission; they threw away their arms, and went on board the ship, where they were immediately put in irons. One of the ring-leaders, called John de Bremen, who was first interrogated, because he

had the audacity to menace those who put on his irons, confessed that he had murdered, or assisted to murder, twenty-seven persons. The same evening Weybehays took on board his prisoner, Cornelis. This was the 17th of September.

The following day the captain and the pilot took the boats, and being reinforced by ten men of Weybehays' company, they landed in the island, where the rest of Cornelis party were. These were disheartened at the sight of their captain, surrendered their arms, and suffered themselves to be put in irons.

After this act of authority, Pelsart proceeded with the utmost assiduity, to seek and collect the merchandise and effects belonging to the Company, which were scattered over the island. His exertions were attended with success; every thing was found excepting a gold ring and chain, but before night the ring was delivered to the captain. Repairing to the spot where the vessel was wrecked, he had the mortification to see the *Batavia* in a thousand pieces, with her keel sunk in the sand, part of the ship's head, cast by the waves upon the rock, and other fragments of the wreck still floating about. Pelsart was informed by one of the sailors, that one day, during his absence, and the only day they had of fine weather, having gone to fish, the end of a pike struck against a chest of treasure. This intelligence gave the captain fresh hopes, and he flattered himself that he should be able to recover all the others, but the weather being unfavorable he resolved to defer his researches.

The following day Pelsart conveyed to the island, upon which Weybehays' company were, the provisions which they were in want of. On the 25th of September, the

captain and pilot, accompanied by Guzarat divers, returned to the wreck; the sky was serene, and the sea calm. They approached the place at low water, and soon brought up one chest; a second was recovered in the same manner, and the divers declared they had touched four more. Indications of a storm interrupted their labor, which was resumed in the afternoon. Three chests were raised, but the fourth was wedged so fast between rocks that all their efforts to weigh it proved ineffectual. They were, therefore, obliged to abandon it, but first took the precaution to mark the spot with an anchor and a cannon that were left on the shore. The two succeeding days were foggy.

A cold south wind now blowing with considerable violence prevented them from working at the wreck, but it was favorable for reaching Batavia. Peisart, willing to take advantage of it, held a consultation, the result of which was, that they should immediately set sail. It was likewise decided to try their rebel prisoners. Their number, and the uneasiness of the officers concerning the merchandize and effects saved from the wreck, weighed against that consideration which was due to the Company's tribunal. The culprits were tried, sentenced to be hanged and executed on the 29th. The following day Peisart weighed anchor, with a favorable wind, for Batavia, where he arrived in a very short time.

NARRATIVE OF
THE SHIPWRECK OF M. DE BRISSON,

ON THE COAST OF BARBARY,
And of his Captivity among the Moors.
 Written by Himself.

M. de Brisson embarks for Senegal—The Ship strikes on the African Coast—The Crew make their Escape—They are made Slaves by the Natives—Their cruel Treatment—Narrow Escape of M. de Brisson—Painful Journey from the Sea-coast into the Interior—Barbarity of the Natives—Horrid Fate of the Captain and second Captain—Death of another of Brisson's Companions—Brisson's spirited Conduct procures him better Treatment—He is purchased by his Master's Brother-in-Law, who conducts him to Mogador—Brisson's Interview with the Emperor of Morocco—He returns to Europe.

HAVING made several voyages to Africa, I received an order in June, 1785, from the Marshal de Castries, then minister and secretary of state for the marine department, to embark for the island of St. Louis, in the Senegal, in the St. Catherine, commanded by M. Le Turc. On the 10th of July we passed between the Canary isle and that of Palma, and the captain having rejected my advice relative to the caution necessary to be observed in those seas, the ship soon afterwards struck upon shoals.

A dreadful confusion ensued. The masts being loosened by the shock, quivered over our heads, and the sails were torn into a thousand pieces. The terror became

general; the cries of the sailors, mixed with the terrible roaring of the sea, irritated, as it were, by the interruption of its course between the rocks and the vessel, added to the horror of the scene. In this dangerous state, such was the consternation of the crew, that no one thought of saving himself. "O my wife!" cried one. "O my dear children!" exclaimed a second; while others, extending their hands towards heaven, implored the divine protection. In the hope of saving the ship, the masts were cut away, but our exertions were of no avail, the hold being already filled with water.

We must inevitably have been lost, had not Mr. Yan, one of the lieutenants; Mr. Suret, a passenger; three English sailors, and a few others, encouraged by my example, assisted me to haul out the shallop, and to prevent it afterwards from being sunk or dashed to pieces against the sides of the ship. We were obliged to struggle the whole night against the fury of the sea, that when the day appeared we might be able to avoid the rocks, by which we were surrounded on all sides, and get, if possible, on shore.

We had scarcely made two strokes with our oars when they were swept from the hands of the rowers by the violence of the waves; the shallop was upset; we were separated in an instant, and all, excepting Mr. Devoise, brother to the Consul at Tripoli, cast upon a sand-bank. I, however, immediately threw myself into the water, and was fortunate enough to save him from destruction.

Our unfortunate companions, who had remained on board, now saw themselves deprived of every assistance from us; but I soon revived their hopes, by plunging into the waves, accompanied by Mr. Yan, whose zeal and activity seconded my efforts. He prevailed upon

the rest to join us in our endeavours to get the shallop afloat again, which we accomplished with great difficulty; but we found ourselves amply repaid for our labor when we set the rest of the crew on shore. We, however, escaped this first danger only to become the victims of a second, still more terrible.

When the wretched crew had reached the shore, I persuaded them to climb the surrounding rocks, on the summit of which we discovered an extensive plain, terminated by some small hills, covered with a kind of wild fern. On these hills we saw some children collecting a flock of goats. As soon as they beheld strangers, they set up such outcries as instantly alarmed and brought together the neighboring inhabitants. These, after viewing the crew, began to dance and caper, at the same time uttering the most horrid cries and yells.

When these savages came up, some of my companions, among whom were the first and second lieutenants, separated from us. They were immediately surrounded and seized by the collar, and it was then that, by the reflection of the sun's rays from the polished blades of their poignards, we first discovered them to be armed. As I had not perceived this before, I had advanced without any fear.

Our two unfortunate companions having disappeared, I could not make the men stop even for a short time. Fear got such possession of their hearts, that, giving vent to cries of despair, they all fled different ways. The Arabs, armed with cutlasses and large clubs, fell upon them with incredible fury, and I had the mortification of soon seeing some of them wounded, while others, stripped naked, lay extended and expiring in the sand.

I was so fortunate as to obtain a promise of good-will from an unarmed Arab, who afterwards proved to be a false, or priest, by giving him two watches, a gold stock-buckle, two pair of silver sleeve-buttons, a ring set with diamonds, a silver goblet, and two hundred and twenty livres in specie. The latter article afforded him most pleasure.

The news of our shipwreck being spread through the country, we saw the savages running in great haste from all quarters: their numbers naturally increased the jealousy of the others, so that they soon came to blows, and several lives were lost in the contest. The women, enraged that they could not pillage the ship, fell upon and tore from us the few articles of dress we had left; but their attention was principally attracted by mine, which seemed to be more worthy of their notice.

My master, who was by no means of a warlike disposition, perceiving that the number of the Arabs increased every moment, called aside two of his friends, whom he cunningly admitted as partners with him in the property of twelve of the crew who had surrendered themselves to him. After making his arrangements he retired from the crowd, that he might shelter us from insult. The place which he chose for that purpose was a wretched hut, covered with moss, at the distance of more than a league from the sea; here we lodged, or rather were heaped one upon the other.

Our patron's first care was to pay us a visit, and to search us, lest we should have concealed any of our property. Unluckily for them my companions had preserved nothing, on which account he was in a very ill humour, and shewed them no mercy. He took from them even their shirts and handkerchiefs, intimating,

that if he did not do them that favor, others would. He likewise attempted to pay me the same compliment, but upon my observing that I had already given him enough, I experienced no farther molestation.

Being as yet ignorant among what tribe we had fallen, I addressed myself to our master for information; and partly by words, and partly by signs, I put the following questions to him: "What is thy name, and that of thy tribe, and why didst thou fly from these crowds who advanced towards the shores of the sea?" He replied: "My name is Sidy Mohammed of Zowze; my tribe is that of Lebdesseba, and I fled from the Ouadelims because we are not on good terms with one another." I was much affected to find that we had fallen into the hands of the most ferocious people who inhabit the deserts of Africa.

While the talbe repaired to the shore for more plunder, a company of Ouadelims discovered and pillaged our retreat, and beat us most unmercifully. I was almost at the last gasp, when one of the associates of the talbe came and rescued me, and before a large assembly afterwards claimed me as the reward of his valor. The priest made the strongest objections to this claim, threatening to chastise the claimant, who replied to the talbe: "Since this is thy pretension, as he cannot be mine, he shall perish by my hand." He had scarcely pronounced these words, when he drew his poniard to stab me. I trembled under the threatening dagger of this barbarian; but my master, without losing a moment, threw over me a kind of chaplet, formed of a long piece of cord, upon which are strung a great number of small black balls, and then took in his hand a small book which hung in his girdle. The women, at the same instant, rushed to-

wards me, snatched me from the hands of the claimant, and delivered me into those of the enraged priest, dreading lest he should thunder forth an anathema against his antagonist,

When I had recovered a little tranquillity, and began to reflect upon the danger I had escaped, I was so much affected that I could not refrain from tears. I endeavored to conceal from every eye this testimony of my sensibility and grief; but being observed by some of the women, instead of feeling compassion, they throw sand in my eyes, "to dry my eye-lids," as they said. Fortunately the obscurity of the night concealed me from the sight of these monsters, and saved me from their fury.

We had now been three days in a state of slavery, and during that time had taken no nourishment but a little flour, which, though before spoiled by the sea water, was rendered still more disagreeable by the mixture of barley-meal, which had long been kept in a goat's skin; and bad as this repast was, it was repeatedly interrupted by the alarming outcries which we heard at some distance.

The Arab tribe to whom we were prisoners had repaired to the sea-coast a few days before our shipwreck, to collect the fruits of wild plants for the support of their families in the interior of the country; but upon the approach of their enemies, the Ouadelims, they prepared to return home with their provisions and prisoners.

After passing mountains of prodigious height, covered with small, sharp, greyish flints, we descended into a sandy valley, overgrown with sharp thistles. Having here slackened our pace, I found that the soles of my feet were entirely covered with blood, so that it was impossible for me to proceed any farther. My master then

made me get up behind him upon his camel; but this attention, on his part, instead of giving me any relief, had a quite contrary effect, and exposed me to the severest pain. A camel naturally steps very heavily, and his trot is remarkably hard. Being naked, and unable to defend myself from the friction of the animal's hair, in a very little time my skin was entirely rubbed off. My blood trickled down the animal's sides, and instead of exciting pity in these barbarians, this sight afforded them a subject of diversion. They made sport of my sufferings, and spurred on the camels, in order to heighten their enjoyment. My wounds would, in consequence, have been rendered incurable, had I not formed the resolution of throwing myself off and walking upon the sand. This I accomplished, and sustained no other injury in the fall than that of being dreadfully pricked by the thistles, which covered the whole surface of the ground.

Towards evening, perceiving a thick smoke, I imagined that we were approaching some hamlet, where we should find something to eat, and, above all, something to allay our intolerable thirst; but I soon perceived that there was nothing but a few bushes, in which our guide had taken up his lodging. Exhausted with fatigue, I retired behind one of them, to wait for the relieving hand of death, but had scarcely extended myself on the ground when an Arab of our company came and compelled me to get up to unload his camel. This insult I resented, and found afterwards that it produced a good effect.

I observed preparations making which threw me into the greatest inquietude. They made flints red-hot in a large pan, raised a huge stone which lay at the foot of

a bush, dug up the earth, and frequently repeating my name, they all burst into loud fits of laughter. Then calling me, they obliged me to approach the hole they had dug in the ground, while the man whom I had beaten made different signs with his hand, often drawing it backwards and forwards against his throat, as if to give me to understand that he would cut it, or that they were resolved to serve me in that manner. In spite of my resolution, and the determination to defend myself, these gestures were very alarming; but my apprehensions were converted into surprise, when I saw them take from the pit which I had approached, a goat's skin full of water, a small leather bag, containing barley meal, and a goat newly killed. By the sight of these provisions I was restored to my former tranquillity, though I was ignorant for what purpose the heated flints were intended. At length I saw them fill with water a large wooden vessel, into which some barley meal had been put, and the red-hot flints being thrown into the water, served to make it boil. They then made a kind of paste, kneading it afterwards with their hands, and swallowing it without chewing.

As for us slaves we had nothing to eat but some of this paste, which was thrown to us upon the carpet used by our patron to put under his feet while he repeated his prayers, and in the night as a mattress to sleep on. After kneading this leaven a long time, he gave it to me to distribute it among my companions. It can scarcely be imagined how disagreeable it was to the taste. The water with which it was mixed had been procured on the sea-shore, and was afterwards preserved in a goat's skin, which they had lined with a kind of pitch to prevent it from corrupting, by which its smell was render-

ed doubly disgusting. This water was our only drink, and, bad as it was, our allowance was extremely scanty.

At dinner time, the next day, our masters regaled upon raw fat, of which they appeared remarkably fond. As soon as the meat was roasted, or rather baked, they took it from the earth, and, without taking time to free it from the sand which adhered to it, they devoured it with excessive voracity. Having well picked the bones, they used their nails to scrape off the remaining flesh, and then threw them to us, telling us, at the same time, to eat quickly, and to reload the camels, that our journey might not be delayed.

Passing some of the tents, the women, still more ferocious than the men, took pleasure in tormenting us while our masters durst scarcely oppose them. Having retired to a small distance from my load I perceived a man taking aim at me with a double-barrelled fusc, upon which I presented my breast to him, desiring him to fire. He was greatly astonished at this firmness, and his surprize tended to confirm me, in my opinion, that these people are impressed with respect when a person appears not to fear them. I was advancing towards this man, when I was struck on the head, and for a few moments deprived of sense, by a stone from an unknown hand, but which I suspected to have been thrown by his wife.

After resting three days among the Arabs of the tribe of Roussye, we resumed our journey, penetrating farther into the interior of the country, where we were to join the families of our conductors. After being exposed for sixteen days to the greatest fatigues and dreadful miseries, we at length reached the end of

our journey, - in a most wretched and exhausted condition.

Being observed upon the brow of a hill, several of the black slaves, whose principal employment is to tend the camels, came to meet our masters, in order to kiss their feet, and enquire after their health. As we proceeded, the children made the air resound with shouts of joy, and the women standing up, out of respect, awaited, at the doors of their tents, the arrival of their husbands. Upon their approach they advanced towards them with an air of submission, and each, after prostrating before her husband, laid her right hand on his head and kissed it. This ceremony being finished they began to satisfy our curiosity with regard to us, and to load us with abuse; but they did not stop here, for they even spat in our faces, and pelted us with stones. The children, imitating their example, pinched us, pulled our hair, and scratched us with their nails; their cruel mothers ordered them to attack sometimes one and sometimes another, and taking pleasure in making them torment us. Exhausted with hunger, thirst, and despair, we had impatiently wished for the moment of our arrival, but little did we foresee the new torments that awaited us.

After our masters had divided their slaves, the favorite wife of the talbe ordered M. Devoise, M. Baudré, and myself, who had fallen to her husband's share, to unload the camels, to clean a kettle which she brought us, and to pull up some roots to make a fire. While thus employed in signifying her will to us, her husband was quietly enjoying a sound sleep on the knees of one of his concubines.

The hope of soon regaining my liberty inspired me with sufficient fortitude to endure the hardships imposed upon me by this diabolical woman. I, therefore, went to collect some wood, but what was my surprise, when, upon my return, I beheld my two companions, who had been dreadfully beaten, extended on the sand. They had been subjected to this cruel treatment, because their strength being entirely exhausted, they had been unable to perform the task assigned them. My repeated outcries awaked by master, and though, as yet, I spoke the language, very imperfectly, I endeavoured to address him in the following terms: "Have you conducted us hither to cause us to be butchered by a cruel woman? Think of your promise. Conduct me without delay, either to Senegal or Morocco; if you do not, I will cause all the effects I gave you to be taken away.

My passion knew no bounds, and several of the neighbours having approached me, my master appeared to be extremely uneasy, fearing lest I should mention the quantity of the effects which he had received from me. Addressing himself to his wife: "I forbid thee," said he, "to require from him the least service that may be disagreeable to him, and if thou dost, I desire that he may not obey thee." From that moment this woman conceived an implacable hatred against me.

The end of August approached, and not the smallest preparations were made for our journey. I asked Sidy Mohammed what he was waiting for, in order to conduct me to Senegal. He replied, that he was looking for strong vigorous camels capable of enduring the fatigues of

such a journey, and that it was his intention to set off as soon as he had procured them.

I was the more urgent in entreating him not to delay, as the nights now began to be very uncomfortable, the dew frequently wetting us through the bushes, which afforded a kind of shelter. From this dew, we, however, obtained some relief; for, by collecting it in our hands from our bodies, it served to quench our thirst, which the coolness of the night did not allay, and we preferred it to our own urine, which we were often necessitated to drink. Having spoken to my master a second time, he made me such a reply as convinced me that he was sincere. "Dost thou think," said he, "that, in the present excessive heat, it would be possible to travel without provisions, and, above all, without water? We should find it very difficult to approach the Senegal, as the river has inundated all the neighboring plains; and we should have much to fear from the Arabs of the tribe of Trargea, who are our enemies. I tell thee the truth," added he, "we must wait till the month of October."

As we were Christians, when the Arabs had almost exhausted their provisions, the dogs fared better than we, and it was in the basins destined for their use that we received our allowance. Their object was to make us change our religion, but in this they failed, although our food now consisted of raw snails, and herbs and plants, that were trodden under foot.

I was soon undeceived by a young female Moor, whose flocks fed with those I tended, respecting the hopes I had entertained of liberty, in consequence of my master's promises, and this information ren-

dered my labors still more irksome and insupportable:

I no longer met in the fields my companions in misfortune, but, above all, I regretted the loss of the captain. His company had often comforted me in affliction, and I found a kind of alleviation in conversing with him on our sufferings, and the hopes we entertained of returning to our native land. One evening, the coolness of the weather having enticed my camels to stray farther than usual, I was under the necessity of following them to a neighboring hamlet, where I beheld a spectacle truly horrible. The unfortunate captain was extended lifeless upon the sand, holding, in his mouth, one of his hands, which his extreme weakness had, doubtless, prevented him from devouring. He was so altered by famine, that all his features were absolutely effaced, and his body exhibited the most disgusting appearance.

A few days afterwards the second captain having fallen, through weakness, at the foot of an old gum-tree, was attacked by an enormous serpent. Some famished crows, by their cries, frightened away the venomous animal, and alighting on the body of the dying man, were tearing him to pieces, while four savages, more cruel than the furious reptile, beheld this scene without affording him the least assistance, I endeavored to run towards him, if possible, to save his life, but was stopped by the barbarians, who, after insulting me, said: 'This christian also will soon become a prey to the birds.' Finding my efforts ineffectual, I hastened from this scene of horror; and not knowing which way to direct my steps, I followed my sheep and my camels. Upon my arrival at the tents, my master, struck with my absent

and distracted looks, enquired what was the matter. Go, "replied I," a few steps hence, and behold what your cruelty, and that of your wife, is capable of producing. You have suffered my companion to expire, and because his illness prevented him from working, you refused him the milk necessary for his subsistence."

While pronouncing these words I concealed my tears, which would only have excited the laughter of these human brutes, who ordered me to go and bring away the bloody clothes of the unhappy victim of their barbarity. I was fired with indignation at such an indecent proposal. My agitation, and the fern which I had eaten to appease my hunger, produced a painful vomiting, which was succeeded by almost total debility. I was, however, able to crawl behind a bush, where I found another wretched object, who enquired the reason of my tears, and if I had seen Baudré. "He is not far off," I replied. This was all I could or wished to say: but my master's sister, who came to bring us some milk, exclaimed: "The crows are now devouring Baudré's entrails; you will soon meet the same fate; you are good for nothing else."

My health, which had hitherto been better than I could have expected, now declined fast. My whole skin had been twice renewed, and my body began to be covered, a third time, with a kind of scales, like those of the Arabs, and this change was attended with considerable pain. The thorns, over which I had walked, had torn my feet to the quick; I could scarcely stand erect, and the large dogs continually let loose upon me, and from which I could never disengage myself without receiving dreadful wounds, rendered me absolutely in-

capable of guarding the camels. To add to my misery, the excessive heats about the end of February and March had dried up all the water in that part of the country, and not a single drop of rain had fallen to moisten the fields which I had sown. Our cattle finding no pasture, were on the point of perishing, when the tribes of Labdesseba, and the Ouadelims, having taken into consideration their present condition, resolved to go in quest of some spot occupied by more industrious inhabitants.

In this melancholy situation I accidentally met with an Arab, having in his train a Christian slave, who, I found, had been baker to our ship. This man was disposed of to my master at a moderate price, and ordered to perform my ordinary labor. I had now an opportunity of recruiting my strength a little; but the unfortunate baker paid dearly for his knowledge in the art of preparing food. Having eaten all the snails we could find, we fed upon sheep which had died, either of hunger or disease. This suggested to us the idea of strangling a few kids in the night time, persuaded that our masters would not meddle with them, as their law prohibits their eating of any animal unless it has died by the knife; but being suspected, and at length caught in the fact, we narrowly escaped having our throats cut.

One morning, as I was preparing to set off to cut wood, poor Devoise, addressing me in a faint and languishing voice, said: "The illusion is now over; I hitherto flattered myself with hopes of again beholding my native country, but I feel my strength forsake me. This night, my dear friend, for this title justly belongs to you, after all your care, you will find my body arrested by the cold hand of death. Adieu, my friend! the tears

which you strive to conceal, are a new proof of your attachment. Write to my brother; tell him that I remembered him in my last moments, and that I die with the sentiments of a true christian. Adieu! my last moment is nearer than I expected. I expire!" He spoke no more; that moment was, indeed, his last:

I was deeply affected at losing M. Devoise, though I had only known him since our departure from France. I went into the fields to seek the only companion I had now left, and, upon our return, we were ordered to carry away our friend's body, and to dig a very deep pit, in order, as the Arabs said, to conceal that christian from the sight of their children. This last duty to the deceased we performed with much difficulty; for, being too weak to carry him, we were obliged to drag him by the feet three quarters of a league. The earth, at the brink of the pit, giving way, I tumbled in first, and was very near expiring under the weight of the body.

A few days afterwards we quitted that place to seek a more fertile spot, and encamped in the vicinity of several other tribes, where I found one of our sailors, named Dencux, who was a slave like myself. I inquired what had become of his companions. "Six of them," said he, "were carried away by the emperor's son, soon after our shipwreck, and have since gone to France. M. Taffaro, the surgeon-major, died of blows he received on the head with a large stick; M. Raboin, second lieutenant, likewise expired in dreadful torture. Others, to avoid the horrors of famine, have renounced their religion. As for me, it will not be long before I follow those whom death has delivered from their mi-

sery. Behold in what a condition I am, there is no kind of ill treatment to which I am not daily exposed."

Upon the information that some of the crew had returned to France, I conceived new hopes, thinking that the marine minister would transmit positive orders to reclaim the rest. Such commands were actually received by the vice-consul at Morocco, but he neglected to execute them. I was reflecting upon the causes of this total neglect, when, upon retiring behind my bush, I was much astonished to see my master's camels returning without a guide. Being called, rather late, to receive my portion of milk, and not seeing the poor baker, I took the liberty of inquiring what was become of him, but the Arabs returned a very cold answer, and drove me from their presence. Early the next morning a young Arab, employed in tending the flocks, informed me that Sidy Mohammed, suspecting that the baker privately milked his camels, watched him, and having caught him in the fact, seized him by the throat and strangled him.

I was now the only slave remaining in the hamlet, and had no longer any companion to whom I could communicate my misfortunes. My situation became daily more deplorable, but yet I resolved not to suffer myself to be dejected.

This resolution, and my conduct towards those who had endeavored to humble me, procured me some respect among these savages; so that I was occasionally permitted to lodge in the back of their tents, and even sometimes to drink out of their vessels. My master too suffered me to remain unmolested, and I was no longer required to tend his camels. It is true, he never said a

word concerning my liberty, but if he had I should not have regarded it, as I was so well acquainted with his perfidy that I placed not the least confidence in him. It was, however, necessary for me to make faggots, as I had done for some time, in order to exchange them for milk, being often driven by thirst almost to madness. The Arabs themselves suffered exceedingly from the same cause; several of them died of hunger and thirst; this being the fourth season in which their crops had been destroyed by drought. This dreadful situation had so irritated their minds, that the different tribes made war upon each other. Milk entirely failed them, and each tried who could carry off most cattle, for the purpose of killing them and drying the flesh. Water was still scarcer, as little is to be found in the desert, excepting towards the sea, and even there it is black, putrid, and brackish. The bad quality of this beverage, together with the want of pasturage, always keeps the Arabs at a distance from the coast. Being destitute of every kind of provision, none attempted to pursue his journey. Those who had the least milk quenched their thirst from the bowels of the camels which they killed. From the stomachs of these animals they pressed a greenish kind of water, which they carefully preserved, and boiled their flesh in it. That procured from the bodies of their goats had the taste and smell of sweet fannel, and the broth made of it never appeared disagreeable; but that procured from the camel was not equally pleasing to the taste. I was much astonished, that these animals, which never drink above twice or thrice a year, and eat nothing but dried plants, should have such a prodigious quantity of water in their stomachs.

In order to regain my liberty I found means to get again into my possession the treasure I had given the Arab, which might have enabled me to cross the desert, and to bribe the Arabs to conduct me to Morocco. Sidy Mohammed, however, soon missed it, and prevailed on me, by various powerful arguments, once more to restore it. The principal inducement was a promise of being sent to Mogador, and meanwhile to be allowed a sufficient quantity of milk, night and morning.

At length chance conducted Sidy Mahmud, sheriff of the tribe of Trargea, to the place which I was watering with my tears. He inquired who I was, upon which the Arabs acquainted him with my history, boasting of the great riches, in powder and arms, which I was said to possess at Senegal. The sheriff immediately recollected me, asked me what situation I had held in the island of St. Louis, and I answered his questions. Looking at me nearer, he exclaimed: "What! art thou Brisson?" Upon my replying in the affirmative, he appeared greatly astonished, and addressing himself to the Arabs: "You do not know this christian," said he; "every thing at Senegal belongs to him." This man having seen me deliver stores in the king's magazine, imagined that they were my property; and my master's brother-in-law, Sidy Selim, hearing this flattering account of my riches, did not scruple to purchase me at the price of five camels.

I was ignorant of this bargain, when I was unexpectedly filled both with joy and surprize. Returning one evening with my master from watering our camels, for the third time during three months, my mistress ordered me to carry a leather bucket, which she had borrowed,

to a neighbouring tent. There I found Sidy Selim, who, calling me to him, directed me to prepare to depart with him the next morning for Mogador. I had been so often flattered with this hope, and as often deceived, that I could scarcely believe him to be in earnest. The appearance, however, of some preparation for the proposed journey, convinced me that he was, and the old man repeating his protestations, I was so transported that I threw myself at his feet, wept, sighed, and laughed; in short, I knew not what I was doing. In order to feel or form an idea of what I experienced, when I learned that the chains of my servitude were broken, a person must have been reduced to a similar situation.

My former master then called me, and told me that I no longer belonged to him. "I have fulfilled my promise," he added, "you are going to be restored to your country." These words made me forget all my resentment, and resign myself entirely to joy, which was increased when informed that I was to have a companion. "We are going to join him," said he, "a few paces hence." I was far from suspecting that he meant the unfortunate baker. The moment I saw him, I asked, by what miracle he had been restored to life. "Alas!" he replied, "I know not how I escaped death. Sidy Mohammed one day surprized me milking his camels. He ran up to me, gave me several blows, and squeezed my throat so closely that I fell almost lifeless at his feet. Upon recovering my senses, I was astonished to find myself alone. My neck was covered with blood, and you may still see the marks of his nails. I crawled, as well as I was able, into a cavern of the rock, which several times echoed the voice of my barbarous master, who came back to look for me, or at least to see in what

situation I was. I had resolved either to starve myself to death, or to make for the sea-coast, in the hope of meeting with some vessel. I arrived there after a journey of ten days, during which time I had no food but snails, and nothing to drink but my own urine. I had scarcely proceeded a few steps among the rocks, in order to hail a small sloop, which lay at anchor off the coast, when I was seized by two young Arabs, who took the greatest care of me; and since that time I have been their slave. They appeared to be of a much milder disposition than the Arabs of the interior, and are much more industrious. They informed me, about a fortnight ago, that they were going to take me to the sultan, and I am inclined to believe that their reason for bringing me hither was, because they had agreed upon this place of rendezvous with your master, after informing him that they had me in their possession."

Sidy Mohammed's behaviour, upon taking leave of me, was very affecting. "Adieu, my dear Brisson!" said he, "you are about to undertake a long journey. You will soon perceive that I had great reason to be afraid of it. I wish no danger may befall you, and that your passage by sea may be more fortunate than the last. Adieu! forget not to send my wife the scarlet cloth. Charge it to the account of Sidy Selim. Once more adieu, my dear Brisson!" The tears which accompanied the last words, might have deceived me, had I not known what an adept he was in the art of dissimulation.

