
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

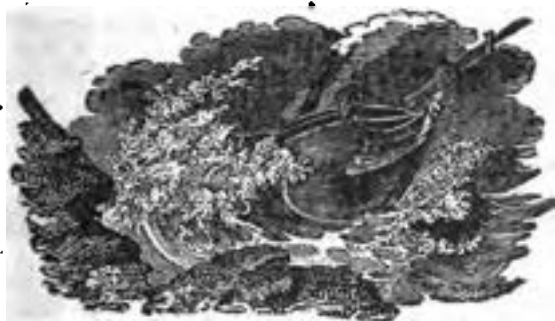


Wilson Library



THE
Mariner's Chronicle;
BRING
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 FOUR VOLUMES.
VOL. III.

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

1805.

910.4

D912

v. 3

CONTENTS.**VOLUME THE THIRD.**

	<i>Page</i>
THE Loss of the Hindostan Storeship, commanded by Captain J. Le Gros. Which was burned in the Bay of Roses, April 2, 1804	1
Narrative of the Adventures, Sufferings, and Deliverance of Eight English Seamen, left by Accident in Greenland, in the Year 1630	12
Shipwreck of the Sparrow-Hawk, a Dutch East Indiaman, on the Coast of the Island of Quelpaert, in the Sea of Corea, the 15th of September, 1653	34
Narrative of the Loss of the Russian Ship St. Peter, on the Coast of Beering's Island, in the Sea of Kamtschatka, in the 1741, and subsequent Distresses of the Crew	65
Narrative of the Loss of His Majesty's Ship the Repulse, of 64 Guns, on the Coast of France, March 10, 1806. In a Letter from one of the Officers	96
Narrative of the Loss of His Majesty's Ship Namur, of 74 Guns, near Fort St. David's, in the East Indies, April 13, 1749. By Lieutenant James Alms	105
Narrative of the Loss of His Majesty's Ship Pembroke, of 60 Guns, on Colderoon Point, near Fort St. David, in the East Indies, April 13, 1749. By Mr. Cambridge, the Master	109
Narrative of the Loss of his Majesty's Ship Litchfield, of 50 Guns, on the Coast of Barbary, Nov. 30, 1758. By Lieutenant Sutherland	118
The Shipwreck of a Spanish Frigate, on the Coast of Mexico, in 1678; related by the Captain	132
Narrative of the Sufferings and extraordinary Adventures of four Russian Sailors, who were cast away on the Desert Island of East Spitsbergen, in 1743	158

1004825

CONTENTS.

	<i>Page</i>
Narrative of the Loss of the Cumberland Packet, on the Coast of Antigua, in the Hurricane of the 4th of September, 1804. By one of the Officers :	170
Narrative of the Shipwreck of the English East Indiaman, the Fattysalam, on the Coast of Coromandel, the 28th of August, 1761	180
Narrative of the Proceedings on Board His Majesty's Ship the Theseus, Captain Edward Hawker, from the 4th to the 15th of September, 1804, in the Hurricane which that Ship encountered in the West Indies	199
The Loss of His Majesty's Ship the Venerable, of 74 Guns, Captain Hunter, belonging to the Channel Fleet, under the Command of the Hon. Admiral Cornwallis, in Torbay. Communicated by Lieutenant Nicolson, of His Majesty's Cutter the Frisk, Plymouth Dock	206
The Loss of his Majesty's Frigate the Ethalion, of 38 Guns, which was wrecked on the Coast of France, in the night, December 24, 1799	210
The Disaster attending the Margate Hoy, near the Village of Reculver, February 7, 1802	214
An Account of the Escape of Messrs. Carter, Shaw, and Haskett, of the Chesterfield Whaler, from the Coast of New Guinea to Timor Island, in an open Boat, in 1793	223
The Loss of the Brig Sally, Captain Tabry, bound from Philadelphia to Hispaniola, and the extraordinary Distresses which the surviving Part of the Crew endured	232
The Distresses of M. de St. Germain and his Companions, in the Deserts of Egypt, after a peridious Navigation to Suez, March 24, 1779	235
Narrative of the Loss of the American Ship Hercules, Captain Benjamin Stout; on the Coast of Caffaria, the 16th of June, 1796: Together with a circumstantial detail of the disasters attending the Crew in their long and painful Journey over the Southern Regions of Africa to the Cape of Good Hope	241
Loss of His Majesty's Sloop, the Brazen, commanded by Captain J. Hanson, wrecked under a Cliff, near Newhaven, Sussex, January 5, 1800	283

CONTENTS.

	<i>Page</i>
Loss of a Jamaica Sloop, commanded by Captain Nathaniel Uring, in 1711	288
The Destruction of His Majesty's Ship Queen Charlotte, of 110 Guns, Captain Todd, bearing the Flag of Vice-Admiral Lord Keith, which took Fire off the Harbour of Leghorn, on the 17th March, 1800	339
Loss of the Ship Cornelia, Captain Bliss; wrecked on her passage to New York, July 11, 1804	342
The Loss of the Ship Anne, Captain Knight, on a Reef of Rocks, five Leagues to the Northward of the Southernmost Souhelepar Islands, on the 19th of April, 1804. By an Officer	345
Loss of His Majesty's Ship Romney, Hon. Captain Colville, which was wrecked on the South Haaks, off the Texel, November 19, 1804	348
Loss of the Brig Tyrrel, Captain Arthur Cochlan, which was overset in her passage from New York to Antigua, in 1759	352



Sloop of the Hindostan by Fire.

NARRATIVES
OF
SHIPWRECKS,
&c. &c.

LOSS OF
THE HINDOSTAN STORESHIP,

Commanded by Captain *J. Le Gros.*

Which was burned in the Bay of Roses, April 2, 1804.

Extracted, per Favour, from the Log-Book.

The Hindostan is overtaken by a storm--Is discovered to be on fire--Exertions of the crew to extinguish it--The crew escape on the mortar-raft and in the boats--The captain sends off the boats to seek the remains of the ship--The passengers and crew taken on board the Juno--Minutes of the Court Martial on the Captain and Officers.

HIS Majesty's ship Hindostan, of 54 guns, being converted into a store-ship, with 30 guns, having on board 11 medicine chests and sundry naval stores for the use of the Hospital at Malta, was, in the evening of the 29th of March in company with the Phæbe, and a transport, when a violent storm from the N. W. off Cape St. Sebastian came on so suddenly, that before the sails could be taken in, all of them, excepting the fore-sail, were split, and great part of the canvas blown overboard. Parted company with his Majesty's ship Phæbe. The ship labouring much, the mortar-raft on the main-deck fetched away, and likewise

the boats on the quarters, which all hands were instantly employed in securing. The following evening the gale abated, and the crew were engaged in repairing the damage which the ship had sustained in her sails and rigging.

On the 2d of April, about 7 A. M. a smoke was observed to ascend from below. The men were immediately ordered to quarters, the engine was set to work without loss of time, and the buckets kept employed in supplying it with water. The courses were hauled up, and the hammocks got up and stowed away, the galley fire put out, and some of the ports hauled up to give light below. From the course of the smoke, and the reports made, the fire was supposed to be on the orlop deck, a-breast of the larboard chess-tree. The engine was, therefore, played there, and a great quantity of water thrown down. Though no fire appeared, yet the smoke increased too fast in the orlop for the people to remain there, upon which scuttles were cut in the lower-deck, at several places forward. Still there was no appearance of fire, but water was incessantly poured down the scuttles and hatchways. The fore-hatchway was then partly cleared down to the orlop hatches, when, from the heat of the tarpaulin over them, it was evident that the fire was among the stores in the fore-hold. It was before impossible to form a conjecture concerning the cause of this alarming accident; but it was now supposed that in the gale of the 30th of March, some of the medicine chests in the hold had been broken by the working of the ship, and that a spontaneous inflammation had been produced by some of the combustible materials which they might have contained. The frequency of occurrences of a similar nature seems, in a great measure, to confirm this conjecture.

By this time, the smoke had become so thick as to prevent the people from working on the orlop-deck. The lower-deck hatches were, therefore, ordered to be laid on, the ports lowered down, the scuttles which had been cut, to be choaked up, and every other possible means taken to smother the fire. This being done, about half past eight the ship hove to, the boats were hoisted out, and the marines were ordered under arms to prevent any person, excepting the boat-keepers, from getting into them. In consequence of a cry, that a strange sail was in sight (which, however, proved not to be the case), the signal of distress was made.

At a quarter past nine, wore ship to the N.W. and made all sail possible for the land, firing guns occasionally. The crew and artificers, were employed in supplying water, launching the spars overboard for a raft, getting the powder out of the magazine and heaving it overboard. The smoke soon increasing to such a degree, that the people could not remain at work below; an attempt was made to drown the powder, by throwing water down, as there was no cock for that purpose; but about eleven every person was obliged to quit that duty, several having been suffocated and brought up for dead, all of whom, however, afterwards recovered, excepting Francis Burke, steward to the purser of the Victory.

The magazine being still the principal cause of alarm, the carpenters and shipwrights, who were passengers on board, volunteered their services, and succeeded in cutting scuttles into it, through one of the ward-room, and one of the gun-room cabins. While they were thus engaged, the smoke gained aft so much, that it was found necessary to close up the after-hatchway on the main-deck, the fore and main hatchway having already been

secured. The doors, &c. of the ward-room, were chined up to keep out the smoke, the scuttle in the captain's after-cabin opened, and the people began to work to haul up the powder, and to heave it overboard. Many, however, on this duty, were brought up apparently lifeless.

At noon we had an indistinct view of the land, bearing N. W. by W. lat. observed 41. 59. N. distant about three or four leagues. The people were still employed in clearing the magazine, and supplying water, when about half past twelve, they were thrown into the utmost consternation by a burst of smoke, followed by flame, which rose to half the height of the main-mast, threw off the upper-deck gratings, and rushed up the larboard gunwales, a-breast of the chess-tree, threatening immediate destruction. In the general confusion produced by this circumstance, two men, James Jeffery, and James Kelly were drowned in attempting to get into the boats. The main top-sail was backed in readiness to take to the boats; but when the first force of the confined fire had passed off, the flame so far subsided as to enable us to get the tarpaulins, &c. again over the hatchways, and in some measure fastened down. The ship now drawing fast in with the land, and supposing ourselves to be to the leeward of Cape Crux, we heaved overboard the signal books, and private signals, together with all the public and private dispatches, having previously fastened weights to them, and saw them sink. We then hauled down the numeral signal, for being in distress, and left flying the reel-ensign at the fore-top-mast head, and blue ensign at the ensign staff, both reversed; and then threw overboard the other flags, and all the hammocks which were on deck.

Meanwhile the people employed about the magazine had run up from below, bringing with them several of their number suffocated and apparently dead. This accident had, during this day, been very frequent; but none had suffered more than Mr. Banks, acting lieutenant, and Mr. Pearce, the gunner; the former having been brought up in that state five different times, and the latter four.

The smoke, however, soon cleared away again in the ward-room and magazine, and a third attempt was made to get up the remaining powder, and likewise to save the ships' books; but it was found impracticable to accomplish either of those objects.

At half past one, the breeze freshing very strong, we took in the top-gallant sails. From this time, all further communication with the fore part of the ship was cut off, and those who were at work below, were obliged to quit that duty. Every possible exertion was used to keep the hatchways covered, and water was continually poured down by the main and mizen-masts, capstern, wheel-ropes, &c. whence the smoke issued the most, in order, if possible, to prevent the fire from gaining ground abaft.

The case of the mizen-mast, in the captain's cabin, having already caught fire, and the flame frequently bursting through the lee-ports, particularly those forward, the shipwrights and others were employed in clearing away that part of the mortar-raft which was stowed over the quarter-deck, and to get it in readiness to save the crew.

At about a quarter past three we got a hawser fast to the raft, and launched her overboard, and a few minutes after four, the ship ran aground, in the bay of Roses, at

the distance of half a mile from the shore, and three miles to the N.N.E. of the town of Ampurius la Escala. We clewed up all abaft leaving the fore-top sail and jib set, to prevent the ship from swinging with her head to the wind.

By this time several Spanish boats had put off from La Escala, and were coming towards us. We manned our boats, and began to land the passengers and people, while the carpenter and his crew, together with the shipwrights passengers, were ordered upon the raft to scuttle the ship on the lee quarter. This, however, having saved very few of their tools, they were unable effectually to accomplish, and the wind shifting blew so much smoke aft, that they were obliged to desist from the attempt.

The raft, with as many men as could be placed upon her, was then ordered to be put off from the ship. The Spanish boats which had come to our assistance could not on any account be prevailed upon to come close to the ship; but a few of them received the men from our boats, and carried them ashore.

At five o'clock, the smoke had gained aft so much, that it was impossible to remain longer on board, with safety. All had now left the ship, excepting Captain Le Gros, the first lieutenant, and the master, who descended by the stern-ladders, into one of the yawls, and pulled to windward of the ship. Mr. Banks, the second lieutenant, did the same in the other yawl, but judging it dangerous to remain near her, they made for the town of La Escala, where, from its blowing fresh, they did not arrive till seven o'clock.

The launch, which was the first boat ordered on shore, having landed the Consul of Tripoli, his family,

all the women, children, &c. had, by the time the captain left the ship, gone with the jolly-boat to the assistance of the raft, which had fallen considerably to leeward, and towed it to shore. The men being exhausted with the fatigues they had undergone, were only able to haul up their jolly-boat, and therefore left the raft and launch secured to the beach by their tow-ropes.

This party, in marching past the ship, about half after six, saw the fire bursting frequently from her ports and hatchways. At half past eight, when they arrived at La Escala, she was one entire sheet of flame, and at half past nine she blew up, having drifted as she became lighter, to some distance from the shore.

Immediately upon landing, Captain Le Gros waited on the principal officers of the town, and provided a house for the ship's company. The next morning no remains of the vessel were to be seen, and, upon mustering the crew, James Jeffery, James Kelly, and Francis Burke, were the only persons missing, who unfortunately perished in the manner already described. The total number of men, women, and children, landed from the Hindostan was 259.

We were, the next morning, visited by Mr. Edward Gayner, an English merchant, of the town of Roses, who offered his services, and was employed in procuring a supply of provisions, and other necessaries for the ship's company, who were removed to a large detached house, to the eastward of the town, and put under quarantine. On mustering the following day, April the 4th, we found that John Colquhoun, and William Montgomery, two supernumerary boys, were missing.

On the 5th, the articles of war were read, and Joseph Birch, a supernumerary marine, received

twenty-one lashes for drunkenness, and disobedience of orders.

Having sent the two yawls, with a lieutenant in each, to look out in the bay for the remains of the ship, to see whether any thing could be saved from the wreck, and likewise to bring the launch and jolly-boat to La Escala, they returned at two P.M. bringing the jolly-boat with them, but the Launch, being staved, was left behind. That part of the mortar-raft, on which some of the crew had landed, was found about half a mile to the northward of the launch, cut to pieces, evidently by axes, and a great deal of it carried away. Neither the wreck, nor any remains of the ship could be discovered.

On the 7th the wind blew too fresh to send the boats out again. The upper part of the mortar raft was found drifted ashore near La Escala, and burned to pieces.

On Sunday the 8th, letters were sent off to the Commander in Chief Lord Nelson, and the Secretary of the Admiralty, in a vessel hired for that purpose, at the request of Captain Le Gros, by Mr. Gayner. After mustering the ship's company, we performed divine service, and returned thanks to Almighty God for our late deliverance.

At eleven o'clock, we sent the two yawls, with the first lieutenant and master, attended by a fishing boat, the master of which promised to direct them to the wreck of the ship; but at six P.M. they returned without having found it. The same evening, an English frigate came to an anchor in the bay.

On the 9th, at day-break, again sent out the first lieutenant and master, with the two yawls, in quest of the

wreck, likewise directing the former to go along side of the frigate in the bay, and inform her of our situation. She proved to be his Majesty's ship Juno. At nine, the yawls discovered the wreck, nine fathoms and a half below the surface of the water, and put a buoy on her. At eleven, the boats returned, and half an hour afterwards the pratique master came from Roses, and released the officers, passengers, and crew, from quarantine. At noon, Captain Richardson of the Juno came on shore at La Escala.

At day-break of the 10th, the officers, ship's company, and passengers were taken on board the Juno by the two yawls and jolly-boat, assisted by the boats of the Juno. At noon, Captain Le Gros went on board with Captain Richardson, leaving Lieutenant Tailour on shore at La Escala, to look after some of the men that were missing.

On the 11th, at eight A.M. sent the second lieutenant with the two yawls belonging to the Hindostan, to endeavour to bring off the launch from the beach, but the surf was too high for the boats to land. At ten, Captain Le Gros went in one of the Juno's boats to the wreck of the Hindostan, accompanied by the masters of both these vessels. At noon, Lieutenant Tailour came on board with some of the men, who were missing, and reported that others had been taken up by the Spanish government at Gerona.

On the 13th, all the absentees returned, excepting James Key, able seaman, who had been missing since the 10th, and the two boys, Colquhoun and Montgomery.

COURT MARTIAL, FOR THE LOSS OF THE
HINDOSTAN.

At a Court Martial assembled and held on board his Majesty's ship the Royal Sovereign, at Sea, on Thursday the 19th of April, 1804.

Present,

Sir Richard Bickerton, Bart. Rear-Admiral of the White, and second officer in the command of his Majesty's ships and vessels on the Mediterranean station—

President.

George Campbell, Esq. Rear-Admiral of the Blue.

George Murray, Esq. first captain of his Majesty's ship Victory, &c.

Captain Sir R. S. Strachan, Bart.

R. G. Keats.

W. Hargood.

Sir Robert Barlow, Knt.

Benjamin Hallowell.

F. Sotherton.

Pultney Malcolm.

Richard Hussey Moubray.

The Honourable Courtney Boyle.

Thomas Masterman Hardy.

The Court, in pursuance of an order from Vice-Admiral the Right Honourable Lord Viscount Nelson, K. B. Duke of Bronte, &c. and Commander in Chief of his Majesty's ships and vessels on the Mediterranean station, dated the 18th instant, and addressed to the President, proceeded to the trial of Captain Le Gros, his officers, and ship's company, for the loss of his Majesty's

late ship Hindostan, the said late ship having been totally destroyed by fire on the 2d instant, in the bay of Roses; and also to enquire into, and try the said Captain Le Gros, the officers and ship's company, for their conduct after the loss of his Majesty's late ship Hindostan.

The Court having thoroughly investigated all the circumstances attending the loss of the late ship Hindostan, and very minutely and deliberately weighed and considered the same, is of opinion, that it was occasioned by fire, which originated among the stores in the fore-hold, from some unknown cause, near the place where some medicine chests were stowed, which soon encreased to such a degree as to baffle all the efforts used to extinguish it.

That the conduct of Captain Le Gros and his officers upon the occasion was highly praiseworthy, and the inferior officers and ship's company appear to have exerted themselves to the utmost. The Court doth, therefore, most fully acquit Captain Le Gros, his officers, and ship's company, from any blame on account of the loss of his Majesty's late ship, Hindostan, as well as for their conduct after the unfortunate accident happened; and the said Capt Le Gros, the officers and ship's company of his Majesty's late ship Hindostan are severally hereby most fully acquitted accordingly.

Signed by the President and Members of the Court.

NARRATIVE OF THE
Adventures, Sufferings and Deliverance
 OF
EIGHT ENGLISH SEAMEN,

Left by Accident in Greenland, in the Year 1630.

The Salutation leaves England on the whale fishery—Arrives in Greenland—Eight of the men go on shore in the shallop—They are left behind by the ship—Their voyage in quest of the vessel—They resolve to winter in Bell Sound—Anecdote of some convicts—Forlorn condition of our adventurers—They lay in a stock of provisions—Construct a habitation—Their gloomy reflections—Their provisions run short—Darkness of the winter—They kill a bear—Are visited by various kinds of birds—The ice breaks—Arrival of the fleet from England.

AMONG the numerous voyages undertaken to the frozen regions of the North, and the hardships endured at various times by those who have visited them, either for the purpose of discovery or commercial adventure, we find few narratives more interesting than that contained in the following pages. It likewise affords a useful lesson, in shewing what human industry and fortitude are capable of effecting, even in the most desolate region of the globe.

The Russia Company having, about the commencement of the 17th century, directed their attention to the Greenland whale fishery, sent out annually a fleet of

small vessels to the coast of that inhospitable country. On the 1st of May, 1630, (says Edward Pelham, the narrator of the subsequent incidents) we William Fake-ly, as gunner; Edward Pelham, gunner's mate; John Wise and Robert Goodfellow, seamen; Thomas Ayers, whale-cutter; Henry Betts, cooper; Richard Kellett, and John Dawes, landmen, sailed in a ship called the Salutation from the port of London, and having a fair wind we soon left behind us the fertile shores of England; and safely arrived at our destined port in Greenland, on the 11th of June following. Having moored our ship, and carried our casks on shore, we, with all expedition, fell to work, to equip our shallops with every thing necessary for our intended voyage.

We were in company three ships, all of which were under the direction of Captain William Goodler, who ordered us to stay at the Foreland till the 15th of July. He had resolved, in case we could not by that time meet with success, in fishing, to send one ship to the eastward, to a place about 80 leagues distant, which, at the latter end of the year is much frequented by whales. A second of the three ships was designed for Green-Harbour, about 15 leagues to the southward, and was appointed to stay at the Foreland till the 20th of August. The Captain, however, having gone in the third vessel to Bell Sound, dispatched a shallop, with orders for us to join him there. Accordingly, on the 8th of August, we directed our course to the southward, towards Green-Harbour, there to take on board 20 of our men, who had been sent into the smaller vessel to assist in navigating her.

The wind being contrary, we were obliged to lie to. On the 15th, the weather was calm and clear; the ship being a few leagues from Black Point, and about five from a place called the Maiden's Paps, which abounds in venison, the master sent eight of us in a shallop to hunt and kill deer for the ship's provision. We left the ship, and taking with us a musket, two lances, a tinder-box, and a brace of dogs, we directed our course towards the shore, where we arrived in four hours. The weather was at that time fair, clear, and in every respect favourable for our intention. We that day killed fourteen deer, and being weary with rowing and hunting, we made a repast on such provisions as we had brought with us, resolving to repose for that night, and to return on board the next day.

In the mean time, however, the weather grew thick, the wind shifted to the south and drove a great quantity of ice between the shore and the ship, which to avoid the danger to which she was exposed, was obliged to put off to sea, so that we lost sight of her. Uncertain as to her fate, and the weather growing still thicker, we thought it our best course to hunt along the shore and to make the best of our way to Green Harbour, and go on board the other vessel till our own should come into the port.

Coasting thus along, we killed eight more deer, which we took on board, and on the 16th arrived at Green Harbour, where, to our great surprize we found that the ship was gone. We were utterly at a loss how to account for her departure, as we knew that she had not sufficient provisions on board, to last till she reached home.

Being disappointed in this expectation, and it being within three days of the time fixed for the departure of the vessels from the coast, we resolved to proceed with all possible expedition to Bell Sound to Capt. Goodler. In order to make the better way we heaved all our venison overboard. Bell Sound is situated about 16 leagues to the southward of Green Harbour. By the first night we had proceeded about halfway to a point of land called Low Ness; where so thick a fog came on that we were obliged to lie-to between two rocks from the 17th at night till noon the following day. The weather clearing a little we then prosecuted our voyage, but having no compass and none of the company being pilot sufficient to know the land, we overshot Bell Point at least ten leagues to the southward towards Horn Sound.

Some of us, mean-while conceived that it was impossible to be so long in proceeding eight leagues, and in this opinion we were confirmed by observing that the land trended away towards the east. We, therefore, contrary to the judgment of our gunner William Fakely, who had been in the country five or six times before, altered our course and steered again to the northward. We had now actually approached within two miles of Bell Point when Fakely, looking about, declared that we were on a wrong course. Most of our company being persuaded by the positive manner in which he spoke, we turned the boat's head a second time to the westward, which was the cause of all the subsequent misery and hardships we endured.

Thus on the 20th of August we were a second time running as far to the southward as before, but as there was no likelihood of discovering the place we were in

quest of, we turned the shallop again to the northward. Fakely still persisted in his former opinion, in which we no longer placed any confidence, and he refused to steer the boat any longer. The weather continued fair and an east wind springing up, we took advantage of it and set sail. The wind increasing, carried our shallop along with great velocity so that on the 21st we arrived at Bell Point; when the wind shifted and blew right out of the Sound, at E.N.E. with such fury that we were obliged to take in our sail, and by the help of our oars approached within two miles of the shore.

We found that this was the place we had so long been seeking, nor could Fakely himself forbear to acknowledge his error. We immediately sought a harbour for our shallop, and having brought her into it, two of our men were dispatched by land, to the tent at Bell Sound, which was ten miles distant from our shallop to see whether the ships were still there. Of this, however, we had little hope, as the period fixed for their departure was past, and the wind had been favourable for putting to sea. The men, upon their arrival, finding that the ships had left the road, returned to us with the melancholy tidings. As it was possible that the vessels might be at Bottle Cove, three leagues distant on the other side of the sound, we resolved to proceed thither. We arrived at that place on the 22d, but finding no ships, we had little hopes of deliverance from the danger in which we were involved. If we had resolved to follow them, we had neither pilot nor compass to direct us, and should be exposed to the most imminent danger of perishing by the drifting ice; and if we concluded to Stay at Bell Sound, we should have no other prospect but that of a miserable and lingering death, as we were totally un-

provided with the means of passing the winter in such an inclement climate.

Nor were our apprehensions without foundation. We knew that neither christian nor heathen had ever before inhabited this desolate region: we knew that though the merchants had offered great rewards to any persons who would venture to winter on this coast, besides providing them with every thing necessary for such an undertaking, yet they never could find any so bold as to expose their lives in such a hazardous experiment. We had likewise heard that the Russia company had once procured the reprieve of some criminals convicted of capital crimes, to whom they promised not only pardon for their offences, but likewise considerable gratuities, and engaged to furnish them with clothes, provisions, and every thing needful for their preservation, if they would undertake to remain one whole year in Greenland. These poor wretches, to escape immediate execution at home, accepted the proposal. Upon their arrival, however, the aspect of desolation which this dreary region exhibited, struck them with such horror, that they resolved rather to return to England and to expiate with their lives the crimes they had committed, than remain there though with the assured hope of pardon. The Captain who carried them out, being a humane man, would not compel them to stay contrary to their inclinations, but carried them back to England, where through the intercession of the Russia Company they escaped that death to which they had been condemned.

To men in our situation these recollections were not calculated to afford much encouragement; and another circumstance, more terrible than the former

greatly augmented our apprehensions. This was the lamentable fate of nine men who had been abandoned in the same place, and by the same master by whom we had been left behind. These unfortunate creatures had died miserably, and their carcasses had been found mangled by the savage bears and hungry foxes, which are not only the most civil but likewise the only inhabitants of this comfortless country. Their lamentable end was indeed sufficient to have daunted the spirits of the most resolute and enterprizing.

Our fears did not proceed entirely from the dreadful example and miscarriage of others; but the consideration of our want of every thing necessary to sustain the life of man struck us to the heart. We were not only unprovided with clothes and food, but utterly destitute of a habitation capable of sheltering us from the chilling cold. After spending some time in silent anguish, knowing that delay could only be productive of new dangers, we roused our benumbed faculties, and began to consider of the most probable method of preserving ourselves in that place, as all hopes of returning to England, that season, had vanished. It was unanimously agreed to take the opportunity of the next fair weather and to proceed to Green Harbour, to hunt and kill venison for part of our winter provision.

Accordingly on the 25th of August, the wind and weather being both fair, we set off for Green Harbour, where we arrived in twelve hours. Having landed, the first thing we did was to construct a tent with the sail of our shallop, which we extended upon our oars. Under this shelter we resolved to rest that night, and the next day to return to our hunting. The weather, proving fair and clear, we made our sleep the shorter, and

equipping our shallop, proceeded to Coles Park, a place about two leagues distant, which Ayres assured us, abounded with venison. We did not find so many deer as was expected from his report, but killed seven that day, and four bears, whose flesh we likewise intended to lay up for provision.

The weather beginning to be overcast, and not likely to continue favourable for hunting, we returned the same night to Green Harbour; where we made a tent as before, and betook ourselves to rest. The next morning we prepared to go a hunting with our two dogs, leaving Fakeley and Dawes in the tent to provide some refreshment against our return.

On our departure from the tent, we rowed towards Coles Park. In the way, on the side of a hill by the sea side we discovered seven deer feeding, on which we landed, and with the help of our dogs killed six of them. The weather being then again overcast, we thought it of little purpose to go any farther at that time, but resolved to hunt along the side of the hill, and at night returned to our tent. As we proceeded, we killed six more deer, when it began to blow and rain and to be very dark; upon which we hastened towards the tent, with a view to rest for that night, and the next day to renew our hunting. This design being prevented by the unfavourable weather, we got the bears and venison we had killed on board our shallop, and finding another, left behind by some ship, we loaded that with the graves of whales, boiled the same year, which we found in great quantities strewed on the ground. Dividing ourselves into two equal companies, William Fakeley and two landmen took charge of one shallop, and myself, with the

same number of companions went on board the other ; intending with the next fair weather to return to Bell Sound, where we designed to winter. Every thing was ready for our departure when we were overtaken by such darkness that we were obliged to continue there that night, and the next day, being Sunday, we resolved to rest, in order to observe it with the greater respect.

At day-break, on Monday morning, we set off, the weather being at first fair and clear ; but after rowing four hours, the sky began to be overcast, and the wind blew so hard that we could not possibly reach Bell Sound. The next morning we made Bottle Cove, where we were obliged to remain the following night, as the violence of the wind prevented us from proceeding farther. Having fastened the head of one of the shallops to the stern of the other with a rope, we cast anchor and went on shore, leaving them riding in the Cove. In the meantime the wind increasing, blew with great violence into the Cove, and caused the sea to run so high, that our anchor came home, and our shallops were dashed against the shore and sunk, together with all our provision. Some of it, having been washed out of the boats by the waves, we found swimming up and down the shore. It may be conceived how we felt upon coming out of our tent to see the best part of our provision, the only hope of our lives, which we had taken such pains, and run such risks to procure, in danger of being utterly lost, or at least spoiled with the sea-water. In this dilemma we saw no other way of saving the remainder of our store, ready to be washed away by the billows, than to run into the sea, and thus get to our shallops, which we drew

on shore by means of a hawser, and then ranged along the coast, seeking and taking up such of our provision as had been washed out of the boats.

On the 3d of September, the weather proving favourable, we launched our shallops and that day reached Bell Sound, where our first business was to secure our provisions. We then took a particular survey of the place, and especially of the great tent, as being the place of our intended habitation the ensuing winter. The great tent, as we called it, was a kind of house built in a very substantial manner of timber and covered with Flemish tiles; it was about eighty feet in length and twenty in breadth, and had been erected for the coopers to work and lodge in, during the time they were making casks for barrelling up the train oil. The weather soon afterwards grew very cold, and the frost became so severe, that we durst not venture upon another voyage to Green Harbour, fearing lest the Sound should freeze, and we should be prevented from returning to our tent; for we knew it would be in vain to make the attempt by land, the country being so extremely mountainous.

In order to secure ourselves the better from the cold, we resolved with all possible expedition to build a smaller house within the large one. We, therefore, began with taking down a small building near the other, in which the men lodged while they made the oil. We took away the materials, which furnished us with one hundred and fifty deal boards, besides posts and stanchions or rafters, and from three chimneys of the furnaces for boiling oil we brought a thousand bricks. We likewise found three hogsheds of very fine lime, and fetched another from Bottle Cove; mingling

this lime with the sand of the sea-shore, we made very excellent mortar. We immediately fell to work, but the cold was so intense, that we were obliged to make two large fires to keep our mortar from freezing. William Fakely and myself undertaking the masonry part, we began to raise a wall of one brick thickness against the inner planks of the side of the tent. While we were laying the bricks the rest of the company were otherwise employed, some in taking them down, others in making them clean and bringing them in baskets to the tent, some in making mortar, and cutting boards to build the other side, and some in curing our venison.

Having built the two outermost sides of the tent with bricks and mortar, and the former being nearly all used, we were obliged to construct the other two sides in the following manner. We first nailed our deal boards on one side of the post or stanchion, to the thickness of a foot, and on the other side in like manner; then filling up the vacant space with sand, it became so tight that not a breath of air could penetrate. The vent of the chimney was into the greater tent, being the breadth of one deal board, and about four feet long. The length of this tent was about twenty feet; the breadth sixteen, and the height ten; our ceiling being deal boards five or six times double, the middle of each plank being laid over the joining of the two underneath, so that no wind could possibly get between. As for our door, besides making it as close as it would possibly shut, we lined it with a bed which we found there, and which prevented the entrance of the air whether it was open or shut. We made no windows; so that we received light by the vent

of our chimney through the greater tent, by removing two or three tiles from the roof. Our next work was to set up four cabins, where we lay two and two on the deer-skins dried, which we found to be extremely warm and comfortable. Fuel was the next object of our attention. We examined all the shallops that had been left ashore by the ships, and found seven so very crazy as not to be serviceable for the next year. These we made bold with, broke up, and carried into our house, stowing them over the beams in the manner of a floor: intending also to stow the rest of our firing over them so as to make the outer tent warmer, and to keep the snow from drifting into it through the tiles.