After we had been sixty-six days on our journey, my strength was exhausted, my legs were prodigiously swelled, my feet covered with running sores, and I should infallibly have sunk under my misfortunes, had

net my master, to encourage me, every now and then said:—"Behold the sea! Dost thou not see the ships? Have a good heart; we are almost at our journey's end." Hope supported me, and when I least expected it, I beheld the element of which I had so much cause to complain. Upon quitting a labyrinth of broom bushes, we arrived at the top of a few little sand-hills, when, to my inexpressible joy—a joy, of which the reader can scarcely form any idea—I perceived the French colors, and those of several other nations, floating over the proops of different vessels lying in the harbor of Mogador, which place, I, as yet, knew only by the name of Saira. "Well, Brisson!" said my master, "art thou not content? Dost thou not see the vessels? Are there any French? I promised to conduct thee to the consul, and thou seest I have kept my word. But what is the matter: thou art quite silent?" Alas! what could I answer! I could scarcely give vent to my tears; and to articulate a word was impossible. I surveyed the sea, the colors, the ships, and the city, and thought that every thing I beheld was only an illusion. The unfortunate baker, equally affected and surprised, joined his sighs with mine, while my tears bathed the hands of the generous old man who had procured me the enjoyment of such an agreeable prospect.

Upon entering the city we met two Europeans: "Whoever you may be," said I, "behold the misery of an unfortunate man, and deign to assist him. Afford me some consolation, and revive my drooping spirits. Where am I? Of what country are you? What day of the month is it? What day of the week is it?"—I found that I had addressed two of my countrymen from Bourdeaux, who, after looking at me a few moments,

went to inform Messrs. Duprat and Cabannes, who considered it a part of their duty to relieve, as far as lay in their power, such unhappy people as might be driven upon these coasts. Those gentlemen came to meet me, and, without being disgusted by my appearance, which was far from inviting, they clasped me in their arms and shed tears of joy at being able to relieve an unfortunate man.

While I was waiting for an audience of the emperor, I saw a captain review his troop. He was seated upon the ground, with his chin resting upon his two fists, and his arms placed upon his knees, which were bent upwards. He made his soldiers advance two by two, then gave his orders, upon which the men, after prostrating before him, retired to their posts, or went to enjoy their amusement.

Five or six of the guards arriving with white staves, suddenly leaped upon me, seized me by the collar, like a malefactor, and having ordered two large folding doors, like those of our barns, to be opened, they pushed me rudely into a kind of enclosure, where I looked in vain for any thing announcing the majesty of the throne. Having walked fifteen or twenty paces past a kind of wheelbarrow, my attendants made me suddenly turn about, and pushing me in a very brutal manner, ordered me to prostrate myself before this wheelbarrow, in which the emperor was seated cross-legged, amusing himself with stroking his toes. Having looked at me for some time, he asked if I was not one of those christian slaves whose vessel had been cast away upon his coasts about a year before; what was the intention of my voyage to Senegal, &c. "You were lost through your own fault," said he, "Why did you not keep far-

ther from the shore? Art thou rich?" he added, "Art thou married?"

I had scarcely answered these questions, when he ordered paper and ink to be brought him, with a small reed, which he used as a pen. He then traced out the four cardinal points, to shew me that Paris lay towards the north, and wrote down a few cyphers, as far as twelve, asking me if I knew them. He likewise put several other questions of the same kind: to display the great extent of his learning.

"Did the mountaineers treat thee well?" continued the prince; did they take much of thy effects?" I replied to all his questions; observing, that in proportion as we approached the capital we found the manners of the inhabitants milder and more civilized. "My authority," replied he, "does not extend over all the country thou hast traversed, or rather my orders cannot be conveyed so far. With whom didst thou come?" "With Sidy Selim, of the tribe of Roussye." "I know him," said the emperor, "let him be brought hither." A moment afterwards my master was introduced. The emperor ordered one of his guards to take care of me and the baker, till he should receive fresh orders, and to supply me with food from the royal kitchen; this man seemed greatly surprised that the sultan should have conversed so long with a slave.

Fortunately the French consul was, at this time, in great favor with the emperor, on account of some presents which he had made him. The emperor, for this reason, set all the prisoners at liberty, and me among the rest; so that we had now only to consider of the necessary measures for our return to France.

The Arabs of the desert, among whom I had resided, are so ignorant, that they not only consider themselves as the principal nation in the world, but have the foolish vanity to believe that the sun rises for them only: "Behold that luminary," said they, "which is unknown in thy country! During the night, thou art not lighted as we are, by that heavenly body which regulates our days and our fasts. His children, (meaning the stars) point out to us the hours of prayer. You have neither trees nor camels, sheep, goats, nor dogs. Are your women made like ours?" "Indeed," said one, counting my fingers and toes, "he is made like us; he differs only in his color and language, which astonishes me." "Do you sow barley in your houses?" (meaning our ships.) "No," answered I; "we sow our fields, almost in the same season as you."—"How!" exclaimed several of them, "do you live upon land? We believed that you were born and lived upon the sea."

As soon as my quarantine was finished at Cadiz, where I landed, before I proceeded to my native land, or to the arms of a tender and affectionate wife, I wrote to the Marechal de Castries that I waited for his orders to return to Senegal. Charged with fresh dispatches, I again embarked at Havre de Grace, on the 6th of May, 1787, and had the good fortune to arrive at the island of St. Louis, without any accident.

NARRATIVE OF THE LOSS OF
THE WAGER MAN OF WAR,

One of Commodore ANSON'S Squadron,

And the subsequent Distresses suffered by the Crew, during a
 Period of more than five Years.

BY THE HONOURABLE JOHN BYRON.

The *Wager* proceeds, as a Store-Ship, to the South-Seas with Lord Anson—The Ship strikes—Extraordinary Conduct of some of the Crew—Part of the Crew save themselves in the Boats—Their Distresses from Cold and Hunger—Violent Proceedings of some who had remained in the ship—They are brought on shore—A Store formed of the Provisions obtained from the Wreck—Situation of the Place where they landed—Visit of some Indians—Separation of the Crew—Arrival of a large Party of Indians—Their sudden departure—Singular contrivance of one of the Men, and his narrow Escape—Hirds—A Party sent out in the Barge to reconnoitre the Coast—Their Return—The greatest Part of the Crew seize the Long-Boat, and leave the Island—The Captain, with the remainder, embark in the Boats—Disastrous Voyage, in which the Yawl is lost—Indian Burial-place—They are obliged to return to *Wager's Island*—Conducted by an Indian to the Island of *Chiloe*—The officers are sent to *St. Jago*, the Capital of *Chili*, and from thence to France—They arrive at *Dover*—Embarrassment of Mr. Byron.

THE *Wager man of war*, one of the ships attached to Commodore Anson's enterprise, had been an Indian-man, and was deeply laden with all kinds of stores, naval and military, crowded with bale goods, and encumbered with merchandize. Thus circumstanced, she

sailed with difficulty; and her crew consisted of men dispirited by the prospects before them, and worn out with past fatigues. It is not then to be wondered, that Captain Kid, under whose command she sailed out of port, should, in his last moments, presage her ill success, though nothing material happened till after his death.

Captain Cheap succeeded to the command, and continued, without any accident, to keep company with the squadron, till we had almost gained the southernmost mouth of Streights le Maire; when, being the sternmost ship, we were, by the sudden shifting of the wind to the southward, and the turn of the tide, very near being wrecked upon the rocks of Staten Land. Having, however, weathered it, contrary to the expectation of the rest of the squadron, we endeavored all in our power to make up our lost way, and regain our station. This we effected, and proceeded on our voyage, keeping company with the rest of the ships for some time; when, by a great roll of a hollow sea, we carried away our mizen-mast, all the chain-plates to windward being broken. Soon afterwards the boats were staved.

Captain Cheap, however, persisted in proceeding directly for the island of Socoro, in the neighborhood of Baldivia; the capture of which place could not be effected without the junction of that ship, which carried the ordnance and military stores.

The knowledge, therefore, of the great importance of giving such an early and unexpected blow to the Spaniards determined the captain to make the shortest way to the point in view. A sense of duty produced in him a rigid adherence to orders, from which he thought

himself in no case at liberty to depart, and likewise he got a stubborn defiance of difficulties, and even of imminent dangers.

We had, for some time, been sensible of our approach to the land, from no other tokens than weeds and birds, which are the usual indications of nearing the coast; but, at length, we had an imperfect view of an eminence, which we conjectured to be mountains of the Cordilleras. This, however, was not so distinctly seen, but that many conceived it to be the effect of imagination: but if the captain was persuaded of the nearness of our danger, it was now too late to avoid it; for, at this time, the straps of the fore-jeer blocks breaking, the fore-yard came down; and the greatest part of the men being disabled by fatigue and sickness, it was some time before it could be got up again. The few hands who were employed in this business now plainly saw the land on the larboard beam, bearing northwest, upon which the ship was driving. Orders were then immediately given by the captain to sway the fore-yard up, and set the fore-sail; which being done, we wore ship, with her head to the southward, and endeavored to crowd her off from the land; but as it blew a perfect hurricane, and right upon the shore, our endeavors (we were now only twelve hands fit for duty) were entirely fruitless. A night, dreadful beyond description, came on, in which, attempting to throw out our top-sails to claw off the shore, they were immediately blown from the yards.

In the morning, about four o'clock, the ship struck. The shock we received upon this occasion, though very great, yet being not unlike a blow of a heavy sea, such as, in the series of preceding storms, we had often ex-

perienced, was taken for the same; but we were soon undeceived, by her striking again more violently than before, which laid her upon her beam-ends, the sea making a fair breach over her. Every person that could now stir was presently upon the quarter-deck; and on this occasion great alertness was shewn by many, who, for above two months, had not appeared on deck. Several poor wretches, who were in the last stage of the scurvy, and could not immediately get out of their hammocks, were immediately drowned.

In this dreadful situation the ship lay for some little time, every soul on board looking upon each succeeding minute as his last, for there was nothing but breakers to be seen all around us. At length a mountainous sea heaved her off, but she presently struck again and broke her tiller. In this terrifying and critical juncture, to have observed all the various sensations of horror operating according to the several characters and dispositions among us, it was necessary that the observer himself should have been free from all impressions of danger. There were instances, however, of behavior so very remarkable, that they could not escape the notice of any one who was not entirely bereft of his senses; for some were, to all intents and purposes, in that condition. One man, in particular, in the ravings of despair, was seen stalking about the deck, flourishing a cutlass over his head, calling himself king of the country, and striking every person he came near, till his companions, finding no other security against his tyranny, knocked him down. Some, reduced by long sickness and the scurvy, on this occasion became petrified, as it were, and bereft of all sense, and were banded to and fro, like inanimate logs, by the jerks and rolling

of the ship, without exerting any efforts to help themselves. So terrible was the scene presented by the foaming breakers around us, that one of the bravest men we had could not forbear expressing his dismay, saying, that it was too shocking a sight to bear; and would even have thrown himself off the rails of the quarter-deck into the sea, had he not been prevented; but, at the same time, there were not wanting some who preserved a presence of mind truly heroic. The man at the helm, though both rudder and tiller were gone, kept his station, and being asked by one of the officers, if the ship would steer or not, first took his time to make trial by the wheel, then answered with as much respect and coolness as if the ship had been in the greatest safety, and immediately afterwards applied himself to his duty with his usual serenity, persuaded that it did not become him to desert it as long as the ship held together. Mr. Jones, mate, who not only survived this wreck, but likewise that of the Litchfield man of war upon the coast of Barbary, at the time when the ship was in the most imminent danger, not only shewed himself undaunted, but endeavored to inspire the same resolution in the men, saying:—"My friends, let us not be discouraged: did you never see a ship among breakers before? Let us endeavor to push her through them. Come, lend a hand: here is a sheet, and here is a brace: lay hold. I don't doubt but we may stick her near enough to the land to save our lives." This address had such a good effect, that many, who were before half dead, seemed active again, and went to work in earnest. On the part of Mr. Jones, however, it was merely intended to keep up their spirits; for he frequently said afterward,

he thought there was not the least chance of a single man's being saved.

We now ran into an opening between the breakers, steering by the sheets and braces, when providentially we stuck fast between two great rocks; that to windward sheltering us, in some measure, from the violence of the sea. We immediately cut away the main and fore-mast, but the ship kept beating in such a manner that we imagined she would hold together but a very short time. The day now broke, and the weather, which had been extremely thick, cleared away, for a few moments, and gave us a glimpse of the land, not far from us. We now thought of nothing but saving our lives. To get the boats out, as our masts were gone, was a work of some time; and when accomplished, so many were ready to jump into the first, that they narrowly escaped perishing before they reached the shore.

I now went to Captain Cheap, who had the misfortune to dislocate his shoulder by a fall the day before, as he was going forward to get the fore-yard swayed up, and asked him if he would go on shore; but he told me, as he had done before, that he would be the last to leave the ship, ordering me to assist in getting the men out as fast as possible. I had been with him very often from the time the ship first struck, according to his desire, to acquaint him with every thing that passed; and I particularly remarked that he gave his orders, at that time, with as much coolness as ever he had done during the former part of the voyage.

The scene was now greatly changed; many who, but a few minutes before, had shewn the strongest signs of despair, and were on their knees, praying for mercy,

imagining they were now not in that immediate danger, grew very riotous, broke open every chest and box that was at hand, staved in the heads of casks of brandy and wine, as they were borne up to the hatch-ways, and got so drunk, that some of them were drowned on board, and lay floating about the decks for several days. Before I left the ship I went down to my chest, which was at the bulk-head of the ward-room, in order to save some little matters, if possible; but while I was there, the ship thumped with such violence, and the water came in so fast, that I was forced to get upon the quarter-deck again, without saving a single rag, but what was upon my back. The boatswain and some of the people would not leave the ship so long as there was any liquor to be got at; upon which Captain Cheap suffered himself to be helped out of his bed, put into a boat, and carried on shore.

It is natural to think, that to men thus upon the point of perishing by shipwreck, the getting to land was the highest attainment of their wishes: undoubtedly it was a desirable event; yet, all things considered, our condition was but little mended by the change. Whichever way we looked, a scene of horror presented itself; on one side, the wreck, in which was all we had in the world to support and subsist us, together with a boisterous sea, afforded us the most dreary prospect; on the other, the land did not wear a much more favorable appearance. Desolate and barren, we could hope to receive little benefit from it, excepting the preservation it promised us from the sea.

It must be confessed that this was a great and merciful deliverance from immediate destruction; but we still had wet, cold, and hunger to struggle with, and no vi-

sible remedy against any of these evils. Exerting ourselves, however, though faint, benumbed, and almost helpless, to find some wretched shelter from the extreme inclemency of the weather, we discovered an Indian hut, at a small distance from the beach, in a wood, into which as many as possible crowded, without distinction, the night coming on exceedingly tempestuous and rainy. But here our situation was such as to prevent most of us from enjoying the refreshing influence of sleep; for, besides pressing extremely upon one another, we were not without apprehensions of being attacked by the Indians, having discovered some of their lances, and other arms, in our hut; and our uncertainty of their strength and disposition alarmed our imaginations, and kept us in a state of continual anxiety.

During the night, one of our company, a lieutenant of invalids, died in this miserable hovel, and of those who, for want of room, took shelter under a great tree, which stood them in very little stead, two more perished by the severity of that cold and rainy night.

In the morning, the calls of hunger, which had hitherto been suppressed by our attention to more immediate dangers and difficulties, became too importunate to be resisted. We had most of us fasted eight and forty hours, and some longer; it was time, therefore, to make enquiry what store of sustenance had been brought from the wreck by the providence of some, and what could be procured on the land by the industry of others. The former amounted to no more than two or three bags of biscuit-dust, reserved in a bag; and all the success of those who ventured abroad, the weather being still exceedingly bad, was to kill one sea-gull, and pick some wild colery. These, therefore, were immediately put

into a pot, with the addition of a large quantity of water, and made into a kind of soup, of which each partook, as far as it would go; but we had no sooner swallowed it than we were seized with the most painful sickness at the stomach, violent retchings, swoonings, and other symptoms of being poisoned. This was imputed to various causes, but in general to the herbs we made use of, in the nature and qualities of which we fancied ourselves mistaken. But, upon a little farther enquiry, we discovered the real occasion of it. The biscuit-dust was the sweepings of the bread-room, but the bag into which they were put had been a tobacco-bag, the contents of which not being entirely taken out, what remained mixed with the biscuit-dust, and proved a strong emetic.

We were, in all, about one hundred and forty who had got on shore; but some few still remained on board, detained either by drunkenness, or a view of pillaging the wreck, and among them was the boatswain. These were visited by an officer in the yawl, who was to endeavor to prevail upon them to join the rest; but finding them in the greatest disorder, and disposed to mutiny, he was obliged to desist from his purpose, and to return without them. Though we were very desirous, and our necessities required that we should take a survey of the land upon which we were, yet being strongly prepossessed that the savages had retired but some little distance from us, and were waiting to see us divided, our parties did not, this day, make any great excursions from the hut; but as far as we went we found the country very morassy and unpromising.

The spot which we occupied was a bay, formed by hilly promontories; that to the north so exceedingly

steep, that, in order to ascend it (for there was no going round, the bottom being washed by the sea) we were at the labor of cutting steps. This, which we called Mount Misery, was afterwards of use to us in taking some observations, when the weather would permit. The southern promontory was easier of access. Having, with some others, reached a bay beyond the latter; I found some parts of the wreck, but no kind of provisions; nor did we meet with any shelter, which was the principal object of our search. We, therefore, returned to the rest, and, that day, made no other repast than what the wild celery afforded us.

The ensuing night proved tempestuous, and the sea, running very high, threatened those on board with immediate destruction, by the parting of the wreck. They were then as solicitous to get ashore, as they were before obstinate in refusing the assistance we sent them; and when the boat did not come to their relief the instant they expected it, without considering how impracticable it was to send it them in such a sea, they fired one of the quarter deck guns at the hut. The ball barely passed over the covering of it, and was plainly heard by the captain and us who were within. Another attempt, therefore, was made to bring these madmen to land; which, however, from the violence of the sea, and other impediments, occasioned by the mast that lay alongside, proved ineffectual. This unavoidable delay, made the people on board outrageous. They began beating to pieces every thing that fell in their way; and carrying their intemperance to the greatest excess, broke open chests and cabins for plunder, that could be of no use to them. So earnest were they in this wantonness of theft, that one man had evident-

ly been murdered on account of some division of the spoil, or for the sake of the share that fell to him, having all the marks of a strangled corpse. In the outrage they seemed particularly attentive to one point, which was, to provide themselves with arms and ammunition, in order to support them in putting their mutinous designs into execution, and asserting their claim to a lawless exemption from the authority of their officers, which they pretended, must cease with the loss of the ship. But of these arms, of which we stood in great need, they were soon deprived upon coming ashore, by the resolution of Captain Cheap, and Lieutenant Hamilton of the marines.

Among these mutineers who had been left on board, was, as I have before observed, the boatswain, who, instead of exerting the authority he had over the rest, to restrain them as much as possible, was himself a ring-leader in the riot. This man, without respect to the figure he then made, (being dressed in laced clothes) Captain Cheap, by a well-aimed blow with his cane, felled to the ground. It was scarcely possible to refrain from laughter at the whimsical appearance made by these fellows, who, having rifled the chests of the officers' best suits, had put them on over their greasy trowsers and dirty checkered shirts. They were soon stripped of their finery, as they had before been obliged to resign their arms.

The incessant rains and intensely cold weather, in this climate, rendered it impossible for us to subsist long without shelter; and the hut being much too little to receive us all, it was necessary, without delay, to devise some expedient, which might serve our purpose: accordingly the gunner, carpenter, and some others, turning the

cutter keel upwards, and fixing it upon props, made no despicable habitation. Having thus established a kind of settlement, we had the more leisure to look about us, and to make our researches, with greater accuracy than before, for such supplies as the most desolate coasts are seldom unprovided with. We soon procured some sea-fowl, and found limpets, muscles, and other shell-fish in tolerable abundance; but this rummaging of the shore was now rendered extremely irksome to those who had any sensibility, by the bodies of our drowned people which were thrown upon the rocks; some of them being hideous spectacles, from their mangled condition, in consequence of the violence of the surf that drove upon the coast. These horrors were overcome by the distresses of our people, who were even glad of the occasion of killing the gallinazo, (the carrion crow of that country) while preying on the carcasses, in order to make a meal of them.

A provision, in any degree proportionable to the number of mouths to be fed, could not by our utmost industry be procured from the part of the island we had hitherto traversed; therefore, till we were in a capacity for making more distant excursions, we were obliged to apply to the wreck as often as possible, for such supplies as could be got out of her. This was a very precarious fund, and, at best, could not last us long; and as it was uncertain, likewise, how long we might be detained upon this island, it was necessary not only to deal out, with the most frugal economy, the provision we were so fortunate as to retrieve, but, if possible, to lay up a sufficient quantity to fit us out, whenever we could agree upon any method of transporting ourselves from this dreary spot. The difficulties we had to en-

counter, in these visits to the wreck, cannot easily be described; for no part of it being above water, excepting the quarter-deck and part of the fore-castle, we were usually obliged to purchase such things as were within reach, by large hooks fastened to poles, in which business we were much incommoded by the dead bodies floating between decks.

In order to secure what we thus got, in a manner to answer the ends and purposes above-mentioned, Captain Cheap ordered a store tent to be erected near his hut, as a repository, from which nothing was to be dealt out, but in the measure and proportion agreed upon by the officers; and though it was very hard upon us petty officers, who were fatigued with hunting all day in quest of food, to defend this tent from invasion by night, yet no other means could be devised for this purpose, so effectual as the committing this charge to our care. We were, accordingly, ordered to divide the task equally among us. Yet, in spite of our utmost vigilance, frequent robberies were committed upon our trust, the tent being accessible in more than one place. One night, when I had the watch, hearing a stir within, I came unawares upon the thief, and presenting a pistol to his breast, obliged him to submit to be tied up to a post, till I had an opportunity of securing him more effectually.

Depredations continued to be made on our reserved stock, notwithstanding the great hazard of such attempts, for our common safety made it necessary to punish them with the utmost rigor. This will not be wondered at, when it is known how little the allowance which might consistently be dispensed from thence was proportion-

able to our common exigencies; so that our daily and nightly task of roving after food was not in the least relaxed thereby; and all that we could procure, was so far from answering our necessities, that many, about this time, perished of hunger. A boy, when no other eatables could be found, having picked up the liver of one of the drowned men, whose carcase had been torn to pieces by the force with which the sea drove it among the rocks, was with much difficulty withheld from making a meal of it. The men were so assiduous in their research after the few things that drove from the wreck, that, in order to have no sharers in their good fortune, they examined the shore no less by night than by day; so that many of those who were less alert, or not so fortunate as their neighbors, either perished, or were driven to the last extremity. It must be observed, that we were cast away on the 14th of May, and it was not till the 25th of that month that provision was regularly served from the store tent.

The land, upon which we were now settled, is about ninety leagues to the north of the western mouth of the straits of Magellan, in the latitude of between 47° and 48° south, from whence we could plainly see the Cordilleras; and as two lagoons, on the north and south of us, extended towards those mountains, we conjectured it to be an island. But as yet we had no means of informing ourselves perfectly whether it was an island or the main; for the inland parts at a little distance from us, not only seemed impracticable, from the exceeding great thickness of wood, but we had hitherto been in such confusion and want, each finding full employment for his time in scraping together a wretched subsis-

tence and providing shelter against the cold and rain, that no party could be formed to go upon discoveries. The climate and season were, likewise, utterly unfavorable to adventurers, and the coast, as far as the eye could embrace seaward, was a scene of such dismal breakers as to discourage the most daring from making attempts in small boats.

Nor were we assisted in our enquiries by any observation that could be made from the eminence which we called Mount Misery, towards land, our prospect that way being intercepted by still higher hills and lofty woods. We had, therefore, no other means of coming at this knowledge, but by fitting out one of our ship's boats upon some discovery to inform us of our situation.

Our long boat was still on board the wreck, therefore a number of hands were now dispatched to cut the gun-wale of the ship, in order to get her out. While we were employed in this business, three canoes of Indians appeared paddling towards us, having come round the point from the southern lagoons. It was some time before we could prevail upon them to lay aside their fears and approach us, which at length they were induced to do, by the signs of friendship we made them, and by shewing some bale-goods, which they accepted, and suffered themselves to be conducted to the captain, who likewise made them several presents: with the novelty of these they were strangely affected, but particularly when shewn the looking-glass; the beholder could not conceive that it was his own face which he beheld, but that of some other person behind the glass, and went round to the back of it in order to satisfy himself.

These people were of small stature, very swarthy, having long, black, coarse hair hanging over their faces. It was evident, from their great surprize, and every part of their behavior, as well as their not possessing a single article which could be derived from white people, that they had never seen such. Their clothing was nothing but a piece of the skin of some beast about their waists, and something woven from feathers over their shoulders; and as they uttered not a word of any language we had ever heard, nor had any method of making themselves understood, we presumed they could have no intercourse with Europeans.

These savages, who, upon their departure, left us a few muscles, returned in two days, and surprised us by bringing three sheep. Whence they could procure these animals, in a part of the world so distant from any Spanish settlement, cut off from all communication with the Spaniards by an inaccessible coast and unproductive country, it is difficult to conceive. Certain it is, that we saw no such creatures, nor ever heard of any from the streights of Magellan, till we got into the neighborhood of Chiloe. It must have been by some strange accident that these creatures came into their possession; but what that was we never could learn from them. At this interview we bartered with them for a dog or two, which we roasted and ate. A few days afterwards they made us another visit, and bringing their wives with them, took up their abode with us for some days, when they again left us.

Whenever we were permitted by the weather, which was now grown somewhat drier, but extremely cold, we employed ourselves about the wreck; from which we

had, at different times, recovered several articles of provision; these were deposited in the store tent. Ill-humor and discontent, from the difficulties we labored under in procuring subsistence, and the little prospect of any amendment in our condition, was now breaking out apace. In some it shewed itself by a separation of settlement and habitation; in others, by a resolution of leaving the captain entirely, and making a wild journey by themselves, without determining upon any plan whatever.

For my own part, seeing it was the fashion, and liking none of their parties, I built a little hut just big enough for myself and a poor Indian dog I found in the woods, who could shift for himself by getting limpets along the shore at low water. This creature grew so fond of me, and so faithful, that he would suffer no person to come near the hut without biting him.

Besides the seceders already mentioned, some formed a scheme of deserting us entirely; these were ten in number, the greatest part of them the most desperate and abandoned of the crew; who, to strike a notable stroke before they went off, placed half a barrel of gunpowder close to the captain's hut, laid a train to it, and were just preparing to perpetrate their wicked design of blowing up their commander, when they were, with difficulty dissuaded from it, by one who had some compassion and remorse of conscience left. These wretches, after rambling some time in the woods, and finding it impracticable to get off, for they were then convinced that they were not upon the main, as they imagined when they first left us, but upon an island, within four

or five leagues of it, returned and settled about a league from us; however they were still determined, as soon as they could procure craft fit for their purpose, to get to the main. But, before they could effect this, we found means to prevail upon the armorer, and one of the carpenter's crew, two very useful men to us, who had imprudently joined them, to return to their duty. The rest, one or two excepted, having built a punt, and converted the hull of one of the ship's masts into a canoe, went away up one of the lagoons, and were never heard of more. These being a desperate and factious set, did not distress us much by their departure, but rather added to our security.

We now sent frequent parties up the lagoons, which often succeeded in procuring some sea-fowl. The Indians appearing in the offing, we put off our yawl, in order to frustrate any design they might have of going up the lagoon towards the deserters, who would have availed themselves of some of their canoes to get upon the main.

Having conducted them in, we found that their intention was to settle among us, for they had brought with them their wives and children, in all about fifty persons, who immediately set about building themselves wigwams, and seemed easily reconciled to our company. Could we have entertained them as we ought they would have been of great assistance to us, who were extremely put to it to procure food, being still one hundred in number. But the men, now subject to little or no control, endeavored to seduce their wives, which gave the Indians such offence, that in a short time they found means to depart, le-

king every thing along with them; and we, being sensible of the cause, never expected to see them return again.

The carpenter having made some progress, in repairing the long boat, in which he was enabled to proceed tolerably well, by the tools and other articles of his business recovered from the wreck, the men began to think of the course they should take to get home; or rather having, by the application of Mr. Bulkely, borrowed of Captain Cheap Sir John Narborough's Voyage, which book he saw me reading one day in my tent, they immediately, upon perusing it, concluded upon making their voyage home by the Streights of Magellan. This plan was proposed to the captain, who by no means approved of it; his design being to go northwards, with a view of seizing a ship of the enemy's, by which means he might rejoin the commodore: at present, therefore, the matter rested. But the men were in high spirits, from the prospect they had of getting off in the long boat, overlooking all the hazards and difficulties of a voyage almost impracticable, and caressing the carpenter, who was, indeed, an excellent workman, and deserved all the encouragement they could give him.

The Indians having left us, and the weather continuing tempestuous and rainy, the distresses of the people, for want of food, became insupportable. Our number, which was at first one hundred and forty-five, was now reduced, and chiefly by famine, to one hundred; which put the rest upon all manner of shifts and devices to support themselves. One day, when I was at home in my hut, with my Indian dog, a party came to my door, and told me their necessities were such, that they

must eat the creature or starve. Though their plea was urgent, I could not help using some arguments to endeavor to dissuade them from killing him, as his faithful services and fondness had rendered him dear to me; but, without weighing any arguments, they took him away by force, and killed him; upon which, thinking that I had at least as good a right to a share as the rest, I sat down with them and partook of their repast. Three weeks afterwards, I was glad to make a meal of his paws, and skin, which, upon recollecting the spot where they had killed him, I found thrown aside and rotten.

The pressing calls of hunger drove our men to their wits' ends, and put them upon a variety of devices to satisfy it. Among the ingenious this way, was one Phipps, a boatswain's mate, who having got a water puncheon, scuttled it; then lashing two logs, one on each side, set out in quest of adventures in this extraordinary and original piece of embarkation. By these means he would frequently provide himself with wild fowl, when all the rest were starving; and it must be very bad weather indeed which could prevent him from putting out to sea, when his occasions required. Sometimes he would venture far out in the offing, and be absent the whole day; at last he had the misfortune to be overset, by a very heavy sea, at a great distance, from the shore: but being near a rock, though no swimmer, he managed so as to scramble to it, and with great difficulty ascended it. There he remained two days, with very little hopes of any relief, for he was too far off to be seen from the shore; but fortunately, a boat having put off, and gone that way in quest of wild fowl, he was discovered making such signals as he was able,

and brought back to the island. He was not so discouraged by this accident, but that soon afterwards having procured an ox-hide, used on board for sifting powder, and called a gunner's hide, by the assistance of some hoops he formed something like a canoe, in which he made several successful voyages.

When the weather would permit us, we seldom failed to obtain some wild fowls, though never in any plenty, by putting off with our boats; but this most inhospitable climate is not only deprived of the sun, for the most part by a thick, rainy, atmosphere, but is likewise visited by almost incessant tempests.

We reaped some benefit, it must be confessed, from these hard gales and overgrown seas, which drove several things ashore; but there was no dependance on such accidental relief, and we were always alert to avail ourselves of every interval of fair weather, so that we were often unexpectedly overtaken by a sudden change. In one of our excursions, I, with two more, in a wretched punt of our own-making, had no sooner landed at our station upon a high rock, than the punt was driven loose by a sudden squall; and had not one of the men, at the risk of his life, jumped into the sea and swam on board her, we must, in all probability, have perished, being at the time more than three leagues from the island.

Among the birds we generally shot was the painted goose, whose plumage is variegated with the most lively colors; and a bird much larger than a goose, which we called a race-horse, from the velocity with which it moved along upon the surface of the water, in a sort of half flying and half running motion. But we were not so successful in our endeavors by land; for though we

sometimes proceeded pretty far into the woods, we met with very few birds in all our walks. We never saw but three woodcocks, two of which were killed by Mr. Hamilton, and one by myself. These, with some humming birds, and a large kind of robin-red-breast, were the only feathered inhabitants of this island, excepting a small bird with two very long feathers in his tail, which was generally seen among the rocks, and was so tame that it often settled upon my shoulders while I have been gathering shell-fish.

We were, indeed, visited by many birds of prey, some very large, but these only appeared occasionally, being, as we imagined, allured by some dead whale in the neighborhood, which was once seen. If we killed one of these, we, however, thought ourselves fortunate. In one of my walks, seeing a bird of this description upon an eminence, I endeavored to come upon it unperceived, with my gun, through the woods, which lay at the back of the hill. But when I had proceeded so far into the woods as to suppose I was in a line with it, I heard a growling close by me, which made me think it advisable to retire as soon as possible. The woods were so gloomy that I could see nothing; but as I retired, this noise followed me close till I had got out of them. Some of our men assured me they had seen a very large beast in the woods, but their description of it was too imperfect to be relied upon.

The wood here is chiefly of the aromatic kind; the iron wood, a wood of a very deep red hue, and another of an exceeding bright yellow. All the low grounds are very swampy; but what we thought strange, upon the

summits of the highest hills we found beds of shells one or two feet in depth.

The long-boat being nearly finished, some of our company were selected to go out in the barge, to reconnoitre the coast to the southward, which might assist us in the navigation we were about to undertake. This party consisted of Mr. Bulkely, Mr. Jones, the purser, myself, and ten men. The first night we put into a good harbor, a few leagues to the southward of Wager's Island, where finding a large bitch big with puppies, we regaled upon them.

In this expedition we had our usual bad weather and breaking seas, which grew to such a height the third day, that we were obliged, through distress, to push into the first inlet we saw at hand. This we had no sooner entered, than we were presented with a view of a fine bay, in which having secured the barge, we went ashore; but the weather being very rainy, and finding nothing to subsist upon, we pitched a bell-tent we had brought with us, in the wood opposite to which the barge lay. As this tent was not large enough to contain us all, I proposed to four of the people to go to the end of the bay, about two miles distant from the bell-tent, to occupy the skeleton of an old Indian wigwam, which I had discovered in a walk that way upon our first landing. This we covered to windward with sea-weed, and, lighting a fire, laid ourselves down, in hopes of finding a remedy for our hunger in sleep; but we had not long composed ourselves, before one of our company was disturbed by the blowing of some animal at his face, and upon opening his eyes he was not a little astonished to see, by the glimmering of the fire, a large beast standing over him. He had sufficient presence of mind

to snatch a brand from the fire, which was now very low, and thrust it at the nose of the animal, which thereupon made off. The man then awoke us, and, with horror in his countenance, acquainted us with the narrow escape he had of being devoured. But though we were under no small apprehensions of another visit from this animal, yet our fatigue and heaviness overcame our fears; and once more composing ourselves to rest, we slept the remainder of the night without any farther disturbance.

In the morning we were not a little anxious to know how our companions had fared; and this anxiety was increased, upon tracing the footsteps of the beast in the sand, in a direction towards the bell-tent. The impression of a large, round foot, well furnished with claws, was deep and plain. Upon our acquainting the people in the tent with our story, we found that they had likewise been visited by the same unwelcome guest, which they had driven away by a similar expedient.

We now returned from this cruize, with a strong gale, to Wager's Island, having found it impracticable to make any farther discoveries in the barge, on so dangerous a coast, and in such heavy seas. Here we soon discovered, by the quarters of dogs which were hanging up, that the Indians had brought a fresh supply to our market. Upon enquiry we found that there had been six canoes of them, and that, among other methods of catching fish, they had made their dogs drive them into the corner of some pond or lake, whence they were easily taken by the skill and address of these savages.

During our absence on this expedition, the cabals, in opposition to the captain, had been carried to a greater

pitch than ever, and now the men wished to negotiate, resolving no longer to obey. The determination of the majority was to go in the long-boat to the southward, by the streights of Magellan, and when they found that the captain would not alter his resolution, they abandoned him, and the few who adhered to his fortune, taking with them almost every article of subsistence and stores. The captain and his adherents had now no other alternative than to equip the barge and yawl in the best manner they could, to prosecute his original plan; and a few deserters having been brought over to his interest, the number which remained with him amounted to twenty.

In the height of our distresses, when hunger, which seems to include and absorb every other species of misery, was most prevailing, we were once more cheered with the appearance of the friendly Indians; but as we had little left to barter with them, their stay was of short duration.

A fine day, so unusual in this climate, intervening, we instantly took the advantage of it, and visited the last remains of the wreck, when we were fortunate enough to find three casks of beef, which we brought on shore. This providential supply revived our spirits, and recruited our almost exhausted strength. All participated in this relief, and soon found the good effects of it. We now began to grow extremely impatient to leave the island, as the days were nearly at the longest, and it was about midsummer in these parts; but as to the weather there seems to be little difference of seasons.

Accordingly, on the 15th of December, the day being tolerable, we told Captain Cheap we thought it a fine

opportunity to run across the bay. But he first desired two or three of us to accompany him to our place of observation, the top of Misery ; when, looking through his perspective, he observed to us that the sea ran very high without. This, however, had no weight with the people, who were desirous, at all events, to be gone. I should here observe, that Captain Cheap's plan was, if possible, to get to the island of Chiloe ; and if we found any vessel there, to board her immediately and cut her out. This he certainly might have done with ease, had it been his good fortune to get round with the boats.

We now launched both boats, and got every thing on board of them as expeditiously as possible. Captain Cheap, the surgeon, and myself, were in the barge with nine men ; and lieutenant Hamilton and Mr. Campbell in the yawl with six. I steered the barge, and Mr. Campbell the yawl. But we had not been two hours at sea before the wind shifted more to the westward, and began to blow very hard. The sea ran extremely high, so that we could no longer keep our head towards the cape or head-land we had designed for. Of this cape we had a view, in one of the intervals, of fair weather, during our abode on the island, from Mount Misery, and it seemed to be distant about twenty or thirty leagues from us.

We were now obliged to bear away right before the wind. Though the yawl was not far from us, we could see nothing of her excepting now and then upon the top of a mountainous sea. In both the boats the men were obliged to sit as close as possible to receive the seas on their backs, to prevent their filling us, which was what we every moment expected. We were under the

necessity of throwing every thing overboard to lighten the boats, all our beef, and even the grapnel, to prevent sinking. Night was coming on and we were running fast on a lee-shore, where the sea broke in a frightful manner. Not one among us imagined it possible for boats to live in such a sea.

In this situation, as we neared the shore, expecting to be beat to pieces by the first breaker, we perceived a small opening between the rocks, which we stood for, and found a very narrow passage between them, which brought us into a harbor for the boats, as calm and smooth as a mill-pond. The yawl had got in before us, and our joy was great at meeting again after such an unexpected deliverance.

Here we secured the boats and ascended a rock. It rained excessively hard all the first part of the night, and was extremely cold, and though we had not a dry thread about us, and no wood could be found for firing, we were obliged to pass the night in that uncomfortable situation, without any covering, shivering in our wet clothes. The frost coming on in the morning, it was impossible for any of us to get a moment's sleep. Having thrown our provision overboard the day before, and there being no prospect of finding any thing to eat on this coast, in the morning we pulled out of the cove, but found so great a sea without, that we could make very little progress.

After tugging all day, we put in, towards night, among some small islands, landed upon one of them, and found it a mere swamp. As the weather continued the same, we passed this night much in the same manner as the preceding; sea-tangle was all we could get

to eat at first, but the next day we had better luck; the surgeon killed a goose, and we found materials for a good fire.

Here we were confined three or four days, the weather all that time proving so bad that we could not put out. As soon as it grew moderate, we left this place and shaped our course to the northward. Perceiving a large opening between very high land, and a low point, we steered for it; and when arrived, found a large bay, down which we rowed, flattering ourselves there might be a passage that way; but towards night we came to the bottom of the bay, and finding no outlet, we were obliged to return the same way we came, having found nothing the whole day to alleviate our hunger.

Next night we put into a little cove, which, from the great quantity of red-wood found there, we called Red-wood Cove. Leaving this place in the morning, we had the wind southerly, blowing fresh, by which we made much way that day to the northward. Towards evening we were in with a pretty large island. Putting ashore on it, we found it clothed with the finest trees we had ever seen, their stems running up a prodigious height, without knot or branch, and as straight as cedars. The leaves of these trees resembled those of the myrtle, only they were somewhat larger.

I have seen trees larger in circumference on the coast of Guinea, and there only; but, for length of stem, which gradually tapered, I have no where met with any to compare with them. The wood was of a hard substance, and, if not too heavy, would have made good

masts, the dimension of some of these trees being equal to a main-mast of a first-rate man of war. The shore was covered with drift-wood, of a very large size, mostly cedar, which makes a good fire, but is so subject to snap and fly, that when we waked, in the morning, after a sound sleep, we found our clothes singed with the sparks in many places, and covered with splinters.

The next morning, being calm, we rowed out; but as soon as we had cleared the island, we found a great swell from the westward, and rowed to the bottom of a very large bay to the northward of us. The land was very low, and we were in hopes of finding some inlet through it, but were disappointed, and therefore kept along shore to the westward. This part, which I take to be above fifty leagues from Wager's island, is at the very bottom of the large bay. Here was the only passage to be found, of which, if we could, by any means, have obtained information, we should have been saved much fruitless labor. Of this passage I shall have occasion to say more hereafter.

Having, at this time, an off-shore wind, we kept the land close on board, till we came to a head-land. It was near night before we got a-head of the breast-land, and opening it, discovered a very large bay to the northward, and another head-land to the westward, at a great distance. We endeavored to cut short our passage to it by crossing, which is very seldom to be effected by boats in these overgrown seas, and this we now experienced; for the wind springing up, and beginning to blow fresh, we were obliged to put back towards the first head-

land, into a small cove, just large enough to shelter the two boats.

Here an accident happened that alarmed us much. After securing our boats, we climbed up a rock scarcely large enough to contain our numbers: having nothing to eat, we betook ourselves to our usual receipt for hunger, which was going to sleep. We accordingly made a fire, and stowed ourselves round it as well as we could; but two of our men being incommoded for want of room, went a little way from us, into a small nook overhung by a great cliff, which served them for a canopy. In the middle of the night we were awakened by a terrible rumbling, which we apprehended to be nothing less than the shock of an earthquake, which we had before experienced in these parts; and this conjecture we had reason to think not ill-founded, upon hearing hollow groans and cries as of men half swallowed up. We immediately rose and hastened to the spot whence the cries proceeded, and were confirmed in the opinion we had formed of this accident; for here we found the two men almost buried under loose stones and earth. But, upon a little farther enquiry, we were undeceived, as we found the noise to have been occasioned by the sudden giving way of the impending cliff, which fell a little beyond our people, carrying trees, rocks, and loose earth, along with it. The latter fell, in part, upon our men, whom we, with some difficulty, rescued from their uneasy situation, from which they escaped with some bruises.

The next morning we got out early, and the wind being westerly, rowed the whole day for the head-land we had seen the night before; but when we had reached

if, could find no harbor, but were obliged to go into a sandy bay and lie the whole night upon our oars; and a most dreadful one it proved, blowing and raining very hard. Here we were so pinched with hunger that we ate the shoes off our feet, which consisted of raw seal-skin.

In the morning we got out of the bay, but the incessant foul weather had overcome us, and we began to be indifferent to our future fate. The boats, in the night, making into a bay, we nearly lost the yawl, a breaker having filled her and driven her ashore upon the beach. This, by some of our accounts, was Christmas-day; but our accounts had been so often interrupted by our distresses, that no dependance could be placed upon them. Upon seeing the yawl in this imminent danger, the barge stood off, and went into another bay to the northward of it, where the water was smoother; but there was no possibility of getting on shore. In the night the yawl joined us again.

The next day was so bad that we despaired of reaching the head-land, therefore rowed down the bay in hopes of catching some seals, as we had seen several of those animals the day before; but without success. We then returned to the same bay we had been in the preceding night, where the surf having somewhat abated, we went ashore, and picked up a few shell-fish. In the morning we got on board early, and ran along shore to the westward about three leagues, in order to double a cape, which was the westernmost land we could see. It blew very hard, and the sea ran so high that we heartily wished ourselves back again, and accordingly made the best of our way for the bay which we had left in the

morning; but before we could reach it night came on, and we passed a most dismal one, lying upon our oars.

The weather continuing very bad, we, in the morning, put in for the shore, where we found nothing but tangle and sea-weed. We now passed some days roving about for provisions, as the weather was still too bad to make any attempt to get round the cape. Towards the head of the bay we found some fine lagoons, and in them killed some seals, and got a good quantity of shell-fish, which was a great relief to us. We now made a second attempt to double the cape, but when we had got the length of it, and passed the first head-land, for it consists of three of an equal height, we got into a tremendous sea, which ran all in heaps like the Race of Portland, but much worse. We were happy to put back to the old place, with little hopes of ever getting round this cape.

The weather, next day, proving very bad, all hands went ashore to procure some sustenance, excepting two in each boat, who were left as boat-keepers. This office we took by turns, and it was now my lot to be upon this duty with another man. The yawl lay within us at a grapnel; in the night it blew very hard, and a great sea tumbled in upon the shore; but being extremely fatigued, we, in the boats, went to sleep. However, I was, at last, awakened, by the uncommon motion of the boat, and the roaring of the breakers every where around us. At the same time I heard a shrieking like that of persons in distress. I looked out, saw the yawl canted upwards by a sea, and soon afterwards she disappeared. One of our men, whose name was William Rose, a quarter-master, was drowned; the

other was thrown ashore by the surf, with his head buried in the sand, but, by the immediate assistance of the people on shore, he was saved. As for us in the barge, we expected the same fate every moment, for the sea broke a long way without us. We, however, got her head to it, and heaved up our grapnel, or I should rather say kellick, which we had made to serve instead of our grapnel, thrown overboard some time before to lighten the boat. By these means we used our utmost efforts to pull her some distance without the breakers, and then let go our kellick again. Here we lay all the next day, in a great sea, not knowing what would be our fate. To add to our mortification we could see our companions in tolerable plight ashore, eating seal, while we were starving with hunger and cold. For the preceding month we had not known what it was to have a dry thread about us.

The next day, being somewhat more moderate, we ventured in with the barge, as near as we could, with safety, to the shore, and our companions threw us some seal's liver, which having greedily eaten, we were seized with excessive sickness, which affected us so much that our skin peeled off from head to foot.

While the people were on shore at this place, Mr. Hamilton met with a large seal, or sea-lion, and fired a brace of balls into him, upon which the animal turned upon him open-mouthed; but presently fixing his bayonet, he thrust it down his throat with a considerable part of the barrel of the gun, which the creature bit in two, apparently with as much ease as if it had been a twig. Notwithstanding the wounds he had received he eluded all farther efforts to kill him, and got clear off.

I call this animal a large seal, or sea-lion, because it resembles a seal in many particulars; but then it so much exceeds the latter in size, that this distinction alone is sufficient to justify its being considered as of a different species. Mr. Walter, in Lord Anson's voyage, has given a particular description of those which are seen about Juan Fernandez; but they have, in other climates, different appearances, as well as different qualities, as we had occasion to observe in this, and a late voyage which I made. However, as so much has already been said of the sea-lion, I shall mention only two particulars; the one relative to its appearance, and the other to its properties of action, which distinguish it from those described by him. Those I saw were without that snout, or trunk, hanging below the end of the upper jaw; but then the males were furnished with a large, shaggy mane, which gave them a most formidable appearance. And though he says, that those he saw were unwieldy, and easily destroyed, yet we, on the contrary, found some, that lay at a mile's distance from the water, which came down upon us, when disturbed, with such impetuosity, that it was as much as we could do to get out of their way; and when attacked, they would turn upon us with great agility.

Having lost the yawl, and being too many for the barge to carry off, we were compelled to leave four of our men behind. They were all marines, who seemed to have no great objection to the determination made with regard to them, they were so exceedingly disheartened and exhausted with the distress and dangers they had already undergone. Indeed, I believe, it would have been a matter of indifference to most of the others, whether they should embark or take their chance. The

captain distributed among these poor fellows arms, ammunition, and some other necessaries. When we parted, they stood upon the beach, giving us three cheers, and calling out:—"God bless the king!" We saw them a little after setting out upon their forlorn hope, and helping one another over a hideous tract of rocks; but considering the difficulties attending this only mode of travelling left them, for the woods are impenetrable, from their thickness, and the deep swamps every where met with in them; considering too, that the coast here is rendered so inhospitable, by the heavy seas that are constantly tumbling upon it, as not to afford even a little shell-fish, it is probable that they all experienced a miserable fate.

We rowed along shore to the westward, in order to make one more attempt to double the cape: when abreast of the first head-land we were met by such a sea, that we every moment expected the boat to go down. But as we had, in a great measure, lost that powerful principle, the love of life, we continued to push through it till we opened a bay to the northward. In my whole life I never saw such a dreadful sea as drove in here; it began to break at more than half a mile from the shore. Perceiving now that it was impossible for any boat to get round, the men lay upon their oars till the boat was very near the breakers, the mountainous swell heaving her in at a great rate. I thought it was their intention to end their lives and their misery at once, but nobody spoke for some time. Captain Cheap, at length, told them they must either perish immediately, or pull stoutly for it, to get off the shore, but they might do as they pleased. They chose, however, to exert themselves a little, and, after infinite difficulty, got round the

head-land again, giving up all thoughts of making any farther attempts to double the cape. It was night before we could get back to the bay, where we were compelled to leave four of our men, in order, if possible, to save the remainder; for all of us must certainly have perished if more than sixteen had been crowded into so small a boat. This bay we named the Marine Bay. When we had reached it, we found that the surf ran so high as to oblige us to lie upon our oars all night; and it was now resolved to go back to Wager's Island, there to linger out a miserable life, as we had not the least prospect of returning home.

But, before we set out to accomplish this resolution, it was necessary, if possible, to procure some little stock of seal to support us in a passage, during which, wherever we might put in, we were not likely to meet with any supply. It was accordingly determined to go up the lagoon, where he had before met with seals, to provide ourselves with some; but we did not leave the bay till we had made search for the unhappy marines we had left on shore. Could we have found them, we had now agreed to take them on board again, though it would have been certain destruction to us all. This, at another time, would have been madness, but we were now resigned to our fate, which none of us thought far distant. However, there was nothing to be seen of them, and we found no traces but a musket on the beach.

Upon returning up the lagoon we were so fortunate as to kill some seals, which we boiled and put into the boat for sea-stock. While we were ranging along the shore, in detached parties, in quest of whatever eatables might come in our way, the surgeon, being alone, discovered a pretty large hole, which seemed to lead to

some den, or repository, within the rock. It was not so rude, or natural, but that there were some signs of its having been cleared and made more accessible by industry. The surgeon, for some time, hesitated whether he should venture in, uncertain as to the reception he might meet with from any inhabitant. His curiosity, at length, overcoming his fears, he determined to enter, which he did upon his hands and knees, as the passage was too low for him to enter otherwise. After proceeding, in this manner, a considerable way, he arrived at a spacious chamber; but whether natural, or hollowed out by hands, he could not ascertain. The light was conveyed into this chamber through a hole at the top; in the midst was a kind of bier, made of sticks laid cross-wise, supported by props about five feet in height. Upon this bier were extended five or six bodies, which had apparently been deposited there a long time, but had suffered no decay nor diminution. They were uncovered, and the flesh had become perfectly dry or hard; but whether this was effected by any art or secret, of which the savages may be possessed, or occasioned by any drying virtue in the air of the cave, it was impossible to guess. Indeed, as the surgeon found nothing to eat there, which was the principal inducement for his creeping into this hole, he did not amuse himself with long disquisitions, or make that accurate examination he would otherwise have done; but crawling out as he went in, he acquainted the first person he met with what he had seen. Some others had the curiosity to go in likewise. I forgot to mention that there was another range of bodies deposited in the same manner upon another platform under the bier. This was probably the burial-place of the Indian great men, called Caciques;

but from what place they could be brought we were utterly at a loss to conceive, there being no traces of any Indian settlement in the vicinity. We had seen not one savage since we left the island, nor observed any marks in the coves or bays to the northward, where we had touched, such as fire-places, or old wigwams, which they never fail to leave behind them; and it is very probable, from the violent seas that are always beating upon this coast, its deformed aspect, and the very swampy soil which every where borders upon it, that it is little frequented.

We now crossed the first bay for the head-land we left on Christmas-day, much dejected; for under our former sufferings, we were, in some measure, supported with the hopes that, as we advanced, however little, they were so much nearer their termination. But now our prospects were dismal and dispiriting indeed, as we had the same difficulties and dangers to encounter, not only without any flattering views to lessen them, but under the aggravating circumstance of their leading to an inevitable and miserable death; for we could not possibly conceive that the fate of starving could, by any human means, be avoided upon the desolate island to which we were returning. The shell-fish, which was the only subsistence the island had hitherto afforded, in any degree, was exhausted; and the Indians had shewn themselves so little affected by the common incitements of compassion, that we could build no hopes upon any impressions of that nature in them. They had already refused to barter their dogs with us for want of a valuable commodity on our side, so that it is wonderful we did not resign ourselves to despondency, and lay aside all farther attempts; but we were supported by that invisible

power, who can make the most untoward circumstances subservient to his gracious purposes.

At this time our usual bad weather attended us; the night likewise set in long before we could reach the cove in which we had formerly taken shelter, so that we were obliged to keep the boat's head to the sea all night, the sea every where astern of us running over hideous breakers. In the morning we designed to stand over for the island in which we had observed the straight, lofty trees before-mentioned, and which Captain Cheap named Montrose Island; but as soon as we opened the headland to the westward of us, a sudden squall took the boat and very nearly upset her. She instantly filled with water; but by baling with our hats, hands, and any thing that would hold water, we, with difficulty, cleared her. Upon this alarming circumstance we found it advisable to return and put into the cove which the night before we were prevented from entering. Here we were detained two or three days by extremely bad weather; so that had we not fortunately provided ourselves with some seals we must have starved, for this place afforded us nothing.

At length we reached Montrose Island. This is by much the best and pleasantest spot we had seen in this part of the world, though it has nothing eatable in it but some berries, which resemble gooseberries in flavor: they are black, and grow in a swampy ground. The bush, or tree, that bears them, is much taller than that of our gooseberries. We remained here some time, living upon these berries and the remainder of our seal, which was now quite rotten.

Our two or three first attempts to put off from this island were without success, the tempestuous weather

obliged us to return. One of our people was much inclined to remain here, thinking it at least as good a place as Wager's Island to end his days upon; but he was obliged by the rest to go off with them. We had not been long out before it began to blow a storm of wind; and so thick a mist came on, that we could not see the land, and were at loss which way to steer; but we heard the sea, which ran exceeding high, breaking near us; upon which we hauled aft the sheet, and scarcely weathered the breakers by a boat's length. At the same time we shipped a sea that nearly filled us: it struck us with such violence as to throw me and one or two more into the bottom of the boat, where we were half drowned before we could get up again. This was one of the most extraordinary escapes we had in the course of this expedition; for Captain Cheap, and every one else, had entirely given themselves up for lost. However, it pleased God that we arrived, the same evening, in Red-wood cove, where the weather continued so bad all night that we could not keep in a fire to dry ourselves. Having no other alternative but to stay here and starve, or to put to sea again, we chose the latter, and put off in the morning, though the weather was very little mended. Three days afterwards we arrived at our old station, Wager's Island, but in such a miserable plight, that though we thought our condition, upon setting out, would not admit of any additional circumstances of misery, yet it was to be envied in comparison to what we now suffered, so worn out and reduced were we by fatigue and hunger, having eaten nothing for some days but sea-weed and tangle. Upon this expedition we had been out, by our own account, just two months; in which we had rounded,

backwards and forwards, the great bay formed to the northward by the high land we had observed from Mount Misery.

The first thing we did, upon our arrival, was to secure the barge, as this was our sole dependance for any relief that might offer by sea; which done, we repaired to our huts, forming a village or street, consisting of several irregular habitations. Some of these being covered by a kind of brush-wood thatch, afforded tolerable shelter against the inclemency of the weather. Among them there was one which we observed with some surprise to be nailed up. We broke it open, and found some iron work, picked out with great pains from those pieces of the wreck which were driven ashore. Hence we concluded, that the Indians, who had been here in our absence, were not of the same tribe as those with whom we had before had some commerce, who seemed to set no value upon iron; and that they must have had communication with the Spaniards, from whom they had learned the value and use of that commodity. Thieving from strangers is regarded among savages, in general, as a commendable talent, and bespeaks an address which they greatly admire; though the strictest honesty, with regard to the property of each other, is observed among them. They had, no doubt, ransacked all our houses; but the men had taken care, before they went off in the long-boat, to strip them of their most valuable furniture; that is, the bales of cloth used for lining, which they converted into trowsers and watch-coats.

At a period, when despair was ready to overwhelm us, a new and unexpected prospect opened to our view. A few days after our return, a party of Indians came to

the island in two canoes, and were not a little surprised to find us here again. Among these was an Indian of the tribe of the Chonos, who live in the neighbourhood of Chiloe, an island on the west coast of America, and the southernmost settlement under the Spanish jurisdiction on that coast. He spoke Spanish, but with that savage accent which renders it almost unintelligible to any but those who are adepts in that language. He was a Cacique, or chief of his tribe, which authority was confirmed to him by the Spaniards; for he carried the usual badge and mark of distinction by which the Spaniards and their dependents hold civil and military employments, consisting of a stick with a silver head.

Our surgeon, Mr. Elliot, being master of a few Spanish words, made himself so far understood by the Cacique, as to let him know, that our intention was to reach some of the Spanish settlements if we could; that we were unacquainted with the best and safest way, and what track was most likely to afford us subsistence in our journey; promising, if he would undertake to conduct us in the barge, he should have it, and every thing in it, for his trouble, as soon as it had served our present occasions:

To these conditions the Cacique, after much persuasion, at length agreed. Accordingly, having made the best preparation we could, we embarked on board the barge, to the number of fifteen, including the Cacique, whose name was Martin, and his servant Emanuel.

The next day brought us to the bottom of a great bay, where the Indian guide had left his family, a wife and two children, in a hut. Here we staid two or three days, during which we were constantly employed in ranging along shore in quest of shell-fish.

We now again proceeded on our voyage, having received on board the family of our guide, who conducted us to a river, the stream of which was so rapid, that, after our utmost efforts from morning to evening, we gained little upon the current. After struggling with a series of almost unparalleled difficulties, from cold, hunger, and fatigue, we at last reached an island about thirty leagues south of Chiloe. Here we remained two days for a favorable opportunity to cross the bay, the very thoughts of which seemed to frighten our Cacique out of his senses; and, indeed, there was great reason for his apprehensions, for there ran a most dreadful, hollow sea, dangerous for any open boat whatever, but a thousand times more for such a crazy vessel as we were in. He at last mustered up resolution enough to attempt it, having first crossed himself for an hour together, and made a kind of lug-sail out of the bits of blankets they wore about them, sewed together with split supple-jacks. We then put off, and a terrible passage we had. The bottom plank of the canoe was split, and opened upon every sea. As we drew near the shore, the Cacique was eager to land, having been terrified to such a degree with this run, that if it had not been for us, every soul must have perished; for he had very nearly got among the breakers, where the sea drove with such violence upon the rocks, that not even an Indian could have escaped, especially as it was in the night. We kept off till we got into smooth water, and landed upon the island of Chiloe, though in a part of it that was not inhabited.