The weather having now grown cold and the days short (or rather no days at all), we began to stave some empty casks that were left the year before, to the quantity of one hundred ton at least. We also made use of some planks, and of two old coolers, for cooling oil, and whatever we thought might be spared without detriment to the next year's voyage. We thus collected all the firing we possibly could, excepting the shallops and coolers, the destruction of which might have overthrown the next year's voyage to the great injury of the company, whose advantage, we, being their servants, invariably consulted. Considering the length of time we were likely to remain in this dreary situation, we felt the necessity of husbanding our stock as much as possible, and this we discovered the following method of effecting. When we raked up our fire at night with a good quantity of ashes and embers, we put into the midst of it a piece of elm-wood and after lying sixteen hours,

we found, upon breaking it up, that it was all on fire; this method we continued and our fire never went out in eight months or thereabout.

Being now provided with a habitation and fuel, on the 12th of September a small quantity of drift-ice appeared in the sound. On a piece of this ice we discovered two sea-horses asleep; upon which launching one of the boats we hastened to attack them. We at length came so near that the shallop even touched one, when Fakely struck a harpoon into the old one, which we soon dispatched with our lances. The younger, being loth to leave her dam, continued to swim about our boat till, with our lances, we killed her likewise. We then hauled them into the boat, rowed ashore, flayed our sea-horses and cut them in pieces. On the 19th, we killed another in the same manner.

The night now increased so much, and the cold became so intense, that we lost all hope of obtaining any more provision before the spring, as we could now and then only expect to kill a bear that might chance to straggle near us. Having, therefore, taken a more accurate survey of our stock of provisions, which we found much too small for our time and company, we agreed to come to an allowance, to stint ourselves to one reasonable meal a day, and on Wednesdays and Fridays to allow ourselves only the fritters or graves of the whale, which was a very loathsome food; and at this diet we continued about three months.

Our clothes and shoes were, by this time, worn to pieces, and it was necessary to invent some method of repairing them. We therefore contrived to make

thread of rope-yarn and needles of whalebones. The nights began to be very long, and by the 10th of October the cold was so violent, that the sea was frozen over. Being now prevented from pursuing our usual occupations, and having nothing upon which to exercise our minds, our imaginations began to be harassed with a thousand distressing ideas. We had now more than sufficient leisure to bewail our miserable condition; to reflect on our separation from our wives and children, and to imagine how afflictive the thoughts of our fate must be to them, and to our parents. At other times we cheered ourselves with the consolation, which our friends might derive from the hope that it would please God to preserve us till the following year. Sometimes we varied our griefs, now complaining of the cruelty of the master of our vessel, who left us in these distresses; and then, not only excusing, but lamenting both him and his company, fearing they had been overtaken by the ice, and thus miserably perished.

Tormented in mind with doubts, fears, and griefs, and in body with hunger, cold, and want; the hideous monster, despair, now began to present himself in his ugliest form, and endeavoured to seize us as his prey. Reflecting, however, that we ought not to resign ourselves too much to griefs, we redoubled our prayers to the Almighty for strength and patience in these our miseries; and by his assistance we banished those desponding thoughts; and cheered ourselves up again to use the best means for our preservation.

We again inspected our provisions, and fearing lest our fuel should fail us, we thought it best to

roast half a deer every day, and stow it in hogsheds, leaving as much raw as would serve us to roast every Sunday a quarter, and so for Christmas day and other such like occasions.

We found that all our whale fritters were almost spoiled by the wet they had taken, and had grown mouldy by lying so close together.

To our mortification we likewise discovered that we had not a sufficient quantity of bear and venison, to allow ourselves five meals a week, upon which we abridged our stomachs of another meal; so that for three months afterwards, we fed four days in the week on the unsavory and mouldy fritters, and feasted the other three on bear and venison.

But as if it was not enough for us to want meat we now began to want light also; all our meals were suppers; even the glorious sun as if unwilling to behold our miseries, concealing his face under the sable veil of the darkest night.

From the 14th of October till the 3d of February, we never saw the sun, nor did he, during that time, ever appear above the horizon; the moon, however, when not obscured by clouds, shone, both day and night, as bright as in England. The sky, it is true, was frequently much overcast all the winter time, so that we could not see the moon so well at all times, nor discern in what point of the compass she was. We had indeed a kind of day-light which glimmered upon us about eight hours a day, I mean in October, for from that time till the first of December, even that light was shortened ten or twelve minutes a day. From the 1st to the 20th of December there appeared no light at all,

but that whole period was one continued night. All we could perceive was, that now and then in clear weather a glare of white, like the dawn of day appeared towards the south, but not any light. This continued till the 1st of January, by which time we could perceive that the day increased a little.

During this period of darkness we could not tell, with certainty when it was day, or when night, excepting by the observation which I kept in the following manner. First bearing in mind the number of the exact, I made my addition by a day supposed, though not absolutely to be known on account of the darkness; by this I judged the age of the moon, and kept such an account of the time, that when the ships arrived, I could tell our countrymen the day of the month as exactly as they could tell us.

At the beginning of this dark and irksome season, we sought some means of preserving a light. Finding a piece of sheet-lead over the seam of one of the coolers, we ripped it off and made three lamps of it; these we supplied with oil that we found in the cooper's tent, and making wicks of rope-yarn, we kept them continually burning, which was a great comfort to us in our extremity.

Thus, though we neglected nothing that could contribute to our preservation, yet we could not secure ourselves from that depression of spirits, which the reflection on our wretched condition naturally produced. In the painful feeling of our misery we sometimes indulged in reproaches against those who had involved us in such distress; but at others we considered it as a punishment for our former wicked lives, and humbling ourselves before the mighty hand of God, we cast ourselves down

in prayer two or three times a day, and this practice we continued during the whole time of our misery.

The new year now commenced, and as the days lengthened the cold increased. At length it became so intense, that it raised blisters on our flesh, as if we had been burned; and if we touched iron, it would stick to our fingers like bird-lime. Sometimes if we only went out to fetch a little water, the cold would seize us in such a manner, that it made us as sore as if we had been cruelly beaten. During the early part of the winter, we found water under the ice that lay upon the beach. This water issued from a cliff of ice, and ran into a hollow in the beach, where it was covered with a thick ice; this we daily broke at a certain place with pick-axes, and took as much water as we wanted for drinking. This continued till the 10th of January, when we were obliged to make shift with snow water. We melted the snow by putting hot irons into it, and this was our drink till the 20th of May.

By the end of January the days had increased to seven or eight hours. About this time we took another survey of our provisions which we found to run so short that they could not be made to last above six weeks longer. We were again filled with apprehensions of famine; but in this, as in our other extremities, our recourse was to Almighty God, who we know could help us, even though we saw no room for hope.

In this manner we spent our time till the 3d of February, which though a fair, clear day, proved intensely cold. It was near noon when all the clouds being dispersed, Aurora, with her golden face, once more smiled upon us, and the glorious sun with his glittering beams began to gild the highest tops of the lofty moun-

tains. The brightness of the sun and the whiteness of the snow afforded the most cheering and animating spectacle. But to add to our joy, we observed a she-bear with her cub approaching our habitation; on which, seizing our lances we sallied forth to meet them. The old one soon discovered and hastened towards us; but with our lances we gave her such a reception, that she fell down and tumbled about on the ground, biting the snow for rage. The cub ran away and escaped. The weather was so cold that we could stay out no longer; retiring, therefore, to our tent we first warmed ourselves and then returned to secure our prize. Having flayed her, we cut her in pieces of about a stone weight, one of which served us for our dinner; and upon this bear we lived three weeks. She was very good eating, and even better than our venison; but upon eating her liver our skins peeled off. It is very remarkable, that I was sick before eating of the liver, and recovered my health upon it, though, like the rest, I lost my skin.

This supply being exhausted, it was absolutely necessary to seek some other provision, or to begin upon our roasted venison in the cask, which we were very unwilling to do, lest it should be consumed before the fleet arrived from England. These fears, however, soon vanished, for our habitation now began to be visited by great numbers of bears. We counted, at different times, at least forty; of which we killed seven; one on the 2d of March, another on the 4th, and on the 10th one of extraordinary size, being not less than six feet high. These we flayed and roasted on wooden spits, having no other kitchen furniture excepting a frying-pan which we found in the tent. They were as good, savory meat as any beef could be. Having now a tolerable

stock of provisions, we increased our allowance, eating frequently two or three meals a day, which gave us new strength and spirits.

The days had now lengthened considerably, and several kinds of birds, which during the winter had avoided those parts, began to resort thither for the purpose of breeding. On the arrival of these birds, the foxes, which all the winter remain in their burrows under the rocks, made their appearance in search of prey. For these animals we set three traps, baiting them with the skins of the birds which we found on the snow; for the legs of this fowl, which is about the size of a duck are placed so near the rump, that when it once alights upon the land, it is seldom or ever able to rise again. In this manner we caught fifty foxes, all of which we roasted and found very good eating. We then took a bear's skin and laying the flesh side upwards, we made springs of whale-bone, in which we caught about sixty of the above-mentioned birds.

On the 16th of March one of our two mastiff dogs left our tent in the morning, but from that day he never returned to us, so that we are ignorant of what became of him.

By the 1st of May the weather having grown warm, we were able to go abroad in quest of more provision. We, therefore went out every day but met with nothing till the 24th, when, discovering a buck we thought to have hunted him down with our dog, but he had become so fat and lazy that he would not pursue the deer. Seeking farther, we found abundance of willock's eggs, (a bird about the size of a duck) but there being only two of us, we could not carry home above thirty. The next day we intended to have returned for more, but it

proved so cold, with an easterly wind, that we could not stir out of the tent.

Staying at home, therefore, on the 25th, we that day omitted our ordinary practice in fair weather of going every day, or every second day to the top of a mountain, to see whether the main ice in the Sound was broken. This had not been the case till the preceding day, when a violent wind coming from the sea broke the ice, and then shifting to the east, carried it out to sea, and cleared the Sound a great way. The ice, however, still lined the shore, to the distance of at least three miles from our tent.

On the 25th of May, being all at home, two Hull ships entered the Sound. The master, knowing that some men had been left behind the year before, and wishing to learn whether we were alive or dead, sent off a shallop, ordering the men to row as far up the Sound as possible, and then proceed by land to the tent. Upon their arrival, they found the shallop, which we had hauled from the tent to the water, with the intention of seeking some sea-horses the first fair weather; and equipped with every thing necessary for the expedition. Though they doubted the possibility of our surviving, yet this sight gave them some room for hope. Taking our lances out of the boat they advanced towards our habitation.

We heard nothing of them, being all assembled in the inner tent and about to go to prayers, excepting Thomas Ayers, who was still in the greater tent. The Hull men, on coming up, hailed with the usual seaman's cry, "Hey!" which he answered. This threw them into the greatest amazement; and we within now hearing them, ran out of the tent, all black as we were with

smoke, and our clothes torn to rags with wearing so long. Our uncouth appearance increased their surprise; but perceiving that we were the very men left there all the year, they joyfully embraced us, and accompanied us into the tent, where we set before them the best fare we had, being venison, roasted four months before, and a cup of cold water, which for novelty's sake they kindly accepted.

Having satisfied the numerous enquiries we had to make, as well as they were able, we agreed to go with them on board the ship, where we were welcomed in the heartiest and kindest English manner. Here we remained till the arrival of the London fleet, which we were told would arrive the next day; but it was three days before they came, which seemed inexpressibly tedious, so desirous were we of hearing from our friends, our wives and children.

On the 28th of May, to our great joy, the London fleet arrived in the port. We immediately went on board Captain Goodler's ship, where that gentleman received us in the kindest manner, giving orders that we should have any thing in the ship that might do us good, and renew our strength; at the same time furnishing us with clothes at his own expence.

After a fortnight's rest and refreshment we all perfectly recovered our health and strength, upon which, the captain sent Fakely, Wise, Ayers, and Goodfellow, according to their desire, to the ship to which we had belonged. There they expected to be as kindly welcomed as the lost prodigals, after enduring such hardships, partly through the master's means, but they had no sooner entered the ship than he called them runaways, and used other harsh and unbecoming expressions. For my part, I

remained with Captain Goodler, at Bottle Cove, according to my desire; and both myself and the rest who staid with him experienced the kindest treatment.

We were now contented to remain in this inhospitable region till the 20th of August, when we embarked with joyful hearts for our native land, and though sometimes crossed with contrary winds, yet we at length came safely to an anchor in the River Thames; and thus, by the blessing of God, all eight of us reached home safe and sound. For our most merciful preservation, and wonderful deliverance all honor, praise and glory be unto the great God, the sole author of it.



SHIPWRECK OF THE SPARROW-HAWK,

A DUTCH EAST INDIAMAN,

On the Coast of the Island of Quelpaert, in the Sea of Corea, the Fifteenth of September, 1653.

The Sparrow-hawk leaves Holland---Arrives in India---Violent storm---The vessel is wrecked---Part of the crew save themselves on an island---Are made prisoners by the natives---Meet with one of their countrymen---Attempt to escape---They are removed to the Continent, to the capital of Corea---Severe treatment in consequence of the imprudence of two of their number---They are removed to a distant province.. Their separation.. After a slavery of twelve years eight of them escape to Japan.

THE following interesting details of the loss of the Sparrow-hawk, and the extraordinary captivity of the crew, are given by the purser, Henry Hamel, in an account which he published immediately after his return to Holland. The authenticity of the facts related by him cannot reasonably be doubted, because they correspond with the declarations of the seven Dutchmen, who returned with him, and likewise agree with what we find in Palafox, and other historians, relative to the invasion of China by the Tartars.

On the 10th of January, 1653, the ship Sparrow-hawk, with a crew of 64 men, laden on account of the Dutch East-India Company, sailed from the Texel.

under the command of Captain Eybertz, of Amsterdam. After encountering several storms and other accidents on the voyage, she arrived, on the 1st of June, in the road of Batavia.

On the 14th of the same month, having taken in provisions, they, by order of the governor-general, set sail for Tay-wan in the island of Formosa, where they came to an anchor on the 16th of July. The ship had on board Cornelius Lessen, who was going to assume the Government of that place and island instead of Nicholas Verhage. On the 30th an order of council obliged them to depart for Japan. In the evening of the ensuing day, as they left the Channel of Formosa, they were overtaken by a storm which continued with increased violence all night.

In the morning of the 1st of August they were very near a small island, where they cast anchor with great difficulty, because in almost every part of the sea, no bottom can be found. When the fog dispersed, they were surprized to find themselves so near the coast of China, that they could easily distinguish on the shore armed men, who appeared to be waiting in order to make prize of the wreck of the ship; but though the storm continued to increase, they passed all that night and the next day in the same place within sight of the people who were watching them. On the third, they found that the tempest had driven them twenty leagues out of their course, and that they were still in sight of Formosa. They passed between that island and the continent. The weather was very cold. They had the mortification of being detained in that channel till the 11th of the same month, by a succession of contrary winds and calms. At length, a south-east

wind, which blew a fresh tempest with violent rain, obliged them to stand to N.E. and to N.E. $\frac{1}{4}$ N. The weather became still more tempestuous during the three following days, and the wind shifted so often, that they were continually employed in setting and taking in the sails.

In this situation the continual rolling of the sea had greatly injured the ship, and the rain, which had never ceased, preventing them from making observations; they were obliged to strike all their sails, and to resign themselves to the impulse of the winds and waves. On the 15th, the ship made so much water that she became unmanageable. The following night the shallop, and the greatest part of the gallery were carried away by the fury of the waves, which shattered her bowsprit, and damaged the head of the ship. The squalls were so violent, and followed so close upon each other, that it was impossible to repair these injuries. At length, a sea which broke on board, had well nigh swept away all the seamen that were upon deck, and filled the vessel in such a manner, that the captain ordered the mast to be cut away, telling the men, at the same time, to implore the assistance of heaven, as one or two more such seas would infallibly whelm the ship into destruction.

They were reduced to this extremity, when, in the second watch, the man looking out at the head of the ship cried, "Land! Land!" declaring that they were within a musket-shot of the shore. The rain and excessive darkness had prevented him from seeing it sooner. It was impossible to come to an anchor, because they could find no bottom, and while they were in vain endeavouring to effect this, such a prodigious sea broke

over the ship, that all those who were in the hold, were drowned before they could make their escape. Some of those who were on deck leaped overboard, and others were carried away by the waves; fifteen reached the shore together, most of them naked and dreadfully bruised. They at first supposed that all the rest had perished, but having climbed the rocks, they heard the voices of several who were uttering doleful cries. The next morning, by shouting and seeking along the shore, they picked up several who were dispersed on the sands. Out of 64 they found that 36 had escaped, most of whom were dangerously wounded.

On surveying the fragments of the wreck, they discovered one of their companions caught between two planks, which had jammed him in such a manner, that he lived only three hours after he was disengaged. Of all those who had the misfortune to perish, they found only Captain Eybertz, extended on the sand, ten or twelve fathoms from the water, with his head resting on his arm. They interred him. Out of all their provisions, the sea had cast on shore only a sack of flour, a cask of salt meat, a small quantity of bacon, and a barrel of red wine. They had no small embarrassment how to make a fire; for supposing themselves in a desert island, they had no other resource than their own industry. The wind and rain having abated towards evening, they collected sufficient wood to form a covering with the sails, which they had been able to save from the wreck.

On the 17th they were deploring their situation, sometimes lamenting that not a single human creature made his appearance, and sometimes flattering themselves that they were not far from Japan; when they:

discovered, within cannon shot, a man, whom they called by making different signs, but who betook himself to flight as soon as he perceived them. In the afternoon they saw three others, one of whom was armed with a musket, and the two others with arrows. These strangers approached within gun-shot, but observing that the Dutch advanced towards them, they turned back, notwithstanding the unfortunate seamen endeavored, by signs, to make them understand that they wanted nothing but fire.

Some of the Dutch having, at length, found means to come up with them, had no difficulty to persuade him, who had the musket, to give it them, and, with its assistance, they soon kindled a fire. These three men were dressed in the Chinese fashion, excepting their caps, which were made of horse-hair, and the Dutch were apprehensive, lest they might be savage Chinese, or pirates of that nation. Towards evening about one hundred armed men, dressed like the others, made their appearance; and after counting the unfortunate seamen, they kept them in close confinement during the whole night.

At noon, the next day, about 2000 men, both horse and foot drew up before their tent or hut, in order of battle. The purser, the two pilots, and a cabin-boy, without hesitation went out to them. They were conducted to the commandant, who ordered a thick iron chain with a small bell to be put round their necks, and then obliged them to prostrate themselves before him. Those who had remained in the hut were treated in the same manner, while the islanders testified their applause by loud shouts. After making them remain for some time prostrate on their faces, they were commanded, by

signs, to kneel. Several questions were asked which they could not understand, nor were they more successful in explaining to the islanders that they were bound to Japan. The commandant, at length, despairing of understanding them, ordered a cup of arrack to be brought, which was presented to them in turn, and sent them back to their tent. He enquired what provisions they had left, and soon after a quantity of rice boiled in water was brought them. But as it was supposed that they were perishing of hunger, the strangers, at first, gave them a small portion, fearing lest eating to excess might prove pernicious to them.

In the afternoon the Dutch were surprized to see several of these barbarians coming with cords in their hands, which they concluded were for the purpose of strangling them. But their fears were soon dispelled, when they observed them run towards the wreck of the ship, to draw to shore whatever might be of use to them. The pilot having taken an observation, judged that they were in the island of Quelpaert, situated in the sea of Corea, in latitude 33 degrees 32 minutes.

The islanders employed themselves on the 19th in hauling on shore all the fragments of the wreck, drying the linen and woollen cloth, and burning the wood, to get at the iron which is in great request among them. As a familiarity began to take place, the Dutch went out to the commandant of the forces, and to the admiral of the islanders, who had approached the tent, and presented to each of them a telescope and a bottle of red wine. The captain's silver cup having been found among the rocks, they likewise offered that to the two

officers. The telescopes and wine were accepted; they even seemed to relish the latter, for they drank so much, that they could not conceal its effects; but the cup they returned with many testimonies of friendship.

On the 20th they finished burning the timber of the ship, and extracting the iron-work. During this operation, the fire having approached two guns loaded with ball, they went off with such a report, that all the islanders betook themselves to flight, and durst not venture to return till the Dutch encouraged them by signs. The same day the latter received two supplies of rice. The following morning the commandant desired them, by signs, to bring all they had saved from the wreck into their tent, for the purpose of putting a seal upon it, and this formality was performed in their presence. At the same moment several of the islanders were brought, who had converted to their own use, iron, leather, and other things belonging to the vessel. He ordered them to be punished on the spot, to shew the strangers that the natives had no design either upon their persons or their property. Each of the culprits received 30 or 40 strokes on the soles of the feet, with a stick six feet long, and as thick as a man's arm. This punishment was so severe, that some of the poor wretches lost their toes in consequence of it.

About noon the Dutch were given to understand that they must prepare to depart. Horses were provided for those who were in health, and the sick were carried in hammocks. They set off attended by a numerous escort of horse and foot. Having proceeded four leagues, they stopped for the night at a small town, called Tardiane, where they made a light supper, and were lodged

in a building which had the appearance of a stable. The 22d, at day-break, having set off in the same order as on the preceding day, they reached a small fort, near which they observed two galliots. They dined there, and in the evening arrived at Maggan or Mokso, the town in which the governor of the island resides. Here they were conducted to a square, opposite the town-house, in which they found about 3000 men under arms. Some of the natives came and offered them water; but seeing them armed in a terrible manner, the Dutch imagined that they had a design to murder them. The cloathing of these barbarian soldiers was calculated to aggravate their apprehensions, having in it something terrific, which is not seen either in China or Japan.

The purser was conducted to the governor, together with some of his companions. They prostrated themselves for some time near a kind of balcony, where he was seated like a sovereign prince. The others were then directed by signs to pay him the same honors. He then asked, by different signs, whence they came and what was the object of their voyage. They replied that they were Dutchmen, and were bound to Nangazaki, in Japan. The governor, by a sign with his head, testified that he understood something of their answer, after which he passed them in review, four at a time, and having put the same question to them successively, he ordered them to be carried to a building in which the king's uncle, accused of a design to deprive his nephew of the crown, had been confined till his death.

As soon as they had all entered this prison, it was surrounded with armed men. They each received, daily, twelve ounces of rice, and the same quantity of wheat.

flour, but scarcely any thing more; and whatever was offered them, was so badly prepared, that they could scarcely touch it. They were thus reduced to live on rice, flour, and salt, and had nothing but water to drink. The governor, who appeared to be about 70 years old, was a very sensible man, and highly esteemed at court. On dismissing them he signified that he would write to the king, to know his intentions respecting them, but that it would, probably, be some time before the answer arrived, because the court was eighty leagues distant. They requested him to allow them, sometimes, a little meat, and other kinds of food, and to permit them to go out daily, six at a time, to take the air and wash their linen. He not only granted this favor, but even did them the honor to send frequently for some of them, whom he desired to write before him, either in Dutch or in his own language; so that they began to understand some of the expressions of the country. The satisfaction which the worthy governor appeared to take in conversing with them, and even in procuring them little amusements, produced a hope that they might sooner or later get to Japan. He bestowed so much attention on the sick, that, as Hamel declares, they were better treated by these idolaters than they would have been by christians.

The 29th of October, the purser, pilot, and surgeon's boy were conducted to the governor. They found a man seated with him, who had a thick red beard. "What do you take that man to be?" asked the governor. They replied that they thought he was a Dutchman. "You are mistaken," replied he, laughing, "he is a Corean." After some farther conversation, this man; who, till then had been silent, asked, in

Dutch, who, and of what country they were. They satisfied his curiosity, at the same time giving a brief account of their misfortune. They, in their turn, asked him the same questions, upon which he informed them that his name was John Wettovri, that he was a native of Zyp, in Holland, which he left, in 1626, in quality of a volunteer; that the year following, in a voyage he was making to Japan, in the frigate *Ouverkerk*, he had been driven on the coast of Corea; that the ship being in want of water, he, and some others had been sent on shore to procure a supply, when he was taken prisoner by the natives, together with two of his companions, Theodore Gerard and John Pieters, who had been killed in battle in an invasion of Corea, by the Tartars, 17 or 18 years before; that he was 58 years old, and residing in the capital of the kingdom, the king had commissioned him to go and enquire who they were, and what had brought them into his dominions. He added that he had frequently requested permission of the king to go to Japan, but all the answer he could get from that prince, was an assurance that he never should go excepting he had wings to fly thither; that it was the custom of the country to detain all strangers, but not to suffer them to want any thing, and that they would be supplied with cloathing and food during their lives.

This intelligence could not be very agreeable to the Dutch, but their joy at meeting with such a good interpreter, dispelled their melancholy. Wettovri had, however, so far forgotten his native language, that they had at first considerable difficulty to understand him; and it took him a whole month to collect his ideas. The governor directed all their depositions to be formally taken

down, and sent them to the king; desiring the Dutch not to suffer themselves to be discouraged, as a speedy answer would be returned. Besides this, he granted them every day new favours; Wettevri, and the officers who accompanied him had liberty, at all times, to see them, and to inform him of their wants.

In the beginning of December the three years of their benefactor's administration being expired, a new governor arrived. Here the author is at a loss for expressions to convey his sentiments. It can scarcely be imagined, he says, what testimonies of kindness the Dutch received from their generous protector previous to his departure. Seeing them but ill-provided for the winter, he made, for each of them, two pair of shoes, a suit of clothes, well lined, and a pair of stockings, of skin. These favours he accompanied with the most affectionate caresses, declaring he was extremely sorry he could not send them to Japan, or take them with him to the continent. He told them not to be alarmed at his departure, for on his arrival at court, he would employ all his influence to obtain their liberty, or at least permission for them to follow him. He restored to them the books which they had saved from the wreck, and many of their things to which he added a bottle of very valuable oil. He likewise prevailed on the new governor, who had already reduced them to rice, salt and water, to allow them rather better food.

After his departure, which happened in the month of January, 1654, they were treated with greater severity than ever. Barley was given them instead of rice, and barley-meal instead of wheat-flour. They were obliged to sell their barley in order to purchase other food. This rigour, and their mortification at seeing that no

order arrived from the king for their removal to the capital, caused them to form a plan for their escape the ensuing spring: After having long deliberated on the means of seizing a bark under the cover of night, six of them formed the resolution of executing this design about the end of the month of April. But the boldest of them having ascended a wall, to ascertain the place where the vessel lay, was perceived by some dogs, which, by their barking, gave the alarm to the guard.

At the beginning of May, the pilot having been permitted to go abroad with six of his companions, discovered, as they were passing through a little village near the town, a bark tolerably well equipped, without any person to take care of her. He immediately dispatched one of the number to take a small boat and a few short planks which he saw on the shore. Then, having each taken a draught of water they went on board the bark, without any farther precaution. While they were endeavouring to get the vessel over a small sand-bank, which lay across the passage, some of the natives perceived their design, and one of them ran into the water, with a musket, to oblige them to return. They were little terrified by his menaces, excepting one, who being unable to get on board as soon as the rest, was obliged to go back to the shore. The five others endeavoured to set the sail, when both the mast and sail fell into the water. They recovered them with considerable difficulty, but when they again attempted to set the sail, the mast broke off short at the bottom. These delays gave the natives time to put off in another bark; they soon overtook the fugitives, who, undaunted either by their numbers or their arms, boldly leaped into the enemy's

vessel, which they flattered themselves they should be able to seize, but finding it full of water and in an un-serviceable state, they at length submitted.

They were taken before the governor, who ordered them first to be laid flat on the ground, and their hands tied to a thick log of wood. He then directed the others, likewise bound and ironed, to be brought before him, and enquired of the six fugitives if their companions had any knowledge of their flight, to which they replied in a firm tone, in the negative. Weltevit was ordered to find out what was their design. They protested they had no other intention than to go to Japan. "What," said the governor, "durst you have ventured upon such a voyage without bread or water?" They naturally told him that they would rather run the risk of dying once for all, than die every moment. Upon this, each of the unfortunate men received 25 strokes on the bare posteriors with a stick six feet long, four inches broad, and one thick, flat on the side with which the stroke is applied, and round on the other. The blows were given with such violence that they kept their beds above a month afterwards. The governor ordered the others to be unbound, but they were more closely confined, and guarded night and day.

The island of Quelpaert, called by the natives Chesure, is situated 12 or 13 leagues south of Corea, and is 14 or 15 leagues in circumference. On the north side there is a bay, where several barks are always to be met with, and from this place they sail for the continent. The coast of Corea is dangerous of access to those who are not acquainted with it, because it has only one harbour where ships can lie in security. In all the others they frequently run the risk of being

driven on the coast of Japan. Quelpaert is surrounded by rocks. It produces horses and other cattle in abundance; but as it pays the king considerable imposts, which keep it very poor, it is despised by the Koreans of the continent. It contains one very lofty mountain, covered with wood, and numerous hills, quite naked, and interspersed with vallies abounding in rice.

At the end of May, the governor received an order to send the Dutch to the royal residence. Six or seven days afterwards they were put on board four barks, with their legs in irons, and their right hands fastened to blocks of wood. It was apprehended they would throw themselves overboard, as they might easily have done, all the soldiers who guarded them being so ill with sea-sickness.

After struggling two days against contrary winds, they were driven back to the island of Quelpaert, where the governor took off their irons, and remanded them to prison. Four or five days afterwards, having re-embarked very early, they reached the continent towards evening, and were obliged to pass the night in the road. They landed the next day, and their chains were taken off, though not without the precaution of doubling their guard. They were provided with horses, on which they were conducted to the town of Haynam. There they had all the pleasure of meeting together, for having been separated by the wind they had landed in different places.

On the morning of the following day, they arrived at the town of Seham, where the gunner, who had not been in good health since the shipwreck, expired, and was interred by the order of the governor. After travelling several days, and passing through a great num-

ber of towns, they crossed a river which appeared to be as broad as the Meuse at Dort; and a league beyond it they arrived at Sior, the capital of the kingdom. From their landing till they reached that place they reckoned 74 leagues, their route being always northward, but inclining a little to the west. During the first two or three days, they were lodged in the same house. They were afterwards separated, and placed three or four together in small huts, in that quarter of Sior inhabited by the Chinese. They were conducted in a body to the king, who having interrogated them through the medium of Wettevri, they humbly implored him to transport them to Japan; whence, with the assistance of the Dutch, settled there for the purposes of commerce, they hoped one day to be able to return to their native land. The king replied, that the laws of Corea prohibited him to permit strangers to depart, but that care would be taken to supply all their wants. He then ordered them to perform, in his presence, those exercises at which they were most expert, such as dancing, leaping, and singing; after which he directed some refreshment to be brought, and presented each with two pieces of cloth, that they might dress themselves in the manner of the Coreans.

The next day they were conducted to the general of the forces, who informed them, through Wettevri, that the king had admitted them into the number of his body guard, and in that quality they would be furnished monthly with 70 measures of rice. Each received a paper containing his name, his age, his country, the profession he had till then exercised, and that which he had adopted in the service of the King of Corea. This patent was in Corean characters, and was sealed with,

the king's seal, and likewise that of the general, which were nothing more than the impression of a hot iron. With their commission they each received a musket, powder, and ball. They were ordered to fire a discharge with their arms, the first and fourth day of every month, in the presence of the general, and hold themselves in constant readiness to march with him, both to accompany the king, and on other occasions. The general has three reviews a month, and the soldiers are exercised often by themselves. The Dutch were still 35 in number. A Chinese and Wettevri were appointed to command them, the first in quality of serjeant, and the other to keep an eye upon their conduct, and to teach them the customs of the Coreans.

Curiosity induced most of the great men belonging to the court to invite them to dinner, that they might enjoy the satisfaction of seeing them perform the military exercise, and dance in the Dutch manner. The women and children were still more impatient to see them, a report having been propagated that they were monsters of deformity, and that, in order to drink, they were obliged to fasten their noses behind their ears. Their astonishment, however, was so much the greater when they saw that they were handsomer than the natives of the country. The whiteness of their complexion was particularly admired. The crowd that flocked about them was so great, that during the first days they could scarcely pass through the streets, or enjoy a moment's rest, in their huts. At length, the general was obliged to check this curiosity by forbidding any one to approach their lodging without his permission. This regulation was the more necessary as even the slaves of the nobi-

lity had the audacity to make them leave their huts for their amusement.

In the month of August a Tartar ambassador came to demand the tribute. The author, without explaining the motives of the king, says, that he was obliged to send the Dutch to a large fortress, six or seven leagues from Sior, and to keep them there till the departure of the Tartar minister in the following month. This fortress is situated on a mountain called Nummasan Siang, which cannot be ascended in less than three hours. It is so well defended that in time of danger it serves as a retreat for the king himself. Most of the nobility generally reside there and the place is always furnished with provisions sufficient for three years.

Towards the conclusion of November, the cold became so intense that the river was frozen, and three hundred loaded horses passed over on the ice at one time. The general being alarmed for the Dutch, mentioned his fears to the king. Some half-rotten leather which they had saved from their shipwreck was distributed among them, that they might sell it and buy clothes with the produce. Two or three laid out the money they obtained in this manner in the purchase of a small hut, which cost them 9 or 10 crowns. They chose rather to endure cold than to be continually tormented by their hosts, who sent them to collect wood in the mountains, three or four leagues distant from the town. The others having procured the best clothes they were able, passed the rest of the winter as they had done many others.