Here we staid all the next day, in a very heavy snow, to recover ourselves a little after our fatigue; but the cold was so excessive, that we thought we should have

lost our feet, having neither shoes nor stockings; and Captain Cheap was so ill, that if he had had but a few leagues farther to go without relief, he could not have held out.

It is impossible for me to describe the miserable state to which we were reduced. Our bodies were so emaciated that we scarcely exhibited the figures of men. It has often happened to me, in the coldest nights, both in hail and snow, where we had nothing but an open beach to lie down upon, that, in order to procure a little rest, I have been obliged to pull off my few rags, as it was otherwise impossible to get a moment's sleep, on account of the vermin with which they swarmed. Our sufferings, in this respect, were ten times worse than even those of hunger. We were, however, all clean in comparison to Captain Cheap; for I can compare his body to nothing but an ant-hill, with thousands of insects crawling over it. He was now past attempting to rid himself in the least of this torment, as he had quite lost himself, not recollecting the names of those that were about him, nor even his own. His beard was as long as a hermit's, and that, as well as his face, were covered with dirt and train-oil, from having long accustomed himself to sleep upon the bag in which he kept the pieces of stinking seal, by way of pillow. This prudent method he took to prevent our getting at it while he slept. His legs were as large as mill-posts, though his body appeared to be nothing but skin and bone.

What things our cacique had brought with him from the wreck he here buried under ground, in order to conceal them from the Spaniards, who would not have left him a rusty nail, if they had known of it. Towards

evening we set off again, and about nine the same night, to our great joy, we observed something that had the appearance of a house. It belonged to an acquaintance of our cacique: and as he was possessed of my fowling-piece, and we had preserved about one charge of powder, he made us load it for him, and desired we would shew him how to discharge it; upon which, standing up, and holding his head from it as far as possible, he fired, and fell back into the bottom of the canoe. The Indians belonging to the house, being quite unused to fire-arms, ran out and hid themselves in the woods. But after some time, one of them, bolder than the rest, got upon a hill and hallooed to us, asking who and what we were. Our cacique now made himself known, and they presently came down to the boat, bringing with them some fish and plenty of potatoes. This was the most comfortable meal we had made for many long months; and as soon as it was over, we rowed about two miles farther to a little village, where we landed.

Here our cacique presently awaked all the inhabitants by the noise he made, obliged one of them to open his door to us, and immediately to make a large fire, for the weather was very severe, this being the month of June, which is the depth of winter in this part of the world. The Indians now flocked about us, and manifested great compassion, as our cacique related to them what part he knew of our history. They were ignorant of our country, nor could our guide inform them, for he had often asked us if we were French, Dutch, or English, the only nations he had ever heard of besides the Spaniards. We always answered we were from Grande Bretagne, which he could make nothing of; for we were afraid, if he knew us to be English, (as he had

heard that nation was at war with the Spaniards) he would not have conducted us to Chiloe.

These good-natured, compassionate creatures seemed to vie with each other who should be the most attentive to us. They made a bed of sheep skins close to the fire for Captain Cheap, and laid him upon it; and, indeed, had it not been for the kind assistance he now met with, he could not have survived three days longer. Though it was about midnight, they went out and killed a sheep, of which they made broth, and baked a large cake of barley meal. Any person may imagine what a treat this was to wretches who had not tasted a morsel of bread, or any wholesome food, for such a length of time.

After we could eat no longer, we went to sleep about the fire, which the Indians took care to keep up. In the morning the women came from far and near, each bringing something with her. Almost every one had a pipkin in her hand, containing either fowls or mutton made into broth, potatoes, eggs, or other eatables.

Upon our arrival at this place they had dispatched a messenger to the Spanish corregidor, at Castro, a town at a considerable distance, informing him of the circumstance. At the end of three days this man returned, with an order to the chief caciques of the Indians we were among, to send us thither.

When we came to the corregidor's house we found it full of people. He was an old man, very tall, with a long cloak, a tye-wig, and a spado of immense length by his side. He received us in great state; but as we had no interpreter, we understood little or nothing of the questions he asked us.

He ordered a table to be spread for us with cold ham and fowls, to which only three of us sat down, and in a short time dispatched more than ten men with common appetites could have done. It is amazing that our eating to such excess, from the time we first got among the kind Indians, had not killed us. We were never satisfied, and used, for some months afterwards, to take all opportunities of filling our pockets when we were not seen, that we might get up two or three times in the night to cram ourselves. Captain Cheap used to declare that he was quite ashamed of himself.

After supper the corregidor carried us to the Jesuits' college, attended by the soldiers and all the rabble of the town. This was intended for our prison for the present, till orders should be received from the governor, who resided at Chaco, above thirty leagues from that place. When we arrived at the college, the corregidor desired the Father provincial, as they styled him, or the head of the Jesuits, to find out of what religion we were, or whether we had any or not. He then retired, the gates were shut, and we were conducted to a cell. We found in it something like beds, spread on the floor, and an old shirt apiece, ragged it is true, but clean, which was of infinite service to us; nor did eating, at first, give me half the satisfaction I received from this treasure of an old shirt. Though this college was large, there were but four Jesuits in it, and no other individuals of that order upon the island.

In the morning Captain Cheap was sent for by the father provincial: their conversation was carried on in Latin, perhaps not the best on either side; however, they made shift to understand each other. When he returned he told us the good fathers were still harping

upon what things of value we might have saved and concealed about us, and that if we had any thing of that sort, we could not do better than to let them have it. Religion seemed to be quite out of the question at present; but a day or two afterwards, the corregidor, being informed that we were heretics, desired the Jesuits to convert us: but one of them told him it was a mere joke to attempt it, as we could have no inducement upon that island to change our religion; adding, that when got to Chili, in that delightful country, where there was nothing but diversions and amusements, we should be converted fast enough.

We kept close to our cell till the bell rang for dinner, when we were conducted to a hall, where there was one table for the fathers and another for us. After a very long Latin prayer, we sat down and ate what was set before us, without a single word passing at either table. As soon as we had finished, there was another long prayer, which, however, did not appear so tedious as the first, and then we retired again to our cell. In this manner we spent eight days, without ever stirring out, all which time we might have imagined ourselves out of the world; for, excepting the dinner-bell, a silence reigned throughout the whole as if the place had been uninhabited.

On the eighth evening we heard a violent knocking at the gate, which was no sooner opened, than there appeared a young officer, booted and spurred, who acquainted the fathers that he was sent by the governor to conduct us to Chaco.

Upon our arrival we were treated with great politeness, and enjoyed the liberty of visiting all who invited us; among the houses we visited, there was one belong-

ing to an old priest, who was esteemed one of the richest persons upon the island. He had a niece, of whom he was extremely fond, and who was to inherit all he possessed. He had taken a great deal of pains with her education, and she was reckoned one of the most accomplished young ladies of Chiloe. Her person was good, though she could not be called a regular beauty. This young lady did me the honor to take more notice of me than I deserved, and proposed to her uncle to convert, and afterwards begged his consent to marry me.

As the old man doated upon her, he readily agreed to it; and accordingly, on the next visit I made him, he acquainted me with the young lady's proposal, and his approbation of it, taking me, at the same time, into a room where there were several chests and boxes, which he unlocked, first shewing what a quantity of fine clothes his niece had, and then his own wardrobe, which, he said, should be mine at his death.—Among other things he produced a piece of linen, promising that it should immediately be made up into shirts for me. I own this last article was a great temptation to me. I had, however, the resolution to withstand it, and made the best excuses I could for not accepting of the honor they intended me; for, by this time I could speak Spanish well enough to make myself understood.

After various changes of fortune and situation, an order came from the president to send Captain Cheap and Mr. Hamilton, who were known to be officers, by having saved their commissions, to St. Jago, the capital of Chili, while Mr. Campbell and I, who had lost ours, were committed to prison.

There were, at this time, several ships in the port delivering their cargoes; so that almost every day there were large droves of mules going up to St. Jago with goods. The governor, at the solicitation of Captain Cheap, sent for one of the master-carriers, and ordered him to take us up with him. The man asked him how he was to be paid for expences, as he should be five days upon the road. The governor told him he might get that as he could, for he would not advance him a single farthing. A soldier who guarded us, though he had a wife and six children to maintain out of his slender pay, humanely exerted himself to render our imprisonment more tolerable, and, at our departure, brought us some little matters to carry with us. We travelled about fourteen miles the first day, and lay, at night, in the open field, which is always the custom of these people, stopping where there is plenty of pasture and good water for the mules.

The next morning we passed over a high mountain, called Zapata; and then crossing a large plain, we passed another mountain, very difficult for the mules, which each carried two heavy bales: there were above one hundred of them in this drove. The mules of Chili are the finest in the world; and though they are continually upon the road, and have nothing but what they pick up at nights, they are as fat and sleek as high-fed horses in England.

The fourth night we lay upon a plain, in sight of St. Jago, and not above four leagues from it. The next day, as we moved towards the city, our master-carrier who was naturally well-disposed, and had been very kind to us all the way, advised me, very seriously, not to think

of remaining at St. Jago, where, he said, there was nothing but extravagance, vice and folly, but to proceed with him as a mule-driver, at which he said I should soon be very expert; adding, that they led an innocent and happy life, far preferable to any enjoyment such a great city as that before us could afford. I expressed my acknowledgments for his kindness, but told him I would try the city first, and if I did not like it, I would accept of the offer he was so good to make me. The thing that gave him this high opinion of me was, that as he had been so civil to us, I was very officious in assisting to drive in those mules, that strayed from the rest, upon the large plains over which we passed; and this, I thought, was the least I could do towards making some return for the obligations we owed him.

When we got into St. Jago, the carrier delivered us to the captain of the guard at the palace gate; and he soon afterwards introduced us to the president, Don Joseph Manso, who received us with much civility, and then sent us to the house where Captain Cheap and Mr. Hamilton were. We found them extremely well lodged, at the house of a Scotch physician, whose name was Don Patrico Gedd. This gentleman had been a long time in that city, and was greatly esteemed by the Spaniards, as well for his abilities in his profession as for the humanity of his disposition. He no sooner heard that four English prisoners had arrived in that country, than he waited on the president, and begged they might be lodged in his house. This was granted, and had we been his own brothers, we could not have met with a more friendly reception; and during two years that we were with him, it was his constant study

to make every thing as agreeable to us as possible. We were greatly distressed to think of the expence he was at upon our account ; but it was in vain to argue with him about it. In short, to sum up his character in a few words, there never was a man of more extensive humanity.

Two or three days after our arrival, the president sent Mr. Campbell and me an invitation to dine with him, where we were to meet Admiral Pizarro, and all his officers. This was a cruel stroke upon us, as we had not any clothes fit to appear in, and dared not refuse the invitation. The next day a Spanish officer, belonging to Admiral Pizarro's squadron, whose name was Don Manuel de Guirro, came and made us an offer of two thousand dollars. This generous Spaniard made this offer without any view of ever being repaid, but purely from a compassionate motive of relieving us in our present distress. We returned him all the acknowledgments his uncommonly generous behavior merited, and accepted of six hundred dollars, upon his receiving our draft on the English consul at Lisbon. We now clothed ourselves decently in the Spanish fashion; and as we were upon our parole, we went out where we pleased to divert ourselves.

St. Jago is situated in about $33^{\circ} 30'$ South latitude, at the west foot of the immense chain of mountains called the Cordilleras. It stands on a most beautiful plain, above thirty leagues in extent. It was founded by Don Pedro de Baldivia, the conqueror of Chili. The plan of it was marked out by him in squares, like Lima; and almost every house, belonging to people of any fashion, has a large court before it, with great gates, and a garden behind. A little rivulet, neatly faced with stones,

runs through every street, by which they can cool the streets, or water their gardens, when they please. The whole town is extremely well paved. The gardens are full of noble orange-trees, and all sorts of flowers, which perfume the houses, and even the whole city. The churches are rich in gilding as well as in plate; the cathedral and the bishop's palace are on the west side of the city. The houses have, in general, only a ground-floor, on account of the frequent earthquakes, but they make a handsome appearance.

Thus a few of us, at last, made our way in a new and unheard-of manner over a large and desert tract of land, between the western mouth of the Magellanic Streight and the capital of Chili; a country scarcely to be paralleled in any part of the globe, as it affords neither fruits, grain, nor even roots, proper for the sustenance of man. And, which is still more rare, the very sea, which yields a plentiful support to many a barren coast, on the tempestuous and inhospitable shore we had left behind us, is found to be almost as barren as the land.

After two year's residence at St. Jago, we embarked on board the *Lys* frigate, belonging to St. Malo, leaving Mr. Campbell behind, by his own choice. She was a ship of 420 tons, 16 guns and 60 men. Among other passengers were the celebrated Don George Juan, and Don Antonio Ulloa, who had been several years in Peru, engaged in scientific pursuits. We were now bound to Conception, in order to join three other French ships that were likewise proceeding home.

As this was a time when the southerly winds prevail upon this coast, we stood off a long way to the westward, making the island of Juan Fernandez. We

did not get into the bay of Conception till the 6th of January, 1745.

In the homeward passage, some of the French ships were captured by the English, but the *Lys* escaped; and on the 31st of October we came to an anchor in Brest road. The *Lys* having a valuable cargo on board, was towed into harbor next morning, and lashed along-side one of the men of war. The money was soon landed, and the officers and men, who had been so many years absent, from their native country, were glad, to get on shore. Nobody remained on board but a man or two to look after the ship, and we three English prisoners, who had not leave to go on shore. The weather was extremely cold, and felt particularly so to us, who had been so long used to hot climates; and what made it still worse, we were very thinly clad. We had neither fire nor candle, which are not allowed on board of any ship in the harbor, for fear of accidents, being close to their magazines in the dock-yard. Some of the officers belonging to the ship were so kind as to send us victuals every day, or we might have starved; for M. l'Intendant never sent us even a message; and though there was a very large squadron of men of war filling out at that time, not one officer belonging to them ever came near to Captain Cheap. From five in the evening we were obliged to sit in the dark; and if we chose to have any supper, it was necessary to place it very near us before that time, otherwise we never could have found it.

We had passed seven or eight days in this melancholy manner, when, one morning, a row galley came along-side with a number of English prisoners, belonging to large privateers the French had taken. We were

ordered into the same boat with them, and were carried four leagues up the river to Landernau. At this town we were upon our parole. We took the best lodgings we could get, and lived very well for three months, when an order came from the court of Spain to allow us to return home by the first ship that offered.

Upon this, hearing there was a Dutch ship at Morlaix ready to sail, we took horses and travelled to that town, where we were obliged to remain six weeks before we had an opportunity of getting away. At last we agreed with the master of a Dutch dogger to land us at Dover, and paid him before-hand. When he had got down the river into the road, a French privateer, that was ready to sail upon a cruize, hailed the Dutchman, ordering him to come to an anchor, adding, that if he offered to sail before him he would sink him. This command he was forced to comply with, and lay three days in the road, cursing the Frenchman, who, at the end of that time, put to sea, and left him at liberty to do the same.

We had a long uncomfortable passage. About the ninth day, before sun-set, we saw Dover, and reminded the Dutchman of his agreement to land us there. He said he would; but instead of keeping his word, in the morning we were off the coast of France. We loudly complained of this piece of villainy, and insisted upon his returning to land us, when an English man of war appeared to windward, and presently bore down to us. She sent her boat on board with an officer, who informed us that the ship he came from was the Squirrel, commanded by Captain Masterson.

We went on board of her, and Captain Masterson immediately sent one of the cutters he had with him to land us at Dover, where we arrived that afternoon, and directly set off for Canterbury upon post-horses; but Captain Cheap was so tired by the time he got there, that he could proceed no farther that night. The next morning he still found himself so much fatigued, that he could ride no longer; therefore it was agreed, that he and Mr. Hamilton should take a post-chaise, and that I should ride. But here an unlucky difficulty was started; for upon sharing the little money we had, it was found to be not sufficient to pay the charges to London; and my proportion fell so short, that it was, by calculation, bare enough to pay for horses, without a farthing for eating a morsel upon the road, or even for the very turnpikes. Those I was obliged to defraud, by riding as hard as I could through them all, not paying the least regard to the men who called out to stop me. The want of refreshment I bore as well as I could.

When I got to the Borough I took a coach and drove to Marlborough-street, where my friends lived when I left England; but when I came there I found the house shut up. Having been absent so many years, and having, in all that time, never heard a word from home, I knew not who was dead, or who was living, or where to go next, or even how to pay the coachman. I recollected a linen-draper's shop, not far from thence, at which our family used to deal. I therefore drove thither, and making myself known, they paid the coachman. I then inquired after our family, and was told that my sister had married Lord Carlisle, and was at that time in Soho-square. I immediately walked to the house,

and knocked at the door. But the porter, not liking my figure, which was half French and half Spanish, with the addition of a large pair of boots, covered with dirt, was going to shut the door in my face, but I prevailed upon him to let me in.

I need not acquaint the reader with what surprize and joy my sister received me. She immediately furnished me with money sufficient to appear like the rest of my countrymen. Till that time I could not properly be said to have finished all the extraordinary scenes in which I had been involved by a series of extraordinary adventures, for the space of five years and upwards.

Some of those who abandoned Captain Cheap, and had pursued a different route through the streights of Magellan in the long-boat, had previously reached their native land; but the number of those who had this good fortune was comparatively small, and their distresses, for variety and duration, were almost without a parallel.

EXTRAORDINARY DELIVERANCE OF
FOUR SHIPWRECKED ENGLISH SEAMEN,

Found upon a Shoal of Ice near Spitzbergen, in the Year 1646.

A Dutch Galliot sails to Spitzbergen--The Crew discovers a floating Shoal of Ice with four Englishmen upon it--They are taken on board--Their Adventures--Extreinities to which they were reduced--Death of three of them--The only Survivor arrives in England.

JOHAN CORNELIUS, of Muniken, being ordered to Spitzbergen to catch whales, set sail from the Texel in a galliot on the 6th of May, 1646, and arrived on the 3d of June near Spitzbergen, with an intention to anchor

in the bay, but was obliged, by the vast floats of ice-shoals, to keep out to sea. After having, in vain, cruized up and down among the ice-shoals they got into the bay, but perceiving two whales farther at sea, they sent out their sloop in pursuit of them.

While they were rowing up and down to watch the motions of these creatures, they discovered, at a distance, a great ice-shoal, with something white upon it, which, at first sight, they imagined to be bears, they being generally white there; but one Ellert Johnson, who was in the boat to manage the harpoon, judging, by the motion, that it was something else, persuaded them to row that way, which being done accordingly, they not long after perceived a piece of rope belonging to the sails of a ship, which was held up by a man as a signal of the utmost distress. They, therefore, rowed up towards it with all the oars they had, and upon approaching it, found, to their great surprize, one dead man and four living ones, all Englishmen, upon the ice-shoal, who, upon their knees, expressed their joy and thankfulness for such an unexpected deliverance from the jaws of death. They were taken into the sloop and carried into the bay aboard the ship.

These unfortunate men had cut a large hole, of the nature of a subterraneous cave, into the ice, and round the entrance they had placed the pieces of ice cut out of the cavity to defend themselves from the violence of the winds and waves. In this hole they had spent fourteen days, it being so long since they had lost their ship. At first there were in all forty-two of them, and they had saved some victuals and tools, with their sloop. The commander, however, perceiving, in a short time, that it would be impossible for them to hold out long upon

the ice-shoal, resolved to go ashore in the sloop with seventeen of his men, and afterwards to send word back how matters stood there. This was done accordingly; but it blowing very hard, and not having since heard any tidings of their companions, they were afraid that the latter had perished before they reached the shore.

There were twenty-four left upon the ice-shoals, but the want of provisions increasing daily, being reduced to a starving condition, and expecting nothing but instant death, they resolved to divide themselves and get upon several ice-shoals, in hopes, by some chance or other, to reach the shore; but whether the others got ashore, or were taken up by some ship, or swallowed by the waves, they were not able to tell.

Certain it is, that four of them, the miserable remnant of forty-two, were found sitting together upon this ice-shoal, overwhelmed with distress, without any hopes of being rescued from the extremity to which they were reduced by cold and hunger, before the Dutch ship came in sight of them, having had nothing to subsist upon but a leather belt, which they had divided and eaten, share and share alike, till all was consumed.

After they were brought to the Dutch ship, the surgeon took all imaginable care for their recovery; notwithstanding which three of them died a few days afterwards, so that out of forty-two, the total number of the ship's crew, no more than one escaped with life, who arrived in September, 1646, in the galliot, at Delft, on the Meuse, and returned from thence to England, his native country.

SHIPWRECK OF THE JONGE THOMAS,

A DUTCH EAST INDIAMAN,

At the Cape of Good Hope, June the 2nd, 1773.

Violent Storm at the Cape of Good Hope—The Jonge Thomas parts in two Pieces—Sixty-three of the Crew escape—Inhumanity of the Measures adopted to save the Cargo—Philanthropic Exertions of an old Man, named Woltemad, who unfortunately perishes—Particulars relative to his son.

ON the 1st of June, 1773, being Whit-Monday, there arose at the Cape a very high north-west wind, with violent hurricanes and showers of rain. At night, in this storm, the Jonge Thomas, one of the four ships belonging to the Company that were still in the road, having lost all her anchors, one after the other, was driven on the sands near the shore at Zoul Rivier, and, in consequence of her heavy lading, parted into two pieces in the middle. The surge rose to an amazing height on the shore, and Zoul Rivier was so swollen as to be almost impassable. It is true, from the middle of May to the middle of August, the Company's ships are prohibited from lying in the road; yet it sometimes happens, that the governor permits it, in order to avoid the inconveniencies of victualling and lading the ships in False Bay. Independently of the loss sustained by the Company, as well in ships as merchandize, a number of the crew likewise unfortunately perished on this occasion. They were lost for want of assistance, and met with a deplorable death very near the land. Only sixty-three men escaped; one hundred and forty-nine being unhappily drowned.

The ship had scarcely struck, which happened just at day-break, when the most efficacious measures were employed, to save as much as possible of the Company's property, that might chance to be thrown on shore; though not the least care was taken to deliver a single soul of the crew from their forlorn and miserable situation. Thirty men were instantly ordered out, with a stripling of a lieutenant, from the citadel, to the place where the ship lay, in order to keep a strict look-out, and prevent any of the Company's effects from being stolen. A gibbet was erected, and an edict issued at the same time, importing, that whoever should come near the spot, should be hanged immediately, without trial, or sentence being passed upon them. On this account, the compassionate inhabitants, who had gone out on horseback to the assistance of the wretched sufferers, were obliged to return, without being able to do them the least service; but, on the contrary, witnessed the brutality and want of feeling evinced on this occasion by certain persons, who did not bestow a thought on affording the least assistance or relief to their fellow-creatures upon the wreck, who were perishing with cold, hunger, and thirst, and almost in the arms of death.

Another circumstance tended to render this otherwise distressing scene still more afflicting. Among the few who were lucky enough to save their lives by swimming from the wreck, was the gunner, who stripped himself quite naked, in order that he might swim the easier, and had the good luck to come alive to shore, which was not the case with every one that could swim; for many were either dashed to pieces against the rocks, or, by the violence of the surf, carried back again to sea. When he arrived on shore, he found his chest landed before him; but just as he was going to

open it, and take out his great coat, the lieutenant, who commanded the party, drove him away from it, and though he earnestly begged for leave to take out the clothes necessary for covering his naked and shivering body, and could also prove by the key, fastened, according to the sailor's custom, to his waist, as well as by his name cut on the lid of his chest, that it was actually his property, he was, nevertheless, forced to retreat, without effecting his purpose by this merciless hero, who gave him several smart blows with a cane on his bare back. After he had passed the whole day naked and hungry, and exposed to the piercing winds, and was going to be taken, in the evening, to town along with the others who had been saved from the wreck, he again asked leave to take a coat out of his chest to cover himself with; but this having been previously plundered, he found empty. On entering the town, where he arrived stark naked, he met with a burgher, who took compassion on him and lent him his great coat. Afterwards, he, as well as the other unfortunate wretches, were obliged to run about the town, several days together, begging victuals, clothes, and money, till at length they received support at the Company's expence, and were again taken into its service.

Another action, honorable to humanity, deserves the more to be recorded, as it shews, that at all times, and in all places, there are both good and considerate people, as well as such who have nothing human but the shape. An old man, of the name of Woltemad, by birth an European, who was at this time the keeper of the beasts at the menagerie, near the garden, had a son in the citadel, who was a corporal, and among the first who had been ordered out to Paarden Island, (Horse Island) where a guard was to be placed for the preser-

vation of the wrecked goods. This worthy veteran borrowed a horse, and rode out in the morning, with a bottle of wine and a loaf of bread for his son's breakfast. This happened so early that the gibbet had not yet been erected, nor the edict posted up, to point out to the traveller the nearest road to eternity. The hoary sire had no sooner delivered to the son the refreshments he had brought him, and heard the lamentations of the distressed crew from the wreck, than he resolved to ride his horse, which was a good swimmer, to the wreck, with a view of saving some of them. He repeated this dangerous trip six times more, bringing each time two men alive on shore, and thus saved, in all, fourteen persons. The horse was, by this time, so much fatigued, that he did not think it prudent to venture out again; but the cries and intreaties of the poor wretches on the wreck increasing, he ventured to take one trip more, which proved so unfortunate, that he lost his own life, as, on this occasion, too many rushed upon him at once, some of them catching hold of the horse's tail, and others of the bridle, by which means the horse, both wearied out and too heavily laden, turned head over heels, and all were drowned together. This noble and heroic action of a superannuated old man shews that a great number of lives might probably have been saved, if a strong rope had been fastened by one end to the wreck and by the other to the shore. When the storm and waves had subsided the ship was found to lie at so small a distance from the land that one might almost have leaped from her upon the shore.

On receiving intelligence of the above event, the East India Directors in Holland ordered one of their ships to be called after the name of Woltemad, and the

story of his humanity to be painted on the stern: they farther enjoined the regency of the Cape to provide for his descendants.

Unfortunately, in the southern hemisphere, all were not impressed with the same sentiments of gratitude. The young corporal Woltemad, who had been an unavailing witness of his father having sacrificed himself in the service of the Company and of mankind, wished in vain to be gratified with his father's place, humble as it was. Stung with the disappointment, he left that ungrateful country and went to Batavia, where he died before the news of such a great and unexpected recommendation could reach him.

NARRATIVE OF
THE LOSS OF THE APOLLO FRIGATE,

And Twenty-nine Sail of West Indiamen,

Near Figuera, on the Coast of Portugal, April the 23, 1804.

By an Officer of the Apollo.

The Apollo, with her Convoy, sails from Cork—Is overtaken by a Storm—She strikes—Wretched Situation of the Crew—All the Boats staved—The Ship parts in two—Some of the Crew swim ashore—Fate of the Captain—Sufferings of those who remained in the Ship—They are relieved by a Boat from the Shore.

MONDAY, the 26th of March, sailed from the Cove of Cork, in company with his Majesty's ship Carysfort, and 69 sail of merchant ships, under convoy for the West Indies; 27th were out of sight of land, with a fair wind, blowing a strong gale, and steering about W. S. W.; the 28th, 29th, and 30th, weather and course nearly the same; 31st, the wind came more to the westward, but more moderate. Sunday, the 1st of April, at



— *Life of Mrs. - Spaulden.*

noon, observed in lat. 40 deg. 51 min. North; longitude, per account, 12 deg. 29 min. West; at eight o'clock on Sunday evening the wind shifted to the S. W. blowing fresh; course S. S. E. At ten up main-sail, and set the main stay-sail. At a quarter past ten the main stay-sail split by the sheeting giving way; called all hands upon deck. At half past ten strong breezes and squally; took in the fore-top sail and set the fore-sail. At half past eleven the main-top-sail split; furled it and the main-sail. The ship was now under her fore-sail, main and mizen storm-stay-sail; the wind blowing hard, with a very heavy sea.

About half past three on Monday morning, the 2d, the ship struck the ground, to the astonishment of every one on board, and, by the above reckoning, we then conjectured upon an unknown shore. She continued striking the ground very heavily several times, by which her bottom was materially damaged, making much water; the chain pumps were rigged with the utmost dispatch, and the men began to pump, but in about ten minutes she beat and drove over the shoal. On endeavouring to steer her, found the rudder carried away—she then got before the wind; the pumps were kept going, but from the quantity of water she shipped, there was every probability of her soon foundering, as she was filling, and sinking very fast.

After running about five minutes, the ship struck the ground again, with such tremendous shocks, that we were fearful she would instantly go to pieces, and kept striking and driving further on the sands, the sea making breaches completely over her. Cut away the lanyards of the main and mizzen rigging, and the masts fell, with a tremendous crash, over the larboard side; the fore-

mast went immediately after. The ship then fell on her starboard side, with the gunwale under water. The violence with which she struck the ground, and the weight of the guns, those on the quarter-deck tearing away the bulwark, soon made the ship a perfect wreck abaft; only four or five guns could possibly be fired to alarm the convoy, and give notice of danger. On her striking the second time, most pitiful cries were heard every where between decks, many of the men giving themselves up to inevitable death. I was told I might as well stay below, as there was an equal likelihood of perishing if I got upon deck. I was determined to go, but first attempted to enter my cabin, and was in danger of having my legs broken by the chests floating about, and the bulk-heads were giving way; I therefore desisted, and endeavoured to get upon deck, which I effected, after being several times washed down the hatchway, by the immense volume of water incessantly pouring down. The ship still beating the ground very violently, made it necessary to cling fast to some part of the wreck, to prevent being washed by the surges, or hurled by the dreadful concussions, overboard; the people holding fast by the larboard bulwark of the quarter-deck, and in the main channels, while our captain stood naked upon the cabin sky-light grating, holding fast by the stump of the mizen-mast, and making use of every soothing expression which could have been suggested to encourage men in such a perilous situation. Most of the officers and men were entirely naked, not having time to slip on a pair of trowsers. Our horrible situation every moment became more dreadful; until day-light appearing, about half past four o'clock, discovered to us the land, at about two cables length distance, a long

sandy beach, reaching to Cape Mondego, three leagues to the southward of us. On day-light clearing up, we could perceive between twenty and thirty sail of the convoy ashore, both to the northward and southward, and several of them perfect wrecks. We were now certain of being on the coast of Portugal, from seeing the above cape, though, I am sorry to say, no person in the ship had the least idea of being so near that coast. It blowing hard, and a very great swell of the sea, (or what is generally termed waves running mountains high) there was little prospect of being saved. About eight o'clock, there being every likelihood of the ship going to pieces, and the after part lying lowest, Captain Dixon ordered every person forward, which it was very difficult to comply with, from the motion of the mainmast working on the larboard gunwale, there being no other way to get forward. Mr. Cook, the boatswain, had his thigh broken, in endeavouring to get a boat over the side; of six fine boats not one was saved, being all staved, and washed over with the booms, &c. Soon after the people got forward the ship parted at the gangways. The crew were now obliged to stow themselves in the fore channels, and from thence to the bowsprit end, to the number of 220; for out of 240 persons on board when the ship first struck, I suppose 20 to have previously perished between decks and otherwise. Mr. Lawton, the gunner, the first person who attempted to swim on shore, was drowned; afterwards Lieutenant Wilson, Mr. Runcie, surgeon, Mr. M'Cabe, surgeon's mate, Mr. Stanley, master's mate, and several men, shared the same fate, by reason of the sea breaking in enormous surges over them, though excellent swimmers. About 30 persons had the good fortune to reach the shore, upon

planks and spars, among whom were Lieutenant Harvey, and Mr. Callam, master's mate. Monday night our situation was truly horrid, the old men and boys dying through hunger and fatigue; also Mr. Proby and Mr. Hayes, midshipmen. Captain Dixon remained all this night upon the bowsprit.

Tuesday morning presented us no better prospect of being relieved from the jaws of death; the wind blowing stronger, and the sea much more turbulent. About noon this day our drooping spirits were somewhat raised by seeing Lieutenant Harvey, and Mr. Callam, hoisting out a boat from one of the merchant ships to come to the assistance of their distressed shipmates. They several times attempted to launch her through the surf, but being a very heavy boat, and the sea on the beach acting so powerfully against them, they could not possibly effect it, though assisted by nearly 100 men of the merchant sailors, and Portuguese peasants. Several men went upon rafts this day, made from pieces of the wreck, but not one soul reached the shore; the wind having shifted, and the current setting out, they were all driven to sea, among whom was our captain, who, about three in the afternoon, went on the jib-boom with three seamen; anxious to save the remainder of the ship's company, and too sanguine of getting safe on shore, he ventured upon the spar, saying, on jumping into the sea,—“My lads, I'll save you all.” In a few seconds he lost his hold of the spar, which he could not regain; he drifted to sea, and perished. Such was also the fate of the three brave volunteers who chose his fortune.

The loss of our captain, who, until now, had animated the almost lifeless crew, as well as the noble exertions

of Lieut. Harvey and Mr. Callam, to launch the boat not succeeding, every gleam of hope vanished, and we looked forward for certain death the ensuing night, not only from cold, hunger, and fatigue, but the expectation of the remaining part of the wreck going to pieces every moment. Had not the Apollo been a new and well-built ship, that small portion of her could not have so long resisted the waves, and stuck so well together, particularly as all the after-part from the chess-trees was gone, the starboard bow under water, the fore-castle deck nearly perpendicular, the weight of the guns hanging to the larboard bulwark on the inside; and the bower and spare anchors on the outside, which it was not prudent to cut away, as they afforded resting-places to a considerable number of men, there being only the fore-channels, and cathead, where it was possible to live in, and about which were stowed upwards of one hundred and fifty men; it being impracticable to continue any longer in the head, or upon the bowsprit, by reason of the breakers washing completely over those places. The night drawing on, the wind increasing, with frequent showers of rain, the sea washing over us, and looking every instant for the fore-castle giving way, when we must have all perished together, afforded a spectacle truly deplorable; the bare recollection of which even now makes me shudder. The piercing cries of the people this dismal night, at every sea coming over them, which happened every two minutes, were pitiful in the extreme; the water running from the head down all over the body, keeping us continually wet. This shocking night, the remaining strength of every person was exerted for his individual safety. From the crowding so closely together, in such a narrow compass, and the want of some-

thing to moisten their mouths, several poor wretches were suffocated; which frequently reminded me of the Black Hole, with this only difference, that those poor sufferers were confined by strong walls, we by water; the least movement, without clinging fast, would have launched us into eternity. Some unfortunate wretches drank salt water, several their own urine, some chewed leather, myself and many more chewed lead; from which we conceived we found considerable relief, by reason of its drawing the saliva, which we swallowed. In less than an hour after the ship first struck the ground, all the provisions were under water, and the ship a wreck, so that it was impossible to procure any part. After the most painful night that is possible to conceive, on daylight appearing, we observed Lieut. Harvey and Mr. Callam again endeavouring to launch the boat. Several attempts were made without success, a number of men belonging to the merchant ships being much bruised and hurt in assisting; alternate hopes and fears now pervaded our wretched minds; 15 men got safe on shore this morning on pieces of the wreck. About three in the afternoon of Wednesday the 4th, we had the inexpressible happiness of seeing the boat launched through the surf, by the indefatigable exertion of the brave officers, assisted by the masters of the merchant ships, with a number of Portuguese peasants, who were encouraged by Mr. Whitney, the British Consul, from Figuera. All the crew then remaining on the wreck were brought safe on shore, praising God for a happy deliverance from a shipwreck which has scarcely ever had its parallel. As soon as I stepped out of the boat, I found several persons whose humanity prompted them to offer me sustenance, though improperly, in spirits, which I

avoided as much as possible: Our weak state may be conceived, when it is considered that we received no nourishment from Sunday to Wednesday afternoon, and were continually exposed to the fury of the watery element. After eating and drinking a little, I found myself weaker than before, occasioned, I apprehend, from having been so long without either. Some men died soon after getting on shore, from imprudently drinking too large a quantity of spirits. All the crew were in a very weak and exhausted state, the greater part being badly bruised and wounded. About thirty sail of merchant ships were wrecked at the same time on this dreadful beach. Some ships sunk with all their crew, and almost every ship lost from two to twelve men each; yet the situation of the remainder was not equally distressing with that of the crew of the frigate; as the merchant ships drawing a less draught of water, were mostly driven close on shore, and no person remained on board them after the first morning. The masters of the merchant ships had tents upon the beach, and some provisions which they had saved from the wrecks, which they very generously distributed, and gave every assistance to the Apollo's crew. Thus was lost one of the finest frigates in the British navy, with sixty-one of her crew. The number of souls lost in the merchant ships was also very considerable. Dead bodies were every day floating ashore, and pieces of wreck covered the beach ten miles in extent.

This fatal and unprecedented calamity is universally ascribed to the carelessness and inattention of the Commodore; and it is asserted, that had it been dark a quarter of an hour longer, the *whole convoy* would have shared the same fate.

ACCOUNT OF THE LOSS OF
HIS MAJESTY'S SHIP PHOENIX,

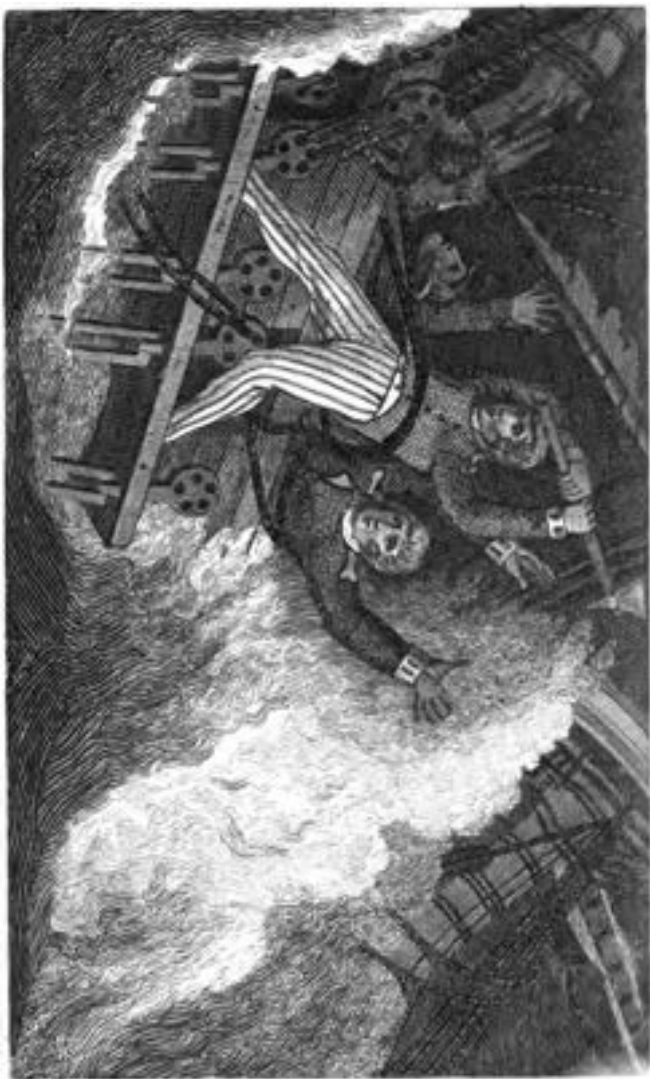
Off Cuba, in the Year 1780.

BY LIEUTENANT ARCHER.

Introduction—Lieutenant Archer's Letter—Proceedings of the Phoenix—She falls in with a Spanish Fleet—Disappointment of the Crew—Narrow Escape of the Vessel—Overtaken by a dreadful Hurricane—Consequent Distress—The Masts go by the Board—Farewell of Lieut. Archer and Sir Hyde Parker—The Ship strikes—Is driven among Rocks, off the Coast of Cuba—The Crew get on Shore—They repair the only Boat left, in which Lieutenant Archer proceeds to Jamaica—He returns with Relief.

THE Phoenix, of 44 guns, Captain Sir Hyde Parker, was lost in a hurricane, off Cuba, in the West Indies, in the year 1780. The same hurricane destroyed the Thunderer, 74; Stirling Castle, 64; La Blanche, 42; Laurel, 28; Andromeda, 28; Deal Castle, 24; Scarborough, 20; Beaver's Prize, 16; Barbadoes, 14; Cameleon, 14; Endeavour, 14; and Victor, 10 guns. Lieutenant Archer was first-lieutenant of the Phoenix at the time she was lost. His narrative, in a letter to his mother, contains a most correct and animated account of one of the most awful events in the service. It is so simple and natural as to make the reader feel himself on board the Phoenix. Every circumstance is detailed with feeling, and powerful appeals are continually

Lee, + Sherbo, sitting across the lap-jacks of the "Phonix".



made to the heart. It must likewise afford considerable pleasure to observe the devout spirit of a seaman frequently bursting forth, and imparting sublimity to the relation.

At Sea, June 30, 1781.

My dearest Madam,

I AM now going to give you an account of our last cruize in the *Phœnix*; and must premise, that should any one see it besides yourself, they must put this construction on it—that it was originally intended for the eyes of a mother, and a mother only—as, upon that supposition, my feelings may be tolerated. You will also meet with a number of sea terms, which, if you don't understand, why, I cannot help you, as I am unable to give a sea description in any other words.

To begin then:—On the 2d of August, 1780, we weighed and sailed for Port Royal, bound for Pensacola, having two store-ships under convoy, which we were to see safe in; and then cruize off the Havannah, and in the gulf of Mexico, for six weeks. In a few days we made the two sandy islands, that look as if they had just risen out of the sea, or fallen from the sky; inhabited, nevertheless, by upwards of 300 English, who get their bread by catching turtle and parrots, and raising vegetables, which they exchange with ships that pass, for clothing and a few of the luxuries of life, as rum, &c.

About the 12th we arrived at Pensacola, without any thing remarkable happening, except our catching a vast quantity of fish, sharks, dolphins, and bonettos. On the 13th sailed singly, and on the 14th had a very heavy gale of wind at north, right off the land, so that we soon left the sweet place, Pensacola, a distance astern.

We then looked into the Havannah, saw a number of ships there, and knowing that some of them were bound round the bay, we cruized in the track: a fortnight, however, passed, and not a single ship hove in sight to cheer our spirits. We then took a turn or two round the gulf, but not near enough to be seen from the shore. Vera Cruz we expected would have made us happy, but the same luck still continued; day followed day, and no sail. The dollar-bag began to grow a little bulky, for every one had lost two or three times, and no one had won: this was a small gambling party entered into by Sir Hyde and ourselves; every one put a dollar into a bag, and fixed on a day when we should see a sail, but no two persons were to name the same day, and whoever guessed right first was to have the bag.

We were now tired of our situation, and glad the cruize was almost out, for we found the navigation very dangerous, owing to unaccountable currents; so shaped our course for Cape Antonio. The next day the man at the mast-head, at about one o'clock in the afternoon, called out: "A sail upon the weather-bow! Ha! ha! Mr. Spaniard, I think we have you at last. Turn all hands! make sail! All hands give chase!" There was scarcely any occasion for this order, for the sound of a sail being in sight flew like wildfire through the ship, and every sail was set in an instant, almost before the orders were given. A lieutenant at the mast-head, with a spy-glass, "What is she?" "A large ship studding athwart right before the wind. P-o-r-t! Keep her away! set the studding sails ready!" Up comes the little doctor, rubbing his hands; "Ha! ha! I have won the bag." "The devil take you and the bag; look, what's ahead will fill all our bags." Mast-head again:

"Two more sail on the larboard beam!" "Archer, go up, and see what you can make of them." "Upon deck there; I see a whole fleet of twenty sail coming right before the wind." "Confound the luck of it, this is some convoy or other, but we must try if we can't pick some of them out." "Haul down the studding-sails! Luff! bring her to the wind! Let us see what we can make of them."

About five we got pretty near them, and found them to be twenty-six sail of Spanish merchant men, under convoy of three line of battle ships, one of which chased us; but when she found we were playing with her (for the old Phoenix had heels) she left chase, and joined the convoy; which they drew up into a lump, and placed themselves at the outside; but we still kept smelling about till after dark. O, for the Hector, the Albion, and a frigate, and we should take the whole fleet and convoy, worth some millions! About eight o'clock perceived three sail at some distance from the fleet; dashed in between them, and gave chase, and were happy to find they steered from the fleet. About twelve came up with a large ship of twenty-six guns. "Archer, every man to his quarters! run the lower deck guns out, and light the ship up: show this fellow our force; it may prevent his firing into us and killing a man or two." No sooner said than done. "Hoy, the ship a boy!" lower all your sails down, and bring to instantly, or I'll sink you." Clatter, clatter, went the blocks, and away flew all their sails in proper confusion. "What ship is this?" "The Polly." "Whence come you?" "From Jamaica." "Where are you bound?" "To New York." "What ship is that?" "The Phoenix."

Huzzas, three times, by the whole ship's company. An old grum fellow of a sailor standing close by me: "O, d—n your three cheers, we took you to be something else." Upon examination we found it to be as he reported, and that they had fallen in with the Spanish fleet that morning, and were chased the whole day, and that nothing saved them but our stepping in between; for the Spaniards took us for three consorts, and the Polly took the Phœnix for a Spanish frigate, till we hailed them. The other vessel in company was likewise bound to New York. Thus was I, from being worth thousands in idea, reduced to the old 4s. 6d. a day again: for the little doctor made the most prize-money of us all that day, by winning the bag, which contained between 30 and 40 dollars; but this is nothing to what we sailors sometimes undergo.

After parting company, we steered S. S. E. to go round Antonio, and so to Jamaica (our cruize being out) with our fingers in our mouths, and all of us as green as you please. It happened to be my middle watch, and about three o'clock, when a man upon the fore-castle bawls out: "Breakers ahead, and land upon the lee-bow;" I looked out, and it was so sure enough. "Ready about! put the helm down! Helm a lee!" Sir Hyde hearing me put the ship about, jumped upon deck. "Archer, what's the matter? you are patting the ship about without my orders!" "Sir, 'tis time to go about; the ship is almost ashore, there's the land." "Good God, so it is! Will the ship stay?" "Yes, Sir, I believe she will, if we don't make any confusion; she's all aback—forward now!" "Well," says he, "work the ship, I will not speak a single word." The ship stayed

very well. Then:—"heave the lead! see what water we have!" "Three fathom." "Keep the ship away, W. N. W.—By the mark 3." "This won't do, Archer." "No, Sir, we had better haul more to the northward; we came S. S. E. and had better steer N. N. W." "Steady, and a quarter 2." "This may do, and we deepen a little." "By the deep four." Very well; my lad, heave quick." "Five fathom." "That's a fine fellow! another cast nimbly." "Quarterless 8." "That will do; come, we shall get clear by and by." "Mark under water 5." "What's that?" "Only five fathom, Sir." "Turn all hands up, bring the ship to an anchor." "All hands bring the ship to an anchor, hoy!" "Are the anchors clear?" "In a moment, Sir." "All clear!" "What water have you in the chains now?" "Eight, half nine." "Keep fast the anchors till I call you." "Aye, aye, Sir, all fast!" "I have no ground with this line." "How many fathom have you out? pass along the deep-sea-line!" "Aye, aye, Sir." "Come, are you all ready?" "All ready, Sir." "Heave away, watch! watch! bear away, veer away, no ground, Sir, with a hundred fathom." "That's clever, come, Madam Phoenix, there is another squeak in you yet—all down but the watch; secure the anchors again; heave the main-top-sail to the mast; tuff, and bring her to the wind!"

I told you, Madam, you should have a little sea-jargon: if you can understand half of what is already said, I wonder at it, though it is nothing to what is to come yet, when the old-hurricane begins. As soon as the ship was a little to rights, and all quiet again, Sir Hyde came to me in the most friendly manner; the tears al-

most startling from his eyes.—“Archer, we ought all to be much obliged to you for the safety of the ship, and perhaps of ourselves. I am particularly so; nothing but that instantaneous presence of mind and calmness saved her: another ship's length and we should have been fast ashore; had you been the least diffident, or made the least confusion, so as to make the ship baulk in her stays, she must have been inevitably lost.” “Sir, you are very good, but I have done nothing that I suppose any body else would not have done, in the same situation. I did not turn all the hands up, knowing the watch were well able to work the ship; besides, had it spread immediately about the ship, that she was almost ashore, it might have created a confusion that was better avoided.” “Well,” says he, “’tis well indeed.”

At day-light we found that the current had set us between the Colladora rocks and Cape Antonio, and that we could not have got out any other way than we did; there was a chance, but Providence is the best pilot. We had sun-set that day twenty leagues to the S. E. of our reckoning by the current.

After getting clear of this scrape, we thought ourselves fortunate, and made sail for Jamaica, but misfortune seemed to follow misfortune. The next night, my watch upon deck too, we were overtaken by a squall, like a hurricane, while it lasted; for though I saw it coming, and was prepared for it, yet, when it took the ship, it roared, and laid her down so, that I thought she would never get up again. However, by keeping her away, and clueing up every thing, she righted. The remainder of the night we had very heavy squalls,

and in the morning found the main-mast sprung half the way through: 123 leagues to the leeward of Jamaica, the hurricane months coming on, the head of the main-mast almost off, and at short allowance; well we must make the best of it. The main-mast was well fished, but we were obliged to be very tender of carrying sail.

Nothing remarkable happened for ten days afterwards, when we chased a Yankee man of war for six hours, but could not get near enough to her before it was dark, to keep sight of her; so that we lost her because we were unable to carry any sail on the main-mast. In about twelve days more we made the island of Jamaica, having weathered all the squalls, and put into Montego Bay for water; so that we had a strong party for kicking up a dust on shore, having found three men of war lying there. Dancing, &c. &c. till two o'clock every morning; little thinking what was to happen in four day's time: for out of the four men of war that were there, not one was in being at the end of that time, and not a soul alive but what were left of our crew. Many of the houses, where we had been so merry, were so completely destroyed, that scarcely a vestige remained to mark where they stood. Thy works are wonderful, O God! praised be thy holy name!

September the 30th weighed; bound for Port Royal, round the eastward of the island; the Barbadoes and Victor had sailed the day before, and the Scarborough was to sail the next. Moderate weather until October the 2nd. Spoke to the Barbadoes off Port Antonio in the evening. At eleven at night it began to anuffle, with a monstrous heavy appearance from the east-

ward. Close reefed the top-sails. Sir Hyde sent for me: "What sort of weather have we, Archer!" "It blows a little, and has a very ugly look: if we were in any other quarter but this, I should say we were going to have a gale of wind." "Aye, it looks so very often here when there is no wind at all; however, don't hoist the top-sails till it clears a little, there is no trusting any country." At twelve I was relieved; the weather had the same rough look; however, they made sail upon her, but we had a very dirty night. At eight in the morning I came up again, found it blowing hard from the E. N. E. with close-reefed top-sails upon the ship, and heavy squalls at times. Sir Hyde came upon deck: "Well, Archer, what do you think of it?" "O, Sir, 'tis only a touch of the times, we shall have an observation at twelve o'clock; the clouds are beginning to break; it will clear up at noon, or else—blow very hard afterwards." "I wish it would clear up, but I doubt it much. I was once in a hurricane in the East-Indies, and the beginning of it had much the same appearance as this. So take in the top-sails, we have plenty of sea-room."

At twelve, the gale still increasing, we wore ship, to keep as near mid-channel, between Jamaica and Cuba, as possible; at one the gale increasing still; at two harder yet: it still blows harder! Reefed the courses, and furled them; brought to under a foul mizen stay-sail, head to the northward. In the evening no sign of the weather taking off, but every appearance of the storm increasing, prepared for a proper gale of wind; secured all the sails with spare gaskets; good rolling tackles upon

the yards; squared the booms; saw the boats all made fast; new lashed the guns; double breeched the lower deckers; saw that the carpenters had the tarpaulins and battins all ready for hatchways; got the top-gallant-mast down upon the deck; jib-boom and sprit-sail-yard fore and aft; in fact every thing we could think of to make a snug ship.

The poor devils of birds now began to find the uproar in the elements, for numbers, both of sea and land kinds, came on board of us. I took notice of some, which happening to be to leeward, turned to windward, like a ship, tack and tack; for they could not fly against it. When they came over the ship they dashed themselves down upon the deck, without attempting to stir till picked up; and when let go again, they would not leave the ship, but endeavored to hide themselves from the wind.

At eight o'clock a hurricane; the sea roaring, but the wind still steady to a point; did not ship a spoonful of water. However, got the hatch-ways all secured, expecting what would be the consequence, should the wind shift; placed the carpenters by the main-mast, with broad axes, knowing, from experience, that at the moment you may want to cut it away to save the ship, an axe may not be found. Went to supper: bread, cheese, and porter. The purser frightened out of his wits about his bread bags; the two Marine officers as white as sheets, not understanding the ship's working so much, and the noise of the lower deck guns; which, by this time, made a pretty screeching to people not used to it; it seemed as if the whole ship's side was going at each roll. *Wooden*, our carpenter, was all this time smoking his pipe and laughing at the doctor;

the second lieutenant upon deck, and the third in his hammock.

At ten o'clock I thought to get a little sleep; came to look into my cot; it was full of water; for every seam, by the straining of the ship, had begun to leak. Stretched myself, therefore, upon deck between two chests, and left orders to be called, should the least thing happen. At twelve a midshipman came to me: "Mr. Archer, we are just going to wear ship, Sir!" "O, very well, I'll be up directly, what sort of weather have you got?" "It blows a hurricane." Went upon deck, found Sir Hyde there. "It blows damn'd hard, Archer." "It does indeed, Sir." "I don't know that I ever remember its blowing so hard before, but the ship makes a very good weather of it upon this tack as she bows the sea; but we must wear her, as the wind has shifted to the S. E. and we are drawing right upon Cuba; so do you go forward, and have some hands stand by; loose the lee yard-arm of the fore-sail, and when she is right before the wind, whip the clue-garnet close up, and roll up the sail." "Sir! there is no canvas can stand against this a moment; if we attempt to loose him he will fly into ribbands in an instant, and we may lose three or four of our people; she'll wear by manning the fore shrouds." "No, I don't think she will." "I'll answer for it, Sir; I have seen it tried several times on the coast of America with success." "Well, try it; if she does not wear, we can only loose the fore-sail afterwards." This was a great condescension from such a man as Sir Hyde. However, by sending about two hundred people into the fore-rigging, after a hard struggle, she wore; found she did not make so good weather on

this tack as on the other; for as the sea began to run across, she had not time to rise from one sea before another lashed against her. Began to think we should lose our masts, as the ship lay very much along, by the pressure of the wind constantly upon the yards and masts alone: for the poor mizen-stay-sail had gone in shreds long before, and the sails began to fly from the yards through the gaskets into coach whips. My God! to think that the wind could have such force!

Sir Hyde now sent me to see what was the matter between decks, as there was a good deal of noise. As soon as I was below, one of the Marine officers calls out: "Good God! Mr. Archer, we are sinking, the water is up to the bottom of my cot." "Pooh, pooh! as long as it is not over your mouth, you are well off; what the devil do you make this noise for?" I found there was some water between decks, but nothing to be alarmed at: scuttled the deck, and let it run into the well; found she made a good deal of water through the sides and decks; turned the watch below to the pumps, though only two feet of water in the well; but expected to be kept constantly at work now, as the ship labored much, with scarcely a part of her above water but the quarter-deck, and that but seldom. "Come, pump away, my boys. Carpenters, get the weather chain-pump rigged." "All ready, Sir." "Then man it, and keep both pumps going."

At two o'clock the chain-pump was choked; set the carpenters at work to clear it; the two head pumps at work upon deck: the ship gained upon us while our chain-pumps were idle; in a quarter of an hour they were at work again, and we began to

gain upon her. While I was standing at the pumps, cheering the people, the carpenter's mate came running to me with a face as long as my arm: "O, Sir! the ship has sprung a leak in the gunner's room." "Go, then, and tell the carpenter to come to me, but don't speak a word to any one else." "Mr. Goodinoh, I am told there is a leak in the gunner's room; go and see what is the matter, but don't alarm any body, and come and make your report privately to me." In a short time he returned: "Sir, there's nothing there, 'tis only the water washing up between the timbers that this booby has taken for a leak." "O, very well; go upon deck and see if you can keep any of the water from washing down below." "Sir, I have had four people constantly keeping the hatchways secure, but there is such a weight of water upon the deck that nobody can bear it when the ship rolls." The gunner soon afterwards came to me: "Mr. Archer, I should be glad if you would step this way into the magazine for a moment:" I thought some damned thing was the matter, and ran directly: "Well, what is the matter here?" "The ground-tier of powder is spoiled, and I want to shew you that it is not out of carelessness in me in stowing it, for no powder in the world could be better stowed. Now, Sir, what am I to do? if you don't speak to Sir Hyde, he will be angry with me." I could not forbear smiling to see how easy he took the danger of the ship, and said to him: "Let us shake off this gale of wind first, and talk of the damaged powder afterwards."

At four we had gained upon the ship a little, and I went upon deck, it being my watch. The second

lieutenant relieved me at the pumps. Who can attempt to describe the appearance of things upon deck? If I was to write for ever I could not give you an idea of it—a total darkness all above; the sea on fire, running as it were in Alps, or pikes of Teneriffe; mountains are too common an idea; the wind roaring louder than thunder, (absolutely no flight of imagination) the whole made more terrible, if possible, by a very uncommon kind of blue lightning; the poor ship very much pressed, yet doing what she could, shaking her sides and groaning at every stroke. Sir Hyde upon deck lashed to windward! I soon lashed myself along side of him, and told him the situation of things below, saying the ship did not make more water than might be expected in such weather, and that I was only afraid of a gun breaking loose. “I am not in the least afraid of that; I have commanded her six years, and have had many a gale of wind in her; so that her iron work, which always gives way first, is pretty well tried. Hold fast! that was an ugly sea; we must lower the yards, I believe, Archer; the ship is much pressed.” “If we attempt it, Sir, we shall loose them, for a man aloft can do nothing; besides, their being down would ease the ship very little; the main-mast is a sprung mast; I wish it was overboard without carrying any thing else along with it; but that can soon be done, the gale cannot last for ever; ’twill soon be day-light now.” Found by the master’s watch that it was five o’clock, though but a little after four by ours; glad it was so near day-light, and looked for it with much anxiety. Cuba, thou art much in our way! Another ugly sea: sent a midshipman to bring news from the pumps: the ship was gaining on them very much, for they had broken one of their chains, but

it was almost mended again. News from the pump again. "She still gains! a heavy lee!" Back-water from leeward, half-way up the quarter-deck; filled one of the cutters upon the booms, and tore her all to pieces; the ship lying almost upon her beam ends, and not attempting to right again. Word from below that the ship still gained on them, as they could not stand to the pumps, she lay so much along. I said to Sir Hyde: "This is no time, Sir, to think of saving the masts, shall we cut the main-mast away?" "Aye! as fast as you can." I accordingly went into the weather chains with a pole-ax, to cut away the lanyards; the boatswain went to leeward, and the carpenters stood by the mast. We were all ready, when a very violent sea broke right on board of us, carried every thing upon deck away, filled the ship with water, the main and mizen-masts went, the ship righted, but was in the last struggle of sinking under us.