The Tartarian envoy having returned to Sior in March 1655, they were forbidden, under pain of very severe

punishment to set foot out of their habitations. Nevertheless on the day of his departure, Henry Jans and Henry John Bos resolved to present themselves before him on the way, under the pretext of going out for wood. As soon as they saw him appear at the head of his retinue, they approached his horse, and taking the reins in one hand they drew aside their Corean habits, shewing him their European dress underneath them. This incident at first caused great confusion in the troop. The ambassador was very inquisitive to know who they were: but being unable to understand them, he ordered them by signs to follow him. At night, having enquired for an interpreter, Wettevri was mentioned, and he immediately sent for him. Wettevri did not fail to apprise the king of the circumstance. A council was held, in which it was resolved to make a present to the envoy to prevent the affair from reaching the ears of the Khan. The two Dutchmen were brought back to Sior, and confined in a close prison where they did not live long. Their companions who never saw them again, were ignorant whether they died a natural or a violent death. After the return of these two poor wretches, all the others were carried before the council of war to be examined. They were asked whether they had any knowledge of the flight of their companions, their disavowal of which did not prevent their being condemned each to receive fifty strokes on the soles of the feet. The king, however, pardoned them, declaring, at the same time, that they ought rather to be considered as vagabonds, ill-disposed towards the country, than as unfortunate strangers whom tempests had cast on the shore of his kingdom. They were sent back to their huts, with the

prohibition not to leave them without the king's permission.

In the month of June the general informed them, by their interpreter, that a vessel having been wrecked on the island of Quelpaert, and Wettevri being too old to undertake a voyage thither, three of them who best understood the Corean language must prepare to set off for Quelpaert, where they were to observe the circumstances of the shipwreck, and give an account of it to the court. On receiving this order, the mate, the second pilot and a gunner set off two days afterwards. The Tartar ambassador returned in the month of August, and the Dutch were again ordered not to leave their quarters till three days after his departure, on pain of the severest punishment. The day before his arrival they received a letter from their companions, who informed them, that instead of being conducted to the island of Quelpaert, they were closely confined on the southern frontier of the kingdom, that if the Khan should hear of the death of the two others, and demand the remainder to be delivered up to him, the Coreans might be able to reply, that three had perished in the voyage to Que'paert.

The same ambassador returned towards the conclusion of the year. Though he had come twice on the part of the great Khan, since the unfortunate adventure of the two Dutchmen, without having mentioned that circumstance, yet most of the Corean Lords undauntedly endeavoured to persuade the king to make away with the others. On this subject a council was held which lasted three days. But the king, the prince his brother, the general and some others opposed such an atrocious design, which

sooner or later might come to the knowledge of the great Khan. The general proposed to make them fight each with two Coreans, with the same arms. By that method, he said, the king might get rid of them, without being liable to the accusation of having murdered these poor strangers. They were secretly informed by some charitable persons, what was in agitation. The king's brother passing by their quarter, on his way to the council, at which he presided, they threw themselves at his knees, imploring his favour, and inspired him with such compassion that he became their protector. Thus they owed their lives only to his solicitations and the humanity of the king. Many, however, seeming offended at their indulgence, it was resolved, in order to protect them from the malice of their enemies, and to conceal them from the Tartars, to banish them to the province of Thillado, with a monthly allowance of 50 pounds of rice.

In consequence of this resolution they left Sior on horseback, in the month of March, 1657, under the conduct of a serjeant. Wettevri accompanied them about a league, as far as the river which they had crossed in coming from Quelpaert. They revisited most of the towns through which they had passed in the same journey. They, at length arrived at a considerable town called Diu-siong or Thilla-pening, which is commanded by a large citadel, the residence of an officer who possesses the supreme authority in the governor's absence, and is styled the colonel of the province. The serjeant who accompanied them delivered them up to this officer together with the king's letters. He was then ordered to go and fetch their three companions who had left Sior the preceding year, and who were not above 12 leagues

from Diu-siong, in a town where the admiral had the command. They were lodged together to the number of 93, in a public edifice.

In the month of April some leather was brought them, which had, till then, remained at Quelpaert, from which they were only eighteen leagues distant. The only labour required of them was twice a month to pull up the grass that grew in the square of the castle. The governor, who treated them with great kindness, as did all the inhabitants of the town, was sent for to court to reply to some accusations which endangered his life. But being beloved by the people and supported by most of the great men, he was sent back with honour. His successor treated the Dutch with less humanity. He obliged them to go and fetch wood from a mountain three leagues from the town, after being accustomed to have it brought for them. An apoplexy delivered them from this odious master in the month of September following.

They were, however, not much better off under his successor. When they asked him for cloth, at the same time showing him their clothes worn out with their laborious occupations, he informed them that he had received no orders from the king on that head; that he was not obliged to furnish them with any thing but rice, and that all their other wants, they themselves must supply. They then requested permission to go out alternately to ask charity, representing to him that naked as they were, and their labour producing only a little salt and rice, it was impossible for them to procure a subsistence. This favor was granted, and they soon had sufficient to protect themselves from the cold.

At the beginning of the year 1658 they experienced fresh mortifications on the arrival of a new governor. They were deprived of the liberty of going out of the town. The governor told them that if they would work for him he would give each of them three pieces of cotton; but this proposal they humbly rejected, knowing that his work would wear out more clothes than the stuff he offered them would make. In this situation some of them being attacked with a fever, the terror of the inhabitants at the name of that disorder, procured them permission to beg, on condition that they should never be absent from the town above a fortnight or three weeks, and that they should neither go towards the capital nor towards Japan. As only half their number were allowed this indulgence, those who remained in the town were ordered to take care of the sick, and to pull up the grass in the public square.

The king dying in the month of April, his son, with the consent of the great khan ascended the throne. The Dutch continued to beg, especially among the priests and monks of the country, who were extremely charitable, and were never weary of hearing them relate their adventures, and describe the customs of their native land. The governor, who arrived in 1660, shewed them great kindness, frequently regretting that he could not send them to Holland, or at least to some place frequented by the Dutch. The drought was so great this year, that provisions became extremely scarce. This calamity increasing in the following year; great numbers of robbers infested all the high roads, notwithstanding the vigor with which they were pursued by the king's command; and hundreds of the people perished of hunger. The famine became so pressing that several vil-

lages were plundered, and even the royal stores were not spared. These disorders, however, remained unpunished, because the offenders were slaves of the court. This scarcity continued till 1662, and it was even felt in the following year. The town of Diu-siong, where the Dutch still resided, was no longer capable of furnishing provisions for them; upon which, an order arrived from the king to distribute part of them between two other towns. Twelve were therefore sent to Say-siane, five to Siunschien, and five to Nam-man, sixteen leagues farther off. This separation was at first very afflicting, but it afforded them an opportunity for their escape, as we shall find in the sequel.

They set off on foot, the sick only and their baggage being carried by horses, with which they were gratuitously furnished. The first and second night they lodged together in the same town. The third day they arrived at Siunschien, where the five who were destined to remain there, were left. The fifth day at noon the others arrived at Say-siane. Their guides delivered them to the governor or admiral of the province of Thillado, who resided in that town. This officer appeared to possess distinguished merit; but he was soon succeeded by another who treated them with great harshness. The highest favor he granted them was, the permission to cut wood, with which they made arrows for his people. The servants of the Corean lords have no other occupation than shooting with bows and arrows, because their masters are proud of having in their service excellent archers.

At the beginning of winter, the Dutch requested of the new governor, permission to beg in order to procure clothes; and he allowed half their number to be absent

three days at a time. This permission was of the greater advantage to them as the principal inhabitants of the town, through motives of compassion were favorable to their rambles, which were prolonged sometimes to a whole month. All that they collected was divided in common. This kind of life they continued to lead till the recal of the governor, who was appointed general of the royal troops, which is the second dignity in the kingdom. His successor greatly alleviated the situation of the Dutch at Say-siane, giving orders that they should be treated in the same manner as their countrymen at the other towns. They were relieved from all laborious occupations, and were obliged only to appear in review twice a month, to stay at home alternately, or at least to acquaint the secretary whither they were going, when they had permission to go abroad.

Among many other favors, this governor sometimes sent them victuals from his table, and touched by their misfortunes, he asked them why, being so near the sea, they did not attempt to get to Japan. They replied, that they durst not run the risk of incurring the king's displeasure; adding, they were unacquainted with the way, and had not any vessel.—“What, (replied he) are there not barks enough on the coast?” The Dutch answered with affected honesty, that they did not belong to them, and that if they failed in the enterprize they would be treated as robbers and deserters. The governor laughed at their scruples, little imagining that they held this language only to silence his suspicions, and that they were day and night contriving the means of procuring a bark. The author here observes that the Dutch were revenged of the preceding governor. He held his dignity only four months, and being accused of having

condemned to death several persons of different ranks, on insufficient grounds, he was sentenced by the king to receive ninety strokes on the shin-bones, and to be banished for life.

Towards the end of this year a comet appeared; it was followed by two others which were both seen at once for the space of two months; one in the south east, and the other in the south-west, but with their tails opposite to each other. The court was so alarmed by this phenomenon, that the king ordered the guard at all the ports and over all the ships to be doubled. He likewise directed that all his fortresses should be well supplied with warlike stores and provisions, and that his troops should be exercised every day. Such were his apprehensions of being attacked by some neighbor, that he prohibited a fire to be made during the night in any house that could be perceived from the sea. The same phenomena had been seen when the Tartars ravaged the country; and it was recollected that similar signs had been observed previous to the war carried on by the Japanese against Corea. The inhabitants never met the Dutch without asking them what people thought of comets in their country. Conformably to the idea prevalent in Europe about that time, they replied, that comets prognosticated some terrible disaster, as pestilence, war, or famine, and sometimes all three calamities together.

As they lived in great tranquillity during the years 1664 and 1665, they turned all their attention towards making themselves masters of a bark, but to their mortification, without success. They sometimes rowed along the shore in a boat which assisted them in procuring a subsistence. Sometimes they took a turn round

some small islands to make such observations as might be of service to their escape. Their companions in the two other towns came at times to see them, and they returned their visits when they could obtain the governor's permission. They preserved their patience amidst the greatest difficulties, being satisfied with the enjoyment of good health, and not wanting necessaries in the course of such a protracted slavery.

In 1666 they lost their worthy governor who, as a recompence for his virtues, was elevated to the highest dignities of the state. During two years of a fortunate administration he had bestowed favors indiscriminately on all ranks, by which he acquired universal affection, the esteem of his master and the respect of the nobles. He had repaired the public edifices, improved the ports, augmented the maritime forces, and performed other services tending to the general welfare of the kingdom.

After his departure, the town was three days without a governor, because custom allows that interval to the successor, to chuse, with the assistance of a priest, a favourable moment for his inauguration. The Dutch were soon sensible of the change. Among other harsh treatment, their new master wanted to keep them constantly employed in throwing up earth. This they refused to comply with, asserting that when they had finished the work which had hitherto been required of them, they were obliged to employ the rest of their time in procuring clothes and supplying their other necessities; that the king had not sent them to be engaged in such laborious occupations, and that if they were to be treated with such rigor, it would be much better to renounce the subsistence which was allowed them, and demand to be sent to Japan, or some other place fre-

quented by their countrymen. The governor replied with a threat, that he would force them to obey; but he had not time to execute his intentions; for a few days afterwards, being on board a very fine vessel, the powder-room accidentally took fire, and blew up the fore-part of the ship, by which accident five men lost their lives. He neglected to give information of this circumstance to the king, hoping the disaster would remain a secret. Unfortunately for him, the fire had been perceived by one of the spies kept by the court on the coast as well as in the interior of the kingdom. The sovereign soon received the intelligence, the governor was immediately recalled, and, after receiving ninety strokes on his shin-bones, was condemned to perpetual banishment.

A new governor arrived in the month of July, but the Dutch did not experience that change in their situation which they had hoped. He required of them one hundred fathoms of matting a day. When they represented the impossibility of obeying this order, he threatened to find them some more suitable occupation. A disorder with which he was attacked, prevented him from putting his design into execution; but, in addition to their ordinary occupations, they were obliged to keep the public square clear of grass, and to fetch wood fit for making arrows. Their wretched situation caused them to resolve to take advantage of their tyrant's illness, and at all hazards to procure a bark. They employed a Co-rean who was under considerable obligations to them to execute this commission. They desired him to buy them a bark, pretending they wanted it to beg cotton in the adjacent islands, promising him a large share of the alms which they hoped to collect. The bark was purchased,

but the fisherman who had sold it, being informed that it was for the use of the Dutch, wished to annul the bargain, fearing lest he should be punished with death, if they made use of it to effect their escape. His apprehensions were, however, silenced by offering to double the price, and the bargain was concluded to the great satisfaction of the Dutch.

As soon as they were at liberty they provided the vessel with a sail, an anchor, cordage, oars, and other necessary articles, resolving to set off in the first quarter of the moon, which was the most favourable time. Meanwhile two of their countrymen, who had come to visit them were detained, and they likewise sent to Nam-man, for John Peters, a skilful seaman, to serve as their pilot. Though the natives were not wholly without mistrust, yet the Dutch set off on the night of the 4th of September, as soon as the moon had set, and creeping along by the side of the city wall with their provisions, which consisted of rice, a few jars of water, and an iron pot; they all, eight in number, reached the shore without being discovered. Out of the thirty-six Dutchmen, who had escaped from the wreck of the ship, only sixteen remained alive; the eight who were left behind in Corea probably died there; at least they were never afterwards heard of.

The first step taken by the fugitives was to fill a cask with fresh water in a small island which lay within cannon-shot. They then had the boldness to pass the ships of the town, and even the royal frigates, standing out into the channel as much as possible. On the morning of the 5th, when they had almost got out into the open sea, they were hailed by a fisherman, but

returned no answer, fearful lest it might be the advanced guard of the ships of war, which lay at anchor at no great distance. At sun-rise, the wind dying away, they made use of their oars, but about noon a breeze springing up, they steered to the south east, guided only by their conjectures. Having doubled the point of Corea in the course of the following night, they were relieved from all apprehensions of being pursued.

On the morning of the 6th, they were very near the first of the Japanese islands; and the wind continuing favourable, they arrived off that of Firando, where they durst not come to an anchor, being unacquainted with the road; and they had likewise heard the Coreans say that there was no island on the way to Nangasaki. Continuing their course with a brisk gale, they on the 7th coasted along a cluster of small islands, which appeared innumerable. At night, they intended to cast anchor near a small island, but perceiving indications of an approaching storm, they determined to continue their course.

On the morning of the 8th they found themselves at the place which they had left the preceding evening, which they attributed to the violence of some current. This observation induced them to stand out to sea, but a strong contrary wind soon obliged them to return towards the land. After crossing a bay they came to an anchor, about noon, without knowing what country it was. While they were preparing their repast, some of the natives passed to and fro near them, but without speaking to them. Towards evening, the wind having lulled, they saw a bark with six men, each of whom had two knives suspended from his girdle rowing towards

them. Upon this they weighed anchor with all possible expedition, and employed both their sails and oars in order to get out of the bay; but they were pursued and soon overtaken by the bark. With their long bamboo canes they might have prevented the strangers from coming on board them, but perceiving several other vessels filled with Japanese, leaving the shore, they resolved to wait quietly for them.

The people in the first bark enquired, by signs, whither they were bound; in reply to which they shewed a yellow flag, with the arms of Orange, crying, "Holland! Nangazaki!" The Japanese directed them, by signs, to take in their sail, which they did. Two men then went on board, and asked several questions, which they could not understand. Their arrival had occasioned such an alarm on the coast that no person appeared without being armed with two daggers. At night, a bark brought on board an officer who held the third rank in the island. When he had ascertained that they were Dutch, he informed them by signs that there were six ships of their nation at Nangazaki, and that the island they saw was Goto, and belonged to the emperor. In this place they staid three days, during which they were guarded with great care. They were supplied with wood and meat, and likewise a mat to shelter themselves from the rain which fell in great abundance.

On the 12th, being furnished with plenty of provisions, they set sail for Nangazaki, under the conduct of the same officer who had come on board them, and who was charged with letters for the emperor. He was attended by two large and two small vessels. In the evening of the next day they discovered

the bay in which that town is situated, and at midnight came to an anchor there. Five Dutch ships were then lying in the bay. Many of the inhabitants of Goto, and other persons of distinction had shewn them much kindness, and had refused to accept of any return. On the 14th, they went on shore, and were received by the company's Japanese interpreters, who asked them several questions, and took down their answers in writing. They were then conducted to the governor's palace where they arrived about noon. When they had gratified his curiosity by a recital of their adventures, he greatly commended the courage which had induced them to brave so many dangers in order to obtain their liberty, after upwards of twelve years slavery. He then ordered the interpreters to take them to the Dutch commandant, by whom, as well as by all the rest of their countrymen they were very kindly received.

About the end of October, they left Nangazaki, and on the 29th of the following month arrived at Batavia. They presented their journal to the governor-general, who treated them with great kindness, and promised them a passage in some vessels which were then returning to Europe. They embarked on the 28th of December, and on the 20th of July, 1688, arrived at Amsterdam.

NARRATIVE OF THE LOSS OF

THE RUSSIAN SHIP ST. PETER,

On the coast of Beering's Island, in the Sea of Kamtschatka,
in 1741, and subsequent Distresses of the Crew.

First Russian Expedition to Kamtschatka—Preparations for the second voyage to that country—The squadron sails from Ochotzk—Arrives at Kamtschatka—Separation of the two ships—Commodore Beerings arrives on the coast of America—Huts of the natives—Adventure of Chitroff—Interview with the Natives—Unhealthiness of the crew—Their wretched situation—Distress of the ship—Scurvy—They winter in Beerings' Island—Death of the Commodore—Loss of the ship—Proceedings of the crew during the winter—They construct a vessel—Arrive at Ochotzk—Description of the foxes of Beerings' Island.

THE Russians, though of all the European nations the most interested in making discoveries in the north, were not, however, roused to any undertaking of that nature till long after the attempts of the English to discover a north-east passage to China and India. The genius of Peter the Great, which, in the course of a few years, had effected such a mighty change in his empire, was not insensible of the advantages to be derived from exploring the seas eastward of his Asiatic dominions, the islands they contained, and the coasts by which they might be bounded. He accordingly projected an expedition for that purpose, and himself

drew up the instructions for those who were to conduct it.

The result of this enterprize was the discovery of the Kurile Islands. Encouraged by this success, the same monarch formed the plan of a second expedition, but its execution was prevented by his death on the 8th of February, 1725. It was expected that this event would have completely frustrated the design, but Catherine, who made a point of executing all the projects of her illustrious consort, ordered it to be prosecuted the same year.

The celebrated Beerings, a native of Denmark, but who had served ever since 1707 in the Russian navy, was appointed to conduct this expedition. He was an officer, who, to extensive knowledge, united fortitude and great experience. His lieutenants were a German, named Martin Spanberg, and Tschirikoff a Russian. Beerings and his officers spent almost five years in making the necessary preparations, and in the voyage itself.

In 1727, they landed in Kamtschatka, surveyed the coast and wintered in that country. The ensuing year they discovered the island of St. Lawrence, and three smaller ones not far from the east coast of Asia. The approach of winter and the fear of being blocked up by the ice, obliged Beerings to think of returning; and on the 18th of September he again reached the river of Kamtschatka. They quitted a second time the inhospitable coast of that country on the 5th of June, 1729, but the wind blew from E.N.E. with such violence that they could not get out farther than 68 leagues from it. As they found no land in that space, they altered their

course, doubled the southernmost Cape of Kamtschatka, and cast anchor at Ochotzk. From that place Beerings travelled over land to Irkutsk in Siberia, and proceeded to Petersburg, where he arrived, on the 1st of March, 1730.

On his return Beerings declared, that, in the course of his navigation, being in the latitude of between 50 and 60 degrees, he had observed signs, which seemed to indicate that there was some coast or land towards the east. This declaration was confirmed by the testimony of his lieutenants, Spanberg and Tschirikoff, and they proposed a second expedition to Kamtschatka, to explore the regions which separated the Asiatic continent from the north of America. The Russian government, sensible of the importance of the project; acquiesced in the proposal of Beerings, who was appointed to conduct the new enterprize with the rank of commodore, while his two lieutenants were nominated captains under him.

The Academy of Sciences immediately received an order, to prepare a detail of all that was then known concerning Kamtschatka, as well as the countries and seas by which it is surrounded. The care of digesting this information was entrusted by the Academy to M. Delisle, a French astronomer, and brother to the celebrated geographer of that name. That gentleman collected all the intelligence he could procure of Captain Beerings, and the accounts of preceding voyagers, prepared a chart of the seas and coasts which it was intended to explore, and accompanied it with a very extensive memoir. These were transmitted by the academy to the supreme senate, which, together with the college of

admiralty, and the academy, took every possible measure for ensuring the success of the enterprise. These various bodies resolved, at the same time, to profit by the opportunity, to try whether the passage by the north, so frequently attempted by the Dutch, was practicable through the Frozen Ocean.

For the glory of Russia, it should not be forgotten, that the academy received orders, on this occasion, to nominate two of its members, for the purpose of determining, by astronomical observations, the true position of the countries which might be discovered, and likewise to enrich natural history, with a description of the various subjects relating to that science.

On the first report of the voyage, John George Gmelin, and Louis Delisle de la Croyere, both professors of Petersburg, one of chemistry and natural history, and the other of astronomy, had offered their services which were accepted. To these was added the year following, professor Müller, for the purpose of writing a description of Siberia, and a narrative of the voyage. Before the preparations were completed, Messrs. Gmelin and Müller fell sick, and were left in Siberia, but their places were supplied for the American voyage by professor Steller, likewise a member of the Academy of Sciences.

This second expedition to Kamtschatka embraced in its plan two voyages, one by the east and the other by the south. Captain Spanberg was charged with the former, the object of which was Japan. Beerings reserved the other for himself, and Captain Tschirikoff; and their commission was to explore the coasts of the American continent.

At the commencement of 1733, Beerings and Spanberg left Petersburg to hasten the preparations for their

expedition, but yet these advanced very slowly. After five years, however, of anxious expectation, Spanberg set out on the voyage to Japan. The equipment of his vessel had exhausted the general magazine at Ochotzk, and two years passed away before a fresh supply of stores could be procured. This interval was employed by Beerings in constructing vessels of a greater burthen and stronger than Spanberg's, that they might be able to resist the tempests, and even the ice of those inclement latitudes. One was called the *St. Peter* and the other the *St. Paul*.

The commodore having dispatched the pilot Jelangin, about the middle of autumn, 1739, to the east coast of Kamtschatka to visit the gulf of Awatschka, and to chuse a commodious place for wintering and erecting a store-house and habitation; he soon returned with an account that he had found a bay in the river of Awatschka, very favourably situated for Beerings' purpose. The following spring, Messrs. Delisle de la Croyere and Steller repaired to Ochotzk, and, by Midsummer 1740, all the crews were complete. They resolved to take advantage of the remainder of the season to reach Kamtschatka, but it was the fourth of September, before they set sail. Commodore Beerings went on board the *St. Peter*, and Captain Tschirikoff took the command of the *St. Paul*. Two other vessels carried the provisions, and another had on board the academicians and their baggage.

On the 27th of September, the squadron having passed the streight, which separates the southernmost point of Kamtschatska from the first of the Kurile islands, and where the *St. Peter* was several times on the point of being lost, fortunately entered the port of Awatschka.

Here they passed the winter, and the first commodore was so well pleased with the advantages which this situation afforded, that he named it the Harbor of St. Peter and St. Paul.

A few days previous to their departure, Beerings called a council, in which it was resolved, first to go in quest of the land laid down in the chart as having been seen by John de Gama. It was likewise agreed that the two academicians should go on board the two principal vessels, upon which M. Steller removed into the St. Peter, and M. de la Croyere into the St. Paul.

On the fourth of June, 1741, the two captains set sail, steering in the direction which had been agreed upon, till the twelfth of that month, when, being in the latitude of forty-six degrees, they were convinced that Gama's land did not exist, as they had met with none during that run. They immediately put the ships about, and stood to the northward to the fiftieth degree, without making any discovery. They then agreed to steer eastward for the American continent, but on the twentieth the ships were separated by a violent storm succeeded by a thick fog.

This disaster was the first which the two ships had met with since their leaving port. The idea of being deprived, during the whole voyage, of the assistance they might mutually have afforded each other in an unknown sea, rendered this separation extremely afflictive. It was, however, only a prelude to the misfortunes which afterwards befel them. The commodore neglected no means that could be employed in order to rejoin Tschirikoff: he cruised for him between the 50th and 51st degree, firing guns from time to time; he even returned southward as far as the 45th degree. All his

solicitude was in vain, for the two captains never re-joined each other.

Nothing of consequence occurred till the 18th of July, when Beerings, still hoping to meet with the St. Paul, and continuing to steer to the northward, perceived the continent of America. By comparing the narratives of the two commanders, it appears, that three days before, Tschirikoff had made the same coast only about two degrees more to the southward. Beerings, who was in want of water, endeavoured to approach this coast, whose lofty, snow-clad mountains presented a gloomy aspect. Having only light variable winds, they could not reach it till the 20th, when they came to an anchor near an island of considerable magnitude, at no great distance from a continent. A projecting point of land was denominated Cape St. Elias, and another, which was afterwards discovered, received the name of St. Hermogene. Between them was a gulf, where they hoped to find shelter, in case the St. Peter should be obliged by circumstances to seek a port.

Having cast anchor, the commodore sent Chitroff, the master, with a few armed men to survey the gulf, while another shallop was dispatched in quest of water. Steller went on board the latter, and, in an island on which they landed, he found several empty huts, whence it was conjectured, that the natives of the continent sometimes visited it for the purpose of fishing. These huts were of wood, wainscoted with planks, well joined together. They here found a box of poplar-wood, a hollow ball of earth containing a small pebble, as if to serve for a child's play-thing, and a whet-stone, on which were visible the marks of copper knives that had recently been whetted on it.

Steller made several observations in the huts. He found, among other things, a cellar, containing smoked salmon and a sweet herb, ready dressed for eating; in the same manner as vegetables are prepared in Kamtschatska. There were likewise cords, grindstones, and utensils of various kinds. Having approached a place where the Americans had been dining, they betook themselves to flight as soon as they perceived him. He there found a dart, and an instrument for producing fire, of the same form as those made use of in Kamtschatska. It consists of a board perforated in several places; the end of a stick being put into one of these holes, the other extremity is turned backwards and forwards, between the palms of the hands till, with the rapidity of the motion, the board takes fire, on which the sparks are received upon some matter that is easily inflamed.

At a considerable distance was seen a hill covered with wood, where a fire was observed, and thence, it was conjectured, that the savages had retired thither. To this spot Steller did not think it prudent to venture, but contented himself with collecting plants in the vicinity. Of these he carried on board such a quantity, that it took him much time to describe them. As soon as a sufficient quantity of water was obtained, he was obliged, though reluctantly, to return to the ship.

The watering party related that they had passed two places where fires appeared to have been recently made, that they had observed wood which had been cut, and the track of human feet in the grass. They had likewise seen five red foxes, which shewed no shyness or timidity on meeting them. They carried nothing with them from the huts but a few smoked fish, resembling carp, and which proved very good eating.

To convince the natives that they had nothing to fear from the strangers who had landed on their coast, the commodore sent on shore a few presents for them, consisting of a piece of green cloth, two iron pots, two knives, twenty gross of glass beads, and a pound of tobacco, which, he presumed, would prove extremely acceptable to the savages.

On the 21st of July, Boeringa resolved to set sail, and as had been agreed upon at Awatschka, to run northward along the coast as high as 60 degrees, if possible. This design he was however prevented from accomplishing, for the land was found to trend away to the south-west, and their course was continually impeded by the islands with which the shores of the continent were lined almost without interruption. The Russians now stood out to sea, and having been several days without seeing land, they, on the 30th of July discovered an island, to which, from the thickness of the weather, they gave the name of Foggy Island. The whole month of August was spent in standing off and on; in the mean time the crew began to be attacked with the scurvy, and the commodore himself was in a worse situation than any other.

Fresh water beginning to run short, the Russians, on the 29th of August, stood to the north, and soon discovered the continent. The coast, in this part, is extremely steep, and lined with a multitude of islands, among which the St. Peter came to an anchor. On the 30th the pilot, Andrew Hasselberg, was sent to one of the largest of these islands in quest of fresh water. He soon returned with two specimens taken out of different lakes, which were more or less salt. But, as there was no time to be lost, it was judged prudent to take in a

quantity of this water rather than be left entirely without, as it would serve for cooking, and thus the remaining fresh water might be made to last till they could procure a supply. All the empty casks were accordingly filled with it. To the use of this water Steller attributed the redoubled attacks of the scurvy, which, at length, proved fatal to a great part of the crew.

The vessel did not appear perfectly safe in this situation. She was exposed to all the impetuosity of the south winds, and, to the north, there was nothing but rocks and breakers. The commodore, therefore, resolved not to remain long in this station; but an unexpected circumstance detained the Russians there longer than they intended. A fire having one night been perceived in a small island to the N.N.E. Chitroff, who was the officer on duty, represented the following day, that while the larger boat was employed in watering, the other might be sent to discover by whom the fire had been made. The commodore was then confined to his cabin, and the command of the ship had devolved to Lieutenant Waxel. That officer, in the circumstances under which the Russians then were, would not permit the boat to leave the vessel. He conceived that if the wind should increase, the ship would be obliged to stand out to sea, and, in this case, it was doubtful whether she would be able to return and take on board the crew of the boat, who, by a contrary or too violent wind, might be prevented from regaining the ship. Chitroff, however, insisting, Waxel referred his proposal to Beerings, who decided that the former should be at liberty to go if he chose, and might likewise select any of the crew to accompany him.

Chitroff, who was a courageous man, was flattered with the permission granted him. He took with him five men, well armed and provided with various trifling articles to distribute among the natives, whom he might meet with. About noon, on the 30th of August, they landed on the island, distant, by their calculation, about fourteen miles from the ship. They there found the yet unextinguished embers of the fire which had been made, but not a single human creature. In the afternoon, Chitroff attempted to return to the vessel, but a contrary wind, blowing with great violence, obliged him to seek shelter in another island, by the side of the former. The waves threatened every moment to swallow up the boat, or to wash away the men who were on board of her. This must have been their fate, had it not been for a sail which Chitroff hoisted in the midst of the danger, and with which he ran right into the breakers. A tremendous sea had filled the boat, when fortunately another wave came and carried her on shore with all those who were in her.

Chitroff had no sooner gained the shore, than he made a great fire, not only to warm and dry himself and his companions, but likewise as a signal to the ship to come to his relief. But the wind in the mean time became so violent, that the crew were obliged to think only of preserving the vessel. They therefore weighed anchor, and sought shelter behind another island. Night arrived, and Chitroff with his companions, who had seen the ship set sail, without knowing the intention of those on board, was thrown into the utmost perplexity.

The storm continued till the 2nd of September, when it at length abated. As Chitroff did not return, Waxel, the next day, sent the shallop on shore with orders if

the boat was damaged to leave her behind, and return on board with the men. She had been too much injured when cast on shore by the waves, to keep the sea; she was therefore, left in the island, and Chitroff returned in the shallop.

The Russians instantly weighed anchor, but the wind being contrary, they could not proceed very fast, and towards night were again obliged to return to the islands. They had the same unfavorable weather on the 4th of September, and were compelled to return to the spot where they had anchored the preceding day. It blew a violent storm during the whole night.

In the morning the Russians heard the cries of men on one of the islands, and likewise saw a fire there. Soon afterwards, two Americans, each in a canoe resembling those of the Greenlanders, approached the ship within a certain distance. By their words and gestures these savages invited the Russians to land, and the latter, by signs and presents which they threw towards them, endeavored, but without success, to entice them into the ship. After looking some time at the Russians, they returned to the island.

Beerings and his officers resolved to venture to land, and for this purpose the great shallop was hoisted overboard. Lieutenant Waxel, accompanied by Steller and nine men well armed, went into the boat, and proceeded towards the island. They found the shore lined with a range of sharp rocks, and the fear of being dashed against them by the impetuosity of the wind, prevented the Russians from approaching nearer than within three fathoms of the land. The Americans, to the number of nine, appeared on the shore, and were invited by signs to come to the shallop. But, as they

could neither be tempted by the signs that were made, nor the presents which were offered them, and still continued to invite the Russians to land, Waxel put on shore three men, among whom was a Tschutski or Koriak interpreter. They moored the shallop to one of the rocks, as they had been ordered.

These men were kindly received by the savages, but being unable to understand each other, they were obliged to converse by signs. The Americans, with a view to regale the Russians, presented them with whale's flesh, which was the only provision they had with them. It appeared that their residence here was only for the purpose of catching whales, for on the shore were observed as many boats as men, but no hut, and not a woman among them; so that, probably, they had no permanent habitation but on the continent. They had neither arrows nor any other arms that could give umbrage to the Russians, and at length one of them had the courage to go into the boat to Waxel. He appears to be the oldest person, and the chief of the party. Waxel presented him with a glass of brandy, but that liquor appeared equally disagreeable and strange to him. After spitting it out of his mouth, he began to cry out, as if complaining to his countrymen that the Russians were using him ill. It was found impossible to appease him; needles, glass beads, an iron pot, pipes, were offered him, but he refused them all. He immediately returned to the island, and Waxel did not judge it prudent to detain him any longer. At the same time he called off the three men who had been put on shore.