As soon as we could shake our heads above water, Sir Hyde exclaimed: "We are gone, at last, Archer! foundered at sea! "Yes, Sir, farewell, and the Lord have mercy upon us!" I then turned about to look forward at the ship; and thought she was struggling to get rid of some of the water; but all in vain, she was almost full below. "Almighty God! I thank thee, that now I am leaving this world, which I have always considered as only a passage to a better, I die with a full hope of thy mercies, through the merits of Jesus Christ, thy son, our Saviour!"

I then felt sorry that I could swim, as by that means I might be a quarter of an hour longer dying than a man who could not, as it is impossible to divest ourselves of a wish to preserve life. At the end of these reflec-

tions I thought I heard the ship thump and grinding under our feet; it was so. "Sir, the ship is ashore!" "What do you say?" "The ship is ashore, and we may save ourselves yet!" By this time the quarter-deck was full of men who had come up from below; and the Lord have mercy upon us, flying about from all quarters. The ship now made every body sensible that she was ashore, for every stroke threatened a total dissolution of her whole frame; found she was stern ashore, and the bow broke the sea a good deal, though it was washing clean over at every stroke. Sir Hyde cried out: "Keep to the quarter-deck, my lads, when she goes to pieces 'tis your best chance! Providentially got the foremast cut away, that she might not pay round broad-side. Lost five men cutting away the foremast, by the breaking of a sea on board just as the mast went. That was nothing; every one expected it would be his own fate next; looked for day-break with the greatest impatience. At last it came; but what a scene did it shew us! The ship upon a bed of rocks, mountains of them on one side, and Cordilleras of water on the other; our poor ship grinding and crying out at every stroke between them; going away by piece-meal. However, to shew the unaccountable workings of Providence, that which often appears to be the greatest evil, proves to be the greatest good! That unmerciful sea lifted and beat us up so high among the rocks, that at last the ship scarcely moved. She was very strong, and did not go to pieces at the first thumping, though her decks tumbled in. We found afterwards that she had beat over a ledge of rocks, almost a quarter of a mile in extent beyond us, where, if she had struck, every soul of us must have perished.

I now began to think of getting on shore, so stripped off my coat and shoes for a swim, and looked for a line to carry the end with me. Luckily I could not find one, which gave me time for recollection: "This won't do for me, to be the first man out of the ship, and first lieutenant; we may get to England again, and people may think I paid a great deal of attention to myself, and did not care for any body else. No, that won't do; instead of being the first, I'll see every man, sick and well, out of her before me."

I now thought there was no probability of the ship's soon going to pieces, therefore had not a thought of instant death: took a look round with a kind of philosophic eye, to see how the same situation affected my companions, and was surprized to find the most swaggering, swearing bullies in fine weather, were now the most pitiful wretches on earth, when death appeared before them. However two got safe; by which means, with a line, we got a hawser on shore, and made fast to the rocks, upon which many ventured and arrived safe. There were some sick and wounded on board, who could not avail themselves of this method; we, therefore, got a spare top-sail-yard from the chains and placed one end ashore and the other on the cabin window, so that most of the sick got ashore this way.

As I had determined, so I was the last man out of the ship; this was about ten o'clock. The gale now began to break. Sir Hyde came to me, and taking me by the hand, was so affected that he was scarcely able to speak. "Archer, I am happy beyond expression, to see you on shore, but look at our poor Phoenix!" I turned about, but could not say a single word, being too full: my mind had been too intensely occupied before; but every

thing now rushed upon me at once, so that I could not contain myself, and I indulged for a full quarter of an hour.

By twelve it was pretty moderate; got some nails on shore and made tents; found great quantities of fish driven up by the sea into holes of the rocks; knocked up a fire, and had a most comfortable dinner. In the afternoon we made a stage from the cabin-windows to the rocks, and got out some provisions and water, lest the ship should go to pieces, in which case we must all have perished of hunger and thirst; for we were upon a desolate part of the coast, and under a rocky mountain, which could not supply us with a single drop of water.

Slept comfortably this night and the next day, the idea of death vanishing by degrees, the prospect of being prisoners, during the war, at the Havannah, and walking three hundred miles to it through the woods, was rather unpleasant. However, to save life for the present, we employed this day in getting more provisions and water on shore, which was not an easy matter, on account of decks, guns, and rubbish, and ten feet water besides that lay over them. In the evening I proposed to Sir Hyde to repair the remains of the only boat left, and to venture in her to Jamaica myself; and in case I arrived safe, to bring vessels to take them all off; a proposal worthy of consideration. It was, next day, agreed to; therefore got the cutter on shore, and set the carpenters to work on her; in two days she was ready, and at four o'clock in the afternoon I embarked with four volunteers and a fortnight's provision, hoisted English colors as we put off from the shore, and received three cheers from the lads left behind, which we re-

turned, and set sail with a light heart; having not the least doubt, that, with God's assistance, we should come and bring them all off. Had a very squally night, and a very leaky boat, so as to keep two buckets constantly baling. Steered her myself the whole night by the stars, and in the morning saw the coast of Jamaica distant twelve leagues. At eight in the evening arrived at Montego Bay.

I must now begin to leave off, particularly as I have but half an hour to conclude; else my pretty little short letter will lose its passage, which I should not like, after being ten days, at different times, writing it, beating up with the convoy to the northward, which is a reason that this epistle will never read well; for I never sat down with a proper disposition to go on with it; but, as I knew something of the kind would please you, I was resolved to finish it: yet it will not bear an overhaul; so don't expose your son's nonsense.

But to proceed—I instantly sent off an express to the admiral, another to the Porcupine man of war, and went myself to Martha Bray to get vessels; for all their vessels here, as well as many of their houses, were gone to *Moca*. Got three small vessels, and set out back again to Cuba, where I arrived the fourth day after leaving my companions. I thought the ship's crew would have devoured me on my landing; they presently whisked me up on their shoulders and carried me to the tent where Sir Hyde was.

I must omit many little occurrences that happened on shore, for want of time; but I shall have a number of stories to tell when I get along-side of you; and the next time I visit you I shall not be in such a hurry to quit you as I was the last, for then I hoped my nest

would have been pretty well feathered:—But my tale is forgotten.

I found the Porcupine had arrived that day, and the lads had built a boat almost ready for launching, that would hold fifty of them, which was intended for another trial, in case I had foundered. Next day embarked all our people that were left, amounting to two hundred and fifty; for some had died of the wounds they received in getting on shore; others of drinking rum, and others had straggled into the country. All our vessels were so full of people, that we could not take away the few clothes that were saved from the wreck; but that was a trifle since we had preserved our lives and liberty. To make short of my story, we all arrived safe at Montego Bay, and shortly after at Port Royal, in the Janus, which was sent on purpose for us, and were all honorably acquitted for the loss of the ship. I was made admiral's aid-de-camp, and a little time afterwards sent down to St. Juan's as captain of the Resource, to bring what were left of the poor devils to Blue Fields, on the Musquito shore, and then to Jamaica, where they arrived after three months absence, and without a prize, though I looked out hard off Porto Belio and Carthagena. Found in my absence that I had been appointed captain of the Tobago, where I remain his Majesty's most true and faithful servant, and my dear mother's most dutiful son,

———— ARCHER.

NARRATIVE OF THE DREADFUL SHIPWRECK OF
THE FRENCH SHIP DROITS DE L'HOMME,

Of 74 Guns, driven on Shore the 14th of January, 1797.

By *Elias Pison*, Lieutenant of the 63d Regiment.

The Cumberland Packet is taken off the Irish Coast by the Droits de L'Homme--The latter returns towards France--Is attacked by the Indefatigable and Amazon Frigates--Distressed Situation of the Ship after the Action--Sufferings of the Crew--The Boat sinks with One Hundred and Twenty Persons on board--Extreme Misery of those left on the Wreck--They are fetched away--Release of the English Prisoners.

ON the 5th of January, 1797, returning home on leave of absence from the West Indies, in the Cumberland letter of marque, for the recovery of my health, saw a large man of war off the coast of Ireland, being then within four leagues of the mouth of the river Shannon. She hoisted English colors, and decoyed us within gunshot, when she substituted the tri-colored flag, and took us. She proved to be Les Droits de L'Homme, of 74 guns, commanded by the *cidevant* baron, now citizen La Crosse, and had separated from a fleet of men of war, on board of which were twenty thousand troops, intended to invade Ireland. On board of this ship was General Humbert, who afterwards effected a descent in Ireland (in 1799) with nine hundred troops and six hundred seamen.*

* Sir Edward Pellew has since told me that the official Account from France, on which he has received head-money, amounted to

On the 7th of January went into Bantry Bay to see if any of the squadron was still there, and on finding none, the ship proceeded to the southward. Nothing extraordinary occurred until the evening of the 13th, when two men of war hove in sight, which afterwards proved to be the *Indefatigable* and *Amazon* frigates. It is rather remarkable that the captain of the ship should inform me, that the squadron which was going to engage him was Sir Edward Pellew's, and declared, as was afterwards proved by the issue, that "he would not yield to any two English frigates, but would sooner sink his ship with every soul on board." The ship was cleared for action, and we English prisoners, consisting of three infantry officers, two captains of merchantmen, two women, and forty-eight seamen and soldiers, were conducted down to the cable tier at the foot of the fore-mast.

The action began with opening the lower-deck ports, which, however, were soon shut again, on account of the great sea, which occasioned the water to rush in to that degree that we felt it running on the cables. I must here observe, that this ship was built on a new construction, considerably longer than men of war of her rate, and her lower-deck, on which she mounted thirty-two pounders French, equal to forty-pounders English, was two feet and a half lower than usual. The situation of the ship, before she struck on the rocks, has been fully elucidated by Sir Edward Pellew, in his letter of the 17th of January to Mr. Nepean:* the awful task is left for me to relate what ensued.

one thousand seven hundred and fifty souls at the time of the shipwreck.

* To render this narrative still more complete, the letter of Sir Edward Pellew to the Secretary of the Admiralty is subjoined:—

At about four in the morning a dreadful convulsion, at the foot of the foremast, roused us from a state of anxiety for our fate to the idea that the ship was sinking! It was the fore-mast that fell over the side; in about a quarter of an hour an awful mandate from above was re-

“ I have the honour to make known to you, for the information of the Lords Commissioners of the Admiralty, that on Friday last, the 13th instant, at half-past noon, in latitude 47 deg. 30 min. N. Ushant bearing N. E. 50 leagues, we discovered a large ship in the N. W. quarter, steering under easy sail for France. The wind was then at west, blowing hard, with thick hazy weather. I instantly made the signal to the *Amazon* for a general chase, and followed it by the signal that the chase was an enemy. At four P. M. the *Indefatigable* had gained sufficiently on the chase for me to distinguish very clearly that she had two tier of guns, with her lower-deck ports shut, and that she had no poop.

“ At fifteen minutes before six we brought the enemy to close action, which continued to be well supported, on both sides, near an hour, when we unavoidably shot ahead; at this moment the *Amazon* appeared astern, and gallantly supplied our place; but the eagerness of Captain Reynolds, to second his friend, had brought him under a press of sail, and after a well supported and close fire for a little time, he also unavoidably shot ahead. The enemy, who had nearly effected running me on board, appeared to be much larger than the *Indefatigable*, and from her very heavy fire of musquetry, I believe was full of men. This fire was continued until the end of the action, with great vivacity, although she frequently defended both sides of the ship at the same time.

“ As soon as we had replaced some necessary rigging, and the *Amazon* had reduced her sail, we commenced a second attack, placing ourselves after some raking broadsides upon each quarter; and this attack, often within pistol shot, was, by both ships, unremitted for about five hours; we then sheered off to secure our masts. It would be needless to relate to their lordships every effort that we made in an attack that commenced at a quarter before six P. M. and did not cease, excepting at intervals, till half

echoed from all parts of the ship: *Pauvres Anglais! pauvres Anglais! Montez bien vite, nous sommes tous perdus!*—"Poor Englishmen! poor Englishmen! come on deck as fast as you can, we are all lost!" Every one rather flew than climbed. Though scarcely able to move before,

past four A. M. I believe ten hours of more severe fatigue was scarcely ever experienced; the sea was high; the people on the main-deck up to their middles in the water. Some guns broke their breechings four times over, some drew the ring-bolts from the sides, and many of them were repeatedly drawn immediately after loading; all our masts were much wounded, the main-top-mast compleatly unrigged, and saved only by uncommon alacrity.

"At about twenty minutes past four, the moon opening rather brighter than before, shewed to Lieutenant George Bell, who was watchfully looking out on the fore-castle, a glimpse of land; he had scarcely reached me to repeat it, when we saw the breakers. We were then close under the enemy's starboard bow, and the Amazon as near her on the larboard; not an instant could be lost, and every life depended upon the prompt execution of my orders; and here it is, with heart-felt pleasure, I acknowledge the full value of my officers and ship's company, who, with incredible alacrity, hauled the tacks on board, and made sail to the southward. The land could not be ascertained, but we took it to be Ushant, and in the bay of Brest; crippled as we were I had no particular fears, but before day we again saw breakers on the lee-bow; the ship was instantly wore to the northward; and being satisfied that the land we had before seen was not Ushant, the lingering approach of day-light was most anxiously looked for by all, and soon after it opened, seeing the land very close ahead, we again wore to the southward in twenty fathoms water, and a few minutes after discovered the enemy, who had so bravely defended herself, lying on her broadside, and a tremendous surf beating over her. The miserable fate of her brave, but unhappy crew, was perhaps the more sincerely lamented by us, from the apprehension of suffering a similar misfortune. We passed her within a mile, in a very bad condition, having at that time four feet wa-

from sickness, yet I now felt an energetic strength in all my frame, and soon gained the upper deck, but what a sight! dead, wounded, and living, intermingled in a state too shocking to describe: not a mast standing, a dreadful loom of the land, and breakers all around us. The *Indefatigable*, on the starboard quarter, appeared standing off, in a most tremendous sea, from the Penmark Rocks, which threatened her with instant de-

ter in our hold, a great sea, and the wind dead on shore, but we had ascertained, beyond a doubt, our situation to be Hodiern Bay, and that our fate depended upon the possible chance of weathering the Penmark Rocks. Exhausted as we were with fatigue every exertion was made, and every inch of canvas set that could be carried, and at eleven A. M. we made the breakers, and, by the blessing of God, weathered the Penmark Rocks about half a mile. The *Amazon* had hauled her wind to the northward, when we stood to the southward; her condition, I think, was better than ours, and I knew that her activity and exertions were fully equal to any that could be effected under similar circumstances. The judgment with which she was managed during such a long action, and the gallantry of her attacks, could not but merit the highest commendation, and to the heart of a friend it was peculiarly gratifying. I have full as much reason to speak highly of my own officers and men, to whom I owe infinite obligations. The lieutenants Thompson, Norway, and Bell; lieutenants O'Conner and Wilson, of the marines; and Mr. Thompson, the master, have abundant claims on my gratitude, as well as every inferior officer in the ship. The sufferings of the *Amazon* are unknown to me; and I am singularly happy to say, that my own are inconsiderable. The first lieutenant, Mr. Thompson, a brave and worthy officer, is the only one of that description wounded, with eighteen men, twelve of which number have wounds of no serious consequence, consisting chiefly of violent contusions from splinters.

I am, &c.

(Signed) EDWARD PELLEW."

struction. To the great humanity of her commander, those few persons who survived the shipwreck, were indebted for their lives, for had another broadside been fired, the commanding situation of the *Indefatigable* must have swept off at least a thousand men. On the starboard side was seen the *Amazon*, within two miles, just struck on the shore—our own fate drew near. The ship struck and immediately sunk! Shrieks of horror and dismay were heard from all quarters, while the merciless waves tore from the wreck many early victims. Day-light appeared, and we beheld the shore lined with people, who could render us no assistance. At low water rafts were constructed, and the boats were got in readiness to be hoisted out. The dusk arrived, and an awful night ensued. The dawn of the second day brought with it still severer miseries than the first, for the wants of nature could scarcely be endured any longer, having been already near thirty hours without any means of subsistence, and no possibility of procuring them. At low water a small boat was hoisted out, and an English captain and eight sailors succeeded in getting to the shore. Elated at the success of these men all thought their deliverance at hand, and many launched out on their rafts, but, alas! death soon ended their hopes.

Another night renewed our afflictions. The morning of the third, fraught with still greater evils, appeared; our continued sufferings made us exert the last effort, and we, English prisoners, tried every means to save as many of our fellow-creatures as lay in our power. Larger rafts were constructed, and the largest boat was got over the side. The first consideration was to lay the surviving wounded, the women, and helpless men in

the boat, but the idea of equality, so fatally promulgated among the French, destroyed all subordination, and nearly one hundred and twenty having jumped into the boat, in defiance of their officers, they sunk her. The most dreadful sea that I ever saw, seemed at that fatal moment to aggravate the calamity; nothing of the boat was seen for a quarter of an hour, when the bodies floated in all directions; then appeared, in all their horrors, the wreck, the shores, the dying, and the drowned! Indefatigable in acts of humanity, an adjutant-general, Renier, launched himself into the sea, to obtain succors from the shore, and perished in the attempt.

Nearly one half of the people had already perished, when the horrors of the fourth night renewed all our miseries. Weak, distracted, and destitute of every thing, we envied the fate of those whose lifeless corpses no longer wanted sustenance. The sense of hunger was already lost, but a parching thirst consumed our vitals. Recourse was had to urine and salt water, which only increased the want; half a hoghead of vinegar indeed floated up, of which each had half a wine glass; it afforded a momentary relief, yet soon left us again in the same state of dreadful thirst. Almost at the last gasp, every one was dying with misery, and the ship, which was now one third shattered away from the stern, scarcely afforded a grasp to hold by, to the exhausted and helpless survivors.

The fourth day brought with it a more serene sky, and the sea seemed to subside, but to behold, from fore to aft, the dying in all directions, was a sight too shocking for the feeling mind to endure. Almost lost to a sense of humanity we no longer looked with pity on those whom we considered only as the forerunners of our own

speedy fate, and a consultation took place, to sacrifice some one to be food for the remainder. The die was going to be cast, when the welcome sight of a man of war brig renewed our hopes. A cutter speedily followed, and both anchored at a short distance from the wreck. They then sent their boats to us, and by means of large rafts, about one hundred, out of four hundred who attempted it, were saved by the brig that evening. Three hundred and eighty were left to endure another night's misery, when, dreadful to relate, above one half were found dead the next morning!

I was saved about ten o'clock on the morning of the 18th, with my two brother officers, the captain of the ship, and General Humbert. They treated us with great humanity on board the cutter, giving us a little weak brandy and water every five or six minutes, and after that a bason of good soup. I fell on the locker in a kind of trance for near thirty hours, and swelled to such a degree as to require medical aid to restore my decayed faculties. Having lost all our baggage, we were taken to Brest almost naked, where they gave us a rough shift of clothes, and in consequence of our sufferings, and the help we afforded in saving many lives, a cartel was fitted out by order of the French government to send us home, without ransom or exchange. We arrived at Plymouth on the 7th of March following.

To that Providence, whose great workings I have experienced in this most awful trial of human afflictions, be ever offered the tribute of my praise and thanksgivings!

THE LOSS OF THE RAMILLIES,

Of Seventy-four Guns, in the Atlantic Ocean, September the 21st, 1782.

With Particulars relative to other Vessels which
suffered in the same dreadful Hurricane.

Sailing of the Convoy from the West Indies—Bad Condition of the Ships—They are overtaken by a violent Storm—Injuries sustained by the Ramillies—The Dutton founders—Dispersion of the Convoy—Loss of the Ville de Paris—Distress of the Ramillies—Her Guns and Stores thrown overboard—The Crew express their Desire to quit the Ship—Are encouraged by the Address of Admiral Graves—His directions to the Captain—He leaves the Ship and goes on board a Merchantman—Removal of the Crew—The Wreck blown up—Observations on the State of the Ship previous to her Destruction—Arrival of Part of the Convoy in English Ports.

ADMIRAL (afterwards Lord) Graves having requested leave to return to England in 1782, was appointed by Lord Rodney to command the convoy sent home with the numerous fleet of merchantmen from the West Indies in the month of July. He accordingly hoisted his flag on board the Ramillies, of 74 guns, and sailed on the 25th from Blue Fields, having under his orders the Canada and Centaur, of 74 guns each, with the Pallas frigate of 36 guns, and the following French ships taken by Lord Rodney and Sir Samuel Hood, out of the armament commanded by the Count de Grasse, viz the Ville de Paris, of 110 guns; the Glorieux and Hector, of 74 guns each; the Ardent, Caton, and Jason, of 64 guns each. Those which were originally British ships had



Behavior of the Whamillies

been in so many actions, and so long absent from England, as to have become extremely out of condition, while that of the prizes was still more deplorable, and the following authentic account of the various disasters which attended this distressed convoy will be found equally melancholy and interesting.

Soon after the fleet had sailed, the officers of the *Ardent* united in signing such a representation of her miserable plight as induced Admiral Graves to order her back to Port Royal; and the *Jason*, by not putting to sea with the convoy, from the want of water, never joined him at all. The rest proceeded, and after those vessels that were bound for New York had separated, the whole convoy was reduced to ninety-two or three sail.

On the 8th of September the *Caton* springing a leak, made such alarming complaints, that the Admiral directed her and the *Pallas*, which was also become leaky, to bear away immediately and keep company together, making for Halifax, which then bore N. N. W. and was but eighty-seven leagues distant.

The afternoon of the 16th of September shewing indications of a gale and foul weather from the south-east quarter, every preparation was made on board the flagship for such an event, not only on account of her own safety, but also by way of example to the rest of the fleet. The Admiral collected the ships about six o'clock, and brought to under his main-sail on the larboard tack, having all his other sails furled, and his top-gallant yards and masts lowered down.

The wind soon increasing, blew strongly from the E. S. E. with a very heavy sea, and about three o'clock in the morning of the 17th flew suddenly round to the

contrary point, blowing most tremendously, and accompanied with rain, thunder, and lightning; the *Ramillies* was taken by the lee, her main-sail thrown aback, her main-mast went by the board, and the mizen-mast half way up; the fore top-mast fell over the starboard bow, the fore-yard broke in the slings, the tiller snapped in two, and the rudder was nearly torn off. Thus was this capital ship, from being in perfect order, reduced, within a few minutes to a mere wreck, by the fury of the blast and the violence of the sea, which acted in opposition to each other. The ship was pooped, the cabin, where the Admiral lay, was flooded, his cot-bed jerked down by the violence of the shock and the ship's instantaneous revulsion, so that he was obliged to pull on his boots half leg deep in water, without any stockings, to huddle on his wet clothes, and repair upon deck. On his first coming thither, he ordered two of the lieutenants to examine into the state of the affairs below, and to keep a sufficient number of people at the pumps, while he himself and the Captain kept the deck, to encourage the men to clear away the wreck, which, by its constant swinging backwards and forwards by every wave against the body of the ship, had beaten off much of the copper from the star-board side, and exposed the seams so much to the sea that the decayed oakum washed out, and the whole frame became at once exceedingly porous and leaky.

At dawn of day they perceived a large ship under their lee, lying upon her side, water-logged, her hands attempting to wear her by first cutting away the mizen-mast, and then her main mast; hoisting her ensign, with the union downwards, in order to draw the attention of the fleet; but, to no purpose, for no succor could

be given, and she very soon went down head fore-most, the fly of her ensign being the last thing visible. This was the Dutton, formerly an East Indiaman, and then a store-ship, commanded by a lieutenant of the navy, who in his agitation, leaped from her deck into the sea; but, as might be expected, was very soon overwhelmed by its billows. Twelve or thirteen of the crew contrived, however, to slide off one of the boats, and running with the wind, first endeavored to reach a large ship before them, which, not being able to fetch, and afraid of filling if they attempted to haul up for that purpose, they made up for another ship more to the leeward, who fortunately descrying them, threw a number of ropes, by the help of which these desperate fellows scrambled up her sides, and fortunately saved their lives. Out of ninety-four, or ninety-five sail, seen the day before, scarcely twenty could now be counted; of the ships of war, there were discerned the Canada, half hull down upon the lee-quarter, having her main-top-mast and mizen-mast gone, the main-top damaged, the main-yard aloft, and the main-sail furled. The Centaur was far to windward, without masts, bowsprit or rudder; and the Glorieux without foremast, bowsprit, or main-top-mast. Of these the two latter perished with all their crews, excepting the Captain of the Centaur, and a few of his people, who contrived to slip off her stern into one of the boats unnoticed, and thus escaped the fate of the rest.*

The Ville de Paris appeared to have received no injury, and was commanded by a most experienced sea-

* See Captain Inglefield's narrative of his wonderful escape from the Centaur, Vol. 1. p.

man, who had made twenty-four voyages to and from the West Indies, and had, therefore, been pitched upon to lead the ship through the Gulf; nevertheless, she was afterwards buried in the ocean with all on board her, consisting of above eight hundred people. Of the convoy, besides the Dutton before mentioned, and the British Queen, seven others were discovered without mast or bowsprit; eighteen lost masts, and several others had foundered.

In the course of this day the Canada crossed upon and passed the Ramillies; some of the trade attempted to follow the Canada, but she ran at such a rate that they soon found it to be in vain, and then returned towards the flag-ship; the Ramillies had at this time six feet water in her hold, and the pumps would not free her, the water having worked out the oakum, and her beams amid ship being almost drawn from their clamps.

The admiral therefore gave orders for all the buckets to be manned, and every officer to help towards freeing the ship; the mizen-top-sail was set upon the fore-mast, the main-top-gallant-sail on the stump of the mizen-mast, and the tiller shipped. In this condition, by bearing away, she scudded on at so good a rate that she held pace with some of the merchantmen.

The day having been spent in bailing and pumping, without materially gaining on the water, the captain, in the name of the officers, represented to the admiral the necessity of parting with the guns for the relief of the ship, but he objected, that there would then be left no protection for the convoy. At length, however, after great difficulty, he consented to their disposing of the fore-castle and aftermost quarter-deck guns, together with some of the shot, and other articles of very great

weight. The ensuing night was employed in baling and endeavoring to make the pumps useful, for the ballast, by getting into the well, had choked and rendered them useless, and the chains had broken as often as they were repaired. The water had risen to seven feet in the hold. The wind from the westward drove a vast sea before it, and the ship being old, strained most violently.

On the morning of the 18th nothing could be seen of the *Canada*, she having pushed on at her greatest speed for England. The frame of the *Ramillies* having opened during the night, the admiral was prevailed upon, by the renewed and pressing remonstrances of his officers, although with great reluctance, to let six of the forwardmost and four of the aftermost guns of the main-deck be thrown overboard, together with the remainder of those on the quarter-deck; and the ship still continuing to open very much, he ordered tarred canvas and hides to be nailed fore and aft from under the sills of the ports on the main-deck under the fifth plank above, or within the water-ways, and the crew, without orders, did the same on the lower deck. Her increasing complaints requiring still more to be done, the admiral directed all the guns on the upper-deck, the shot, both on that and the lower-deck, and various heavy stores, to be thrown overboard; a leakage in the light-room of the grand magazine having almost filled the ship forward, and there being eight feet water in the magazine, every gentleman was compelled to take his turns at the whips, or in handing the buckets. The ship was besides frapped from the fore-mast to the main-mast.

Notwithstanding their utmost efforts the water still gained on them the succeeding night, the wind blowing very hard, with extremely heavy squalls, a part of the orlop-deck fell into the hold; the ship herself seemed to work excessively, and to settle forward.

On the morning of the 19th, under these very alarming circumstances, the admiral commanded both the bower anchors to be cut away, all the junk to be flung overboard, one sheet and one bower cable to be reduced to junk and served the same way, together with every remaining ponderous store that could be got at, and all the powder in the grand magazine (it being damaged); the cutter and pinnace to be broken up and tossed overboard, the skids having already worked off the side: every soul on board was now employed in baling. One of the pumps was got up, but to no purpose, for the shot-lockers being broken down, some of the shot, as well as the ballast, had fallen into the well; and as the weather moderated a little, every thing was made ready for heaving the lower-deck guns into the sea, the admiral being anxious to leave nothing undone for the relief of the ship.

When evening approached, there being twenty merchant-ships in sight, the officers united in beseeching him to go into one of them, but this he positively refused to do, deeming it, as he declared, unpardonable in a commander in chief to desert his garrison in distress; that his living a few years longer was of very little consequence, but that, by leaving his ship at such a time, he should discourage and slacken the exertions of the people, by setting them a very bad example. The wind lulling somewhat during the night, all hands baled the water, which, at this time, was six feet fore and aft.