The Americans at first shewed a disposition to detain them all. At length they suffered two of the Russians to return, but kept the interpreter. Some of them even

seized the cable by which the shallop was moored, thinking no doubt she was as easily managed as one of their canoes, or hoping to dash her to pieces against the rocks. To prevent their design, Waxel cut the cable. The interpreter, meanwhile, intreated not to be left behind. The Americans disregarding all the signs that were made them to let him go, Waxel ordered two muskets to be fired with a view to frighten them only. The success answered his expectation; the report, re-echoed by a neighbouring mountain, terrified the Americans to such a degree, that they fell down on the ground, and the interpreter immediately made his escape. The savages soon recovered from their panic, and, by their cries and gestures, appeared highly irritated. Waxel did not think proper to remain there any longer, as the night was coming on, the sea grew very rough, and the vessel was at the distance of a mile and a half.

Leaving the island, the Russians steered to the south, in order to get off the coast. From this time till far in the autumn, the wind scarcely varied, excepting between W.S.W. and W.N.W. This was a great obstacle to the speedy return of the ship. Besides this, the weather was almost always foggy, so that they were sometimes two or three weeks without seeing either sun or stars, and consequently without being able to take the altitude or correct their reckoning. It is easy to conceive the inquietude which they must have experienced, wandering in such uncertainty in an unknown sea. "I know not (says one of the officers) if there be a situation in the world more disagreeable than that of navigating an unknown sea. I speak from experience, and I can say with truth, that, during the five months of our voyage, I had very few hours of tranquil sleep, be-

ing incessantly involved in dangers and anxiety in regions heretofore unknown."

The crew struggled with contrary winds and tempests till the 24th of September, when they again came in sight of the land. To one of the lofty mountains which were discovered upon it, they gave the name of St. John the Baptist. A brisk gale from the south rendered it dangerous for them to remain near the coast, they resolved to keep the ship to the wind, which soon turning to the west, increased to a violent storm, and drove the vessel very far to the S.W. This tempest continued seventeen days without intermission, and was so furious, that Andrew Hesselberg, the pilot, acknowledged, that, during the forty years in which he had served at sea, in various parts of the world, he had never seen any thing equal to it. They shortened sail as much as possible, that they might not be carried too far; but, notwithstanding this precaution, they lost much way till the 12th of October, when the tempest abated.

The diseases, which already prevailed among the crew, became worse, and the scurvy extended its ravages more and more. A day seldom passed without a death, and scarcely men enough were left in health to navigate the vessel. In this melancholy situation they were undecided whether to return to Kamtschatka, or to seek some port in which they might winter on the American coast. The lateness of the season, the want of fresh water, and the great distance from Petropawlowska, appeared to render the latter measure indispensable. In a council held on board, it was, however, resolved to attempt the former. A favorable wind springing up, they set sail, steering to the north at first, and after the 15th of October, to the west. They passed an

island to which they gave the name of St. Macarius, and on the 29th and 30th of October they came in sight of two others, which by their situation, size, and figure, they took to be the two first of the Kurile islands. This opinion caused them to steer to the north, instead of which if they had continued to run to the west two days longer, they would have arrived at the port of Awatschka.

This step was attended with the most fatal consequences. In vain they resumed their course to the west; they were unable to discover the coast of Kamtschatka, and they had no hope of reaching any port in such an advanced season. The crew, exposed to the most intense cold and incessant rain, continued to labour without intermission. The scurvy had made such ravages that the man who guided the helm was obliged to be supported to his station by two of his comrades, who still possessed sufficient strength to keep their legs. When he became unable either to sit up or to steer, another, who was in a situation very little better, took his place. They durst not carry a press of sail, because in case of necessity there was no person to lower those which might be too much. The sails themselves were so worn out, that the first gale would have torn them to pieces, and there were not hands sufficient to hoist the spare sails which they had taken out with them.

The incessant rain, which had fallen till now, was succeeded by hail and snow. The nights grew longer and darker, and their dangers were consequently increased, because they every moment had reason to apprehend that the ship would strike. At the same time their fresh water was entirely consumed. The excessive labour became unsupportable to the few hands who still

remained in health, and when summoned to their duty, they declared themselves incapable of any farther exertions. They impatiently expected death, which appeared inevitable, to deliver them from their misery.

During several days the vessel remained without a steersman, and as if motionless on the water; or if she had any movement, she received it only from the impulse of the winds and waves, to which she was consigned. It would have been in vain to resort to vigorous measures with a crew driven to despair. In this extremity Wuxel adopted a more prudent method, spoke with kindness to the seamen, exhorting them not to despair entirely of the assistance of the Almighty, and rather to make a last effort for their common deliverance, which was perhaps much nearer than they expected. With this kind of language, he persuaded them to keep on deck and work the ship as long as they were able.

Such was the dismal situation of the crew, when on the 4th of November, they again began to sail westward, without knowing either in what latitude they were, or at what distance from *Kantschatka*. They knew, however, that it was only by steering west, they could hope to reach that country. What was the joy of the Russians, when about eight in the morning, they discovered land!

At this so much wished-for sight, the seamen mustered up the little strength they had left. They endeavoured to approach it, but it was still at a great distance, for they could only perceive the snow-covered summits of the mountains; and when they had come pretty near it, night arrived. The officers judged it prudent to stand off, in order not to risk the loss of the ship. The

next morning the greatest part of the rigging on the starboard side of the vessel was found broken to pieces. Nothing more was necessary to render their misfortune complete.

Waxel having made his report of this new disaster to the commodore, received orders to assemble all the officers, and to consult with them what was best to be done. A council was accordingly held. They considered the danger to which they were all exposed in a crazy ship, which it was no longer possible to navigate. They knew that the cordage which remained whole, was as much worn as that which had broken, as the rigging was heard snapping every moment, and even during the time of their deliberation. The water diminished every day, and the sickness grew worse; they had before suffered from the rain, but they now felt much greater inconvenience from the cold, which, instead of becoming more moderate, grew every day more intense. They determined in consequence of all these considerations to disembark on the land which they had discovered, as their lives would, at least, be safe there, and probably they might find some method of getting the ship into a place of safety.

The Russians, conformably to the decision of the council, steered for the land, but only under the small sails, on account of the weak condition of their masts. At five at night, they came into 12 fathoms of water, where they cast anchor, and veered away three-fourths of the cable. At six the cable gave way, and the waves which were of prodigious size drove the ship against a rock, on which she twice struck, and yet the lead indicated five fathoms of water. At the same time the sea broke with such fury against the sides of the

vessel that she shook to her very keel. A second anchor was thrown out, but the cable broke even before the anchor appeared to have taken hold. Fortunately the remaining one was not in readiness, otherwise in this extremity that also would have been thrown overboard, and thus they would have lost all their anchors. At the moment when they were busily employed in getting ready the third anchor, a prodigious sea took the ship, and drove her clear of the rock.

The Russians suddenly found themselves in calm water, and anchored in four fathoms and a half, and about 300 fathoms from the shore. The following day they went to reconnoitre the coast. Providence had conducted them almost miraculously to a place, which, notwithstanding the dangers with which it was surrounded, was the only one where they could have saved themselves. The shore, every where else was rendered inaccessible by rocks, which projected to a great distance into the sea. Twenty fathoms more to the northward or southward, the vessel would have been dashed to pieces, and all the crew must have perished.

The winter was now rapidly advancing. The first care of the crew was to survey the country round the spot where they had landed, and to choose the most commodious place for fixing their quarters. Exhausted with disease and fatigue, they rested till noon, and then hoisted out the boat, but not without great difficulty.

On the 6th of November, at one o'clock, Lieutenant Waxel and Steller went on shore, and found the land sterile, and covered with snow. A stream which issued from the mountains and fell into the sea not far from the spot, was not yet frozen; its water was limpid and very good. No trees were to be seen, nor even any

brush-wood for fuel; the sea had, however, thrown some upon the beach, but being concealed beneath the snow, it could not easily be found. This account was not calculated to produce the most favourable impressions. Where were they to procure the materials necessary for constructing habitations? where could the sick be placed in comfort? and how could they be preserved from the cold? Man, however, should never abandon himself to despair, for the more forlorn his situation, the more ingenious he is rendered by necessity. Between the sand-hills, bordering the stream above-mentioned, were holes of considerable depth; these it was proposed to clean out at the bottom, to cover them with sails, and thus take shelter in them till they could collect a sufficient quantity of drift-wood to erect huts. In the evening Waxel and Steller returned to the ship to make their report to the commodore.

Immediately upon their return a council was called, and it was resolved to send on shore the next day, all those of the crew who were still in health, to prepare some of the holes for the reception of the sick. This being done, on the 8th of November the weakest were carried on shore. Some expired as soon as they were exposed to the air, even before they reached the deck, others upon deck, or in the boat, and several after they had reached the land. The country swarmed with a species of foxes, called in the Russian language *Pestzi*. Steller has given a very interesting account of these animals, which the reader will find introduced at the conclusion of this article in order to prevent the interruption of the narrative,

On the 9th of November, the commodore, well covered against the external air, was carried on shore by four men on a kind of litter formed of two poles, crossed with cords. A separate hole had been prepared for his reception. The business of removing the sick continued every day, and not a day passed without several of them dying. None of those who had kept their beds on board the ship recovered; they were principally those who out of indifference to life, or rather pusillanimity had suffered the disease to get the upper hand.

The sea-scurvy begins with extreme lassitude, which seizes the whole body, renders the man indolent, disgusts him with every thing, entirely dejects his spirits, and gradually forms a kind of asthma, which manifests itself on the slightest movement. It usually happens that the patient prefers lying down to walking, and in this case he is inevitably lost. All the members are soon afflicted with acute pains, the legs swell, the complexion becomes yellow, the body is covered with livid spots, the mouth and gums bleed, and the teeth grow loose. The patient then feels no inclination to stir, and it is indifferent to him whether he lives or dies. These different stages of the disease and their effects were observed on board. It was likewise remarked that some of the sick were seized with a panic, and were startled at the least noise, and at every call that was given in the ship. Others ate with a very hearty appetite, and did not imagine themselves in danger. The latter no sooner heard the order given for the removal of the sick, than they quitted their hammocks and dressed themselves, not doubting but that they should speedily recover. But coming up from below, saturated with humidity, and

out of a corrupted atmosphere, the fresh air which they inhaled on deck soon put a period to their lives.

Those only recovered who were not so far overcome by the disease as to be obliged continually to keep their beds, who remained as long as possible on their legs and in motion. It was owing to their vivacity, and their natural gaiety that they were not dejected like the others. A man of this disposition served at the same time for an example, and encouraged by his conversation those who were in the same condition. The good effects of exercise were particularly apparent in the officers, who were constantly employed in giving orders, and obliged to be on deck the greatest part of the time, to keep an eye on what passed. They were always in action, and could not lose their spirits, for they had Steller with them. Steller was a physician of the soul as well as of the body; cheerfulness was his constant companion, and he communicated it to all around him. Among the officers the commodore was the only person who sunk beneath the disease; his age and his constitution rendered him more disposed to rest than to activity. He, at length became so suspicious, and was so impressed with the idea, that every one was his enemy, that at last even Steller, whom he had before regarded as his best friend, durst not appear in his presence.

Waxel and Chittroff remained in tolerable health as long as they were at sea. They remained in the ship till the last, resolving that all the crew should be put on shore before they repaired thither themselves. They likewise had better accommodations on board. This situation, however, had nearly proved fatal to them, either because they no longer had so much exercise, or were exposed to the noxious vapours which ascended

from the hold. In a few days they were taken so ill that they were obliged to be carried from the ship to the shore, and with proper precautions on their removal into the air, they both recovered.

Beerings died the 8th of December, 1741, and the island was called after his name. This officer was by birth a Dane. From his early youth he had shewn a passionate inclination for long voyages. He had just returned from the East and West Indies, when he presented himself to the czar Peter, who was then employed in creating a navy. In 1707, he was appointed lieutenant, and, in 1710, captain-lieutenant in the fleet of that monarch. Having been from his cradle in the sea-service, and in all the maritime expeditions during the war with Sweden, he had acquired great experience besides the skill necessary for a naval officer. He therefore appeared worthy of being selected to command the two expeditions to Kamtschatka. But what a wretched end, for such a celebrated man! It may almost be said that he was buried alive. Having been carried on shore with the greatest precaution, he was placed in the largest and least incommodious hole, and a covering was carefully erected over him in the form of a tent. The sand soon began to fall down from the sides of the hole in which he lay, and every moment covered his feet. It was immediately removed by those who attended him; but, at last, he would not suffer it to be taken away, thinking he felt some warmth from it, the vital heat having already forsaken the other parts of his body. The sand gradually accumulated, till it covered him up to the belly; and when he had expired, his people were obliged to dig him out, in order to give him a decent interment.

A few days before the death of the commodore, the

Russians had the misfortune to lose their vessel, the only resource capable of extricating them from their forlorn situation. She was at anchor, as we have seen above, and exposed to the violence of a tempestuous sea, when, in the night, between the 28th and 29th, a furious storm arose, the cable parted, and the vessel was driven ashore, very near the dens of the Russians. She was found in the morning buried in the sand to the depth of eight or ten feet. Upon inspection the keel and sides were found to be broken to pieces. The water, which entered the ship, and ran off below, had washed away or spoiled the greatest part of the remaining provisions, consisting of flour, oatmeal, and salt.

Situated as the unfortunate mariners were, this loss was extremely afflicting; but appeared much less when they reflected that the vessel, though much damaged, had been thrown upon the sand at their feet, and not carried out to sea; they still entertained hopes, that even if she could not be got afloat again, they might, with the materials, build a bark capable of carrying them to Kamtschatka.

The events which had occurred since their shipwreck, had diverted the attention of the Russians from two important objects in their situation; in the first place to take a survey of the country in which they had landed, and, in the second, to provide for their subsistence. As the latter was the more pressing of the two, they immediately took it into serious consideration after the loss of the ship. They were still ignorant whether they had landed on an island or a continent, whether the country was inhabited, and were unacquainted with its animal and vegetable productions. Having deliberated on these subjects, they resolved to begin with reconnoi-

fering the country, and to send from the east coast on which they had disembarked and settled, a certain number, selected from among the most vigorous of the crew towards the north and south. Having proceeded as far as the rocks which projected into the sea would permit them, these men returned, some on the third, and the others on the fourth day after their departure.

They agreed in their reports that they had not found the least trace of inhabitants, but had seen on the coast a great number of otters. They had likewise observed in the interior of the country, a great quantity of blue and black foxes, which did not run away on their approach. From these accounts it was justly concluded that the country was neither frequented nor inhabited by men. However, as the interior had not been sufficiently examined, and they had not yet penetrated to the coast opposite to that on which they had landed, they again sent out some of their number to accomplish those purposes. These men ascended a very lofty mountain, three or four leagues from the shore; from its summit they discovered the sea to the east and west, which left no doubt but that it was an island on which they had landed.— They found no wood, but only a few willow shrubs on the banks of the rivulets.

After reconnoitering the island, they proceeded to examine the provisions that had been saved from the ship. Having first deducted and stowed away eighteen hundred pounds of flour to serve them on their passage from the island to Kamtschatka; the remainder was divided into equal portions. Though these were very scanty, and thirty of their number died during their stay on the island, yet they would not have been sufficient, but for the seasonable supply which the marine animals afforded.

The first which served them for food were the otters. Their flesh was hard, but they were obliged to put up with it till they could procure some less disagreeable in its stead. After they had ceased to use them for food, the Russians killed a great number of these animals for the sake of their beautiful skins, nine hundred of which they collected during their residence on the island. In the month of March the otters disappeared, and were succeeded by another animal, called the sea-cat, and afterwards by seals. Their flesh was extremely disgusting to the Russians, who fortunately, now and then, surprised a young sea-lion. The latter are excellent eating; but they never durst venture to attack them excepting when asleep.

The sea-cow likewise proved of great utility to the Russians. One of these animals, which they took, weighed eight thousand pounds; and furnished them with food for a fortnight. Their flesh may be compared to beef, and the fat, with which it is covered to the depth of three or four inches, resembles that of pork. This they melted down and used instead of butter. They likewise salted a considerable quantity of the flesh, and filled several casks, which they added to the provision destined for their voyage to Kamtschatka. During their residence on the island, two whales were likewise cast on shore, and these furnished them with an abundant supply when other marine animals failed.

On the melting of the snow, about the end of March, 1742, the Russians began to think seriously of their return. Being all assembled, to the number of forty-five, they took into consideration the means of returning to Kamtschatka. The state of perfect equality, in which they had lived, since their landing on the island, pro-

duced a variety of opinions, which were warmly supported by those with whom they originated. Waxel, to whom the command, by right, devolved, conducted himself under these circumstances with great art and prudence. Without giving offence to the authors of the different plans, he opposed them to each other, and destroyed them by means of a third, which he again overthrew by objections, which appeared unanswerable.— At length he and Chitroff, who acted in concert, proposed their opinion, which was to take the vessel to pieces, and to construct another of smaller size, but sufficiently spacious to hold all the crew and the provisions. In discussing the business, they laid great stress on the consideration, that all those who had suffered together would not be separated; that none would be left behind; that if a new misfortune occurred, they would be together, and that none of them would be exempted from it. This opinion being unanimously approved of, a paper was drawn up to that effect, and signed by all the crew. The favourable weather at the beginning of April permitted them to put it in execution. The whole month was employed in breaking up the ship, and the officers, by their diligence, set a laudable example to the rest.

On the 6th of May they began to work upon their new vessel, which was forty feet in length, and thirteen wide. She had but one mast and one deck, with a cabin at the stern and a kitchen at the head. At the same time they likewise built a boat capable of holding nine or ten persons.

The vessel being completed, was launched on the 10th of August, and named the St. Peter, after the ship, from the remains of which she had been constructed.

The balls and superfluous iron-work served for ballast. A calm, which continued six days, enabled them to fix the mast, rudder and sails, and to take on board the provisions.

On the 16th they put to sea; and, with the help of oars, got clear of the rocks and shallows near the island. They then set their sails to take advantage of a breeze which sprung up. They had the satisfaction to find that their vessel was an excellent sailer, and might be managed with the greatest facility. On the 18th they were overtaken by a contrary wind, which blew with great violence at S.W. Being apprehensive of a tempest, they resolved to lighten the vessel by throwing overboard part of their ballast. On the 25th, they came in sight of Kamtschatka, and, on the 27th came to an anchor in the harbor of Petropawlowska.

It is scarcely possible to express the transports of the Russians, when they again found themselves in the midst of comfort and abundance. After passing the winter at Petropawlowska, they again embarked in the month of May, and arrived at Ochotzk. Waxel repaired to Jakutsk, where he remained during the winter. In October, 1744, he arrived at Jeniseisk, at which place he found Captain Tschirikoff, who soon afterwards received an order from the senate to repair to Petersburg; on which Waxel succeeded him in the command of the crews of both vessels. With these he proceeded to the same city, where he arrived in the month of January, 1749, which may be considered as the conclusion of the second expedition to Kamtschatka, after a period of sixteen years from its commencement.

The Arctic fox, of which the Russians found such numbers in Beerings' Island, is of a blueish grey color.

The hair is very thick, long, and soft, the nose sharp, and the ears short, and almost hid in the fur. The tail is shorter, but more bushy than that of the common fox. The following is the account given by Steller, of the habits and manners of this extraordinary animal.

“ During my unfortunate abode on Beerings’ Island, I had opportunities, more than enough, of studying the nature of this animal, which far exceeds the common fox, in impudence, cunning, and roguery.

“ They forced themselves into our habitations by night as well as by day, stealing all that they could carry off; even things that were of no use to them, as knives, sticks, and clothes. They were so inconceivably ingenious, as to roll down our casks of provisions, several poods* in weight, and then steal the meat out of them so ably, that, at first, we could not bring ourselves to ascribe the theft to them. As we have stripped an animal of its skin, it has often happened that we could not avoid stabbing two or three foxes, from their rapacity in taking the flesh out of our hands.

“ If we buried it ever so carefully, and even added stones to the weight of earth that was upon it, they not only found it out, but, with their shoulders, shoved away the stones, lying under them, and helping one another with all their might. If, in order to secure it, we put an animal on the top of a high post, in the air, they either dug up the earth at the bottom, and thus tumbled the whole down, or one of them clambered up, and with incredible artifice and dexterity, threw down what was upon it.

They watched all our motions, and accompanied us

* The pood is equal to forty Russian pounds, each of which is somewhat less than an English pound.

in whatever we were about to do. If the sea threw up an animal of any kind, they devoured it before we could get up to rescue it from them; if they could not consume the whole of it at once, they dragged it in portions to the mountains, where they buried it under stones before our eyes, running to and fro, as long as any thing remained to be conveyed away. While this was doing, others stood on guard and watched us. If they saw any one coming at a distance, the whole troop would combine at once and begin digging all together in the sand, till a beaver, or sea-bear would be so completely buried under the surface, that not a trace of it could be seen. In the night-time, when we were asleep, they came and pulled off our night-caps, and stole our clothes from under our heads, with the beaver coverings, and the skins we lay upon. In consequence of this we always slept with our clubs in our hands, that if they awoke us, we might drive them away or knock them down.

“ When we made a halt to rest by the way, they gathered around us, and played a thousand tricks in our view, and when we sat still they approached us so near, that they gnawed the thongs of our shoes. If we lay down, as if intending to sleep, they came and smelt at our noses, to try whether we were dead or alive; if we held our breath, they gave us such a tug by the nose as if they would bite it off. On our first arrival they bit off the toes, fingers, and noses of the dead, while we were preparing the grave, and thronged in such a manner about the infirm and sick, that it was with difficulty we could keep them off.

“ Every morning we saw these audacious animals patrolling about among the sea-lions and sea-bears, ly-

ing on the strand, smelling at such as were asleep, to discover whether some one of them might not be dead; if that happened to be the case, they proceeded to dissect him immediately, and soon afterwards all were at work in dragging the parts away; because the sealions sometimes in their sleep over-lay their young, they every morning examined, as if conscious of this circumstance, the whole herd of them one by one, and immediately dragged away the dead cubs from their dams.

“ As they would not suffer us to be at rest either by night or day, we became so exasperated at them, that we killed young and old, and plagued them in every way we could devise. When we awoke in the morning, there always lay two or three that had been knocked on the head in the night; and, I can safely affirm, that, during my stay in the island, I killed above two hundred of these animals with my own hands. On the third day after my arrival, I knocked down upwards of seventy of them with a club, within the space of three hours, and made a covering to my hut of their skins. They were so ravenous, that with one hand we could hold to them a piece of flesh, and, with a stick or axe in the other, could knock them on the head.

“ From all the circumstances that occurred during our stay, it was evident that these animals could never before have been acquainted with mankind, and that the dread of man is not innate in brutes, but must be grounded on long experience.”

NARRATIVE OF THE LOSS OF

HIS MAJESTY'S SHIP THE REPULSE,

Of sixty-four Guns, on the Coast of France, March 10, 1800.
In a Letter from one of the Officers.

The *Repulse* is detached to cruize off Brest—Accident to Captain Alms—The Ship strikes on a Rock—She gets off—Is nearly filled with Water—Narrow Escape of the Ship—She runs aground—The Crew save themselves in the Boats—Part of them escape in the Cutter—They arrive at Guernsey.

THE *Repulse* was one of the ships belonging to the Channel-fleet, under the command of Sir Alan Gardner, but had been detached for the purpose of intercepting provision vessels going into Brest. On the night of the 10th of March, 1800, she struck on a sunken rock, supposed to be the *Mace*, about twenty-five leagues south-east of Ushant. The crew made good a landing on one of the *Glenen* islands, about two miles from the continent. Here the captain, and most of the officers, were made prisoners, and sent to *Quimper*; but Mr. Rothery, the first-lieutenant, Mr. Gordon, the fifth, Mr. Finn, the master, two midshipmen, and eight seamen, got into the large cutter; and, on the fourth day after leaving the ship, during which interval they experienced bad weather, and were, at times, near perishing, arrived safe at Guernsey.

The following letter from one of the officers who escaped, to his father, gives a full account of the loss of the *Repulse*, and likewise of the adventures of the boat's crew, from the time of their quitting the ship till their arrival at Guernsey.

Guernsey, March 13, 1800.

My dear Father;

I EMBRACE the opportunity of a packet sailing for England, to acquaint you with the unfortunate fate of the *Repulse*.—Coming off the Penmarks, in company with the *Agamemnon*, on Saturday last, (the ninth of March), it then blowing a very heavy gale of wind, Captain Alms was thrown down the companion-ladder, by the rolling of the ship; by which accident some of his ribs were broken, and he was much bruised. The same day we parted company with the *Agamemnon* in chase of a strange sail to leeward, and, about six in the evening, we came up with, and re-captured, the *Princess-Royal* packet, from the West-Indies. Next morning, Captain Alms finding himself much worse, resolved to put into Torbay. We accordingly bore up and shaped a course, which, if our reckoning had been correct, would have carried us far enough to the westward of Ushant. But unfortunately, owing to the thickness of the weather, (not having had an observation for some days) and to the different set of the tides which are very strong on this coast, the ship had got nearly three degrees to the east of her reckoning, and, at twelve o'clock the same night, going under an easy sail, (having only treble-reefed top-sails down on the cap), that the prize might be able to keep up, breakers were discovered right ahead. It was extremely foggy, and the ship was going

at the rate of about seven knots, with the wind almost right aft, so that our endeavors to clear the danger were ineffectual. In a moment the ship struck with great violence, and was instantly so completely surrounded with rocks, that we could not even see the opening by which we had entered. In this dreadful situation we continued nearly three quarters of an hour, the ship, from the great surf that ran among the rocks, striking so violently, that we every moment expected she would go to pieces.

I shall not attempt to describe the appearance of so many men, with certain, and almost instant death, staring them in the face; but I cannot forbear observing that those, whom I had ever considered the greatest reproaches, now became the greatest cowards, and were so overcome by their awful situation, that they were totally unable to exert themselves for their own preservation. We had no hopes of deliverance. The prize was, indeed, in company, and we kept firing guns to inform her of our danger. It was, however, absolutely impossible for us to receive any assistance from that quarter, and, if our firing enabled her to escape herself, it was as much as we could expect. That nothing on our part might be left untried, the sails were heaved aback, and, with the divine assistance, the ship backed astern, clear of the danger.

Our joy on this occasion was, however, of short duration, for the ship made so much water, that in half an hour it reached as high as the orlop-deck, and the rudder having lost all command, there appeared to be no other chance of saving our lives, than by running for the coast of France. Accordingly, having got her head round to the eastward, we made all the sail we could.

We had now sufficient employment for all hands; some were busy at the pumps, others were engaged in throwing the guns overboard, and otherwise lightening the ship; while others again were employed in lining a sail with beds, blankets, &c. which being got over the bows, and bowsed taught up to the ship's bottom, was of very great service. The water being considerably above the orlop-deck, we were enabled to bale at each hatchway; by which, and the wonderful exertions of men actuated by the fear of death, we were enabled to keep her afloat till five o'clock, when, to our inexpressible joy, the echo of the report of one of our guns announced our being near the land, the fog being so thick that we could not see the length of the ship. But judge what must have been our sensations, when we found ourselves within half a ship's length of a lee-shore, bounded by a precipice as high as our mast-head, against which the sea broke with excessive violence, and on which we were running with great rapidity. The only chance of preservation we now had, was by letting go an anchor, which, however, did not bring us up. At the moment when we expected to be dashed to pieces, our jib-boom almost touching the precipice, Providence again interposed in our behalf, and the eddy wind, reverberating from the rock, took the sails aback, and most miraculously saved us from destruction.

We now cut the cable, and the ship drifted along the shore, till we cleared a rugged point, about a quarter of a mile to the leeward of us, when she filled, and ran up under a weather shore, which being very high, sheltered us a good deal. Here we grounded; but, from the heavy surf, the ship continued striking with such violence, that we were afraid she would go to pieces be-

fore we could leave her. We therefore made what haste we could in getting the boat out, and then cut away the masts, when she lay tolerably easy.

As I had early in the morning resolved within myself to attempt escaping in one of the boats, rather than be made prisoner, I mentioned my design to Mr. Gordon, the fifth lieutenant, who readily agreed to accompany me. The eight-oared cutter being hoisted, I got into her, as she was the best boat for the purpose, under pretence of seeking a landing-place; and having taken on board as many men as she could conveniently carry, I landed them to the leeward of a point about a mile from the ship, and then returned for another cargo. Having disclosed my plan to the boat's crew, I sent one of them on board the ship for a compass, boat's mast, sails, &c. but, to my infinite mortification, he could get only a compass, the boat's sails being down in the store-room. The pilot now came into my boat to go on shore. I thought if I could secure him it would be a great point, and I was glad to obtain his concurrence.

I had made four or five more trips between the ship and the shore, when Mr. Rothery, the first lieutenant, called to me to take him on board, which I did, and was agreeably surprised to find, that Mr. Gordon had acquainted him with our secret, that he was resolved to go with us, and had made some provision for the voyage. It consisted of some pieces of hung-beef, which, though raw, was better than nothing, a small quantity of bread, and half-a-dozen of brandy, as he imagined, but which afterwards proved to be wine. When I mentioned our want of sails, he replied, that we must make shift to supply that deficiency with some table-cloths and sheets he had brought with him.

We still continued going and returning, till almost all the people were landed; and, on our way had fortunately picked up the jolly-boat's mast and sail, and the masts and yards belonging to several other boats, so that the only article we now wanted was water. I recollected the fire-cask in the mizen-chains, which we desired a man to push overboard. Having picked it up and taken it in, with Mr. Gordon, we again committed ourselves to the mercy of the waves, and the care of Providence.

But before I leave the ship, it will be proper to mention the number of lives that were lost. When we first struck upon the rock, five of the crew, whose apprehensions were too powerful for any other consideration, got into a boat that was hung over the quarter, and, in their hurry to escape, cut one of the tackles by which the boat was suspended, while they kept the other fast. The boat, consequently, hung by one end, and they were all thrown out and drowned.

I forgot to mention that, while the boats were employed in landing the people, those on board had thrown the ends of several hawsers on shore, which the peasantry made fast to the rock, and which being hauled taught on board, they could go on shore upon them with great ease. Two men, however, being intoxicated, fell off the hawsers into the water, and perished. These, together with four marines, who lay upon deck dead drunk at the time we came away, and who, I believe were not afterwards carried on shore, are, as far as I know, all that suffered on this occasion. I shall now return to the boat.

Having a fair wind, we set the jolly-boat's sail for a foresail, then made a sparing breakfast, and thought to

recruit our spirits with a dram, when, to our great disappointment, we found we had nothing but wine. This was not the greatest of our misfortunes, for, upon broaching our water, we found it so strongly impregnated with the varnish, with which the cask had so frequently been laid over, that it was scarcely drinkable, and even made some of us sick; but we consoled ourselves with the reflection, that its bad quality would make it last the longer.

One of the men having, fortunately, some sail-needles in his pocket, all hands turned to sail-making, some sewing, and others unlaying rope and making it into twine. A table-cloth and a sheet sewed together made an excellent main-sail, and out of a piece of canvas we happened to have in the boat, we contrived to make a mizen-sail, so that in a couple of hours we had a complete suit.

About twelve o'clock, we were much alarmed by being becalmed among the Penmark rocks, and were obliged to pull hard to avoid being dashed to pieces against them. We soon afterwards had a fine breeze, and about five, found ourselves close in with the land, a few miles to the southward of Cape Raz. The wind was so scant, that we could barely lie along shore, and were obliged to pass under a large fort and several signal-posts, at each of which the enemy had a gun, so that we every moment expected to be fired at. I believe, by our being so badly rigged, and our white sail, they took us for Frenchmen. Several of us took off our hats, and tied handkerchiefs round our heads, which I think also aided the deception.

About dusk, we had another narrow escape among a reef of rocks, which lay off Cape Raz, and upon which

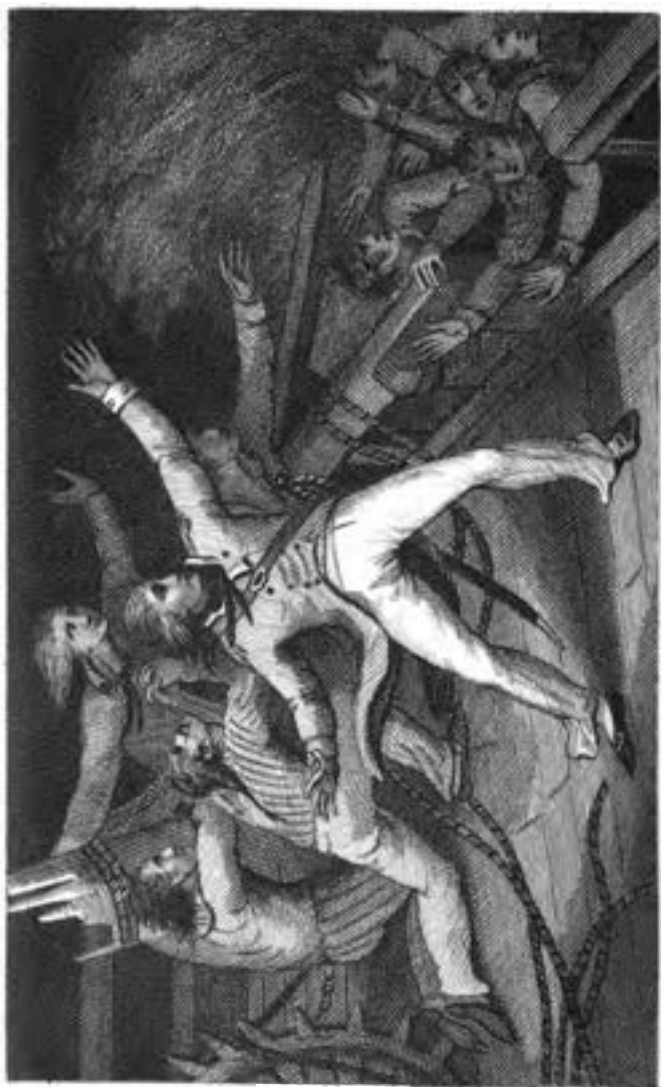
we were set by a very heavy swell and a strong tide. It was now nearly dark, and, as it had every appearance of blowing hard, we ran down into a deep bay, a little to the southward of Brest harbor, purposing to come to an anchor till the morning; but, in luffing up round a point, under which we intended to take shelter, we were much surprised by the appearance of something like a fort, and soon found our fears realized, when the centinel hailed us in French, which he did twice. We now bore up, and made sail from it as fast as we could, and I fancy were out of reach before they could get a gun ready, as we saw several lights moving about from place to place.