On the morning of the 20th the admiral ordered the spare and stream-anchors to be cut away, and within the course of the day all the lower-deck guns to be thrown overboard. When evening came the spirits of the people in general, and even of the most courageous, began to fail, and they openly expressed the utmost despair, together with the most earnest desire of quitting the ship, lest they should founder in her. The admiral hereupon advanced and told them that he and their officers had an equal regard for their own lives, that the officers had no intention of deserting either them or the ship, that, for his part, he was determined to try one night more in her; he, therefore, hoped and intreated they would do so too, for there was still room to imagine, that one fair day, with a moderate sea, might enable them, by united exertion, to clear and secure the well against the encroaching ballast which washed into it; that if this could be done, they might be able to restore the chains to the pumps, and use them; and that then hands enough might be spared to raise jury-masts, with which they might carry the ship to Ireland; that her appearance alone, while she could swim, would be sufficient to protect the remaining part of her convoy; above all, that as every thing that could be thought of had now been done for her relief, it would be but reasonable to wait the effect. He concluded with assuring them, that he would make the signal directly for the trade to lie by them during the night, which he doubted not they would comply with.

This temperate speech had the desired effect: the firmness and confidence with which he spoke, and their reliance on his seamanship and judgment, as well as his constant presence and attention to every accident, had

a wonderful effect upon them; they became pacified, returning to their duty and their labors. Since the first disaster, the admiral had, in fact, scarcely ever quitted the deck; this they had all observed, together with his diligence in personally inspecting every circumstance of distress. Knowing his skill and experience, they placed great confidence in them; and he instantly made, according to his promise, a signal for all the merchantmen.

At this period, it must be confessed, there was great reason for alarm, and but little for hope; for all the anchors and guns, excepting one, together with every other matter of weight, had been thrown overboard, and yet the ship did not seem to be at all relieved. The strength of the people was, likewise so nearly exhausted, having had no sleep since the first fatal stroke, that one half of the crew were ordered to bale, and the other to repose; so that, although the wind was much abated, the water still gained upon them, in spite of all their efforts, and the ship rolled and worked prodigiously in a most unquiet sea.

At three in the morning of the 21st, being the fourth night, the well being quite broken in; the casks, ballast, and remaining shot, rushed together and destroyed the cylinders of the pumps; the frame and carcase of the ship began to give way in every part, and the whole crew exclaimed that it was impossible to keep her any longer above water.

In this extremity the admiral resolved within himself not to lose a moment in removing the people whenever day-light should arrive, but told the captain not to communicate any more of his design than that he intended to remove the sick and lame at day-break; and for this purpose he should call on board all the boats of the mer-

chantmen. He, nevertheless, gave private orders to the captain, while this was doing, to have all the bread brought upon the quarter-deck, with a quantity of beef, pork, and flour, to settle the best distribution of the people according to the number of trade ships that should obey their signal, and to allow an officer to each division of them; to have the remaining boats launched, and as soon as the sick were disposed of, to begin to remove the whole of the crew, with the utmost dispatch, but without risking too many in a boat.

Accordingly, at dawn, the signal was made for the boats of the merchantmen, but nobody suspected what was to follow, until the bread was intirely removed and the sick gone. About six o'clock the rest of the crew were permitted to go off, and between nine and ten, there being nothing farther to direct and regulate, the admiral himself, after shaking hands with every officer, and leaving his barge for their better accommodation and transport, quitted for ever the *Ramillies*, which had then nine feet water in her hold. He went into a small leaky boat, loaded with bread, out of which both himself and the surgeon who accompanied him were obliged to bale the water all the way. He was in his boots, with his surlout over his uniform, and his countenance as calm and composed as ever. He had, at going off, desired a cloak, a cask of flour, and a cask of water, but could get only the flour, and he left behind all his stock, wines, furniture, books, charts, &c. which had cost him upwards of one thousand pounds, being unwilling to employ even a single servant in saving or packing up what belonged to himself alone, in a time of such general calamity, or to appear to fare better in that respect than any of the crew.

The Admiral rowed for the *Belle*, Captain Forster, being the first of the trade that had borne up to the *Ramillies* the preceding night in her imminent distress, and by his anxious humanity set such an example to his brother traders as had a powerful influence upon them—an influence which was generally followed by sixteen others.

By three o'clock most of the crew were taken out, at which time the *Ramillies* had thirteen feet water in her hold, and was evidently foundering in every part. At half past four the captain, first and third lieutenants, left her, with every soul excepting the fourth lieutenant, who staid behind only to execute the admiral's orders for setting fire to her wreck when finally deserted. The carcass burned rapidly, and the flame quickly reaching the powder, which was filled in the after magazine, and had been lodged very high, in thirty-five minutes the decks and upper works blew up with a horrid explosion and cloud of smoke, while the lower part of the hull was precipitated to the bottom of the ocean.

At this time the admiral, in the *Belle*, stood for the wreck to see his last orders executed, as well as to succor any boats that might be too full of men, the swell of the sea being prodigious, although the weather had been moderate ever since noon of the foregoing day. There were, however, at intervals, some squalls, with threats of the weather soon becoming violent. It was not long before they were realized, for within two hours after the last of the crew were put on board their respective ships, the wind rose to a great height, and so continued, with intermission, for six or seven successive days, so that no boat could, during that time, have lived in the water. On such a small interval depended the salvation of more than six hundred lives! Indeed, during the four days

immediately preceding this catastrophe, it blew such a strong gale, and such a heavy sea followed the *Ramillies*, that it was always necessary to keep her with the wind upon her quarter, with seldom more than the sprit-sail hoisted on the foremast, and at times with no sail at all, in which state she would run at the rate of six miles an hour. Whenever the main-top gallant-sail was set on the stump of the mizen-mast she commonly giped too much, so as to render the steerage very difficult, and yet this had been carried, whenever it could be, in order to keep pace with the merchantmen, the slowest of which went nearly as fast under their bare poles.

Even in running thus the *Ramillies* rolled prodigiously, and as she grew lighter every day her motion became the more uneasy, so that the men could scarcely stand to their work, or keep their legs without something to lay hold by. There was no such thing as real repose for them when sitting or lying down upon deck, nor steadiness enough to eat or drink with any security: no meat could be dressed, nor did any man or officer go into a bed. Until the afternoon of the 20th there was no venturing to bring her to, even for a boat to come on board; but, notwithstanding this desperate condition, when some were hourly dropping through fatigue and want of sleep, and the decks were covered with water, the whole of the crew behaved with the utmost obedience, attention, and sobriety, and remitted no possible exertion for the preservation of the ship.

Upon their separation taking place, the officers, who were distributed with portions of the crew among the Jamaica-men, had orders respectively to deliver them to the first man of war or tender they should meet with, and to acquaint the Secretary of the Admiralty, by the ear-

liest opportunity, of their proceedings. A pendant was hoisted on board the Belle, by way of distinction, that she might, if possible, lead the rest. Some of the trade kept with her, and others made the best of their way, apprehensive lest they should soon fall short of provisions, as they had so many more to feed.

The Silver Eel transport, which had sailed from Bluefields with the invalids of Sir George Rodney's fleet, and was under the command of a lieutenant of the navy, had been ordered to keep near the Ramillies. That ship was accordingly at hand on the 21st of September, the day of her destruction, and in consequence of several deaths on the passage had room enough for the reception of all who were now ailing or maimed, and was therefore charged with them, being properly fitted for their accommodation.

The Silver Eel parted from the admiral in latitude $42^{\circ} 48'$ N. and longitude $45^{\circ} 19'$ W. after seeing the Ramillies demolished, and being ordered to make for the first port, ran into Falmouth the 6th of October, on the afternoon of which day, one of the trade ships, with a midshipman and sixteen of the crew of the Ramillies, reached Plymouth Sound. Another of the same convoy, having on board another portion of the crew, with the captain and first lieutenant, anchored in the same place before day-light the next morning. The Canada, however, having exerted her utmost speed, had, prior to all these, on the 4th of the same month got to Portsmouth, where she spread the news of the dispersion of this miserable fleet, which being conveyed to France, her privateers immediately put to sea in hopes of making prize of them. Some of the Jamaica-men, with part of the crew of the Ramillies, fell, in consequence, into their

hands; two of the West Indiamen were captured in sight of the Belle, but she herself, with the admiral and thirty-three of his crew, arrived safe, though singly, on the 10th of October in Cork harbor, where was the Myrmidon frigate. The admiral immediately hoisted his flag on board the latter, and sailing with the first fair wind, arrived, on the 17th, in Plymouth Sound, apparently in good health, but with a settled oppression upon his breast, from having been so long and so dreadfully exposed upon the deck of the Ramillies in the horrid night when she was first overtaken by the storm; nor could he remove that complaint for upwards of six months. He brought away with him nothing but a few of his private papers, the rest of his effects having shared the same fate as his ship.

EXPLOSION OF

HIS MAJESTY'S SHIP AMPHION,

Of Thirty-two Guns, in Hamoaze, September 22, 1796.

Proceedings previous to the Explosion of the *Amphion*--Melancholy Consequences of that Catastrophe--Particulars collected relative to it--Wonderful Escape of Captain Pellew, and of the Boatswain--Particulars concerning some of the Sufferers--Accidental Preservation of several Officers--Conjectures on the Cause of the Explosion--Attempt to weigh the *Amphion*--Probable Cause of the Disaster.

THE *Amphion* frigate, Captain Israel Pellew, after having cruised some time in the North Seas, had at length received an order to join the squadron of frigates commanded by Sir Edward Pellew. She was on her passage, when a hard gale of wind occasioning some injury to her fore-mast, obliged her to put back into Plymouth, off which place she then was. She accordingly came into the Sound, anchored there on the 19th of September, and went up into harbor the next morning.

On the 22d, at about half past four P. M. a violent shock, as of an earthquake, was felt at Stonehouse, and extended as far off as the Royal Hospital and the town of Plymouth. The sky towards the Dock appeared red, like the effect of a fire; for near a quarter of an hour the cause of this appearance could not be ascertained, though the streets were crowded with people running different ways, in the utmost consternation.

When the alarm and confusion had somewhat subsided, it first began to be known that the shock had

Explosion of the Amphibion Frigate, at Plymouth Dock.



been caused by the explosion of the *Amphion*. Several bodies and mangled remains were picked up by the boats in Hamoaze; and their alacrity on this occasion was particularly remarked and highly commended. The few who remained alive of the crew were conveyed, in a mangled state, to the Royal Hospital. As the frigate was originally manned from Plymouth, the friends and relations of her unfortunate ship's company mostly lived in the neighbourhood. It is dreadful to relate what a scene took place—arms, legs, and lifeless trunks, mangled and disfigured by gun-powder, were collected and deposited at the hospital, having been brought in sacks to be owned. Bodies still living, some with the loss of limbs; others having expired as they were conveying thither; men, women, and children, whose sons, husbands, and fathers were among the unhappy number, flocking round the gates, intreating admittance. During the first evening nothing was ascertained concerning the cause of this event, though numerous reports were instantly circulated. The few survivors, who, by the following day, had, in some degree, regained the use of their senses, could not give the least account. One man who was brought alive to the Royal Hospital died before night, another before the following morning; the boatswain and one of the sailors appeared likely, with great care, to do well. Three or four men who were at work in the tops were blown up with them, and falling again into the water were picked up with very little hurt. These, with the two before mentioned, and one of the sailors' wives, were supposed to be the only survivors, besides the captain and two of the lieutenants.

The following particulars were, however, collected from the examination of several persons before Sir

Richard King, the port-admiral, and the information procured from those who saw the explosion from Dock.

The first person known to have observed any thing was a young midshipman in the Cambridge guard-ship, lying not far distant from the place where the Amphion blew up; who having a great desire to observe every thing relative to a profession into which he had just entered, was looking through a glass at the frigate, as she lay along side of the sheer-hulk, and was taking in her bowsprit. She was lashed to the hulk; and the Yarmouth, an old receiving-ship, was lying on the opposite side quite close to her, and both within a few yards of the Dock-yard jetty. The midshipman said, that the Amphion suddenly appeared to rise altogether upright from the surface of the water, until he nearly saw her keel; the explosion then succeeded: the masts seemed to be forced up into the air, and the hull instantly to sink. All this passed in the space of two minutes.

The man who stood at the Dock-yard stairs said, that the first he heard of it was a kind of hissing noise, and then followed the explosion, when he beheld the masts blown up into the air. It was very strongly reported that several windows were broken in the Dock by the explosion, and that in the Dock-yard much mischief was done by the Amphion's guns going off when she blew up; but though the shock was felt as far as Plymouth, and at Stonehouse, enough to shake the windows, yet it is a wonderful and miraculous fact, that, surrounded as she was in the harbour, with ships, close along side of the jetty, and lashed to another vessel, no damage was done to any thing but herself. It is dreadful to reflect, that owing to their intention of putting to sea the next day, there were nearly one hundred men, women, and

children, more than her complement on board, taking leave of their friends, besides the company that were at two dinners given in the ship, one of which was by the captain.

Captain Israel Pellew, and Captain William Swaffield, of his Majesty's ship *Overysse*, who was at dinner with him and the first-lieutenant, were drinking their wine; when the first explosion threw them off their seats, and struck them against the carlings of the upper deck, so as to stun them. Captain Pellew, however, had sufficient presence of mind to fly to the cabin windows, and seeing the two hawsers, one slack in the bit and the other taut, threw himself with an amazing leap, which he afterwards said nothing but his sense of danger could have enabled him to take, upon the latter, and by that means saved himself from the general destruction, though his face had been badly cut against the carlings, when he was thrown from his seat. The first lieutenant saved himself in the same manner, by jumping out of the window, and by being also a remarkable good swimmer; but Captain Swaffield, being, as it was supposed, more stunned, did not escape. His body was found on the twenty-second of October, with his skull fractured, appearing to have been crushed between the sides of two vessels.

The centinel at the cabin door happened to be looking at his watch: how he escaped no one can tell, not even himself. He was, however, brought on shore, and but little hurt: the first thing he felt was, that his watch was dashed out of his hands, after which he was no longer sensible of what happened to him. The boatswain was standing on the cat-head; the bowsprit had been stepped for three hours; the gammoning and every

thing on; and he was directing the men in rigging out the jib-boom, when suddenly he felt himself driven upwards and fell into the sea. He then perceived that he was entangled in the rigging, and had some trouble to get clear; when being taken up by a boat belonging to one of the men of war, they found that his arm was broken. One of the surviving seamen declared to an officer of rank that he was preserved in the following astonishing manner:—He was below at the time the *Amphion* blew up, and went to the bottom of the ship; he recollected that he had a knife in his pocket, and taking it out, cut his way through the companion of the gun-room, which was already shattered with the explosion; then letting himself up to the surface of the water he swam unhurt ashore. He shewed the knife to the officer, and declared he had been under water full five minutes.

It was likewise said, that one of the sailor's wives had a young child in her arms; the fright of the shock made her take such fast hold of it, that though the upper part of her body alone remained, the child was found alive, locked fast in her arms, and likely to do well.

Mr. Spry, an auctioneer, who had long lived in great respectability at Dock, with his son and godson, had gone on board to visit a friend, and were all lost.

About half an hour before the frigate blew up, one of her lieutenants, and Lieutenant Campbell of the marines, and some of the men, got into the boat at the dock-yard stairs and went off to the ship. Lieutenant Campbell had some business to transact at the Marine barracks in the morning; and continuing there some time, was engaged by the officers to stay dinner and

spend the evening with them. Some persons, however, who had, in the interval, come from the *Amphion*, informed Lieutenant Campbell that there were some letters on board for him. As they were some which he was extremely anxious to receive, he left the barracks about half an hour before dinner to fetch them, intending to return immediately: but while he was on board the ship blew up. He was a young man universally respected and lamented by the corps, as well as by all who knew him. One of the lieutenants who lost his life was the only support of an aged mother and sister, who, at his death, had neither friend nor relation left to comfort and protect them. The number of people who were afterwards daily seen at Dock, in deep mourning for their lost relatives, was truly melancholy.

Captain Pellew was taken up by the boats and carried to Commissioner Fanshaw's house in the dock-yard very weak with the exertions he had made, and so shocked with the distressing cause of them, that he at first appeared scarcely to know where he was, or to be sensible of his situation. In the course of a day or two, when he was a little recovered, he was removed to the house of a friend, Dr. Hawker, of Plymouth.

Sir Richard King had given a public dinner in honor of the coronation. Captain Charles Rowley, of the *Unité* frigate, calling in the morning, was engaged to stay, and excused himself from dining, as he had previously intended, on board the *Amphion*. Captain Darby, of the *Bellerophon*, was also to have dined with Captain Pellew, and had come round in his boat from Cawsand Bay; but having to transact some business concerning the ship with Sir Richard King, it detained him half an hour longer at Stonehouse than he expected.

He had just gone down to the beach and was stepping into the boat to proceed up Hamoaze, when he heard the fatal explosion. Captain Swaffield was to have sailed the next day, so that the difference of twenty-four hours would have saved that much lamented and truly valuable officer. His brother, Mr. J. Swaffield, of the Pay-office, being asked to the same dinner, had set off with him from Stonehouse, but before he had reached Dock a person came after him upon business, which obliged him to return, and thus saved him from sharing his brother's untimely fate.

Many conjectures were formed concerning the cause of this catastrophe. Some conceived it to be owing to neglect, and that the men were employed in drawing the guns, and, contrary to rule, had not extinguished all the fires, though the dinners were over. This, however, the first lieutenant declared to be impossible, as they could not be drawing the guns, the key of the magazine hanging, to his certain knowledge, in his cabin at the time. Some of the men likewise declared that the guns were drawn in the Sound before they came up Hamoaze. It was also insinuated, that it was done intentionally, as several of the bodies were afterwards found without clothes, as if they had prepared to jump overboard before the ship could have time to blow up. As no mutiny had ever appeared in the ship, it seems unlikely that such a desperate plot should have been formed, without any one who survived having the least knowledge of it. It is, besides, a well-known fact, that in almost every case of shipwreck, where there is a chance of plunder, there are wretches so far destitute of the common feelings of humanity as to hover round the scene of horror; in hopes, by stripping the bodies

of the dead, and seizing whatever they can lay their hands on, to benefit themselves.

It was the fore-magazine which took fire; had it been the after one, much more damage must have ensued. The moment the explosion was heard, Sir Richard King arose from dinner, and went in his boat on board the hulk, where the sight he beheld was dreadful: the deck covered with blood; mangled limbs and entrails blackened with gun-powder; the shreds of the Amphion's pendant and rigging hanging about her, and pieces of her shattered timbers strewed all around. Some people at dinner in the Yarmouth, though at a very small distance, declared that the report they heard did not appear to be louder than the firing of a cannon from the Cambridge, which they imagined it to be, and had never risen from dinner, till the confusion upon deck led them to think that some accident had happened.

At low-water, the next day, about a foot and a half of one of the masts appeared above water; and for several days the dock-yard men were employed in collecting the shattered masts and yards, and in dragging up what they could procure from the wreck. On the twenty-ninth part of the fore-chains was hauled, shattered and splintered, and all the bolts forced out, also the head and cut-water.

On the 3d of October an attempt was made to raise the Amphion, between the two frigates the Castor and Iphigenia, which were accordingly moored on each side of her; but nothing could be got up, excepting a few pieces of the ship, one or two of her guns, some of the men's chests, chairs, and part of the furniture of the cabin. Some bodies floated out from between decks, and among the rest a midshipman's. These, and all

that could be found, were towed round by boats through Stonehouse bridge up to the Royal Hospital stairs to be interred in the burying ground. The sight for many weeks was truly dreadful; the change of tide washing out the putrid bodies, which were towed round by the boats when they would scarcely hold together.

Bodies continued to be found so late as the 30th of November, when the Amphion having been dragged round to another part of the dock-yard jetty to be broken up, the body of a woman was washed out from between decks. A sack was also dragged up, containing gun-powder, covered over at the top with biscuit, and this, in some measure, confirmed an idea which had before gained ground, that the gunner had been stealing powder to sell, and had concealed what he could get out by degrees in the above manner; and that, thinking himself safe on a day when every one was entertaining his friends, he had carelessly been among the gun-powder without taking the necessary precautions. As he was said to have been seen at Dock very much in liquor in the morning, it seems probable that this might have been the cause of a calamity as sudden as it was dreadful.

THE LOSS OF
THE PRINCE GEORGE,

By Fire, April 13, 1758.

Described in Letters from the Survivors of that dreadful Event.

Preliminary Observations--Letter of the Rev. Mr. Sharp, Chaplain of the *Prince George*, describing the Destruction of the Ship by Fire--Letter from Mr. Parry, containing further Particulars of that melancholy Event--Letter from the Master of a Merchantman, by whom several of the unfortunate Crew were saved.

OF all the calamities to which seamen are liable, there is not one more terrible than the destruction of a ship by fire. On shore, where the means of escape are ready, and assistance more easily obtained, the most dreadful conflagrations are seldom attended with the loss of many lives. The buildings too are generally solid, so that, with a little notice, the sufferers are enabled to save themselves. But on the ocean this calamity rages with ten-fold violence. The materials of which ships are composed, are of a nature fittest to propagate fire, and their construction assists the destructive element to propagate its ravages. Tar, pitch, and oil, it is well known, make a necessary part of the stores of every ship, and no substances burn with greater fury; besides, the sails, rigging, and hull of a ship, are in the highest degree combustible. But above all, the great quantities of gun-powder which ships of war carry, render such a misfortune, when it occurs to them, of the

most terrific nature. Instant destruction is the consequence of the fire reaching the magazines, and the dread of this not only paralyzes the efforts of those on board, but frequently deters others from coming to their assistance, lest the explosion of the magazines should involve them in one common destruction.

The following letters describe the loss of the Prince George, which was then on her passage to Gibraltar, and carried the flag of Rear-admiral Broderick.

Extract of a Letter from the Rev. Mr. SHARP, Chaplain.

Glasgow, off Lisbon, April 20.

“ ON Thursday, the 13th instant, at half an hour past one in the afternoon, word was passed into the ward-room, by the sentry, that the fore-part of the ship (the Prince George) was on fire; the lieutenants immediately ran forward, and myself, with many others, went on the quarter-deck, where we found that the whole ship's crew was alarmed: the pumps were handed out, the engine and buckets carried forward, and every immediate remedy applied. The admiral, with the lieutenants on watch, kept the quarter-deck, from whence he sent such orders as he thought most expedient for the preservation of the ship, and the souls in her. Captain Peyton and the lieutenants, on searching, found that the first fire broke out in the boatswain's store-room, to which place large quantities of water were applied, but in vain, for the smoke was so very great and hot, that the poor creatures could not get near enough to the flames for their labor to have any effect. On this Captain Peyton ordered scuttles to be made that the water might be poured in by that means; but here he was defeated likewise, for only two carpenters could be found,

and they had nothing to work with for a long time but a hammer and a chissel each. The lower gun-deck ports were then opened, but the water that flowed in was not sufficient to stop the violence of the flames. He likewise ordered the powder-room to be wetted, lest the ship should immediately be blown up, and every soul perish in an instant. This had the desired effect, and for some minutes we had glimmering hopes. I mention the above particulars, as I was below myself, worked with the men as long as I could stand it, went up for air, and returned again instantly : consequently being an eye witness, I can declare them as facts. The fire soon increased, and raged violently aft on the larboard side ; and as the destruction of the ship was now found inevitable, the preservation of the admiral was first consulted. Captain Peyton came on the quarter-deck and ordered the barge to be manned, into which the admiral entered with near forty more, for now there was no distinction ; every man's life was equally precious. The admiral finding that the barge would overset, stripped himself naked and committed himself to the mercy of the waves ; and after toiling an hour was at length taken up by a merchant-man's boat. Captain Peyton kept the quarter-deck an hour after the admiral had left it, when he happily got into a boat from the stern ladder, and was put safe on board the Alderney sloop. I must be deficient even to attempt a description of the melancholy scene before me ; shrieking, cries, lamentations, bemoanings, raving, despair, and even madness itself, presented themselves. It was now high time to think of taking care of myself : I looked from every part of the ship for my preservation, and soon saw three boats off the stern. I went immediately to my cabin and offered

up my prayers to God, particularly thanking him for giving me such resolution and composure of mind. I then jumped into the sea from one of the gun-room ports and swam to a boat, which put me safe on board the Alderney sloop. There were near three hundred people saved, and more might have been saved, had the merchantmen behaved like human creatures; but they kept a long way to windward the whole time; and, if possible, to their greater shame be it spoken, instead of saving the men that swam to their boats, they were employed in taking up geese, fowls, tables, chairs, and whatever else came near them."

Letter from Mr. PARRY, an Officer.

SAME DATE.

"About half past one at noon, being in the office adjoining the cabin, I saw the admiral run out with two or three officers. On enquiring the cause, I was alarmed with the report of the ship's being on fire forward, and it was believed in the boatswain's fore store-room. Every method was taken to extinguish it, but the smoke was so violent that no person could get near enough to ascertain where the fire was. About half past two we made the signal of distress; but to render our situation more wretched, the fog came on very thick, and the wind freshened; so that it was near four before the Guernsey and Alderney got intelligence of our situation. They then repeated the signal, hoisted out their boats, and stood towards us; but not knowing we had taken care to float our powder, they were under sad apprehensions lest we might blow up, and therefore could not, consistent with their own safety, give us the assistance our

deplorable condition made us so much stand in need of. We attempted to scuttle the decks, to let the water on the fire, but the people could not stand a minute without being nearly suffocated. About half past four the smoke increased, and the flames began to break out. The admiral then ordered the boats to be hoisted out, got the barge out, and went off, promising to bring a ship along-side of us. I observed her so full that her gunwale was almost even with the water; and a few minutes afterwards saw her sink at some distance astern. Not above three or four were saved out of about forty, among whom it pleased God to preserve the admiral.

“ The weather had now become clear, but none of the merchantmen would come near us. Our officers behaved well, and endeavored to keep the people to the pumps and drawing water; but they were now become quite ungovernable. About a quarter before five Captain Peyton left the ship, and made the same promise as the admiral, but was not able to accomplish it. About five the long boat was endeavored to be got out, in which were nearly one hundred people, but as they were hoisting her out, one of the tackles gave way, by which she overset, and almost every soul perished. We were now reduced to the greatest distress. You may form some idea of our miserable condition, when I tell you the ship began to be in flames fore and aft, spreading like flax; people distracted, and not knowing what they did, and jumping overboard from all parts. I was reduced to the melancholy choice of either burning with the ship or going overboard. Very few that could swim were taken up, and I that could not swim must have little hopes indeed!

“About a quarter past five I went into the admiral's stern gallery, where two young gentlemen were lashing two tables together for a raft. I assisted them. One of them proposed to make fast the lashing to the gallery, and lower ourselves down to the tables, then cutting the lashing, to commit ourselves to the mercy of Providence. We hoisted over the tables, but being badly lashed we lost one of them; as soon as the other was down, I proposed to venture first, to which they readily consented. There were about three boats astern; this was the time or never. I went down by the rope, but as there was a great swell of the sea, it was impossible for any one to follow me, and I was turned adrift. In consequence of the cries of the people from the ship to the boats, in about five minutes I was taken up very nearly drowned.

“The complement of hands on board the Prince George was 715; which, with 30 passengers to Gibraltar, made a total of 745. The number of those who were saved amounted to 260; so that 485 persons perished by this melancholy catastrophe.”

*Letter from the Master of a Merchantman under convoy of
Admiral Broderick.*

“Thursday, April 13th, Ushant bearing east sixty leagues distant at noon, I saw Admiral Broderick hoist a signal of distress, upon which I made what sail I could, and went down to him. At one in the afternoon I could discern the Prince George on fire; at two we drew pretty near, and thought they might have quenched the fire; at three I saw plainly it was impos-

sible. I was within a hundred yards of her stern, but durst not venture alongside, the sea running high, besides the going off of her guns, and danger of blowing up. At four in the afternoon the admiral was taken up, swimming, by a merchantman's boat, as by this time the ships that had boats sent them all out, and a good many of them were lost, the weather proving bad.

"Towards night I was within pistol-shot, and remained there some time picking up four of the crew. Had not two of my men run away with my boat the night before we sailed from St. Helen's, I am confident I could have saved sixty or eighty of them at least, as I was all the time nearer to them than any ship in the fleet. What made me venture so near was, that I knew my ship went well, and was under good command.

"At six, what a dismal sight! the masts and sails all in a blaze! hundreds of souls hanging by the ropes alongside! I could count fifty of them hanging over the stern-ladder, others in the sea on oars and pieces of wood: a melancholy spectacle! besides the dismal cries from the ship which still ring in my ear.

"At half an hour past six the flames broke out at her broadside, and in less than five minutes every part of her was in flames, and so continued till seven, when she overset, but did not sink. I then ran within twenty yards of her, but my people compelled me to go farther off, for fear of striking on the wreck. All I can say of it, in addition is, there never was a more shocking sight, and I pray God I may never see the like again. It was very grievous to me that I could not save more of her men, without running the risk of sharing her fate.

“ The 18th of April the Glasgow, a twenty-gun ship, hoisted the signal for all the masters of merchantmen to come on board, where the admiral had his flag hoisted, to know how many of his people we had saved among us, and to deliver them up. By the list then made out, it appeared that the admiral, Captain Peyton, and about 253 men were saved.”

THE LOSS OF
HIS MAJESTY'S SHIP INVINCIBLE,

*Of Seventy-four Guns, on the Sands called the Hammondsburg,
off Winterton, March 16th, 1801.*

The Invincible leaves Yarmouth—Strikes on the Sands—She gets off, but again Strikes—The Boats hoisted out, in which Admiral Totty, and a few of the Crew, reach a Fishing Smack—The Ship again gets into deep Water and sinks—Some of the Crew save themselves in the Launch—Melancholy Fate of Captain Rennie—Statement of the Officers and Men saved.