Some of the boat's crew now thought our undertaking so desperate, that they proposed to surrender rather than run any farther risk. It was however agreed, to wait till day-light, and we, accordingly, came to an anchor in the middle of the bay, not daring to trust ourselves any more in shore. About eleven, the wind having moderated, and the moon shining bright, we got under way and ran between the Saints and the main, which is a very dangerous passage. By two o'clock next morning we were clear of Ushant, having also passed between that and the main. We were now in high spirits, to think we had got clear of the coast of France, and regaled ourselves with an additional glass of wine; having also a fair wind for England, which continued all that day till about four in the afternoon, when, to our great distress, it fell calm, at a time, when, by the distance we had run, we computed ourselves only eight leagues from Plymouth. We now took to our oars, but made very little progress. At seven, a breeze sprung up from the northward, and, at eight, it blew very hard with a

heavy sea. The gale continued to increase till eleven, when our situation became very alarming; exposed to a gale of wind, in the middle of the English channel in an open boat, with the sea breaking over us in such a manner, that we imagined each succeeding wave would overwhelm us.

The pilot now proposed, as the only chance we had remaining to bear up for Guernsey or Jersey. To this we all would readily have agreed, but were of opinion that if we once put the boat before the sea, she would immediately fill. During our consultation, a singular cause occurred, which determined us to follow the pilot's advice. Three distinct flashes of lightning were perceived at regular intervals in the S.E. which was exactly in the direction the islands bore from us. This, the superstition of the boat's crew immediately interpreted as a signal from heaven. We therefore bore up, and stood in the same direction in which we saw the lightning. By proper attention, and always keeping the boat end on to the sea, we found that she scudded much better than we could have imagined.

Next morning the gale rather abated; and about two o'clock in the afternoon, to our inexpressible joy, we discovered the island of Guernsey, but the wind falling towards evening, we were prevented from making the land till the following morning."



Triumph of the Cause of the C. V. M. S.

NARRATIVE OF THE LOSS OF

HIS MAJESTY'S SHIP NAMUR,

Of seventy-four Guns, near Fort St. David's, in the East-Indies,
 April 13, 1749. By Lieutenant James Alms.

Dreadful Storm at Fort St. David's, in which the *Namur* and *Pembroke* are wrecked—Letter of Lieutenant Alms—The *Namur* springs a Leak—Separates at the Ches-tree—Some of the Crew save themselves on the Booms—They reach the Shore—Arrive at Porto Novo—Humane Treatment of the Dutch.

PART of the fleet under Admiral Boscawen, being at anchor on the 12th of April, 1749, in the road of Fort St. David's, it began to blow most violently from the N.N.W. The next morning the wind suddenly shifted, blowing with still greater fury from the east, and then changed to the south. In this storm the *Namur* of seventy-four guns foundered, and only twenty-three of her crew were saved. The admiral, captain, and several of her officers, were fortunately on shore. The *Pembroke* of sixty guns was wrecked on a bank near Porto Novo, and out of a crew of 342 persons, only twelve escaped. The *Lincoln* and *Winchelsea*, East-Indiamen, were likewise wrecked, but their crews were saved.

Mr. Alms, of the *Namur*, gives the following account of the loss of that ship, and of his own preservation in a letter to Mr. Ives:

We were at anchor in the *Namur* in Fort St. David's road, Thursday, April 13, 1749. In the morning

purpose, we returned to the place where we had left our catamaran, and, to our no small uneasiness, found that it was gone. Day-light appeared, when we found ourselves on a sandy bank, a little to the southward of Porto Novo, and, as there was a river running between us and this Dutch settlement, we were under the necessity of fording it, and soon afterwards arrived at Porto Novo, where we were received with much hospitality. From our first landing, till our arrival at Porto Novo, we lost four of our company, two at the place where we were driven ashore, and two in crossing the river.

After we had sufficiently refreshed ourselves at Porto Novo, the chief there was so obliging as to accommodate me with clothes, a horse, and a guide to carry me to Fort St. David, where I arrived about noon the day following, and immediately waited on the admiral, who received me very kindly indeed; but so excessive was the concern of that great and good man for the loss of so many poor souls, that he could not find utterance for those questions he appeared desirous of asking me concerning the particulars of our disaster.

Till I reached Porto Novo, you beheld me shipwrecked and naked; I must again repeat it, that the Dutch received, refreshed, and kindly conveyed me to my truly honorable patron, through whose kindness and humanity I am not only well clothed and comforted, but am also made lieutenant of the Syren, from which ship I date this letter. I am, &c.

JAMES ALMS.

P.S. There were only twenty-three of us saved on the wreck; twenty of whom came ashore on the booms.

EDWARD IVES, Esq.

NARRATIVE OF THE LOSS OF
HIS MAJESTY'S SHIP PEMBROKE,

Of sixty Guns, on Colderoon Point, near Fort St. David, in the
 East-Indies, April 13, 1749.

BY MR. CAMBRIDGE, THE MASTER.

The *Pembroke* encounters a dreadful Storm—Her Cable parts—
 She loses her Main and Mizzen-masts—She strikes—A few of the
 Crew save themselves on the Forecastle—Most of them are
 washed away—The Master and some others lash themselves to
 the Cat-head—Are taken off the Wreck by some Mahrattas—
 Barbarous Treatment they experienced—Their Interview with
 the King—They are confined in a Dungeon—Their Escape.

THE melancholy fate of the *Namur*, which was lost at
 the same time and place as the *Pembroke*, has already
 been related. The calamity which befel the latter, was,
 if possible, still more deplorable. Out of her whole crew,
 only 12 persons were saved, her commander, Captain
 Fincher, and about 330 men were drowned, among
 whom were all the officers excepting a captain of ma-
 rines. The following particulars of this disaster are
 given by an eye-witness, Mr. Cambridge, the master.

About ten o'clock in the morning of the 13th of
 April, it blew fresh, the wind at N.E. by E. and a great
 sea began to come in: we having then a cable out, the
 captain ordered half a cable more to be veered away.
 At one in the afternoon it blew very hard, the wind at
 N.E. His majesty's ship *Namur*, lying about a cable's
 length within us, and abaft our beam, I went to the cap-
 tain, as did likewise the lieutenants, and desired him to

go to sea. He replied, he could not answer to go to sea unless the *Namur* did (on board which rear-admiral Boscawen's flag was flying) but ordered all our ports to be barred in and well secured.

At three o'clock I went to the captain, who was sick, and in his cabin, and again desired him to go to sea. He seemed angry, and said he could not, giving the same reason as before, nor would he suffer any more cable to be veered away. At the same time the ship rode hard, strained much, and made water.

At five, the sea increasing, our cable parted, and we cast our head off to the sea, otherwise we should have fallen on board the *Namur*. We immediately set the fore and mizen-sails, got on board the main-tack, and set our main-sail, fore and mizen stay-sails; at the same time some of our people were employed in heaving in the cable, for the captain would not have it cut. This took up some time: it blew so very hard that the ship would not bear any more sail.

At six, there being a great head sea, we made very little way, and were obliged to set both pumps to work. At half past six our main-sail split in pieces: we got down the yard in order to bend a new sail; but it blowing hard, the ship lay down so much that we could not get the sail to the yard. At eight, the carpenter sent word to the captain, that the ship gained upon them much, and had four feet water in her hold.

At half past eight our tiller broke short off at the rudder-head, and we likewise found one of the rudder-chains broken: the sails we had now set were our fore-sail, mizen, and fore-stay-sails. The sea made a free passage over us, and the ship being water-logged, we hauled up our fore-sail to ease her, but expected to go

down every minute. In hauling down our fore-staysail, it split; and, as I looked aft from the fore-castle, I saw the main and mizen-masts gone, though I never heard them go. By this time the ship righted much, and, in about seven minutes, the fore-mast went by the board, but the bowsprit held fast. Our pumps were kept continually working. The third lieutenant being on the quarter-deck, sent forward to me to clear and let go the small-bower anchor, which was immediately done. We found the ship drive to shore very fast.

At half-past ten, we had eight feet water in the hold, and kept all the pumps working. About eleven we found the ship settle; the depth of water twelve or fourteen fathoms. The anchor, then brought the ship up, but the cable parted in a few minutes: then we let go the sheet-anchor, which was all we had. The sea now making a free passage over us again, broke and tore away our boats and booms. The sheet-cable tore out with such violence, that no person could venture near it, till the clench brought up the ship: but the sea came with such force, and was so very high, that in the hollow of the sea the ship struck, and the cable immediately parted.

It was now near twelve o'clock; the ship struck fore and aft, but abaft very hard. The third lieutenant was near me when the ship first struck, but I saw no more of him afterwards. I kept the fore-castle, accompanied by the boatswain, cook, and about eight men more. I got myself lashed to the bitts before the ship took heel, but shifted myself over to windward when she began to heel, and lashed myself as before; the sea continually beating over us. About two I saw the captain's cabin washed away, and the ship almost on her broadside.

When day-light came, we were sixteen men on the fore-castle, and four hanging abaft to the timber-heads; but three of the latter got on a piece of the wreck which was loose, and drove away; the other was drowned. All this time the sea came over us in a dreadful manner, so that we could scarcely take breath.

About eight o'clock, nine men were washed off the fore-castle. We could now see the trees on shore between the seas. At nine, the boatswain and cook were washed away from each side of me, on which I removed to the cat-head, as did likewise another man. About ten, all our men were washed away, excepting those who were lashed to the cat-head. We judged that we were about two miles off the shore; we continued there all the day; the sea beating over us incessantly, so that we had little time to fetch breath, or speak to one another. At noon, we found the sea to come every way upon us, and could perceive that the wind having shifted was the cause of it. This part of the wreck kept together, but night coming on, we had a dismal prospect before us, without any hopes of relief. About midnight, the sea abated, so that we could speak to one another for the space of two or three minutes together; but I found myself so weak, having been sick ever since we arrived in the country, that when the sea washed me on one side in my lashing, I was not able to help myself up, but was obliged to get my companion to assist me.

At day-light I found myself much weaker and very thirsty. The sea at this time came over us once in a quarter of an hour. We found the wreck much nearer the shore than yesterday. About noon we found the sea much abated, so that it seldom came over us, and the

weather began to be fine, but I felt extremely faint. About two or three o'clock we saw two paddy-boats coming along shore, about a mile without us. We spread out a handkerchief, which I had about my neck, that the boats might see us. One of them seemed to edge towards us for some minutes, but hauled off again. We then saw several catamarans near the shore, which we judged to be fishing. We spread abroad the handkerchief again, but none of them approached us. Soon afterwards we saw several people gather together on shore; the sun began to grow low, so that we judged it to be about five o'clock. At last, we saw two of the catamarans above-mentioned coming towards us, with three black men on each, who took us off the wreck, and carried us on shore.

As soon as we were landed, we found ourselves surrounded by about three hundred armed men. My companion told me we had fallen into the hands of the Mah-rattas, who were at this time at war with the English. They ordered us to come off the catamarans. I strove to rise, but I found myself so weak, and my legs so terribly bruised, that I could not get up; on which some of them came and lifted me off, and laid me upon the sand, for I was unable to stand. I made a signal to them that I wanted some water to drink; but they gave me none, and only laughed at our condition. Their commander ordered them to strip us, which they did quite naked.

As I was not able to walk, they led us part of the way to Davecotta, a fort belonging to them, and there put us into a canoe, and carried us up a river to the walls of the fort. About ten that night, they put us within the walls and laid us on the ground, where we had nothing to cover us but the heavens; and, about eleven, brought

us a little rice, with some water. Great numbers of people gathered round us, laughing at us, and expressing great contempt and derision.

The country people flocked daily to the fort to see us, but none of them shewed us the least pity; on the contrary, they laughed and threatened us with death. We slept very little the first night on account of the cold, and the risk we ran of our lives, these barbarians having signified that they would cut us in pieces with their sabres. When day-light appeared, and the gates were opened, I was very ill. I had a dysentery, and my legs were so much swelled, that I concluded I had not long to live, at least, if I did not receive some relief. I acquainted my comrade with my situation, and begged him, if he should ever be so fortunate as to return to England, to inform my friends in what manner I had terminated my career. Some days we received rice, and others we had none. On the seventh day they gave me some lamp-oil, with which I fomented my legs, and this simple application afforded me considerable relief.

Our lodging-place was between the gate-ways; and, when we had been there fourteen or fifteen days, they carried us into the country. Though my legs were much better, yet still I could not walk; and my companion was extremely weak, which I believe was owing to the want of more victuals. So they put us into dooleys, or cradles, fastened together with ropes, which they got from the wreck.

About four o'clock on the fifteenth day, they carried us about twelve miles, to their king, who was encamped against our company's troops. That prince examined us a long time, and enquired whether we were officers; I replied in the negative, conceiving that an acknow-

ledgment of that kind would render our escape much more difficult. He was desirous that we should enter into his service, but we told him, by means of the interpreters, who were three Dutchmen, that we could not consent to it. He promised we should want for nothing if we would accept his offers, but we persisted in replying that we were too ill to be capable of serving. He ordered refreshment to be given us, of which we stood in great need, having scarcely taken any nourishment since the day we fell into the hands of his subjects. The interpreters asked us whether we chose to enter into the king's service, or to go to prison; to which we answered, that we could not resolve to fight against our countrymen.

At sun-set we departed. Our conductors having halted till three o'clock in the morning, we again set out, and continued our march till noon, when they again stopped two hours to take some refreshment, and afterwards directed their course to the south-west. We arrived that night at a fort, and were immediately put into a dungeon. There we found two other prisoners, one of them our ship-mate, and the other a deserter from the company's troops.

The next morning they opened the gates, and made signs to us to come out. My companions complied, but I chose rather to stay where I was, as I found myself extremely weak, and my legs were covered with ulcers. I begged them to give me a little lamp-oil to foment them, which they did. Our only nourishment was water and a quart of rice a day, though there were four of us, and a small pot of grease instead of butter. I rubbed my legs with the oil and grease, and on the fourth day found myself much better, which gave me

it blew fresh, wind N.E. At noon we veered away to a cable and a half on the small bower. From one to four o'clock we were employed in setting up the lower rigging. Hard gales and squally, with a very great sea. At six o'clock the ship rode very well, but half an hour afterwards had four feet water in her hold. We immediately cut the small bower cable, and stood to sea under our courses. Our mate, who cut the cable, was up to his waist in water at the bitts. At half past seven we had six feet water in the hold; when we hauled up our courses, and heaved overboard most of our upper-deck and all the quarter-deck guns to the leeward. By three-quarters after eight the water was up to our orlop gratings, and there was a great quantity between decks, so that the ship was water-logged; when we cut away all the masts, by which she righted. At the same time we manned the pumps, baled, and soon perceived that we gained upon the ship, which put us in great spirits. A little after nine we sounded, and found ourselves in nine fathoms water; the master called to cut away the sheet-anchor, which was done immediately, and we veered away to a little better than a cable; but, before the ship came head to the sea, she parted at the chess-tree. By this time it blew a hurricane. It is easier to conceive than to describe what a dismal, melancholy scene now presented itself—the shriekings, cries, lamentations, ravings, despair, of above five hundred poor wretches verging on the brink of eternity!

I had, however, presence of mind to consider, that the Almighty was at the same time all-merciful, and experienced consolation in the reflection that I had ever put my whole trust in him. In a short prayer I then implored his protection, and jumped overboard. The

water, at that time, was up to the gratings of the poop, from which I leaped. The first thing I grappled was a capstan-bar, by means of which, in company with seven more, I got to the davit;* but, in less than an hour, I had the melancholy sight to behold them all washed away, and myself remain upon it alone, and almost exhausted. I had now been above two hours in the water, when, to my unspeakable joy, I saw a large raft, with a great many men driving towards me. When it came near, I quitted the davit, and with great difficulty swam to the raft, upon which I got, with the assistance of one of our quarter-gunners. The raft proved to be the *Namur's* booms. As soon as we were able we lashed the booms close-together, fastened a plank across, and by these means made a good catamaran.

It was by this time one o'clock in the morning; soon afterwards, the seas were so mountainous as to turn our machine upside down, but providentially, with the loss of only one man. About four, we struck ground with the booms, and, in a very short time, all the survivors reached the shore. After having returned thanks to God for his almost miraculous goodness towards us, we took each other by the hand, for it was not yet day, and still trusting to the divine Providence for protection, we walked forward in search of some place to shelter ourselves from the inclemency of the weather, for the spot where we landed offered nothing but sand. When we had walked about for a whole hour, but to no manner of

* The davit is a long beam of timber, used as a crane, and by means of which the flukes of the anchor are hoisted to the top of the bow, without injuring the planks of the ship's side as it ascends.

purpose, we returned to the place where we had left our catamaran, and, to our no small uneasiness, found that it was gone. Day-light appeared, when we found ourselves on a sandy bank, a little to the southward of Porto Novo, and, as there was a river running between us and this Dutch settlement, we were under the necessity of fording it, and soon afterwards arrived at Porto Novo, where we were received with much hospitality. From our first landing, till our arrival at Porto Novo, we lost four of our company, two at the place where we were driven ashore, and two in crossing the river.

After we had sufficiently refreshed ourselves at Porto Novo, the chief there was so obliging as to accommodate me with clothes, a horse, and a guide to carry me to Fort St. David, where I arrived about noon the day following, and immediately waited on the admiral, who received me very kindly indeed; but so excessive was the concern of that great and good man for the loss of so many poor souls, that he could not find utterance for those questions he appeared desirous of asking me concerning the particulars of our disaster.

Till I reached Porto Novo, you beheld me shipwrecked and naked; I must again repeat it, that the Dutch received, refreshed, and kindly conveyed me to my truly honorable patron, through whose kindness and humanity I am not only well clothed and comforted, but am also made lieutenant of the Syren, from which ship I date this letter. I am, &c.

JAMES ALMS.

P.S. There were only twenty-three of us saved on the wreck; twenty of whom came ashore on the booms.

EDWARD IVES, Esq.

NARRATIVE OF THE LOSS OF
HIS MAJESTY'S SHIP PEMBROKE,
 Of sixty Guns, on Colderoon Point, near Fort St. David, in the
 East-Indies, April 13, 1749.

BY MR. CAMBRIDGE, THE MASTER.

The Pembroke encounters a dreadful Storm—Her Cable parts—She loses her Main and Mizzen-masts—She strikes—A few of the Crew save themselves on the Forecastle—Most of them are washed away—The Master and some others lash themselves to the Cat-head—Are taken off the Wreck by some Mahrattas—Barbarous Treatment they experienced—Their Interview with the King—They are confined in a Dungeon—Their Escape.

THE melancholy fate of the *Namur*, which was lost at the same time and place as the *Pembroke*, has already been related. The calamity which betel the latter, was, if possible, still more deplorable. Out of her whole crew, only 12 persons were saved, her commander, Captain Fincher, and about 330 men were drowned, among whom were all the officers excepting a captain of marines. The following particulars of this disaster are given by an eye-witness, Mr. Cambridge, the master.

About ten o'clock in the morning of the 13th of April, it blew fresh, the wind at N.E. by E. and a great sea began to come in: we having then a cable out, the captain ordered half a cable more to be veered away. At one in the afternoon it blew very hard, the wind at N.E. His majesty's ship *Namur*, lying about a cable's length within us, and abaft our beam, I went to the captain, as did likewise the lieutenants, and desired him to

fresh spirits. We were permitted to walk morning and evening before the dungeon.

In about three weeks my legs were almost well, so that I was able to walk. We now began to entertain some hopes of making our escape, and taking an opportunity, I, with some difficulty, got high enough upon the wall to look over it, and found it was very lofty and surrounded with a wide moat or ditch; but there was a path between the wall and the ditch, so that we might chuse our place to swim over, if it proved deep. We got, at several times, some strands of rope, off the dooleys which they had carried us in, as they happened to be left within the bounds of our liberty; and, in a few days, collected so many pieces, that, when knotted together, they made seven fathoms and a half.

After some consultation, we resolved to undermine the foundation of the dungeon, at the farthest part from the guards; and, on the 27th of May, began to work: On the 1st of June, we came to the foundation, being six feet deep, and the wall thirty inches through. In two days time we had worked upwards, on the other side, so far, that the light began to appear through the surface, so that we let every thing remain till night. At seven, it beginning to grow dark, they put us into the dungeon as usual, and soon afterwards we worked ourselves quite out. Without being discovered we got over the wall by the help of our rope, and, in less than half an hour, had crossed the mote, though very wide and deep. We travelled all night, we judged about sixteen miles, and in the day hid ourselves among the bushes. The second night we travelled as before, to the S.E. and day coming on, we concealed ourselves among some rushes. About three in the afternoon we were disco-

vered, which obliged us to go on, but we were not molested. We proceeded till about midnight, and then lay down till day-break. I had a fever, and was extremely weak for want of food. This day, which was the third, we resolved to travel till noon, and to plunder the first house we might chance to meet with. But Providence was more favourable to us than we could have expected; for, about ten o'clock, we met a'cooley, who told us he would shew us to Caracal. About noon we arrived there, and were received with great humanity; but my fever was not at all abated. The next morning the governor sent to Mr. Boscawen, to let him know we were there, and, by the return of the messenger, the admiral desired we might be furnished with what money we wanted. In twelve days we found ourselves well recovered, and went to Tranquebar, a place belonging to the Danes. There we staid three days, and got a passage for Fort St. David, where we arrived on the 23d of June.

NARRATIVE OF THE LOSS OF

HIS MAJESTY'S SHIP LITCHFIELD,

Of fifty Guns, on the Coast of Barbary, November 30, 1758.

BY LIEUTENANT SUTHERLAND.

The *Litchfield* leaves Ireland—Is overtaken by a Storm—Strikes on the Coast of Barbary—Destruction of the Boats—The Crew make a Raft—Some of them swim on Shore—Barbarity of the Moors.—Fate of those who put off from the Wreck on the Raft—Many of the Crew get on Shore by Means of a Rope fastened to the Rock—The Ship divides into three Parts—Total Destruction of the Wreck—Proceedings on Shore—The Crew march to Morocco—Their Treatment there—Interview of the Officers with the Emperor—The common Men are employed as Slaves—Are ransomed—Return to England.

THE *Litchfield*, Captain Barton, left Ireland on the 11th of November, 1758, in company with several other men of war and transports, under the command of Commodore Keppel, intended for the reduction of Goree. The voyage was prosperous till the 28th, when at eight in the evening I took charge of the watch, and the weather turned out very squally, with rain. At nine it was extremely dark, with much lightning, the wind varying from S.W. to W.N.W. At half-past nine, we had a very hard squall. Capton Barton came upon deck and staid till ten; then left orders to keep sight of the commodore, and to make what sail the weather would permit. At eleven, we saw the commodore bearing south, but the squalls coming so heavy, were obliged to hand

the main-top-sail, and, at twelve o'clock, were under our courses.

November the 29th, at one in the morning, I left the deck in charge of the first lieutenant; the light, which we took to be the commodore's, right ahead, bearing S. wind W.S.W. blowing very hard: at six in the morning I was awaked by a great shock, and a confused noise of the men on deck. I ran up, thinking some ship had run foul of us, for, by my own reckoning, and that of every other person in the ship, we were at least 35 leagues distant from land; but, before I could reach the quarter-deck, the ship gave a great stroke upon the ground, and the sea broke all over her. Just after this, I could perceive the land rocky, rugged, and uneven, about two cables' length from us. The ship lying with her broadside to windward, the masts soon went overboard, carrying some men with them. It is impossible for any one but a sufferer to feel our distress at this time; the masts, yards, and sails hanging alongside in a confused heap; the ship beating violently upon the rocks; the waves curling up to an incredible height, then dashing down with such force as if they would immediately have split the ship to pieces, which we, indeed, every moment expected. When we had a little recovered from our first confusion, we saw it necessary to get every thing we could over to the larboard side, to prevent the ship from heeling off, and exposing the deck to the sea. Some of the people were very earnest to get the boats out contrary to advice; and, after much entreaty, notwithstanding a most terrible sea, one of the boats was launched, and eight of the best men jumped into her, but she had scarcely got to the ship's stern, when she was whirled to the bottom, and every soul in her

perished. The rest of the boats were soon washed to pieces on the deck. We then made a raft with the davit, capstan-bars and some boards, and waited, with resignation, for divine Providence to assist us. The ship was soon filled with water, so that we had no time to get any provision up; the quarter-deck and poop were now the only places we could stand on with security, the waves being mostly spent by the time they reached us, owing to the fore part of the ship breaking.

At four in the afternoon, perceiving the sea to be much abated, one of our people attempted to swim, and got safe on shore. There were numbers of Moors upon the rock ready to take hold of any one, and beckoned much for us to come ashore, which, at first, we took for kindness, but they soon undeceived us, for they had not the humanity to assist any body that was entirely naked, but would fly to those who had any thing about them, and strip them before they were quite out of the water, wrangling among themselves about the plunder; in the mean time the poor wretches were left to crawl up the rocks if they were able, if not, they perished unregarded. The second lieutenant and myself, with about sixty-five others, got ashore before dark, but were left exposed to the weather on the cold sand. To preserve ourselves from perishing of cold, we were obliged to go down to the shore, and to bring up pieces of the wreck to make a fire. While we were thus employed, if we happened to pick up a shirt or handkerchief, and did not give it to the Moors at the first demand, the next thing was a dagger presented to our breasts. They allowed us a piece of an old sail, which they did not think worth carrying off: with this we made two tents, and crowded ourselves into them, sitting between one ano-

ther's legs to preserve warmth, and make room. In this uneasy situation, continually bewailing our misery, and that of our poor shipmates on the wreck, we passed a most tedious night, without so much as a drop of water to refresh ourselves, excepting what we caught through our sail-cloth covering.

November the 30th, at six in the morning, we went down with a number of our men upon the rocks, to assist our shipmates in coming ashore, and found the ship had been greatly shattered in the night. It being now low water, many attempted to swim ashore; some got safe, but others perished. The people on board got the raft into the water, and about fifteen men placed themselves upon it. They had no sooner put off from the wreck, than it overturned; most of the men recovered it again, but, scarcely were they on, before it was a second time overturned. Only three or four got hold of it again, and all the rest perished. In the mean time, a good swimmer brought with much difficulty, a rope ashore, which I had the good fortune to catch hold of, just when he was quite spent, and had thoughts of quitting it. Some people coming to my assistance, we pulled a large rope ashore with that, and made it fast round a rock. We found this gave great spirits to the poor souls upon the wreck; for, it being hauled taught from the upper-part of the stern, made an easy descent to any who had art enough to walk or slide upon a rope, with a smaller rope fixed above to hold by. This was a means of saving a number of lives, though many were washed off by the impetuous surf, and perished. The flood coming on, raised the surf, and prevented any more from coming at that time, so that the ropes could be of no farther use. We then retired from the rocks; and hunger pre-

vailing, we set about broiling some of the drowned turkeys, &c. which, with some flour mixed into a paste, and baked upon the coals, constituted our first meal on this barbarous coast. We found a well of fresh water about half a mile off, which very much refreshed us. But we had scarcely finished this coarse repast, when the Moors, who were now grown numerous, drove us all down to the rocks to bring up empty iron-bound casks, pieces of the wreck which had the most iron about them, and other articles.

About three o'clock in the afternoon we made another meal on the drowned poultry, and finding that this was the best provision we were likely to have, some were ordered to save all they could find, others to raise a larger tent, and the rest were sent down to the rocks to look out for people coming ashore. The surf greatly increasing with the flood, and breaking upon the fore-part of the ship, she was divided into three parts; the fore-part was turned keel up, the middle-part was soon dashed into a thousand pieces; the fore-part of the poop likewise fell at this time, and about thirty men went with it, eight of whom got ashore with our help, but so bruised, that we despaired of their recovery. Nothing but the after-part of the poop now remained above water, with a very small part of the other decks, on which our captain, and about 130 more remained, expecting every wave to be their last. Every shock threw some off; few or none of whom came on shore alive. During this distress, the Moors laughed uncommonly, and seemed much diverted, when a wave, larger than usual, threatened the destruction of the poor wretches on the wreck. Between four and five o'clock the sea was much decreased with the ebb; the rope being still secure, the

people began to venture upon it; some tumbled off and perished, but others reached the shore in safety.

About five, we beckoned as much as possible for the captain to come upon the rope, as this seemed to be as good an opportunity as any we had seen; and many arrived in safety with our assistance. Some told us that the captain was determined to stay till all the men had quitted the wreck; however, we still continued to beckon for him, and before it was dark, we saw him come upon the rope. He was closely followed by a good able seaman, who did all he could to keep up his spirits and assist him in warping. As he could not swim, and had been so many hours without refreshment, with the surf hurling him violently along, he was unable to resist the force of the waves, had lost his hold of the great rope, and must inevitably have perished, had not a wave thrown him within reach of our ropes, which he had barely sufficient sense left to catch hold of. We pulled him up, and after resting a short time on the rocks, he came to himself, and walked up to the tent, desiring us to continue to assist the rest of the people in coming on shore. The villains, the Moors, would have stripped him, though he had nothing on but a plain waistcoat and breeches, if we had not plucked up a little spirit and opposed them; upon which they thought proper to desist. The people continued to come ashore, though many perished in the attempt. The Moors, at length, growing tired with waiting for so little plunder, would not suffer us to remain on the rocks, but drove us all away. I then, with the captain's approbation, went, and by signs made humble supplication to the bashaw, who was in the tent, dividing the valuable plunder. He understood us at last, and gave us permission to go down, at the same time

sending some Moors with us. We carried fire-brands down to let the poor souls on the wreck see that we were still there in readiness to assist them. About nine at night finding that no more men would venture upon the rope, as the surf was again greatly increased, we retired to the tent, leaving, by the account of the last man who arrived, between thirty and forty souls still upon the wreck. We now thought of stowing every body in the tent, and began by fixing the captain in the middle. We then made every man lie down on his side, as we could not afford them each a breadth; but, after all, many took easier lodgings in empty casks.

The next morning the weather was moderate and fair. We found the wreck all in pieces on the rocks, and the shore covered with lumber. The people upon the wreck all perished about one in the morning. In the afternoon we called a muster, and found the number of the survivors to be 220; so that 190 had perished on this melancholy occasion.

On the 2nd of December, the weather still continued moderate. We subsisted entirely on the drowned stock, with a little salt pork to relish it, and the flour made into cakes; all of which we issued regularly and sparingly, as we were ignorant whether the Moors would furnish us with any thing, they being still very troublesome, and even wanting to rob us of the canvass which covered our tent. At two in the afternoon a black servant arrived, sent by Mr. Butler, a Dane, factor to the African Company at Saffy, a town at the distance of about thirty miles, to enquire into our condition and to offer us assistance. The man having brought pens, ink and paper, the captain sent back a letter by him. Finding there was

one who offered us help, it greatly refreshed our afflicted hearts.

In the afternoon of the following day, we received a letter from Mr. Butler, with some bread, and a few other necessaries. On the 4th, the people were employed in picking up pieces of sails, and whatever else the Moors would permit them. We divided the crew into messes, and served the necessaries we received the preceding day. They had bread, and the flesh of the drowned stock. In the afternoon we received another letter from Mr. Butler, and one was at the same time brought us from Mr. Andrews, an Irish gentleman, a merchant at Saffy. The Moors were not so troublesome now as before, most of them going off with what they had got.

On the 5th the drowned stock was entirely consumed, and at low water the people were employed in collecting muscles. At ten in the morning, Mr. Andrews arrived, bringing with him a French surgeon with medicines and plasters, of which, some of the men who had been dreadfully bruised, stood in great need. The following day, we served out one of the blankets of the country to every two men, and pampooses, a kind of slippers, to those who were in most want of them. These supplies were likewise brought us by Mr. Andrews. The people were now obliged to live upon muscles and bread, the Moors, who promised us a supply of cattle, having deceived us, and never returned.

The people on the 7th were still employed in collecting muscles and limpets. The Moors began to be a little civil to us, for fear the emperor should punish them for their cruel treatment to us. In the afternoon, a messenger arrived from the emperor at Sallee, with general orders to the people to supply us with provisions. They

accordingly brought us some lean bullocks and sheep which Mr. Andrews purchased for us; but at this time we had no pots to make broth in, and the cattle were scarcely fit for any thing else.

In the morning of the 10th, we made preparations for marching to Morocco, the emperor having sent orders for that purpose, and camels to carry the lame and the necessaries. At nine, we set off with about thirty camels, having got all our liquor with us, divided into hogsheads, for the convenience of carriage on the camels. At noon, we joined the crews of one of the transports and a bomb-tender, which had been wrecked about three leagues to the northward of us. We were then all mounted upon camels, excepting the captain, who was furnished with a horse. We never stopped till seven in the evening, when they procured us two tents only, which would not contain one third of the men, so that most of them lay exposed to the dew, which was very heavy, and extremely cold. We found our whole number to be 388, including officers, men, boys, three women, and a child which one of the women brought ashore in her teeth.

On the 11th we continued our journey, attended by a number of Moors on horseback. At six in the evening we came to our resting-place for that night, and were furnished with tents sufficient to cover all our men.

At five in the morning of the 12th, we set out as before, and, at two in the afternoon, saw the emperor's cavalcade at a distance. At three, a relation of the emperor's, named Muli Adriz, came to us, and told the captain it was the emperor's orders, he should that instant write a letter to our governor at Gibraltar, to send to his Britannic majesty to enquire whether he would

settle a peace with him or not. Captain Barton immediately sat down upon the grass and wrote a letter, which, being given to Muli Adriz, he went and joined the emperor again. At six in the evening, we came to our resting-place for the night, and were well furnished with tents, but with very little provisions.

We were, the following day, desired to continue on the same spot, till the men were refreshed, and this repose they greatly needed, and we received a better supply of provisions. That morning, Lieutenant Harrison commanding the soldiers belonging to Lord Forbes's regiment, died suddenly in the tent. In the evening, while employed with his interment, the inhuman Moors disturbed us by throwing stones, and mocking us. The next day we found that they had opened the grave, and stripped the body.

On the 16th, we continued our journey, came to our resting-place at four in the afternoon, pitched the tents, and served out the provisions. Here our people were ill-treated by some of the country Moors. As they were taking water from a brook, the Moors would always spit into the vessel before they would suffer them to take it away. Upon this some of us went down to enquire into the affair, but were immediately saluted with a shower of stones. We ran in upon them, beat some of them pretty soundly, put them to flight, and brought away one who thought to defend himself with a long knife. This fellow was severely punished by the officer who had the charge of conducting us.

The two succeeding days, we continued our journey, and, at three in the afternoon of the 18th, arrived at the city of Morocco, without having seen a single habitation during the whole journey. Here we were insulted

by the rabble, and, at five, were carried before the emperor, surrounded by five or six hundred of his guards. He was on horseback before the gate of his palace, that being the place where he distributes justice to his people. He told Captain Barton, by an interpreter, that he was neither at peace nor war with England, and he would detain us till an ambassador arrived from that country to conclude a permanent treaty. The captain then desired that we might not be treated as slaves. He answered hastily, that we should be taken care of. We were then immediately hurried out of his presence, and conveyed to two old ruinous houses, where we were shut up amidst dirt and innumerable vermin of every description. Mr. Butler being at Morocco on business, came and supplied us with victuals and drink, and procured liberty for the captain to go home with him to his lodgings. He likewise sent some blankets for the officers, with which we made shift to pass the night with tolerable comfort, as we were very much fatigued.

At nine in the morning of the 21st, the emperor sent orders for the captain and every officer to appear before him. We immediately repaired to his palace, where we remained waiting in an outer yard two hours; in the mean time he diverted himself with seeing a clumsy Dutch boat rowed about in a pond by four of our petty officers. About noon we were called before him, and placed in a line about thirty yards from him. He was sitting in a chair by the side of the pond, accompanied only by two of his chief alcaides. Having viewed us some time, he ordered the captain to come forward, and after asking him a good many questions concerning our navy, and the destination of the squadron to which we had belonged, we were also called forward by two and

three at a time as we stood according to our rank. He then asked most of us some very insignificant questions, and took some to be Portuguese because they had black hair, and others to be Swedes because their hair was light. He judged none of us to be English excepting the captain, the second lieutenant, the ensign of the soldiers, and myself. But assuring him we were all English, he cried *Bonno*, and gave a nod for our departure, to which we returned a very low bow, and were glad to return to our old ruined houses again. Our total number amounted to thirty.

On the 25th, being Christmas-day, prayers were read to the people as usual in the church of England. The captain this day received a present of tea and loaves of sugar from one of the queens, whose grandfather had been an English renegado.

In the afternoon of the 26th, we received the disagreeable intelligence, that the emperor would oblige all the English to work, like all the other christian slaves, excepting the officers who were before him on the 21st. The next day this account was confirmed; for, at seven in the morning, an alcaide came and ordered all our people out to work, excepting those who were sick. Upon our application, eight were allowed to stay at home every day to cook for the rest, and this office was performed by turns throughout the whole number. At four in the afternoon the people returned, some having been employed in carrying wood, some in turning up the ground with hoes, and others in picking weeds in the emperor's gardens. Their victuals were prepared for them against their return.

On the 28th, all the people went to work as soon as they could see, and returned at four in the afternoon.

Two of the soldiers received one hundred bastinadoes each, for behaving in a disrespectful manner while the emperor was looking at their work.

On the 30th, Captain Barton received a kind message from the emperor, with permission to ride out or take a walk in his gardens with his officers.

From this time the men continued in the same state of slavery till the arrival, in April, of Captain Milbank, who was sent as ambassador to the emperor. He concluded a treaty for the ransom of the crew of the Litchfield, together with the other English subjects in the emperor's power, and the sum stipulated to be paid for their release, was 170,000 dollars. Our people accordingly set out for Sallee, attended by a bashaw and two soldiers on horseback. On the fourth day of their march, they had a skirmish with some of the country Moors. The dispute began in consequence of some of our men in the rear stopping at a village to buy some milk, for which, after they had drank it, the Moors demanded an exorbitant price. This our men refused to give, on which the Moors had recourse to blows, which our people returned; and others coming to their assistance, they maintained a smart battle, till the enemy became too numerous. In the mean time some rode off to call the guard, who instantly came up with their drawn scymeters, and dealt round them pretty briskly. During this interval we were not idle, and had the pleasure to see the blood trickling down a good many of their faces. The guards seized the chief man of the village, and carried him before the bashaw, who was our conductor, and who having heard the cause, dismissed him without farther punishment, in consideration of his having been well drubbed by us.

On the 22nd of April, we arrived at Sallee, and pitched our tents in an old castle, whence we soon afterwards embarked on board the Gibraltar, which landed us at Gibraltar on the 27th of June. From that place the captain and crew were put on board the Marlborough store-ship, prepared expressly for their reception, and arrived in England in the month of August, 1760.

**SHIPWRECK OF
A SPANISH FRIGATE,**

On the Coast of Mexico, in 1678 ; related by the Captain.

Departure of the Vessel from Lima—Arrival at Chiriqui—Narrow Escape—Overtaken by an extraordinary Calm—Tremendous Storm—Driven back to Chiriqui—Dreadful Famine on Board the Ship—The Crew relieved by another Vessel—She misses the Port and strikes on a Rock—Distress of the Crew, most of whom get on Shore—The Captain sends out Detachments to procure Provisions and reconnoitre the Country—He sets off himself at the Head of a Party to seek Relief—Account of that Expedition—They arrive at a Spanish Settlement—Whither they are followed by the remainder.

LEAVING Lima, the capital of Peru, in 1678, I proceeded to Callao, and there went on board a frigate to the command of which I had been appointed. Her cargo consisted of flour, fruits, and a great number of chests for Panama, where we arrived safe on the 6th of May. As I was to take in another cargo of merchandize at Caldera, a port of Mexico, situated in the province of Costa Rica, I set sail for that place with several passengers. We left Panama on the 12th of May, and imagined that we should arrive as usual, in about nine days, at Caldera. At the end of a fortnight, we, however, found ourselves under the necessity of coming to an anchor at the mouth of the Manglares, which descends from Chiriqui, a lofty mountain, celebrated for its gold-mines. I there went on shore with some of the crew to procure a supply of provisions which began to fail. All agreed, that, as the passage we had to make was very short, it

would be sufficient to take on board enough for eight days. I, however, prepared for the worst, and took, at my own expence, sufficient for a month; these provisions consisted of calves, pigs, fowls, maize, and some fruits of the country.

Having again put to sea, we were tossed about with great violence by the waves, during the eight days, in which, according to our reckoning, we should arrive at the place of our destination. On the ninth at four in the afternoon, we were overtaken by a furious squall, which, together with the violence of the sea, drove us on a coast so lined with rocks, that if we had been carried a musket-shot farther, the vessel must inevitably have been dashed into a thousand pieces, and we should all have perished, as there was no beach upon which we could have gained the land. To escape such imminent danger, we hoisted out the cutter with all possible expedition, and endeavored to tow the frigate out to sea by the assistance of eight of our stoutest rowers. We labored with such diligence and success, that we accomplished our purpose. The tempest and the efforts we had made to extricate ourselves from this perilous situation, had greatly fatigued us, and we were seized with such a listlessness, that about midnight, owing to the bad look-out that was kept, the ship got among rocks, against one of which she struck with such violence, that all the larboard ports were broken to pieces.

At the noise of the crash we gave ourselves up for lost, conceiving, as we well might, that the keel had struck; nor could we immediately ascertain the extent of the calamity, because it was so dark that we could not see. The supposition we had formed caused us to pass

the remainder of the night in the utmost inquietude, though the storm had abated. Fortunately, when daylight came, we found that our terrors had been greater than the injury we had received. The wind then appearing favorable, I erred the sails to be set; but it did not long continue, for during the four following days it changed more than six times. At length, after being beaten about from one side to the other, we found ourselves again at the mouth of the same river where we had taken in our fresh supply of provisions.

The passengers were not so much vexed as they would have been on any other occasion, for they had exhausted their provisions, and had lived for three days on the small portion which I had assigned them of mine. We were therefore obliged to land a second time. For fear of being again exposed to the like inconvenience, they laid in a stock sufficient for a fortnight, and purchased a quantity of plantain fruit, which are excellent eating when ripe. For my part I again took provisions for a month, chusing rather to have some left than to run the risk of being in want of them.

We now set sail again, and proceeded as far as the Cape of Borica, when we were overtaken by a calm, which detained us at that place twenty-two days. It lasted from break of day till sun-set, and then a light breeze springing up, we continued our course all night; but the contrary currents which prevail on those coasts, caused us to lose more way in one hour, than we had made in six. As soon as the dawn of day began to appear, the man at the mast-head cried out, with demonstrations of joy: "land! land!" but when it was light, this land was discovered to be the point of Borica, which we left at the beginning of the night, and

this circumstance caused us the greatest mortification.

However, as we were unable to redress this misfortune, we endeavored to divert our thoughts from it by employing ourselves in various ways; some in fishing, others in reading, and others again amused themselves with bathing in the sea. In this situation we passed the greatest part of the time in conversing on our common misfortune, sometimes deploring it beyond measure, and sometimes unable to refrain from laughing at it. Our provisions were consumed during this long calm; we were therefore necessitated to go on shore for the third time. I was of opinion that we should return to Panama, but the pilot and seamen declaring that with a wind which was the least favorable, we should arrive in four or five days at Caldera; I at length yielded to their persuasion. We, therefore, put the ship about, and returned for a fresh supply of provisions to the mouth of the Chiriqui. We took on board a larger quantity than before, upon which we again set sail; and after a passage of eight days, came in sight of the Island del Cagno. Some of the crew now flattered themselves that in two days we should reach the wished-for port of Caldera.

But men are liable to be mistaken in their judgments. The weather which had been clear and serene, suddenly changed. The sun had just set when the pilot ordered the sails to be lowered, apprehensive of a tempest, which was threatened by a small cloud that approached us. It no sooner became vertical than it spread in every direction, and poured down upon the frigate torrents of rain, accompanied with such tremendous thunder and lightning, as to strike terror into the

most intrepid. There was a mixture of light and darkness, which, though it filled us with horror, was however, of considerable assistance; for the lightning, by which we were on all sides surrounded, afforded us light to work the ship. Our efforts were of little avail, we became exhausted, and came to the resolution of suffering our wretched vessel to drive at the will of the wind and waves.

At length, at the return of day, the storm abated; but as the sky was still overcast with the same cloud, we could not promise ourselves fair weather. The pilot endeavored to find out in what latitude we were, but notwithstanding all the observations he took according to the rules of his art, he could not even form a conjecture. I sent for him into my cabin, and asked him if we should not do better to seek on the coast some situation sheltered from the winds, and secured from the violence of the waves, to which we might retire till the weather became fair, rather than continue to beat about at a venture, in uncertainty, and liable to be overtaken by another storm, which might involve us in destruction. The poor man, with tears in his eyes, was unable to make me any answer, excepting that his sins were doubtless the cause of the ill-success of our voyage, and that he knew not what to do, because the sailors would no longer obey him. I ordered them to be called, and having questioned them, they replied, they believed we were very near Caldera, and that we should be able to see it when the weather cleared off.

In this hope we continued cruizing about in the same latitude for five days. The 6th the weather was serene, and appeared perfectly favorable; the pilot took an observation, and assured us that we were certainly not

more than ten leagues from the port, and that we should soon discover land. We immediately set all our sails; nevertheless we continued our course till night, without perceiving it. The next morning he still persisted in his opinion, till about noon he discovered some lofty mountains, but it was nearly two hours before he could tell what land it was. At length, after having minutely examined them, he declared with the greatest mortification and chagrin that they were the mountains of Chiriqui, to which place we were again driven back by the force of the currents.

It is impossible to conceive the disappointment of all the passengers when they learned this disagreeable intelligence. They vented imprecations against the pilot and me, and we had the greatest difficulty to appease them. I again proposed to return to Panama, which place we might have reached in five days; but the passengers, most of whom had business of importance to transact in the province of Costa Rica, represented that we ought not to be discouraged, that we had only to rest four or five days at Chiriqui, which, notwithstanding the number of musketoes, was a very pleasant place, and then we might proceed on our voyage with better fortune. This proposal was supported by the pilot, who, with greater boldness and affrontery than ever, swore that he would carry the ship into the port of Caldera, in five days, or burn all his books. I yielded, and we went to rest ourselves at Chiriqui for the fourth time. We remained there six days, during which we refreshed ourselves, and ate as many oranges, both sour and sweet, as we could find on the side of the mountain. Then having laid in another stock of provisions, we

again set sail. It was now eighty-one days since our departure from Panama.

The next day a fresh breeze sprung up, so that, with only part of our sails, we imagined we made more way than we had done at any time during our voyage; but the day following the sky became overcast, the wind lulled, the pleasure we felt at proceeding with rapidity was changed to vexation, when, at the end of twelve days we found that we had made but little progress; contrary currents having set us back in the night as far as we had advanced during the day. Our provisions meanwhile began to fail, and we were no longer at Chiriqui to procure a fresh supply. At length our necessities increased to such a degree, that, having no other food but a small quantity of maize, which was in the hog-trough, this disagreeable mess, left by those filthy animals, was divided among us in equal portions. When this was consumed, we made a hash of the tough carcase of an old spaniel, which had hitherto been a favorite of mine. All the crew devoured with avidity this wretched galimaufry, of which there was not sufficient to satisfy them.

The following day a fresh repast was prepared of the bull's hide, which my dog had been accustomed to lie on, and which on his death had become a useless article. It was boiled down till it was converted into a blackish glue, which did not much contribute to prepossess us in favor of its taste. But so far from being disgusted, our hunger had become so craving, that we swallowed it with as much relish as if it had been the most delicate jelly. The same day a negro sailor opened his box, in which he had preserved two plantains; one of them he

ate, shell, rind and all, and with the greatest secrecy brought the other and presented it to me, requesting me only to give him the shell. The moment he received it he greedily devoured it, fearing lest some one should come and take it from him. The crew were still abundantly provided with wine, the immoderate use of which had not a little contributed to the bad manner in which the frigate was steered.

Seeing that the principal seamen, and the pilot in particular, were at a loss what to do, and that so many faults acknowledged by them, had stripped them of those airs of assurance, with which they had attempted to impose upon me relative to their capacity, I took aside, consoled, and encouraged them in the most friendly terms I could use. I had no difficulty to persuade them to steer for the land, in whatever direction it might lie. They were so bent upon this measure, that if we had come to a shore, inhabited by the most savage Indians, the most irreconcilable enemies of the Spanish nation, they would have steered for it with joy, to relieve us from the cruel extremity to which we were reduced. Some of them watched all night, in the hope of discovering some mountain that might direct them in their course.

At day-break, by unexpected good fortune, the man at the mast-head cried, "A sail! a sail!" This sound diffused the utmost joy through the whole crew; we had the satisfaction to see that the other ship answered our signals, and was approaching us. The captain, who was a Mexican, and a friend of mine, no sooner knew that I commanded the frigate, than he hoisted out his boat, and came to me to offer his services. After the first compliments, he informed me that we were near

the island Del Cagno, on the south coast of the American isthmus, at the extremity of the province of Costa Rica. It is only a league from the continent, lies in $8^{\circ} 30'$ north latitude, and is uninhabited. We resolved to put into it together to refresh ourselves.

When Don Louis de Legnares, the Mexican captain, was informed of the extremity to which we were reduced, he immediately sent on board the frigate fowls, bread, fruits, and other refreshments, capable of recruiting our exhausted strength, and taking away the bad taste of the old spaniel and his bed. We at length landed on the island, where we dined in the refreshing shade of some plantain trees, situated on the banks of a pleasant rivulet, which, at the distance of 100 paces from the spot, discharged itself into the sea. Don Louis's vessel being freighted only with provisions, fruits, &c. which he intended to dispose of at Panama; the passengers in the frigate and my sailors had abundance for their money. They took no more than was sufficient for four days, under the certain expectation that in two or three they should arrive at Caldera. For my part I was gratuitously supplied by Don Louis with all sorts of poultry, fruits, biscuits, preserves, chocolate, and other articles; but notwithstanding all my entreaties that he would suffer me to pay him for them, he would not consent, saying, I might perhaps, some day, do as much for him.

We remained the rest of the day in that delicious island, where we enjoyed great pleasure. Towards evening we all repaired to our respective ships, excepting Don Louis, who resolved to pass the night in mine. The next morning we parted, each vessel resumed her course, and our voyage was so successful, that on the

following day, at seven in the evening, we came in sight of the so much-wished-for port. Nothing but rejoicing was now heard among the crew, who could scarcely moderate their transports. For my part, I was so overjoyed, that I gave my crew a cask of wine containing about ten gallons; and a Genoese merchant, who was on board, made them a present of another. The sailors were too strongly disposed to present gratification to defer till the next day the enjoyment of such an agreeable present. They tapped it immediately, and finding the wine excellent, they began to make copious libations to Bacchus. The pilot, who was at their head, encouraged them by his example. They played their parts so well, that in a short time the casks were emptied; and they soon experienced the effects of their intemperance.

The Genoese merchant, fearing lest some mistake might occur in the working of the ship, very prudently determined to place himself between the pilot and the man at the helm, who steered by his orders; because he had observed that the former, who was stretched on a chair and quite intoxicated, gave directions from memory, as being within view of a port; with which he was perfectly acquainted. The merchant, therefore, placed himself at an equal distance from each, to repeat the pilot's order. This excess of precaution was our ruin: for the pilot having called to the steersman, "to the north-west," which was actually the course we should have taken to reach Caldera, the merchant cried out stammering, "to the north-north-west." The helmsman conceiving the pilot had given this direction, steered, without hesitation, N. N. W. which, while it carried us farther from the port, at the same time brought us nearer the land.

Night meanwhile came on, and the passengers and I were sleeping in profound security. About two in the morning, being suddenly awaked by the noise of the waves furiously dashing against the rocks on the coast, I jumped up and exclaimed in astonishment: "How now, pilot? Are we already entering the port?" At the second or third repetition of these questions, the pilot, rousing himself from his drunken lethargy, and rising from his chair to look about him, perceived with horror that the frigate was on the point of striking against a rock, which could scarcely be discerned on account of the excessive darkness occasioned by the shade of a lofty mountain covered with trees. He instantly called out, "Put the ship about." But it was too late, and the unfortunate vessel, impelled by the violence of the wind and waves, was dashed almost at the same moment against the rock, with such force that her side was shattered; a mountainous sea, which had broken against the same rock, overwhelmed the frigate on its return, and filled the stern-cabin.

Nothing was now heard in the ship but the most dreadful outcries and lamentations, which succeeded the shouts of joy and intemperate mirth occasioned but a few moments before by the fumes of the wine. Nothing can equal the distress and confusion which every where prevailed. Some awakened by the shock, cried out along with the rest, though they were half asleep and ignorant of the cause. The noise, the darkness, the shrieks, augmented the horror of the scene. The most deplorable thing was, that we all saw we were lost, and yet none was able to say, by what strange reverse we were overwhelmed with destruction just at our entrance into the port; and I was just as ignorant of the

cause as the rest. Amidst this consternation some were on their knees on the deck, addressing vows to heaven for their safety, others with folded hands implored the Almighty for mercy, while others loudly acknowledged their most secret crimes.

Though surrounded with this scene of distress, I, for my part, preserved that composure with which God has endowed me, and which I have the good fortune never to lose, in whatever danger I am involved. Seeing that they were all on the point of perishing, for want of adopting the only measure suited to the critical situation we were in, I encouraged these unfortunate men to exert themselves for their own preservation. I persuaded them first to cut away the masts, and to secure the planks, beams, and other things that were capable of supporting us on the water, and assisting us to reach the shore. I then ordered them to throw overboard every thing which, by its weight, would contribute to sink the vessel more rapidly. With these precautions, and the aid of the pumps, I kept the ship afloat till the dawn of day.

But what proved of greater service than any thing else, was the advice I gave them for every two to fasten about them a long cord, one at each end. This expedient saved the lives of a considerable number; for when the frigate, which had opened every where, foundered in spite of our pumping, the crew being obliged to betake themselves to such planks or pieces of wood as they could lay hold of, to endeavour to reach the shore, it often happened that the first who got to land drew after him his companion at the other end of the cord, and who was frequently on the point of perishing. In this manner I drew on shore the pilot, who certainly

was not worth the trouble; and we all arrived safe on shore, excepting five or six, who were dashed by the fury of the waves against the rocks or the ship.

A few hours afterwards the tide having ebbed, left the frigate almost dry, so that it was easy for us to take out what was in her and carry it on shore. Scarcely any thing was lost, for we recovered most of the articles which I had ordered to be thrown overboard. We returned thanks to the Almighty for having preserved our lives, after which we set fire to the vessel to get at the iron work, which we stowed away on shore, together with all our effects and provisions, under thick trees, which situation we had chosen that we might be sheltered by them from the intense heat of the sun.

As we had no design of remaining long in that place, I advised the crew to chuse some one of the company to command them, representing to them, that otherwise there would be nothing but disorder and confusion. They unanimously intreated me to continue to exercise the office of commander, with which I complied. I immediately enforced my authority, and divided them into three detachments, sending one in search of water, of which we were in great want; the second in quest of provisions, for what we had saved from the ship was wet and unfit for use; and the third to reconnoitre the country, and see whether they could not discover some habitation, the pilot declaring that we were only three or four leagues from Caldera. The first detachment soon returned, bringing some excellent water, which they had found near the place. The second came back a few minutes afterwards, loaded with wild fruits, but of a bad taste, and the eggs of tortoises. They likewise reported

that they had seen a hedgehog, and the dung of turkey-fowl.

Pleased with this discovery, I sent them back to procure a farther supply of water and eggs of tortoises. There was such a prodigious quantity of these eggs on this coast, that in every hollow in the sand on the beach they found two or three hundred. We ate them with great appetite, though they had a certain brackish flavor, offensive both to the taste and smell.

We spent the rest of the day in constructing small arbors with the branches of the palm-tree. At sun-set the third detachment returned, which at first gave us great joy, flattering ourselves that they had doubtless discovered some habitation. They, however, reported, that they had met with a river, so deep, so rapid, and so full of crocodiles, that it was impossible for them to cross it. I blamed them for suffering themselves to be impeded by such an obstacle, since by cutting wood they might have formed a raft, on which they might have passed the river. For fear they should play some other stupid trick, I resolved to go with them myself the next day.

Accordingly, deputing one of the company to take care of those who remained, I left them, with the injunction, that if they did not hear of me in eight days, they should leave their effects and proceed after me; charging them, at the same time, not to leave the coast. We then set off. I was armed with two pistols and two bayonets, which were stuck in my girdle; besides which I carried my sword in my hand. My musket was carried by a sailor, and on this the whole company founded their hopes of procuring subsistence. The others, besides

their swords, were each furnished with a hatchet, cord, knife, tinder-box and matches.

After proceeding two hours by a sandy and fatiguing route, we arrived on the banks of a river, to which we gave the appellation of River of Crocodiles, though there were not, indeed, so many of those animals as the detachment had reported. In order to cross it, we determined to march along its banks, till we came to some wood, where we could procure branches proper for making a raft. We found one at the distance of two leagues, took away as much wood as we wanted, and returned to the spot from which we had set out, resolving not to leave the coast, in hopes that, agreeably to the opinion of the pilot, we should arrive at the port of Caldera. Having formed a raft in the best manner we were able, with our hatchets, wood, and cords, we ventured to abandon ourselves upon it to the current of the river, which was very rapid. The men made on it a kind of seat of rushes for me; I got on it the first, after taking my musket from the man who carried it. The pilot placed himself at one end, and a stout seaman at the other, each of them having a long pole and two oars to guide the raft. As we could not all get upon it, without sinking it with our weight, we divided ourselves; one party waiting on the banks of the river till the raft should return to convey them over. A long cord was fastened to it, that those who remained behind might draw it back when the others had passed. This done, we took care of the cords, which we thought we might again want; and I ordered the branches to be thrown into the river, that the company might be prevented from entertaining any hope of returning, till we had found

some habitation; and discovered whether we were on the continent or on an island. We marched about six leagues farther, and then passed another river in the same manner as before.

At sun-set we arrived at a spacious beach, where we halted, being greatly fatigued. This was the case with me more than any other; for having passed through very wet and swampy places, my shoes had got so wet that the leather had stretched, and the sand penetrating through them, incommoded me exceedingly. As they were, therefore, productive of more pain than comfort, I threw them away. While we were looking about for an elevated spot, where we might repose and pass the night, we heard a noise near an old tree, whose trunk was hollow with age. Approaching it to discover the cause, a large kind of lizard, called by the inhabitants of Spanish America *Iguana*, ran out of it. It is the ugliest animal to which nature has given life, but its flesh is the more delicate, and in taste resembles pullet. The pilot made a stroke at it with his hatchet, with such success as to cut it in two. We were in great want of such a fortunate supply to recruit our strength, which a long and toilsome march, but more particularly the want of nourishment, had almost exhausted. This lizard was three quarters of a yard long, and was sufficient to make us a good supper. Having broiled it on the coals, we enjoyed our repast, and then went to sleep.

At day-break we resumed our route. About ten o'clock we ascended a very steep mountain, and then entered a thick wood full of thorns and briars, to avoid a cape which would have obliged us to make a great circuit. I here suffered very much. By walking I had worn out the feet of my stockings, and my bare

feet not being accustomed to such a rough road, were soon torn and scratched all over: It was still worse when, on leaving the wood, we reached the sea-shore; the sand, heated by the sun, raised blisters as large as pigeons' eggs on the soles of my feet. These blisters breaking, the sand penetrated to the quick, and gave me excessive pain. My sufferings excited the compassion of all my companions, who obliged me to halt beneath a verdant arbor, which they prepared on the banks of a rivulet, and in which we took shelter from the scorching heat of the noon-day sun. While part of the company reposed, the others collected, in the holes at the foot of the rocks on the sea-coast, a great number of a kind of periwinkles; but we were at a loss how to dress them. We could have wished to eat them boiled, but we had no vessel to put them into, and were obliged to be contented with roasting them on the coals, after which we made a hearty repast.

After dinner the necessity of proceeding obliged us to set off again. I prepared to depart in spite of my blisters: my people wrapped up my feet in the best manner they could in linen rags, on which we pursued our course till sun-set, when we arrived on the banks of a pond, where we were so harassed by a great quantity of gnats, that, notwithstanding our fatigue, we were unable to remain there. We were obliged to quit the spot, and continue our march till ten o'clock at night. We were now filled with the greatest uneasiness, and our apprehensions of being attacked by the wild Indians were the more augmented, as we had perceived a light among the trees of a neighbouring wood; but we had no farther reason to be terrified.

The day following we pursued our route, and came

to a rivulet, on the banks of which we found a fire lighted, and a great number of shells of plantains scattered round it. This at first led us to conclude, that there must be near the spot some of the trees which bear that fruit. Our search for them was, however, in vain. About noon we arrived at a broad river, bordered with lofty forest-trees, which afforded a refreshing shade. As we were pressed by hunger, we threw out a line and took three large fish, which we broiled. We crossed the river on a raft as before, and continued our walk till we arrived at another river of still greater magnitude, on the banks of which we passed the night; one of our number keeping watch, that we might not be surprized while asleep by the Indians.

At day-break we saw around us a great number of palm-trees, cut some of their shoots, and ate the hearts, which are tender, but insipid. A little farther we found a kind of fruit of the color of the mulberry, and the size of an apricot. The inhabitants call them *Icacos*. It is a sourish sweet, and has a very agreeable taste. We liked it better than the palm-tree shoots. After traversing a wood and a mountain, we regained the sea-shore, where we perceived on the beach a great number of sea-crabs. We flattered ourselves with the hope of a good repast, but were miserably disappointed; the nimble fellows, with their crooked claws, were such excellent runners, that the most alert of our people pursued them above half an hour without being able to catch more than four. But to compensate for the loss of them, having observed a great number of parrots on some neighbouring trees, I had recourse to my musket, of which we had hitherto made no use, and killed six, which furnished us with an excellent meal. They were of a spe-

cies, the flesh of which, though hard and black, is extremely delicate; when young, and consequently more tender, they are a dish fit for a king. We again set off, and passed the night near a cape, where we found abundance of the fruit called *Jacobs*. We ate those which were the ripest raw, and broiled the others.

With the morning's dawn we commenced our fifth day's journey. We passed two rivers on rafts, without meeting with any thing to eat till six in the evening, when I killed a peacock, that perched on the summit of a tree, at the foot of which I was sitting to rest myself. We regaled upon it, and ate it as if it had been the most delicious morsel we had yet met with. At noon the following day we arrived at a deserted hut, where we found a great quantity of ripe plantains. We ate half of them, carrying the remainder with us, not without apprehension of being surprized in the fact, or afterwards pursued by the owner of the cottage and all his family. But we were so fortunate as to see nobody. We continued our march till night, which we passed on the banks of a river, after making a supper on the plantains we had stolen. Though we had eaten a great quantity of them during the day, and this kind of fruit is pernicious on account of its excessive coldness, yet none of us experienced any inconvenience.

The following day four of our company went to a mountain, at the distance of two leagues, to fetch wood proper for making a raft, in order to cross the river. They left only one man behind with me. I could scarcely stand; but was obliged to rise soon after their departure. The occasion was certainly worth the trouble;

it was to fire at a flock of ring-doves, which came and perched on a tree about fifty paces from me. I crawled almost on all fours nearly to the foot of the tree, as much from weakness as from fear of scaring them away. I fired with such success as to kill eighteen at one shot; so that my comrades, on their return, found a banquet they did not expect. Their joy on this occasion was so great, that they scarcely perceived that they wanted wine to make the entertainment complete. The dates which they brought from the wood served for bread.

After such an excellent repast we recommenced our march; I mustered all my strength, and kept up with the rest as well as I was able; but after walking several hours, being unable any longer to support myself on my sore feet, I entreated my companions to continue their journey without me, as it was not just that for the sake of an individual, the others should run the risk of perishing; that I would follow them as well as I was able, as soon as my feet were better; adding, that if they met with any Spanish habitations, I trusted they would send for me, but if the country was uninhabited, they might take such measures as they should think fit; and recommending them above all things always to keep together.

It is impossible to conceive how deeply this address affected my little troop; they could not refrain from tears, and opposed the resolution, which I had stated that it was my determination to take, swearing they would not forsake me, were they even to run the risk of perishing, and offered to carry me on their shoulders. This proposal I refused, as too fatiguing to them, and as

a measure which would retard them too much; telling them, that their time was precious, and they ought diligently to prosecute their design, which was to repair to the port of Caldera. But, notwithstanding all I could say, they would not be denied, and I was obliged to suffer them to carry me. They all performed this duty with the greatest pleasure, relieving each other by turns, till seven o'clock at night.

They then halted, as much for the purpose of reposing, as to eat and refresh themselves. Having fortunately found some of the same kind of periwinkles as before, we broiled them on the coals. These, however, did not fully supply our necessities, for the fatigue of walking, and the intense heat of the sun during the whole day produced excessive thirst, our throats were inflamed, and we wanted fresh water to quench the fire which consumed us. Proceeding a league farther, we fortunately came to one of the most delightful rivers that was ever seen. Its banks were lined on each side with lofty plantains, loaded with fruit, and whose branches meeting over the stream, formed a most agreeable kind of bower as far as the eye could reach.