THE *Invincible*, having on board Admiral Totty, and commanded by Captain Rennie, set sail from Yarmouth on the 16th of March, 1801, to join the Baltic fleet under the command of Sir Hyde Parker, and between two and three o'clock the same afternoon struck on a sand-bank. In this situation she continued beating with the greatest violence for near three hours, when the mizen-mast went by the board, and the main-mast was immediately afterwards cut away. The ship, to the infinite joy of the

crew, then dropped from three and a half into seventeen fathom water, where they cast anchor and thought themselves in safety. The signals of distress were heard and answered by a cutter, which immediately bore down to Yarmouth to give intelligence of the distress of the ship, so that the crew hoped, with the assistance that might arrive, to be able to save the ship as well as their own lives. Having, however, unfortunately lost her rudder, the ship became unmanageable, and was driven back again upon the bank.

All now gave themselves up for lost. At this awful juncture a fishing smack approached the wreck, on which two boats belonging to the *Invincible* were ordered out. On board of one of these, the Admiral, the Purser, four midshipmen, three of the Admiral's servants, and six or eight seamen, reached the fishing-smack in safety, as did also the other boat full of people. Both of them immediately returned to the ship, but on again approaching the smack, one was forced away, and every person on board would inevitably have perished, had not a collier, which happened to be passing by at this critical moment, picked them all up. This vessel afterwards afforded every assistance that humanity dictated, or that she was capable of giving, and was the means of saving the lives of many of the crew. All the other boats that were attempted to be got overboard were immediately lost.

The fishing-smack, with the Admiral on board, being unable to afford the least assistance to the ship, remained at anchor during the whole of the night of the 16th. On the approach of day, the master of the vessel expressed an unwillingness to go near the wreck, but Admiral Totty, in direct opposition to him, caused the cable to be

cut and proceeded to the ship. Melancholy, however, to relate, while he was doing every thing of which human exertion is capable, to assist the unhappy people on board, the wreck once more got into deep water and gradually sunk, to the infinite distress of the Admiral and the other spectators, who were nearly frantic with grief at this tremendous scene of human misery and destruction.

While the ship was thus rapidly going down, the launch was heaved out, as many of the crew as she could possibly hold jumped on board, and had only time to clear the poop, when the vessel, with four hundred souls, entirely disappeared and went to the bottom. A number of unhappy sufferers attempted to get on board the already over-laden launch, but as no more could be permitted to enter, without the certain destruction of the whole, they were struck away with the oars, and in a few seconds were wholly ingulphed in the pitiless waves.

After the ship had sunk, Captain Rennie attempted to swim to the launch, and after severe exertions got within reach of the oars, when, exhausted with fatigue, and unable to make any farther effort, he calmly resigned himself to his fate; lifting up his hands as if to implore the blessing of Heaven, and immediately afterwards placing them upon his face, he went down directly without a struggle.

Thus perished a brave and meritorious officer, whose eminent virtues in private life ensured him the esteem of all who knew him, and whose professional fame, had he survived, bade fair to render him an ornament to his country. All the other commissioned officers of the ship, excepting lieutenants Tucker and Quash, together with

all the officers of marines, and most of their men, likewise went to the bottom.

About seventy or eighty of the crew were saved by means of the launch, the whole of whom had assembled upon the fore-castle; but all those who remained in the poop were lost. The total number of human beings who thus found a watery grave was upwards of four hundred, among whom were several passengers on their way to join other ships belonging to the North Sea Fleet. The following is a statement of the officers and men saved:—

Admiral Totty	Mr. Wilson, midshipman	
Lieut. Tucker	— Pope, ditto	
— Quash	— Finney, ditto	
— Eveley (London)	— Preston, ditto	
Mr. Clyde, Purser	Officers and seamen	177
— Knowles, boatswain	Marines	19
— Tucker, master's-mate		—
— Whitway, ditto		Total
— Stout, master's-mate		196

In addition to the above, two seamen a few days afterwards arrived at the Admiralty, who had survived the rest of the unfortunate crew that went down in the *Invincible*, by adhering for two days and nights to a part of the quarter-gallery which broke away, and whence they were providentially taken up by the brig *Briton*, of *Sunderland*. They had no other sustenance, till they were released from their perilous situation, but what they derived from a small quantity of tobacco which one of them fortunately had in his jacket pocket. One of them, named *Daniel Brian*, lost his hearing, and was much bruised.

The Unfortunate Captain Rennie was an amiable man and an excellent officer. He had been promoted by his own merit alone. At the Helder he distinguished himself when a lieutenant, in consequence of which he was spoken of by Admiral Mitchell in his public dispatches with merited praise, and was made Post-captain. Since that time he had been waiting for a ship, had just been appointed to the command of the *Invincible*, and was, for the first time, putting to sea in her, launching, as he thought, into good fortune!

The *Invincible* was an old ship, having been built in the year 1766. A ship bearing the same name was lost almost in the same manner about forty years before this disaster.

THE LOSS OF
HIS MAJESTY'S SHIP LA TRIBUNE,

Off Halifax, Nova Scotia, November 1797.

LA *Tribune* was one of the finest frigates in his Majesty's navy, mounted 44 guns, and had recently been taken from the French by Captain Williams in the *Unicorn* frigate. She was commanded by Capt. S. Barker, and on the 22d of September, 1797, sailed from Torbay as convoy to the Quebec and Newfoundland fleets. In latitude 49° 14', longitude 17° 22' she fell in and spoke with his Majesty's ship *Experiment*, from Halifax; and lost sight of all her convoy on the 10th of October, in latitude 46° 16', longitude 32° 11'.

About eight o'clock in the morning of the following Thursday they came in sight of the harbor of Halifax, and approached it very fast, with an E. S. E. wind, when Captain Barker proposed to the master to lay the ship to till they could procure a pilot. The master replied, that he had beat a 44 gun ship into the harbor, that he had frequently been there, and there was no occasion for a pilot, as the wind was favorable. Confiding in these assurances, Captain Barker went into his cabin, where he was employed in arranging some papers which he intended to take on shore with him. In the meantime the master, placing great dependance on the judgment of a negro, named John Cosey, who had formerly belonged to Halifax, took upon himself the pilotage of the ship. By twelve o'clock the ship had approached so near the Thrum Cap shoals that the master became alarmed, and sent for Mr. Galvin, master's mate, who was sick below. On his coming upon deck, he heard the man in the chains sing out, "by the mark five!" the black man forward at the same time crying, "steady!" Galvin got on one of the carronades to observe the situation of the ship; the master ran, in great agitation, to the wheel, and took it from the man who was steering, with the intention of wearing the ship; but before this could be effected, or Galvin was able to give an opinion, she struck. Captain Barker immediately went on deck and reproached the master with having lost the ship. Seeing Galvin likewise on deck, he addressed him, and said, "that, knowing he had formerly sailed out of the harbor, he was surprised he could stand by and see the master run the ship on shore;" to which Galvin replied, "that he had not been on deck long enough to give an opinion."

Signals of distress were instantly made, and answered by the military posts and ships in the harbor, from which, as well as the dock-yard, boats immediately put off to the relief of the Tribune. The military boats, and one of those from the dock yard, with Mr. Rackum, boat-swain of the ordinary, reached the ship, but the wind was so much against the others, that, in spite of all their exertions, they were unable to get on board. The ship was immediately lightened by throwing overboard all her guns, excepting one retained for signals, and every other heavy article, so that about half past eight o'clock in the evening the ship began to heave, and at nine she got off the shoals. She had lost her rudder about three hours before, and it was now found, on examination, that she had seven feet water in her hold. The chain-pumps were immediately manned, and such exertions were made, that they seemed to gain on the leaks. By the advice of Mr. Rackum, the captain ordered the best bower anchor to be let go, but this did not bring her up. He then ordered the cable to be cut; and the jib and fore-top-mast stay-sail were hoisted to steer by. During this interval a violent gale, which had come on at S. E. kept increasing, and carrying the ship to the western shore. The small bower-anchor was soon afterwards let go; at which time they found themselves in thirteen fathoms water, and the mizen-mast was then cut away.

It was now ten o'clock, and as the water gained fast upon them, the crew had but little hope left of saving either the ship or their lives. At this critical period Lieutenant Campbell quitted the ship, and Lieutenant North was taken into the boat out of one of the ports. From the moment at which the former left the vessel all

hopes of safety had vanished; the ship was sinking fast; the storm was increasing with redoubled violence, and the rocky shore which they were approaching, resounding with the tremendous noise of the rolling billows, presented nothing to those who might survive the loss of the ship but the expectation of a more painful death, by being dashed against precipices, which, even in the calmest day, it is impossible to ascend. Dunlap, one of the survivors, declared, that about half past ten, as nearly as he could conjecture, one of the men who had been below, came to him on the fore-castle, and told him it was all over. A few minutes afterwards the ship took a lurch, like a boat nearly filled with water and going down; on which Dunlap immediately began to ascend the fore-shrouds, and at the same moment casting his eyes towards the quarter-deck, he saw Captain Barker standing by the gangway, and looking into the water, and directly afterwards he heard him call for the jolly-boat. He then saw the lieutenant of marines running towards the taffrel, to look, as he supposed, for the jolly-boat, which had been previously let down with men in her; but the ship instantly took a second lurch and sunk to the bottom, after which neither the captain nor any of the other officers was again seen.

The scene, before sufficiently distressing, now became peculiarly awful. More than 240 men, besides several women and children, were floating on the waves, making the last effort to preserve life. Dunlap, who has been already mentioned, gained the fore-top. Mr. Galvin, the master's mate, with incredible difficulty, got into the main-top. He was below when the ship sunk, directing the men at the chain-pump, but was washed up the hatchway, thrown into the waste, and

from thence into the water, and his feet, as he plunged, struck against a rock. On ascending he swam to gain the main-shrouds, when three men suddenly seized hold of him. He now gave himself up for lost; but to disengage himself from them he made a dive into the water, which caused them to quit their grasp. On rising again he swam to the shrouds, and having reached the main-top, seated himself to an arm chest which was lashed to the mast.

From the observations of Galvin in the main-top, and Dunlap in the fore-top, it appears that nearly one hundred persons were hanging a considerable time to the shrouds, the tops, and other parts of the wreck. From the length of the night, and the severity of the storm, nature, however, became exhausted, and during the whole night they kept dropping off and disappearing. The cries and groans of the unhappy sufferers, from the bruises many of them had received, and when their hopes of deliverance began to fail, were continued through the night, but as morning approached, in consequence of the few who then survived, they became extremely feeble.

About twelve o'clock the main-mast gave way; at that time there were on the main-top and shrouds about forty persons. By the fall of the mast the whole of these unhappy wretches were again plunged into the water, and ten only regained the top, which rested on the main-yard, and the whole remained fast to the ship by some of the rigging. Of the ten who thus reached the top, four only were alive when morning appeared. Ten were at that time alive on the fore-top, but three were so exhausted, and so helpless, that they were washed away before any relief arrived; three others perished.

and thus only four were, at last, left alive on the fore-top.

The place where the ship went down was barely three times her length to the southward of the entrance into Herring Cove. The inhabitants came down in the night to the point opposite to which the ship sunk, kept up large fires, and were so near as to converse with the people on the wreck.

The first exertion that was made for their relief was by a boy thirteen years old, from Herring Cove, who ventured off in a small skiff by himself, about eleven o'clock the next day. This youth, with great labor and extreme risk to himself, boldly approached the wreck, and backed in his little boat so near to the fore-top as to take off two of the men, for the boat could not with safety hold any more. And here a trait of generous magnanimity was exhibited, which ought not to pass unnoticed. Dunlap and another man, named Monro, had, throughout this disastrous night, preserved their strength and spirits in a greater degree than their unfortunate companions, whom they endeavored to cheer and encourage when they found their spirits sinking. Upon the arrival of the boat these two might have stepped into it, and thus have terminated their own sufferings; for their two companions, though alive, were unable to stir; they lay exhausted on the top, wishing not to be disturbed, and seemed desirous to perish in that situation. These generous fellows hesitated not a moment to remain themselves on the wreck, and to save their unfortunate companions against their will. They lifted them up, and with the greatest exertion placed them in the little skiff; the *manly boy* rowed them triumphantly to the Cove, and immediately had them con-

veyed to a comfortable habitation. After shaming, by his example, older persons, who had larger boats, he again put off with his skiff, but with all his efforts he could not then approach the wreck. His example, however, was soon followed by four of the crew who had escaped in the Tribune's jolly boat, and by some of the boats in the Cove. With their joint exertions the eight men were preserved, and these, with the four who had saved themselves in the jolly-boat, were the whole of the survivors of this fine ship's company.

A circumstance occurred, in which that cool thoughtlessness of danger, which so often distinguishes our British tars, was displayed in such a striking manner, that it would be inexcusable to omit it. Daniel Monro had, as we have already seen, gained the fore-top. He suddenly disappeared, and it was concluded that he had been washed away like many others. After being absent from the top about two hours, he, to the surprise of Dunlap, who was likewise on the fore-top, raised his head through the lubber-hole. Dunlap enquiring where he had been, he told him he had been cruising for a better birth; that after swimming about the wreck a considerable time, he had returned to the fore-shrouds, and crawling in on the cat-harpins, had actually been sleeping there more than an hour, and appeared greatly refreshed.

NARRATIVE OF

THE LOSS OF THE LUXBOROUGH,

**And the Providential Escape and Sufferings of Captain Boyce;
in the Year 1727.**

WRITTEN BY HIMSELF.

The *Luxborough* leaves Jamaica—Extraordinary Manner in which she is set on Fire—Part of the Crew save themselves in the Yawl—The Ship is blown up—Sufferings of the Survivors in the Yawl—Many of whom die of hunger and thirst—They make the Coast of Newfoundland—Extremities to which they were reduced on the Passage—Pious Custom of Captain Boyce.

CAPTAIN BOYCE, who for many years enjoyed the highly honorable situation of Lieutenant Governor of Greenwich Hospital, and died in 1774, was, in the early part of his life, employed in the merchants' service. In the year 1727 he was second mate of the *Luxborough*, a ship belonging to the South Sea Company. In that year the most terrible of all misfortunes befel the above-mentioned vessel, of which, and the subsequent distresses, we have the following melancholy account from Captain Boyce himself.

On the 23d of May, 1727, we sailed from Jamaica, and on Sunday, the 25th of June, were in the latitude of $41^{\circ} 45'$ N. and in the longitude of 20° E. from Crooked Island, when the galley was perceived to be on fire in the lazaretto. It was occasioned by the fatal curiosity of two black boys, who, willing to know whether some liquor spilt on the deck was rum or water, put the

candle to it, which rose into a flame, and immediately communicated itself to the barrel from which the liquor had leaked. It had burned some time before it was perceived, as the boys were too much intimidated to discover it themselves, having tried all means to extinguish the fire in vain. We hoisted out the yawl, which was soon filled with twenty-three men and boys, who jumped into her with the utmost eagerness. The wind now blowing very fresh, and the yawl running seven knots and a half by the log, we expected every moment to perish, as she was loaded within a streak and a half of her gunnel. We had not a morsel of victuals, nor a drop of water; no mast, no sail, no compass to direct our course, and above one hundred leagues from any land. We left in the ship sixteen men, who all perished with her. They endeavored to hoist out the long boat, but before they could effect it, the flames reaching the powder-room she blew up, and we saw her no more. A little before this we could distinguish the first mate and the captain's cook in the mizen-top, every moment expecting the fate that awaited them.

Having thus been eye-witnesses of the miserable fate of our companions, we expected every moment to perish by the waves, or, if not by them, at least by hunger and thirst. On the two first days it blew and rained much, but the weather coming fair on the third day, the 28th, as kind Providence had hitherto wonderfully preserved us, we began to contrive the means of making a sail, which we effected in the following manner:—

We took to pieces three men's frocks and a shirt, and with a sail-needle and twine, which we found in one of the black boy's pockets, we made a shift to sew them together, which answered tolerably well. Finding in

the sea a small stick, we wouided it to a piece of a broken blade of an oar that we had in the boat, and made a yard of it, which we hoisted on an oar, with our garters for halyards and sheets. A thimble, which the fore-sheet of the boat used to be reeved through, served at the end of the oar or mast to reeve the halyards.

Knowing, from our observations, that Newfoundland bore about north, we steered, as well as we could, to the northward. We judged of our course by taking notice of the sun, and of the time of the day by the captain's watch. In the night, when we could see the north star, or any of the great Bear, we formed a knowledge of our course by them. We were in great hopes of seeing some ship or other to take us up.

The fourth or fifth night a man, Thomas Croniford, and the boy that unhappily set the ship on fire died; and in the afternoon of the next day three more men expired, all raving mad, crying out lamentably for water. The weather now proved so foggy that it deprived us almost all day of the light of the sun, and of the moon and stars by night. We used frequently to halloo as loud as we could, in hopes of being heard by some ship. In the day time our deluded fancies often imagined ships so plain to us, that we have hallooted to them a long time before we have been undeceived; and in the night, by the same delusion, we have thought we heard men talk, bells ringing, cocks crow, &c. and have condemned the phantoms of our imagination, believing them to be real ships and men, for not answering and taking us up.

The seventh day our numbers was reduced by death to twelve. The next night the wind being about E. N. E. blew very hard, and the sea running high, we

scudded right before it, with our small sail half down, expecting every moment to be swallowed up by the waves.

July the 5th Mr. Guishnot died, and on the 6th died Mr. Steward (son of Dr. Steward, of Spanish Town, in Jamaica) and his servant, both passengers. In the afternoon we found a dead duck, which looked green and not sweet. We ate it, however, very heartily, not without our thanks to the Almighty; and it is impossible for any, not in the like unhappy circumstances, to imagine how pleasant it was to our palate at that time, which at another would have been offensive both to our taste and smell.

On the 7th day of July, at one in the afternoon, we saw land about six leagues off. At four o'clock another man died, whom we threw overboard to lighten the boat. Our number was then reduced to seven. We had often taken thick fog-banks for land, which as often had given us great joy and hopes, that vanished with them at the same time; but when we really saw the land, it appeared so different from what we had so often taken for it, that we wondered how we could be so mistaken; and it is absolutely impossible for any man, not in our circumstances, to form any idea of the joy and pleasure it gave us when we were convinced of its reality. It gave us strength to row, which we had not for four days before, and most, if not all of us, must infallibly have perished that very night, if we had not reached the land. Our souls exulted with joy and praises to our Almighty Preserver.

About six o'clock we saw several shallops fishing, for which we steered, having a fine gale of wind right on shore. We went, with sail and oars, about three or

four knots; when we came so near, that we thought one of the shallops could hear us, (being just under sail, and going in with their fish) we hallooed as loud as we could; they at length heard us, and lowered their sail. When we approached pretty near them they hoisted it again, and were going away from us; but we made such a dismal and melancholy noise that they brought to and took us in tow. They told us that our aspect was so dreadful that they were frightened at us. They gave us some bread and water; we chewed the bread small, and then, by mixing it with water, got it down with difficulty.

During our voyage in the boat, our mouths had been so dry, for want of moisture for several days, that we were obliged to wash them with salt water every two or three hours, to prevent our lips glueing together. We always drank our own water; and all the people drank salt water, excepting the captain, the surgeon, and myself. In foggy weather, the sail having imbibed some moisture, we used to wring it into a pewter bason, which we found in the boat. Having wrung it as dry as we could, we sucked it all over, and used to lick one another's clothes with our tongues. At length we were obliged, by inexpressible hunger and thirst, to eat a part of the bodies of six men, and drink the blood of four, for since we left the ship we had saved at one time but about half a pint, and at another a wine glass full of water, each man, in our hats. A little food sufficing us, and finding the flesh very disagreeable, we confined ourselves to the hearts only. Finding ourselves now perishing with thirst, we were reduced to the melancholy, distressful, horrid act of cutting the throats of our companions, an hour or two after they were dead, to procure

their blood, which we caught in the pewter bason, each man producing about a quart. But let it be remembered in our defence, that, without the assistance this blood afforded to nature, it would not have been possible for us to have survived.

At about eight o'clock at night we got on shore in Old St. Lawrence harbor, in Newfoundland, where we were kindly received by Captain Lecraas, of Guernsey or Jersey, then admiral of the harbor. We were cautioned to eat and drink but little at first; which injunction we observed as well as the infirmity of human nature, when so near starving, would allow. We could sleep but little, the transports of our joy being too great to admit of it. Our captain, who had been speechless thirty-eight hours, died about five o'clock the next morning, and was buried with all the honors that could be conferred on him, at that place.

Thus, out of the unfortunate crew of the Luxborough, it appears that sixteen perished with the ship, sixteen died of hunger, and only seven lived to get on shore, one of whom, the captain, died a few hours afterwards.

The boat in which the survivors reached Newfoundland, after traversing a distance of above one hundred leagues, was only sixteen feet long, five feet three inches broad, and two feet three inches deep.

It is related of Captain Boyce, that from the year 1727 to his death, he annually observed a strict and solemn fast on the 7th of July, in commemoration of his arrival in Newfoundland, after the dreadful hardships he had endured in consequence of the destruction of the Luxborough. So rigid was he in this act of humiliation and thanksgiving, that, when in the decline of life, he became settled at Greenwich, he not only abstained

from food, but from day-light, and would not suffer any person whatever to converse with him, lest that time should be unseasonably interrupted, which, with becoming gratitude, he devoted to returning thanks to the Supreme Being, for his wonderful escape. Let those who may be so unhappy as to experience his sufferings, imitate his piety; for signal benefits ought to be repaid by exemplary devotion.

THE LOSS OF
THE GENEROUS FRIENDS,

In the Chinese Sea, in November, 1801,

From the Account of JOSEPH PINTO, supposed to be the only European
belonging to the Ship that was saved.

The *Generous Friends* sails from Macao—Strikes on a Reef—
Escape of the Crew on a Sand-Bank—Sanguinary Plot of part
of them, who take Possession of the Wreck—The Captain and
some of the Ship's Company leave the Bank on P. M.—Some
Chinese Boats arrive and plunder the Wreck—Fray between
the Chinese and the Sepoys—Distress of those left on the Bank
—They are received on board by the Chinese—Their arrival in
Cochin China.

IN November, 1801, the *Generous Friends* sailed from Macao, steered S.W. by S. for two days, and about ten o'clock at night the ship struck on a reef among high breakers. Next morning it was observed that there was a high sand-bank at a small distance from the wreck, to which the crew waded at low water, leaving Captain Porter, who, with six Manilla seconnies, remained on board the wreck during the day and the night succeeding the misfortune. In the night one of the seconnies

proposed to the other five to put Captain Porter to death, but they would not consent to it; and next morning the captain reached the sand-bank at the same time as the sanguinary seconny, and though the former, who was acquainted with the circumstance, mentioned it to the officers, no steps were taken to bring the villain to punishment.

This seconny afterwards went back to the wreck, and with the other five, who had provided themselves with arms, kept possession of it, and would not suffer any person to approach them. Previous to this some articles of provision and wine had been taken from the wreck to the sand-bank, but no water had been procured. Upon digging in the most elevated part of the sand-bank nothing was found but salt-water. After remaining some days in this situation, destitute of water, Captain Porter, his officers, and crew, prepared to force their way on board; and upon perceiving this, the seconnies put off on a raft they had already prepared alongside, with provisions, necessaries, and some treasure which they had taken from the wreck.

About fourteen days from the time of the misfortune, two rafts having been prepared, Captain Porter, the passengers, officers, and a great part of the ship's company left the bank, attended by the jolly-boat, which had been repaired; the long-boat having been staved when the ship struck. Just at the time Captain Porter left the sand-bank, on which remained about forty of the crew, among whom was the narrator, Pinto, an Italian, a large Chinese boat was seen standing in towards the wreck. The jolly-boat went nearly alongside, and returned towards the raft where Captain Porter was, when the two rafts and jolly-boat, with the chief officer on board, the latter steered away to the westward bo-

fore the wind; the jolly-boat seemed to be about two miles ahead of the raft, when the people on the bank lost sight of them about sun-set. About eight o'clock that night it set in to blow strong from the N. E. with dark weather and rain.

Soon after the Chinese boat arrived at the bank, several others came and loaded their boats with the cargo of the wreck, after which they burned the upper works to get the iron. When ready to leave the place, the greatest part of the boats' crews came on shore on the sand-bank, several of them being armed with long cleavers for breaking up wood, and others with weapons. When they had examined and numbered the lascars and sepoys, they proposed to take five at a time to their boats; but the sepoys appeared distrustful of their intentions, and refused to go with them in small numbers. Some of the latter being a little intoxicated with wine, of which a small quantity remained on the sand-bank, seized two of the small boats belonging to the Chinese and hauled them on shore. Upon this all the Chinese left the bank, went on board their vessels, and made towards the wreck. The sepoys followed them in the two small vessels they had seized, some of them having side-arms and others bludgeons. When they got alongside of the large boats the Chinese rushed from the boats in numbers upon the sepoys, and binding them hand and foot threw them into the water. In this affair about twelve sepoys were either killed or drowned.

During the time the Chinese boats had been loading from the wreck of the *Generous Friends*, they had daily sent a scanty allowance of rice and water to the lascars and sepoys on the sand-bank, but after the affray with the sepoys they desisted from this practice. Having nothing left on the bank but a little wine, the latter were

reduced to despair, and, as a last resource, constructed a small raft, on which about ten of them attempted to reach the Chinese boats. But the current setting strong to the southward, the raft was carried past the boats and driven out to sea; and several of the people upon it were observed by those on the sand-bank to be washed away before it was carried out of their sight.

The number of those left on the bank was now reduced to eighteen men, who were nearly perishing for want of water and provisions. The narrator and another attempted, at low-water, to approach the Chinese boats, by wading on the reef towards the wreck, which they, at length, reached, almost exhausted with fatigue and hunger. From the wreck they beckoned to the people in the boats at anchor near it, and at last a small samphan was sent towards him. The narrator made signs, desiring to be taken on board the boats to obtain provisions and water. The Chinese, in the samphan, enquired, by the same method, how many people remained on the sand-bank, having observed the loss of the people on the raft the day before. The Italian counted on his fingers the number eighteen. The Chinese then sent boiled rice and water to the sand-bank to them, and dividing the lascars into six divisions took three into each boat.

When in the boats, the narrator saw several of the bars of gold and dollars which the Chinese got from the wreck. He judged that they must have remained about three months on the bank; but saw no appearance of any other wreck besides that of the *Generous Friends*, excepting a few pieces of plank which had been long in the water, and were washed in small fragments upon the sand.

They, at length, left the bank with a N. E. wind,

and made several tacks to the northward. In one day they reached three low islands, one of which was composed of sand and stones; the other two were covered with shrubs, and one of them contained good water: all these three islands were small and low. Here they remained about a month; the Chinese, in the day-time, employing themselves in fishing. They were likewise visited by many other Chinese boats, in fleets of ten to fifteen sail, which apparently came for the purpose of fishing and looking for wrecks. Pinto observed that the first boat which arrived at the wreck of the *Generous Friends* kept possession the whole time, and the other boats that loaded from the wreck were obliged to purchase that indulgence from the first, they remaining complete masters during the whole of the time. These free-booters, it appears, have established rules to regulate their depredations on wrecks; the first boat on board having sole command, with the privilege of employing what boats they please to assist in securing the wreck.

While at these islands the boats' crews observed a junk sunk on a part of the reef with which they are surrounded. The Chinese immediately dived and hauled up great quantities of the small, adulterated coin, called in China *cash*, or *sahaka*.

One of the Chinese spoke a little of the Malay language, and made the people belonging to the *Generous Friends* understand that the boats could not take them any farther, but that they must go away in small sampans, which were provided for that purpose. According to the narrator and eight lascars were put into one, and seven lascars into another, with water, provision, and a sail, and they were assured that they would reach Hainan in one day. Being compelled to comply, they quitted the islands, and kept the boat right

before the wind, which was about E. N. E. steering towards the place of the setting sun, and taking notice of the stars at night. The wind continued easterly from the time they left the islands till they arrived on the coast of Cochin-China, which was nine days. They landed at a fort where a mandarin was stationed, and were treated with hospitality. After remaining there some time, they were sent to Dunay, the capital of Cochin-China, in small boats, each having three men to navigate it. On this passage to the capital they were employed a month steering close along shore in the daytime, and spending the night in some creek or bay, where they obtained such supplies of water and provision as they wanted. From Cochin-China the narrator got on board the *Maria*, a Portuguese ship, bound to Macao, and commanded by Joseph Manuel.

The person who gave this account had been several years in India, spoke English, and seemed an intelligent man. His narrative differed considerably from that given by two lascars who were examined separately: these two lascars were in the other samphan, and reached the coast of Cochin-China in eleven days, by chance, not knowing how to direct the vessel, but merely keeping right before the wind. The two lascars being apparently very ignorant, much more dependence ought to be placed on the narrative of the European. The lascars stated that they saw two wrecks besides that of their own ship, whereas the European positively declared, that excepting the sunk junk, no wreck whatever was seen but that of the *Generous Friends*.

END OF VOL. II.

J. Cundee, Printer, Ivy-Lane.



910.4
D912
V. 2

MAY 10 1985 Google

UNIVERSITY OF MINNESOTA

wils v.2

910.4 D912

Duncan, Archibald, fl. 1805.

The mariner's chronicle: being a collect



3 1951 001 673 829 M