We returned thanks to God for this fortunate discovery, and with avidity appeased our thirst. Our joy was still farther increased, when the pilot having looked about him, declared that he knew the place, and that the charming stream we were admiring, was the river St. Anthony. He assured us, that at the distance of about four leagues there was a rich farm abounding in cattle, belonging to Alonzo Macotella, of the city of Esparza, in the province of Costa Rica. The fruit of the lofty trees, whose beautiful foilage we could not

sufficiently admire, served us for supper that night. To create variety, we ate them raw, broiled and roasted under the ashes. We then crossed the river on a raft, and night coming on, we lay down to sleep with greater tranquillity than the preceding night.

The next morning three of our men were dispatched to the farm of Macotela; I remained behind with two others all that and the following day, during which we lived on the crabs we caught in the river. My companions were the Genoese merchant, who has been mentioned before, and a religious of the order of Mercy. On the night of the second day, the latter was charged to watch, to prevent a surprise, while the merchant and I slept; but the sentinel, who understood the monastic better than the military duties, fell asleep likewise, till about eleven o'clock I was suddenly awaked by a voice which seemed to call me by my name. I called the monk; but as he made no other reply than by snoring, I rose up, and at the same time distinctly heard myself called, though at a great distance.

I awoke the Genoese merchant and the religious, and soon afterwards we discovered on the river a large raft, on which were above twenty persons. They were conducted by Don Domingo de Chavarria, the pastor of the town of Esparza. Our three men who had been sent off to the farm of Macotela, had there met with him, and told him in what state they had left us on the banks of the river St. Anthony, to await their return. The good pastor, following the impulse of a benevolent mind, came to seek us with refreshments to recruit our exhausted spirits. He immediately set off with all his domestics, some of his friends, and all the provisions he

could collect. Being informed who he was, and for what purpose he had come, I ran to salute him the moment he landed, at the same time expressing my gratitude for his kindness. The joy of the merchant and the monk, on this deliverance from the danger of perishing of hunger and of being surprised by the wild Indians, was equal to mine. Don Domingo and his company appeared to be as highly gratified with having found us, so that we were all happy.

The time and place not being suited to a long conversation, we all crossed the river on the raft. When we were on the other side each mounted a horse, excepting myself. To relieve my feet, I was slung in one of those suspended beds, which are so much in use in all parts of the American continent. Six stout Indians carried me alternately, two at a time, on their shoulders, better than the best mules in the country could have done. In this manner we arrived a little before day-break, at the farm of Macotella, where we rested some time, and then proceeded to the town of Esparza. I was carried to the house of Don Domingo, where I found our three companions, who had gone before us.

Having arrived in such a good port, our first care was to render sincere thanks to divine providence for our deliverance. The next thing I did was to send a courier to Carthago, the capital of Costa Rica, to acquaint Don Juan de Salinas, the governor of that province, with my arrival. I knew him, because I had seen him at Lima, where I had contracted a particular friendship with him. The courier made such dispatch, that in twenty-four hours after his departure the governor entered my apartment. I informed him of the

circumstances and consequences of our shipwreck, and at my request he immediately dispatched a frigate, to take on board our companions in misfortune, who I knew must, by this time, have been weary of waiting for relief.

The crew being made acquainted with the place where they would find them, set sail, but returned two days afterwards with the account that they had found nobody. We were persuaded that they had not gone to the place to which they had been directed, and therefore, Don Juan de Salinas sent another vessel, ordering the crew to go on shore, and to bring certain intelligence of my comrades. The ship accordingly proceeded to the spot, and the crew landed on the beach, but seeing nothing, the captain sent out some of his people to make search in the neighbourhood. They made a circuit of more than two leagues, searching every place both to the right and left, but without finding any person; at length perceiving that all their labor was in vain, they returned to make their report.

When they were just setting off to go on board, one of them perceived on the strand a large heap of leaves, which did not appear to be placed there without design. He kicked them with his foot, and found under them a variety of articles, iron, boxes, &c. This discovery surprised them, and neither his comrades nor he could conceive why the men had thus abandoned them. After some deliberation they resolved to remove them on board the ship, and returned to give an account of their mission. Every body at Esparza, and I among the rest, imagined that my comrades had been surprised and car-

ried off by the savages, and we despaired of ever seeing them again.

Four days afterwards, the governor being at dinner with me and the pastor, a horseman, in full speed, arrived at the gate, who with the utmost terror stated that he had seen a powerful army of English marching between the wood and the sea. He was immediately conducted into the house, and assured us of the same thing. His terror convinced us rather than his words; every one rose, and the alarm bell was rung. Universal consternation ensued, for the people of the town were too badly armed, and still worse disciplined, to make a vigorous resistance. The governor mounted his horse, and notwithstanding my weakness, I accompanied him to assist in drawing out his people. The noise, the tumult, and the disorder increased every moment. People came from all quarters, announcing the approach of the enemy.

Don Juan and I went out of the town to reconnoitre, and scarcely had we proceeded fifty paces, when we saw approaching in a very tattered condition, my little troop, which alone composed the formidable army, we had been threatened with. I laughed at this panic terror when I had discovered the cause, and was extremely rejoiced to see that my companions in misfortune had escaped the danger I had dreaded. I questioned them concerning their adventures. They informed me, that having waited three days beyond the time fixed, they had set off according to my advice, that they had followed me along the coast, and had subsisted nearly in the same manner as I had done.

I remained almost a month at Espanza, which I left

under the conduct of good guides, after receiving every possible relief from the charitable Don Domingo, and Don Juan de Salinas, together with letters of recommendation from the latter, to the Viceroy of New Spain, to whom he was related.



NARRATIVE OF THE
SUFFERINGS AND EXTRAORDINARY ADVENTURES
OF FOUR RUSSIAN SAILORS,

*Who were cast away on the Desert Island of
East Spitsbergen, in 1743.*

A Russian Merchant sends out a Vessel on the Whale-fishery—Her dangerous Situation on the Coast of Spitsbergen—Four of the Crew go on Shore—Loss of the Ship in the mean time—The Russians discover a Hut in the Island—Their various Contrivances to supply their Wants—Death of one of their Number—They are discovered by a Russian Vessel, in which they return to their native Country.

IN the year 1743, Jeremiah Okladmkoff, a merchant of Mesen, in the province of Jugovia, and the government of Archangel, fitted out a vessel carrying 14 men. She was destined for Spitsbergen, to be employed in the whale and seal-fishery. For eight successive days after they had sailed, the wind was fair; but on the ninth it changed, so that instead of getting to the west of Spitsbergen, the usual place of rendezvous for the Dutch ships, and those of other nations annually employed in the whale-fishery, they were driven eastward of those islands: and after some days they found themselves at a small distance from one of them, called East Spitsbergen.

Having approached this island within about three wersts, or two English miles, their vessel was suddenly surrounded by ice, and they found themselves in an ex-

tremely dangerous situation. In this alarming state a consultation was held, when the mate, Alexis Himkof, declared, he recollected he had heard that some of the people of Mesen, having some time before, formed a resolution of wintering on this island, had accordingly carried from that town timber proper for building a hut, and had actually erected one at some distance from the shore.

This information induced the whole company to resolve on wintering there; if, as they hoped, the hut still existed: for they clearly perceived the imminent danger in which they were, and that they must inevitably perish if they continued in the ship. They, therefore, dispatched four of the crew in search of the hut, or any other succor they could meet with. These were Alexis Himkof, the mate, Iwan Hinkof, his god-son, Stephen Scharapof, and Feoder Weregine. As the shore on which they were to land was uninhabited, it was necessary that they should make some provision for their expedition. They had almost two miles to travel over loose bridges of ice, which being raised by the waves, and driven against each other by the wind, rendered the way equally difficult and dangerous. Prudence, therefore, forbade their loading themselves too much, lest being overburthened, they might sink between the pieces of ice and perish.

Having thus maturely considered the nature of their undertaking, they provided themselves with a musket, a powder-horn, containing twelve charges of powder, with as many balls; an axe, a small kettle, a bag with about twenty pounds of flour, a knife, a tinder-box and tinder, a bladder filled with tobacco, and every man his wooden pipe. Thus equipped these four sailors

arrived on the island, little suspecting the misfortune that was about to befall them. The first thing they did was explore the country, and soon discovered the hut they were in search of, about a mile and a half from the shore. It was thirty-six feet in length, eighteen in breadth, and as many high. It contained a small anti-chamber, about twelve feet broad, which had two doors, one to shut out the exterior air, the other to communicate with the inner room. This contributed greatly to keep the larger room warm when once heated. In the large room was an earthen stove, constructed in the Russian manner; that is, a kind of oven without a chimney; which serves occasionally either for baking, for heating the room, or, as is customary among the Russian peasants in very cold weather, to sleep upon.

This discovery gave our adventurers great joy. The hut had, however, suffered much from the weather, having now been built a considerable time. They passed the night in it, and early the next morning hastened to the shore, impatient to inform their comrades of their success, and also to procure from the vessel such provisions, ammunition, and other necessaries as might better enable the crew to winter on the island. Their astonishment and agony of mind, when on reaching the place where they had landed, they saw nothing but an open sea, free from the ice, which but the day before had covered the ocean, may more easily be conceived than described. A violent storm which had arisen during the preceding night, had been the cause of this disastrous event. But they could not tell whether the ice which had before hemmed in the vessel, had been driven by the violence of the waves against

the ship, and shattered her to pieces; or whether she had been carried out to sea by the current, a circumstance which frequently happens in those seas. Whatever accident had befallen her, they saw her no more; and as no tidings were ever afterwards received of her, it is most probable that she sunk, and that all on board of her perished.

This unfortunate event deprived the wretched mariners of all hope of ever being able to quit the island, and they returned to the hut full of horror and despair. Their first attention was employed, as may easily be imagined, in devising the means of providing subsistence and repairing their hut. The twelve charges of powder which they had brought with them, soon procured them as many rein-deer, with which animals the island abounds.

It has already been observed that the hut discovered by the sailors had sustained some damage. There were cracks in many places between the boards of the building, which allowed free admission to the air. This inconvenience was, however, easily remedied, as they had an axe, and the beams were still sound, it was an easy matter to make the boards join again very tolerably; besides, as moss grew in great abundance all over the island, there was more than sufficient to fill up the crevices to which wooden houses must always be liable. Repairs of this kind cost the unhappy men the less trouble, as they were Russians, for all Russian peasants are good carpenters, building their own houses, and being, in general, very expert in handling the axe.

The intense cold which makes those climates habitable to so few species of animals, renders them equally unfit for the production of vegetables. No species of

tree or even shrub is found on any of the islands of Spitzbergen, a circumstance of the most alarming nature to our sailors. Without fire it was impossible to resist the severity of the climate; and without wood how was that fire to be produced or supported? Providence has, however, so ordered it, that in this particular the sea supplies the defects of the land. In wandering along the beach they collected plenty of wood, which had been driven ashore by the waves. It consisted at first of the wrecks of ships, and afterwards of whole trees with their roots, the produce of some more hospitable, but to them unknown, country.

During the first year of their exile, nothing proved of more essential service to these unfortunate men, than some boards they found on the beach, having a long iron hook, some nails about five or six inches in length and proportionably thick, together with other pieces of old iron fixed in them, the melancholy relics of some vessels cast away in those remote parts. These were thrown on shore by the waves, at a time when the want of powder gave our men reason to apprehend that they must fall a prey to hunger, as they had nearly consumed the rein-deer they had killed. This circumstance was succeeded by another equally fortunate; they found on the shore the root of a fir-tree, which nearly approached to the figure of a bow.

As necessity has ever been the mother of invention, so with the help of a knife they soon converted this root into a good bow; but they still wanted a string and arrows. Not knowing how to procure these at present, they resolved upon making a couple of lances to defend themselves against the white bears, the attacks of which animals, by far the most ferocious of their kind, they had

great reason to dread. Finding they could neither make the heads of their lances, nor of their arrows, without the help of a hammer, they contrived to form the large iron hook mentioned above into one, by heating it, and widening a hole it happened to have about its middle, with the assistance of one of the largest nails. This received the handle, and a round knob at one end of the hook served for the face of the hammer. A large stone supplied the place of an anvil, and the tongs were formed of a couple of rein-deer's horns. With these tools they made two spear-heads, and after polishing and sharpening them on stones, they tied them as fast as possible with thongs of rein-deer skin, to sticks about the thickness of a man's arm, which they got from some branches of trees that had been cast on shore. Thus equipped with spears, they resolved to attack a white bear; and after a most dangerous encounter, they killed the formidable creature, and thus obtained a fresh supply of provisions. The flesh of this animal they relished exceedingly, and they thought it much resembled beef in flavour. They perceived, with great pleasure, that the tendons might, with little or no trouble, be divided into filaments as fine as they pleased. This was perhaps the most fortunate discovery these men could have made; for besides other advantages, they were thus furnished with strings for their bow.

The success our unfortunate islanders had experienced in making the spears, and the great utility of the latter, encouraged them to proceed, and to forge some pieces of iron into heads of arrows of the same shape, though somewhat smaller than those of the spears. Having ground and sharpened these like the former, they tied them with the sinews of the white bears to pieces of fir,

to which, by means of the sinews of the white bear, they fastened feathers of sea-fowl, and thus became possessed of a complete bow and arrows. Their ingenuity in this respect was crowned with success far beyond their expectation; for during the time of their continuance upon the island, they killed with these arrows no less than 250 rein-deer, besides a great number of blue and white foxes. The flesh of these animals served them also for food, and their skins for clothing, and other necessary preservatives against the intense cold of a climate so near the pole.

They, however, killed only ten white bears in all, and that not without the utmost danger; for these animals being prodigiously strong, defended themselves with astonishing vigor and fury. The first they attacked designedly, but the other nine they killed in their own defence; for some of these creatures even ventured to enter the outer room of their hut in order to devour them. All the bears did not, it is true, shew an equal degree of fury; either because some were less pressed by hunger, or were naturally of a less ferocious disposition; for several which entered the hut immediately betook themselves to flight on the first attempt of the sailors to drive them away. A repetition of these formidable attacks threw the men into great terror and anxiety, as they were in almost perpetual danger of being devoured. The rein-deer, the blue and white foxes, and the white bears, were the only food these wretched mariners tasted during their continuance in that dreary abode.

In their excursions through the island, they had found nearly in the middle of it a slimy loam or a kind of clay. Out of this they found means to form a utensil to serve

for a lamp, and they proposed to keep it constantly burning with the fat of the animals they might kill. To have been destitute of light, in a country where, in winter, darkness reigns for several months together, would have greatly increased their other calamities. Having, therefore, fashioned a kind of lamp, they filled it with rein-deer's fat, and stuck in it some linen twisted into the shape of a wick. But they had the mortification to find that, as soon as the fat melted, it not only soaked into the clay, but fairly ran through it on all sides. It was, therefore, necessary to contrive some method of preventing this inconvenience, which did not proceed from cracks, but from the substance of which the lamp was made being too porous. They now made a new one, dried it thoroughly in the air, then heated it red-hot, and afterwards quenched it in their kettle, in which they had boiled down a quantity of flour to the consistence of starch. The lamp being then dried and filled with melted fat, they now found to their great joy that it did not leak. But, for greater security, they dipped linen rags in their paste, and with them covered it all over on the outside. Having succeeded in this attempt, they immediately made another lamp for fear of an accident, that at all events they might not be destitute of a light; upon which they determined to reserve the remainder of their flour for similar purposes.

As they had carefully collected whatever happened to be cast on shore to supply themselves with fuel, they had found among the wrecks of vessels some cordage and a small quantity of oakum, which served them to make wicks for their lamp. When these stores began to fail, their shirts and trowsers were employed to make good the deficiency. By these means they kept their

lamp burning without intermission, from the day they first made it, which was soon after their arrival on the island, until that of their embarkation for their native country.

The necessity of converting the most essential parts of their clothing, such as their shirts and drawers, to the use above specified, exposed them the more to the rigor of the climate. They also found themselves in want of shoes, boots, and other articles of dress; and as winter was approaching, they were again obliged to have recourse to that ingenuity which necessity suggests, and which seldom fails in the trying hour of distress.

They had abundance of skins of foxes and rein-deer, that had hitherto served them for bedding, and which they now thought of employing in some more essential service, but they were at a loss how to tan them. After some deliberation, they resolved to adopt the following method: They soaked the skins for several days in fresh water, till they could pull off the hair pretty easily; they then rubbed the wet skin with their hands till it was nearly dry, when they spread some melted rein-deer fat over it, and again rubbed it well. By this process the leather was rendered soft, pliant and supple, and proper for every purpose for which they wanted to employ it. Those skins that were designed for furs, they soaked only one day to prepare them for being wrought, and then proceeded in the manner before mentioned, excepting only that they did not remove the hair. Thus they soon provided themselves with the necessary materials for all the parts of dress they wanted.

They made a curious needle out of a piece of wire, and the sinews of the bear and rein-deer, which they split into several threads, served them to sew with.

Excepting the uneasiness which generally accompanies an involuntary solitude, these people having thus, by their ingenuity, so far overcome their wants, might have had reason to be contented with what Providence had done for them in their distressful situation. But that melancholy reflection, to which each of these forlorn persons could not help giving way, that perhaps he might survive his companions, and then perish for want of subsistence, or become a prey to the wild beasts, incessantly disturbed their minds. The mate, Alexis Himkoff, more particularly suffered: having left a wife and three children behind, he was deeply afflicted at his separation from them. He declared, after his return, that they were constantly in his mind, and that the thought of never more seeing them rendered him very unhappy.

When our four mariners had passed nearly six years in this dreary place, Feodor Weregine, who had from the first been in a languid condition, died, after suffering excruciating pains during the latter part of his life. Though they were relieved by that event from the trouble of attending him, and the pain of witnessing without being able to alleviate his misery, yet his death affected them not a little. They saw their number diminished, and each of the survivors wished to be the next to follow him.

As he died in winter, they dug a grave in the snow as deep as they could, in which they laid the corpse, and then covered it to the best of their power, that the white bears might not get at it. The melancholy reflections occasioned by the death of their comrade were still fresh in their minds, and each expected to pay this last duty to his remaining companions in misfortune, or to receive

it from them, when, on the 15th of August 1749, a Russian ship unexpectedly appeared in sight.

The vessel belonged to a trader, who had come with it to Archangel, intending that it should winter in Nova Zembla, but, fortunately for our poor exiles, the director of the whale-fishery proposed to the merchant to let his vessel winter at West Spitzbergen, to which, after many objections, he at length agreed.

The contrary winds they met with on their passage made it impossible for them to reach the place of their destination. The vessel was driven towards East Spitzbergen, directly opposite to the residence of our mariners, who, as soon as they perceived her, hastened to light fires upon the hills nearest their habitation, and then ran to the beach, waving a flag made of rein-deer's skin, fastened to a pole. The people on board, perceiving these signals, concluded that there were men upon the island, who implored their assistance, and therefore came to an anchor near the shore. It would be in vain to attempt to describe the joy of these poor people, at seeing the moment of their deliverance so near. They soon agreed with the master of the ship to work for him during the voyage, and to pay him eighty rubles on their arrival, for taking them on board with all their riches, which consisted of fifty pud or 2000 pounds weight of rein-deer fat; besides many hides of those animals, skins of blue and white foxes, and those of the ten white bears they had killed. They took care not to forget their bow and arrows, their spears, their knife and axe, which were almost worn out, their awls and their needles, which they carefully kept in a bone-box, very ingeniously made with their knife only; and, in short, every thing they possessed.

Our adventurers arrived safe at Archangel on the 28th of September 1749, having spent six years and three months in their dreary solitude. The moment of their landing was near proving fatal to the loving and beloved wife of Alexis Hinkof, who being present when the vessel came into port, immediately knew her husband, and ran with such eagerness to his embraces, that she slipped into the water, and very narrowly escaped being drowned.

All three on their arrival were strong and healthy; but having lived so long without bread, they could not reconcile themselves to the use of it, and complained that it filled them with wind; nor could they bear any spirituous liquors, and therefore drank nothing but water.

NARRATIVE OF THE
LOSS OF THE CUMBERLAND PACKET,

On the Coast of Antigua, in the Hurricane of the 4th of
 September, 1804.

BY ONE OF THE OFFICERS.

Distress of the De Ruyter in a Storm at Antigua—The Cumberland parts her best Bower Cable—Dreadful Tempest—The other Cables part—The Ship drifts and goes on Shore in the Harbor of St. John's—The Crew cut away the Masts—Their terrible Situation—Difficulty of getting on Shore—Wonderful Preservation of the Chief Mate, by whose Exertions all the Crew are enabled to escape.

ON the morning of Monday the 3d of September, the Duke of Cumberland packet was lying at anchor in the road of St. John's, waiting for the mail, which was expected to come on board that day.

His majesty's ship, Serapis, of 44 guns, armed en flute, lay about two miles farther out, waiting to convoy the packet down to Tortola. The wind had been blowing very fresh from the north during the night, and at noon had considerably increased. His majesty's ship, De Ruyter, an old 74, which had lately been brought thither to be fitted up as a prison-ship, lay at anchor in Deep Bay; she had a very weak crew on board, and made signals of distress to the Serapis; a boat came on board the packet, at twelve o'clock, from the latter

vessel, requesting the aid of some men, in order to assist them in relieving the *De Ruyter*; but this Captain Lawrence could not with propriety grant. At this time we struck our top-gallant masts, and at two P. M. we let go the best bower anchor, having been hitherto riding with the small bower only.

The gale continued to encrease, and six at o'clock it blew a perfect storm from the N. W. by W. when we struck out yards and top masts.

The men had scarcely finished this work when it was discovered that the vessel had parted her best bower cable. This surprised and alarmed us exceedingly, as the rope was nearly new, and we had been assured that the bottom of the roadstead was a hard sand: it must have been cut upon a ship's anchor, or on a bed of coral. We immediately bent the remaining part of it to the stream anchor, and the stream cable to the kedg. The wind continued to rage with unabated violence, the ship pitched immoderately, and, dreading lest the cable should give way, at ten o'clock we let go the two remaining anchors. Every thing had now been done for the safety of the ship that was in the power of the crew; the rest we confided to Providence, and, having recommended ourselves to the protection of the Almighty, we remained idle, but anxious spectators of the scene before us, and awaited the event in silent dread. To men who were so deeply interested in the effects of the storm, no scene could be so truly awful: the wind raged with a violence known only in tropical climates—the rain fell like a deluge—the waves had risen to a most stupendous height—the ship was pitching her fore-castle under wa-

ter—our best cable was already gone, and we every moment expected to part the rest. To add to the horrors of our situation, the lightning, flashing now and then, discovered to us, notwithstanding the extreme darkness of the night, that, as soon as we should part or drive away from our moorings, a reef of horrid rocks lay to leeward ready to receive us. Thus situated, every man was sensible that it was absolutely impossible to combat singly the terrible agitation of the elements, and our feeble expectations of saving our lives rested solely on the frail hope of the ship riding out the tempest.

The masts of the *De Ruyter* had been frequently shewn to us by the glare of the lightning, and we could perceive that she was driving from her moorings. She suddenly disappeared, and we concluded that she had foundered. We supposed the *Serapis* had shared the same fate. About eleven o'clock, the windlass gave way, with a tremendous noise: the sailors immediately clapped stops upon the cables, and secured them by means of ring-bolts on the decks. These were continually breaking, and were as often replaced.

The cable had now held so long, that we began to entertain some faint hopes of riding out the gale, and we dared for a moment to quit the deck for some refreshment; but no sooner had we sat down, than a loud groan from the crew summoned us on deck. We dreaded the worst. The captain came running forward and soon put an end to our doubts by exclaiming—“All's now over! Lord God, have mercy upon us!” The cable had parted; the ship hung about two mi-

notes by the stream and kedge, and then began to drive broadside on, dragging them along with her. Our feelings at this moment are not to be described, nor can I think on any similar situation to which they can be compared. At this time, some of the seamen, torn by despair, seemed for a moment to forget themselves; the cries of their homes, their wives, and their children, resounded through the ship; but they soon became sensible of their folly, and resumed their usual firmness.

As soon as the ship parted, which was about twelve o'clock, every man clung to a rope, and determined to stick to it as long as the ship remained entire. The wind had veered somewhat to the west, which prevented her from striking on the reef of rocks, which we so much dreaded. It was now one o'clock: we had drifted an hour, without knowing whither. We continued holding fast by the rigging, our bodies beaten by the heaviest rain, and lashed by every wave. A dreadful silence ensued, every one being too intent on his own approaching end to be able to communicate his feelings to another; nothing could be heard but the horrid howling of the tempest. A little after one we struck, and instantly went off again; this, together with several lights before us at a distance, convinced us that we were driving towards the harbor of St. John's, and that we had struck on the bar. We saw a large object before us, which we dreaded was Rat Island, a perpendicular rock in the middle of the harbor, with a fort upon it. We were fast approaching it, and that the garrison might be spectators of our fate, for it was in vain to think of assistance, we fired two alarm guns; but from the tremendous noise of the wind and waves, we doubted if they could be heard. We soon found that this object

was a large ship, on which we were directly driving. We came up with her, and went close under her stern. A faint hope now appeared of being stranded on a sandy beach, for we knew that although the harbor is chiefly bounded with rock, yet there were a few banks of mud and sand, and our wishes led us to hope the best. The captain therefore ordered the carpenter to get the hatchets all ready to cut away the masts, in order to make a raft for those who chose to venture on it. We could now plainly perceive land not far distant, on which we were driving, and as we knew it to be a huge rock, we ran up the fore and mizen staysails, thinking by these means to divert the course of the ship, but at the same moment the wind chopped from N. N. W. to west, being no less than six points of the compass, and continued to blow with the same fury. This kept us clear of the projecting land, and drove us beyond it a short distance, when the ship struck; her first strokes were apparently upon a sandy beach, and we could plainly discern two large ships ashore, just abreast of us. We now fondly imagined that we should be driven on board these ships, but in this we were disappointed; we drove past, beating with violence at every wave, and and in a few seconds found the ship bring up on some horrid rocks, at the foot of a stupendous precipice. Every hope now vanished, and we began already to consider ourselves as beings of another world; the vessel was dashed with extreme violence on the rocks, and we could distinctly hear the cracking of her timbers below. In order to ease the vessel, and, if possible, prevent her from parting, we immediately cut away the mizen-mast, and shortly after the fore-mast; the main-mast we allowed to remain, in order to steady the ship, and, if

possible, prevent her from canting to windward, which would inevitably have drowned us all. The vessel had struck about two o'clock, and in half an hour afterwards we found that the water was up to her lower deck. Never was day-light so anxiously wished for, as by the unfortunate crew of this ship. After having held so long by the shrouds, we were forced to cling three hours longer before the dawn appeared, during which time we were under continual dread of the ship's parting, and launching us into eternity. The sea was making a complete breach over her, as she lay on her beam ends, and stiff and benumbed as we were, it was with the utmost difficulty we could preserve our hold against the force of the waves, every one of which struck and nearly drowned us. The break of day discovered to us all the horrors of our situation: the vessel was lying upon large rocks, at the foot of a craggy, overhanging precipice, twice as high as the ship's main-mast; the mizen-mast, which, although cut away, still hung in a diagonal direction, supported by some ropes, reached within about four fathoms of the rock; the land forming a sort of bay around us, also approached us a-head, and the extremity of the jib-boom was not far from it. We could plainly discern many ships on shore in various parts of the harbor, and the wind and rain beat upon us with unabated violence. The ship lay a miserable wreck; one wave had carried away her stern boat, unshipped her rudder, and washed overboard her quarter boards, binnacle and round-house; her fore and mizen masts lay alongside, supported by small ropes, and the ship had bilged her larboard side. Our first thoughts, after the dawn appeared, were naturally directed to the possibility of saving our lives, and we all agreed, that the

only hope of effecting this was by means of the mizen-mast. We immediately got the top-mast and top-gallant-masts launched out on it, which reached within a few feet of the rock, but the part of the precipice which it approached was so perpendicular, as to afford us but faint hopes of relief, unless it might be procured by means of some bushes which grew on the brow of the rock. A sailor soon made trial of it; but to our great mortification we saw him heave a rope, on the end of which was formed a noose, and which catching hold of some of the largest bushes, brought them away in an instant, and discovered to us that the roots of the shrubs were fastened to nothing but a much decayed weather-beaten rock, incapable of affording them support sufficient to withstand the smallest weight. Another seaman, who seemed from despair to possess an extraordinary degree of courage, followed the first man out on the mast, with the intention of throwing himself from the end upon the rock: he had proceeded to the extremity of the top-gallant-mast, and was on the point of leaping among the bushes, when the pole of the mast, unable to sustain his weight, gave way, and precipitated him into the bosom of the waves. As the fall was at least forty feet, it was some time before he made his appearance above the surface of the water, and when he did, every one expected to see him dashed to pieces among the rocks, but he had fortunately carried down with him the piece of the broken mast, to which were fastened some small ropes, and by clinging fast to them, he preserved his head above water, at the intervals of the waves receding, until a tackle was fixed to hoist him up. All our hopes of being saved by means of the mizen-mast were now blasted; and yet some decisive measure seemed

absolutely necessary; for as the storm did not abate in the smallest degree, we began still more to dread that the ship would part, as she had already bilged on the larboard side; the whole crew had besides been so fatigued, dispirited, and benumbed, that they were scarcely able to hold out any longer. It was in vain to expect outward assistance, as we were not seen from the town, and the ships which were in sight of us had it not in their power to afford us the least aid. Some negroes indeed made their appearance on the top of the rock, and we requested them to descend a little way in order to receive a rope, but whether from fear or mere stupidity I know not, in spite of all our entreaties, promises, and threats, these creatures stood gaping in the most idiotical manner, sometimes at us, and sometimes at themselves, without making the least motion to approach us. Whilst we were meditating in sullen silence on our situation, Mr Doncaster, the chief mate, unknown to any one, went out on the bowsprit, and, having reached the end of the jib-boom, was then seen to throw himself headlong into the water; he had scarcely fallen, when a tremendous wave threw him upon the rock, and left him dry; there he remained a few moments without motion, until a second wave washed him still farther up, when clinging to a projection of the cliff, he effectually preserved his hold. He remained there a few minutes to recruit himself, and then began to scramble up the rock. Mr. Doncaster's preservation was most miraculous; all the ship's company were unanimous in declaring that it was next to an impossibility: it seemed, indeed, a singular interposition of Providence in our behalf. In about half an hour, he with infinite difficulty reached the summit of the cliff.

Most anxiously had we been watching every step which he took, and praying for his safety, conscious that our preservation depended solely upon it. He immediately came round to that part of the precipice which was over against our quarter, and, descending a little way, he received a rope thrown from the main-top; this he fastened to some trees on the top of the cliff, and we passed the other end of it to the head of the mizen-top-mast. This being done, a few of the most expert seamen warped themselves up upon it, carrying with them the end of another rope, upon which a tackle was bent, and which they fastened also to the trees; the other end of the tackle was made fast to the mizen-mast, and the fold of it passed to the crew upon deck. By means of this rope, which we fastened to our waists, and the first rope, by which we supported ourselves, warping along it with our hands, we were all, in the space of three hours, safely hoisted to the top of the cliff, excepting a few of the most active seamen, who were left to the last, and obliged to warp themselves up as the first had done. The whole ship's company, consisting of Captain Lawrence, Mr. Lawrence the master, Mr. Doncaster the chief mate, Mr. Lowrie the surgeon, with twenty-four seamen and petty officers, and three passengers, Mr. Verchild, Mr. Wood, and Lieutenant Webber, of the artillery, having now assembled on the rock, we took leave of our miserable vessel, and bent our way towards the town. Nor did our difficulties end here; the whole plain before us, in consequence of the rain which had fallen and was still pouring down in great abundance, presented the appearance of a large lake, through which we found our way with much difficulty. In those places where roads, or furrows had been

made, we frequently plumped up to the neck, and were in danger of being carried down by the stream. After wading about three miles through fields of canes, whose tops could scarcely be seen above the water, we reached the town of St. John's, where we were so *courteously* received, that I believe we should have died for want of food and necessaries, had it not been for the kind offices of a mulatto taylor, to whom we sent for clothes, and who carried us to a house where we were furnished with beds and provisions. In a few hours afterwards the wind chopped round to the south, from which quarter it blew with the same violence the whole of the 4th and part of the 5th. The hurricane lasted forty-eight hours, during which time it made a complete sweep of half the compass, beginning at N. and ending at S. This favorable change saved the ship from breaking up, and on the morning of the 5th, we found her lying nearly dry, among the rocks, with five large holes in her larboard side, and we were enabled to save some of our linen that was floating in the hold.

NARRATIVE OF THE
SHIPWRECK OF THE ENGLISH EAST INDIAMAN,
THE FATTYSALAM.

On the Coast of Coromandel, the 28th of August, 1761.

Proceedings of Captain Kearney previous to his going on board the Fattysalam—Alarming Situation of the Ship—Captain Kearney forms the Design of escaping in the Boat, in which Part of the Crew save themselves with him—Melancholy Fate of the Ship—Distress and Sufferings of those in the Boat—They reach Land—Are made Prisoners by the Natives—Reduction of their Number by Disease—They are released by the Rajah of Cattack—Their arrival at that Place—Subsequent adventure of Captain Kearney.

THE following narrative of the loss of the Fattysalam is given in a letter from M. de Kearney, a captain in Lally's regiment, who was taken prisoner by the English, to the Count D'Estaing, lieutenant-general, commanding the French troops in the East Indies, during the war of 1756.

Some time after your departure from India, says M. de Kearney, I was taken prisoner by the English, at the battle of Vandevachy, a small fort between Madras and Pondicherry. My conquerors treated me with the greatest generosity, and even did all in their power to save my effects. But I lost absolutely every thing I had taken with me for the campaign; the seapoys plundered me without mercy. You are acquainted with that undisciplined militia: they do not comprehend that it is

possible to treat as friends; that is, to spare as much as possible those who have been, and may again be one's enemies.

I slept one night in the English camp, and Colonel Caillot paid me the greatest attention. The next day I obtained permission to go on my parole to Pondicherry, where I remained several months, and made every possible exertion to procure my exchange. When the place was invested by the English, I was summoned, together with the other prisoners of war, to repair to Madras. I accordingly went to that place, where I found almost two-thirds of the officers of the king's army, taken on different occasions. I was therefore at Madras when the English, having made themselves masters of Pondicherry, resolved to send all the French officers to England. I was, in consequence, directed to hold myself in readiness for embarking; Lord Pigott, the governor of Madras, kindly permitted me to chuse the way by which I wished to be conveyed to England. I chose that of Bengal, on account of the good accommodation which Lord Pigott had provided me on board the Hawk, and I shall never forget the favors and civilities he conferred upon me. By this arrangement I hoped to alleviate the hardships and fatigues of my passage to Europe. The apprehensions arising from the prospect of such a long voyage, with upwards of fifty prisoners of war, of all descriptions, confined within a narrow compass, and suffering many inconveniences; but, above all, the necessity to which, as I was informed, we should be reduced, of living seven or eight months on salt provisions, though the company had given orders to the contrary, induced me to take this step.

as the safest under such circumstances. It was however, the cause of all my subsequent misfortunes.

The Hawk, in which I was to be conveyed to Europe, proceeded without me from Madras to Bengal, because I had not yet settled all my affairs. I was, therefore ordered to prepare to join her by the first opportunity that should offer, and which could not be far distant in a season when vessels were sailing every week for the gulf.

The first ship that happened to depart was the Fattysalam, which had been built at Bombay, and had never been employed but in the Indian seas. She was intended to carry great part of the stores taken by the English, and near 500 troops, which it had been thought fit to send to Bengal, because after the reduction of Pondicherry, they were not wanted on that coast.

In this unfortunate vessel I embarked on the 26th of August, 1761, and the same day we set sail. On the 28th between ten and eleven in the morning the captain of the ship, in confidence, told Major Gordon, the principal officer of the troops, that there was seven feet water in the hold, that, notwithstanding the exertions of the men, the water continued to gain upon them, and that the ship could not live above two hours longer.

When the people had been nearly two hours employed in lightening the vessel, by throwing every thing overboard, I kept a watchful eye upon the captain. I saw him speaking with the Major, with an air of consternation, denoting the greatest misfortune. I advanced towards them and asked in a whisper, in Eng-

lish, what was the matter. Major Gordon with a tremulous voice repeated what he had just heard of the captain. Struck with the dreadful intelligence, but not deprived of the power of acting, I instantly formed my resolution. Cutting short all useless words, I only asked the captain if we might not save ourselves by taking possession of the boat which was laden with pigs, and in tow a-stern of the vessel. He replied with the most dejected and discouraging look, that this expedient would only cause us to survive a few hours, those whom we should leave on board; and he did not think this measure practicable among so many soldiers and sailors. This answer convinced me that the pusillanimous captain had no resource. I told him we would undertake the execution of the design, and that, for his part, he had only to observe two points, not to mention it to any others, and to follow when he should see us in the fatal boat. He immediately left us. The major and I being left together, concerted our escape from the vessel, which we executed in less than two minutes. He descended from the deck by a private ladder, into the great cabin, to inform the officers of his regiment, who might chance to be there, of our design, for the moments were too precious to go elsewhere to seek them. For my part, I called my servant, a trusty fellow, on whom I could depend. He had been a soldier in my company, and had likewise been taken prisoner; but I had obtained his liberty of Lord Pigott. I told him in few words what was our intention. I immediately shut the door, that the people might not see from the fore-castle what we were about. As the ship, though vere large, had no gallery, I directed my servant to go out at one of the windows of the cabin, and

by means of a rope he let himself down into the boat. I had previously furnished him with my sword and a hatchet, ordering him to dispatch without mercy all who attempted to get into the boat, excepting they came from the spot where I was stationed to conduct our descent. Every thing was executed in the best manner; this intelligent servant kept the boat for us till all those whom it was intended to receive, had descended, and our little embarkation was effected with such success and expedition that he was not under the necessity of making use of his weapons. As soon as the captain, who through his irresolution had nearly lost the boat, had entered, with the rest, the first thing we did was to cut the rope by which she was fastened to the vessel, and to push off, so that in a short time we had got to a considerable distance.

We were now in an open boat, abandoned to the impulse of the winds and waves, to the number of twenty-five persons, among whom were two young ladies, the wives of English officers, in Coote's regiment, all badly accommodated, ill-clothed, and mixed higgledy piggledy with the hogs. Our first purpose was to make room, for which purpose we began to throw the pigs overboard; but a lucky reflection of one of the company, caused us to keep seven, in order, that, at all events, we might not be reduced to the horrible necessity of devouring each other, which must have been the case without this wretched resource. Having thus cleared the boat a little, we were obliged to attend to another point equally pressing. Each of us took off his coat or waistcoat, to make a kind of sail to our bark, and even the ladies were each obliged to give one of the petticoats they had on, which were only of muslin. All these

things being joined and tied together, with our handkerchiefs torn into slips, formed a kind of sail, equally weak and awkward.

While we were thus employed, the unfortunate crew kept making signals that every thing was repaired, with a view to induce us to return. This artifice was employed by our wretched companions, in the hope of saving themselves in our boat. If we had been so weak as to listen to our captain, who fell into such an evident snare, we should have gone back, and all have perished together. We, however, took care not to go near them, and it was fortunate for us that we did; for a few minutes afterwards the ship presented the most distressing spectacle. She was no longer under any government; sometimes she drifted away, and at others she turned round like a whirlwind. Soon afterwards one of the masts went by the board; another followed, and the third went next. The ship was now a sheer hulk, still floating at the will of the waves; but which appeared to be kept afloat only by the incessant exertions of the poor wretches, whose piercing cries filled us with horror. A fog came on; we could no longer distinguish the vessel, and she must in a short time have gone to the bottom.

It is always by comparison that we are fortunate or miserable. What great reason had we to thank Heaven for having preserved us from the fate to which between five and six hundred persons left on board were doomed? But what was the price of our escape? For what miseries were we not reserved? And, how melancholy was our situation!

We were in the open sea, in a crazy boat, which a single wave would have sent to the bottom, in the hand

of Providence, without compass, or any other rigging than our little sail, which required all our attention.

We had not a drop of water, nor provisions of any kind. We were constantly wet with the waves which entered our boat, and continually employed in baling the water, with which we were incessantly inundated; and, notwithstanding this fatiguing labor, we were shivering with cold, because we had very few clothes to cover ourselves, and those few were thoroughly soaked. In this state we floated at the mercy of the waves seven days and seven nights.

Our only nourishment was a spoonful and a half of pig's blood, distributed to each every twenty-four hours; for in order to allow two spoonfuls, it was necessary to mix with it a little salt water; and never was any thing more exactly measured than this scanty pittance: Many of us, whose appetites and stomachs were equally good, ate the flesh of the pigs quite raw, and we killed one each day, so that on the seventh we had nothing left. My principal regale was the liver, or coagulated blood, which I only sucked, and then spat out. My servant, who was our butcher, always reserved that part for me.

Soon after twelve o'clock, of the seventh night, we thought we heard a noise, which at first appeared very strange, but which we afterwards judged to proceed from the dashing of breakers against the rocks, or against some shore. We floated between fear and joy, and impatiently waited for day-light. That light so slow in its approach, at length arrived, and every thing disappeared. Judge of the revolution produced in our minds and bodies by this vain hope destroyed, as soon as conceived. We were plunged into such profound conster-

nation, that we should not have been able to bear up against it, had not the hand of the Almighty speedily afforded relief.

About seven the same morning, one of the company cried out: "Land! or something like it." We now distinguished in the horizon a speck which our ardent desire to meet with land, actually caused us to take for such. Nature was once more animated by a ray of hope. We directed our course towards the point which appeared in the horizon, and at nine we began to distinguish hills, but we saw no land till we were on the beach, because the shore is so extremely low. It is impossible to describe the effect which this cheering sight produced upon us. I will, however, endeavor to give you some idea of it. We all immediately experienced a certain impression of joy, vigor of life, with which our souls were penetrated, as a person is penetrated by the heat, when after enduring excessive cold, he comes to a good fire, whose genial influence re-animates his benumbed powers. We felt a delicious sensation of our feeble existence, and this sensation diffused through all our faculties, seemed to restore us to new life. It is only those who have been in the same situation that can know the inexpressible enjoyment of a moment of which assuredly no other situation in life can afford an idea.

The question now was how to disembark. Here we were under some embarrassment; for the surf was very strong, and the desert appearance of the coast, on which we discovered neither houses, nor inhabitants, nor *chelinguis*, (small boats, which are used in the East Indies, for embarking and going on shore) were a more convincing proof than the assertion of the pusillanimous captain, that no European boat had ever landed there:

A consultation was held, in which it was resolved to make the attempt, let those save themselves who could. This opinion, supported by those who could swim, and particularly by the captain, who even declared that he was sure of getting on shore safe, was too contrary to humanity to be adopted by good sense. It was the same as condemning those who unfortunately were not familiar with the water, and in particular the two females, and to myself, who knew no more how to swim than they, to almost inevitable death, at least, except the Almighty should work a new miracle in their behalf. I reprobated the measure, and told the captain in a firm tone, that it should not be executed as long as I had breath; that since part of the company were in the same predicament with myself, and my servant, whose life was as dear to me as my own, it was their duty to steer the boat in such a manner, that we might all get to land in safety. I added, holding my sword drawn before him, that he should answer with his life, for that of every individual.

At these words an English officer, of the name of Scott, a hot-headed man, and always inclined to the most violent measures, exclaimed: "What! does a single Frenchman, and prisoner of war, here pretend to give law to us, and dare to call us barbarians?"—"Sir," said I, calmly, "our common misfortune renders us all equal;—I am free here as well as you, and repeat it at the risk of all the satisfaction that may be demanded of me when we are on shore, the captain shall answer with his life, for the lives of all our companions."

The captain being intimidated, ordered two Lascars, who were good swimmers, and had escaped with us, to

place themselves beside me, and not to quit me till I was on shore. He then went to the helm, and managed so skilfully, or rather with such good fortune, that we ran a-ground without any accident. In consequence, however, of a very natural impatience, twelve of our companions, the moment the boat struck, leaped into the water, and even some of those who could swim nearly perished. They were besides separated from us, the boat being thrown by two waves into a river, which we did not perceive till we had entered it. This river was so rapid that our boat was soon driven a-ground, and we thus had an opportunity of getting on shore.

I wish I could describe this moment; but how shall I trace it with all its circumstances, with the simplicity, the energy, the truth of nature. We scarcely felt the ground, when each occupied only with himself and the single sentiment of his own preservation, no longer thought of his companions. Our eyes sought only fresh water, and something to prolong our existence. We perceived a small lake, and we instantly ran to its banks, plunging overhead in the water like ducks, to allay a dreadful thirst, a thirst of eight whole days, to which the heat of a burning fever bears no comparison. It would be necessary to have endured, for the same length of time, the devouring fire of thirst, of all human wants, the most insupportable, and the most pressing, to form any conception of ours, and our eagerness to appease it. In such a situation, the sufferer would give for a glass of water, all the gold and all the diamonds of India; he would give the whole world. From this you may judge of our protracted sufferings, our transports on the banks of the lake, and the delight we experienced. Having drank our fill, we began some to eat the grass,

and others the shell-fish, which fortunately happened to be on the spot where we landed, and during forty-eight hours we had no other nourishment.

We now began to be distressed at our separation into two parties. We endeavored to join each other again, but being prevented by the depth of the torrent which separated us, each company began to march towards the interior of the country, in quest of some habitation. The country in which we then were, belonged to the dominions of the Rajah of Arsapour, situated near the mouth of the Ganges. We had not advanced far, when a snare was laid for us by the natives, that they might the more easily get us into their power. Two fishermen by whom we had been discovered, were directed to tell us to remain where we were. They assured us that the sovereign of the place was informed of our arrival in his dominions, that he was acquainted with our disaster, and our unfortunate situation, and that being a prince of a benevolent disposition he would very soon send us relief of every kind. A few hours afterwards a quantity of rice and hog's lard was actually brought us, with the rajah's compliments, and a promise that the following day we should be sheltered from the inclemency of the air, and particularly the night dews, which was very dangerous in that climate. This promise was punctually performed, for the next day people came to fetch us, but it was for the purpose of conducting us to a small island, where we were kept as prisoners. Each of the two divisions was conducted by a different route, and we knew not what had become of the other. There we remained seven weeks, having no other nourishment than black rice, with which we were furnished on paying for it, and twice a week detestable salt-fish; and

to procure even this we were obliged to sell every thing we had about us. We, however, found means to tame two blacks, to whose care we were consigned, and to procure of them some indulgences. One of our ladies, Mrs. Tait, a native of Ireland, who had a good voice, sung them some English songs, to which they listened with great pleasure, though they understood not a word of them. This complaisance obtained us from time to time some fruits and other refreshments. Yet the water we had to drink was so unwholesome, that out of the two companies thirteen died, and the twelve survivors were all attacked with fevers or dropsies, and were either livid or yellow, and so disfigured, that no one would have taken us for Europeans.

But as no distress is so great as to deprive men of all hope or the power of relieving themselves from it, so our attention was incessantly directed towards the means of escaping from our island. The two lascars who were in our company, appeared likely to aid us in the design. With a pencil, which one of the ladies chanced to have preserved, we wrote a note to Barasole, where the English have a small factory. This we prevailed upon the lascars to take, promising them a considerable sum of money, when we should be released from captivity, and on our arrival at the first European settlement. The lascars complied with our desire, and notwithstanding the difficulties of the journey, they set off. They were obliged to swim across three or four large rivers, and always to travel in the night, to prevent being discovered by the natives. Having escaped many dangers by their dexterity, or surmounted them by their boldness and perseverance, they at length arrived at Cattack the residence of a rajah, or chief of the

Mahrattas. On their arrival at that place they were carried before the rajah, and being interrogated respecting their business there, they gave an account of our shipwreck, the manner in which we had escaped, the distresses we had since experienced, and our confinement by the Rajah of Arsapour. They did not forget to add that we had with us two young white women, and that the men were people of consequence. The Mahratta chief then enquired if the men were proper for soldiers; likewise asking whether the women were very fair, and handsome enough for his seraglio. The lascars having satisfied him relative to these particulars, the rajah immediately sent for the son of the Rajah of Arsapour, who was then his hostage, and ordered him to write to his father, to send off to Cattack immediately on receipt of his letter, the Europeans, both men and women, whom he had, for two months, kept prisoners in an island. Conformably to the policy of all the petty sovereigns of India, he likewise took care to order that we might be sent by the worst and least frequented roads, to conceal us as much as possible from the sight of the natives. The order for our departure having been given separately to the two parties, we set off with our guides, and had proceeded some hours, when we met. We had been parted two months, and during this interval had received no tidings of each other; you may therefore conceive how great was our joy on seeing one another again. We mutually learned the death of those of our companions, which each party had lost; and actual skeletons, walking spectres, who could scarcely walk, congratulated each other on being still alive.

The distance to Cattack was fourteen days' journey; this we travelled on foot, and almost without shoes. Our

journeys were very short, because we were all ill, and exhausted with fatigue; besides, as our way led almost continually through marshes, we were up to our waists in mud. We had several large rivers to cross, in the passage of which those who could swim assisted the others. The two young English women, who, certainly, were not formed for such hardships, were in a most deplorable condition, and the sufferings of these poor creatures seemed to aggravate our own distresses. One of them, Mrs. Nelson, died four days before we reached Cattaek; but the other, though three months advanced in her pregnancy, was so fortunate as to arrive at that place in safety.

Exhausted as we were with fatigue at the end of each day's journey, we were obliged to pass the night under trees, because the people of the country would not permit us to set foot in their houses, the exercise of hospitality towards Europeans being prohibited by their religion. We, at length, arrived at Cattaek, but some several days before the others. There we learned that the English had a factory in the place, and repaired thither immediately; but we found only some seapoys in the Company's pay, and not a single European. The seapoys received us with great kindness, and moved by our situation, they first went to the bazar, or market, to procure us some bread. This we greedily devoured, drinking water, which they gave us, and thus made a delicious repast. We congratulated one another on finding ourselves under a roof, and sheltered from the inclemency of the air; we then lay down and slept. We expected the next day that the Mahratta chief would send some orders relative to us, but he was then on a tour in the country. His minister took no notice

of us, and we were allowed nothing to subsist upon. The seapoys, therefore, continued to maintain us in the best manner they were able.

During our journey from the island in which we had been confined to Cattack, the two lascars who had effected our release, and had concealed from the Mahratta chief the commission with which they were entrusted by us, proceeded on their route, and arrived at Barrasole, where they acquainted the English with our situation. They then went to Calcutta, and called upon Mr. Vansittart, the English governor of Bengal. The governor lost no time in sending us relief; but, on account of the distance, we did not receive it till twenty or twenty-five days after our arrival at Cattack. He used all his interest with the Mahrattas to obtain our liberty, but as they were not, at that time, on good terms with the Company, they refused to grant this favor to merchants. It was, therefore, necessary that Colonel Coote, the conqueror of India, should demand our release, which he obtained without difficulty.

Our company was soon anxious to repair to Barrasole, at the distance of six days journey. As for me and my faithful servant, we did not wait for the general order to depart, but set off before the rest. I had found at Cattack a European, a native of Russia, who had been a gunner in M. de Bussy's army, and who was now an artillery officer in the service of the Mahrattas. As he understood and could speak the French language, I endeavored, without informing him who I was, to learn his sentiments relative to M. de Bussy. He assured me that it was he who had given the Asiatics the highest idea of the Europeans, that he should regret him all his life, and should never cease to adore him; those were

his very expressions. On this I told him that I was a Frenchman, and a prisoner of war to the English; that I had with me a servant, to whom I was strongly attached, and that I was very desirous of leaving Cattaek as speedily as possible. He replied that he would procure me permission to leave the place, provided the others should know nothing of the matter till the moment of our departure. I kept the secret, and he actually obtained a kind of permission for me and my servant. I immediately hired two dooleys, a kind of hand-barrow carried by men. To pay for these, and to support us on our journey, I sold a stock-buckle and some sleeve-buttons, which were the only things I had left. I then took leave of my companions frankly, informing them how and by what means I had obtained permission to depart, that they might employ the same method.

The journey to Barrasole had nearly proved fatal to us. We were twice attacked by tigers, and had the pain to see a Moor, who had been very serviceable to us in many respects in our distress, carried off at the distance of a few paces from us, by one of these cruel animals. The same tiger, after dispatching the unfortunate man, came again out of the wood, and gazed on us with a most terrible look, but keeping close together, our firmness and the noise we made obliged him to retire.

On my arrival at Barrasole I met with some Englishmen, who were going to embark for Bengal. They proposed to me to accompany them. I had scarcely time to drink a glass, and went on board.

We were six or seven days in reaching Calcutta, it being so very difficult to ascend the Ganges, and we were again near perishing in this short passage, where

you meet with rocks upon rocks, and dangers upon dangers. When we had arrived at Goupil, I saw several of the East India Company's ships, and begged the English, with whom I was, to suffer me to go on board one of them. They perceived that both myself and my servant were sick, exhausted, and in want of every thing; therefore, at the expence of two rupees, which were all the money I had left, I procured a boat to carry me on board the Plassy, commanded by Capt. Ward. When I had got on board this ship, I imagined my hardships at an end, and every thing was almost forgotten. The first person I spoke to was Mr. White, a captain of the Company's troops. He took my servant and me for two soldiers who had been robbed; our figure and dress, equally worthy of pity, announced the most-miserable condition. This generous Englishman, addressing himself to me, said, in his own language:—"Poor soldier! you are badly equipped. Who are you, and whence do you come?" I replied in English: "You are right, I am a soldier, and my servant there is one likewise; we think ourselves very fortunate in being still in existence." I added, that I was one out of twelve who had escaped, from the ship Fattysalam, which had been lost, together with the crew, on the coast of Coromandel; that I was indebted for my life, in the first place, to my soldiers' courage, and in the next to the exertions of my servant, whom he saw overwhelmed with disease and unable to stand; and concluded with telling him my name and rank. Mr. White immediately went to his cabin, and brought me a change of clothes from head to foot, of which I certainly was in great want. I had for ten weeks worn the same shirt, which was all in tatters; my servant only dipped it from time to time in water,

to ease me a little. The poor fellow, who was quite naked, was likewise supplied with clothes. Mr. White then presented me with chocolate and something to eat; but I was so weak that the smell only of the chocolate had nearly made me faint, and I could not touch any thing. I drank some tea, and that was all I could get down. I received a thousand other civilities from this worthy man, and the captain shewed me equal kindness. When I had changed my things, and taken my tea, those gentlemen proposed to me, to go up the Ganges to Calcutta with them, in a vessel that was just going to set off. I consented, but not without great regret, at being obliged to leave behind me in the vessel my faithful companion, who was attacked with a violent fever. However, as there was no other alternative, and as the kindness of those gentlemen, both to him and to me, rendered me easy with regard to his fate, I left him, but not without great reluctance. He died soon afterwards in the English hospital at Calcutta.

We arrived at that place the next day. I went to the governor, Mr. Vansittart, who received me with great humanity, and assigned me, as a prisoner of war, 120 rupees per month for my subsistence. I was in want of every thing, and he did not make me any advance. I had recourse to my benefactor, Mr. White, who lent me 300 rupees, which I expended in the purchase of linen and clothes. I was two months without drawing the allowance assigned me by the governor. I was about to receive it, when I suddenly received an order to embark in the Hawk, which was still on the coast. I was sick, had no linen made up, nor any thing necessary for a long voyage. I was, however, pressed to set off. Col. Coote had the kindness to defer my departure, and the

Hawk sailed without me. I therefore had time to equip myself. I flattered myself that Mr. Vansittart, to whom, in the quality of an officer of the king's *etat-major* and captain of his forces, I offered the necessary securities, or bills of exchange on the French East India Company, would advance me a sum to pay the debts which my situation had obliged me to contract : but in this hope I found myself mistaken. I mentioned this subject shortly before my departure to Colonel Coote, who sent me 300 rupees. The governor hearing of it, likewise transmitted me 400. This was all I received from him, and I could not help receiving this scanty relief, that I might leave no debts behind me.

On the 2d of February I left Calcutta and returned to Goupil, on the Ganges, where I embarked in the *Holderness*, commanded by Captain Brooke. I was received with great kindness by the captain, who had on board thirteen or fourteen other French officers, prisoners like myself. The ship arrived without accident, and after a month's residence at London, I was permitted to return to France.



The Crew of the Yancey cutting away her Anchor.

NARRATIVE OF THE PROCEEDINGS ON BOARD
HIS MAJESTY'S SHIP THE THESEUS,
 CAPTAIN EDWARD HAWKER,

From the 4th to the 15th of September, 1801, in the Hurricane which that Ship encountered in the West-Indies.

The *Theseus* and the *Hercule* overtaken by a dreadful Hurricane—The *Theseus* makes much Water—The Crew heave some of the Guns into the Sea—The Main-mast goes overboard—The Hurricane abates—The Ship loses her Fore-mast—Exertions of the Crew at the Pumps—They reef the Ship in the best manner possible—She arrives at Jamaica.

SOME of the consequences of the late dreadful hurricane, in the West-Indies, have already been noticed. The *Theseus* and *L'Hercule* experienced, among the other ships on that station, a portion of its destructive effects; and their preservation appears to have been entirely owing to the active exertions, perseverance, and good conduct of their officers and crews. It cannot, indeed, be too powerfully impressed on the minds of seamen, that if, in such circumstances, a possibility of preservation exists, it can be expected only from regularity, and obedience to the directions of their superiors, and from their cheerful and united efforts in the common cause. As an additional illustration of this truth, we give the following extract from the log-book of the *Theseus*, descriptive of the proceedings on board that ship, amidst the distresses in which she was involved.

“Tuesday, Sept. 4.—Towards noon fresh breezes and cloudy weather, with a long swell from the eastward; sent the small sails out of the tops; got double breechings on the guns; rove the top-tackle-sails, and otherwise prepared for bad weather. At noon the N. E. point of the Square Handkerchief bore S.W. 60 miles, and the N. E. point of the Silver Quays S. 100 miles. The longitude, per chronometer, at 55 minutes past

eight o'clock, was 69. 45. W. and latitude observed at noon, 22. 12. N.; L'Hercule in company.

"Wednesday, Sept. 5, P.M. fresh breezes and cloudy weather. Furl'd the fore and mizen top-sails; got in the flying jib-boom, and top-gallant-yard down. At three quarters past three, struck top-gallant-masts, and close reefed the main-top-sail. At four same weather, with a heavy swell from the eastward; L'Hercule in company. At eight strong gales with rain; hauled up the main-sail, and set the main and mizen storm stay-sail.—A. M. At two, heavy squalls, with rain; took in the main-top-sail; split the main-stay-sail, and unbent it. At six hauled up the fore-sail; furl'd the courses, and got the top-gallant-masts on deck; jib-boom and sprit-sail-yard in. At eight hard gales; unslung the lower yards and gaff, and lowered them down; found one of the bob-stays gone; replaced it; got the fore-runners rove, and set up to secure the fore-mast. At half past nine the main-stay-sail-stay gave way, and the sail was split to pieces. At three quarters past ten split the mizen-storm-stay-sail. Towards noon tremendously heavy gales; swifted the fore and main rigging. N. E. end of Silver Quays, S. 26 miles, W. 54.

"Thursday, Sept. 6, P.M. blowing a hurricane at N.E. with most tremendous squalls. At half-past twelve the main-top-mast was blown away, and in its fall carried away the top-sail-yard; got hands into the top, and cut away the rigging, in doing which the greatest part of the wreck came down the main-lift, upon the starboard main-yard-arm; succeeded, with great hazard, in getting it cleared. The hurricane still continued without intermission, and the wind shifting gradually round to the westward, it appeared, if possible, to blow with greater fury. Found the jolly-boat, which was hoisted

up to the stern, and the cutter on the starboard quarter, washed away; and the wind taking the cutter on the larboard quarter, and driving her against the mizen rigging, she was obliged to be cut adrift. Towards the evening found the ship made much water, and laboured very much; kept the hands at the pumps. Towards midnight the same weather. About twelve the two aftermost chain-pumps broke, and became entirely useless, as also one of the hand-pumps on the main-deck, after which the water gained fast on the other pumps. — A. M. At three there was five feet water in the hold, and not the least appearance of the hurricane abating. Towards morning, by the greatest possible exertions of the officers and men, the former encouraging the latter, by lying into the winches, and all the people not employed at the pumps baling from the lower deck, the water in the ship was reduced to four feet. At eight the hurricane seemed to abate a little, and the pumps, &c. could then barely hold their own. At ten it cleared up a little, the wind being then about S. E. and we saw L'Hercule to leeward, with her fore-mast, bowsprit, and main-mast standing. Some time before noon the hurricane came on again with great violence, and the ship labouring very much, fourteen of the foremost and aftermost of the main-deck guns were thrown overboard, to ease and lighten her. About this time the main-trusses gave way, and the yard swang tremendously from side to side with every roll; attempts were made to lash it to the mast, but it was impossible to be done; and, by cutting the lee-lift and jeers, the yard was got overboard, but not without staving the boats, and greatly injuring the main-mast and starboard rigging. The chain-plates of the latter soon after giving way, the main-mast went overboard to windward, close by the deck, and the

mizen-mast shared the same fate to leeward. At noon there was four feet two inches water in the ship, and the pumps with great difficulty holding their own. Silver Quays, S. 27 miles, W. 68. Square Handkerchief, N. 86 miles, W. 63.

“ Friday, Sept. 7, P. M. the hurricane still continued ; got braces rove to secure the fore-top-sail-yard, but the rolling tackle soon after giving way, it was found necessary, for the preservation of the fore-mast, to cut the yard away, which was done. Found two more of the bob-stays gone, and the bowsprit sprung ; got the top-tackles forward, and set up ; the fore-runners set up a-fresh, and lashed the fore-yard to the mast. At four the hurricane in some measure abated, but left a very heavy sea, so much so that there was no probability of our being able to save the fore-mast, it being utterly impossible to get a pull of the rigging. About five it cleared away, and we saw L’Hercule to leeward, with only her bowsprit and fore-mast standing ; the hands still pumping and baling, but seldom getting the water under four feet. At six, bore up, and ran down towards L’Hercule ; made a signal to her to stay by ships in distress, with a gun, and brought the ship to on the starboard tack, on which L’Hercule hoisted her fore-storm-stay-sail, and wore. At seven, the fore-mast, after being sprung in two or three places, by several successive and tremendous rolls, went overboard to windward, leaving a piece of about 15 feet standing above the deck, which soon after fell down on the fore-castle ; cut away the fore-stays immediately, to save the bowsprit, and got as many hands to clear the wreck as could possibly be spared from the pumps ; great part of the wreck having fallen on the best bower anchor, the latter was obliged to be cut away to get clear of the former. At eight, strong

breezes with a heavy sea, the ship laboring very much; found the tiller sprung; shipped the rudder-chocks. Towards midnight the water gained fast upon the pumps; renewed every exertion to reduce it by baling from the lower deck and from the well, and by working the two serviceable chain-pumps. Burned several blue lights to L'Hercule during the night, which were not answered by her. At midnight there was five feet six inches water in the ship, and, from the motion, it was with difficulty that the men could stand to the pumps. A. M. about five, by the united and extraordinary exertions of the officers and men, the water was reduced to three feet ten inches. At day-light fresh breezes, with a heavy sea; saw a schooner to windward, which bore down to us, and, hoisting a union-jack, passed under our stern; got some hands from the pumps to ship the tiller in the ward-room, and to prepare for setting some sail forward. At seven saw L'Hercule a great way to leeward; fired several guns as signals to her; got a main-royal set on the bowsprit; and, as soon as the tiller was shipped in the ward-room, and the broken one unshipped, we attempted to wear, but without success; got boats' sails set on the cat-heads, bowsprit, &c. About eleven the ship wore; stood towards L'Hercule; at half past eleven made her signal to close, and also to stay by ships in distress; about noon she wore and stood towards us: got a top-gallant-mast up for a fore-mast, and set a top-gallant-sail on it. At noon, moderate breezes with a heavy sea: people employed at the pumps. Found the spare top-sail-yards washed out of the chains during the hurricane, and almost every moveable about the decks broken to pieces; L'Hercule in company, Square Handkerchief, S.W. 90 miles, Cape Camet, W. S.W. $\frac{1}{4}$ W. 58 leagues.

“Saturday, Sept. 8, P. M. moderate breezes from the S. E. and cloudy weather, with a heavy swell; people employed at the pumps, and fitting a top-gallant-mast for a mizen-mast. In the afternoon got the pumps to suck for the first time since the beginning of the hurricane; sent hands down into the well, and cleared it of an immense quantity of sand and rubbish; found it impossible to repair the after chain-pumps, or to render them in any way serviceable; succeeded in clearing the starboard hand-pump, which had been choaked during the gale. At eight, moderate breezes with a heavy sea, the ship laboring very much; got a cross-jack set. Found the leather so much worn aft the chain-pumps, as to render them nearly useless; kept the hand-pump going as fast as possible, and a gang of hands baling from the well, while the chain-pumps were unrove, and leathered afresh. A. M. moderate breezes, the ship rolling very heavy; found the leak in some degree decreased. At day-light got all the hands that could be spared from the pumps to prepare for erecting jury-masts. Made the signal for Captain Dunn, to inquire into the state of L’Hercule; found her, by his report, nearly as bad as the Theseus, with the exception of the quantity of water made by the latter. Cape Camet, S. 53, N. W. 64 miles. Booby Rocks, S. 74, W. 39 miles.

“Sunday, Sept. 9, P. M. employed pumping and fitting jury masts; A. M. got up a jury main-mast. Longitude, per chronometer, at noon, 70, 37, W.

“Monday, Sept. 10, P. M. employed rigging the jury main-mast, and pumping ship. Bent a fore-top-sail for a main-sail, and set it. At eight brought to, L’Hercule in company. A. M. at half past five bore up, and made all sail; fitted sheers to get up a jury fore-mast.

“Tuesday, Sept. 11. Running through the Caicoa

Passage; set up the main rigging, and got up a fore-top-mast for a foremast.

" Wednesday, Sept. 12. Got up a jury fore-yard, top-mast, and top-sail-yard; and shipped the tiller in the gun-room. Cape St. Nicholas Mole, S. 3 $\frac{1}{2}$, W. 48 miles.

" Thursday, Sept. 13, P. M. at six saw the land over Cape Maize, W. $\frac{1}{4}$ N. eight or nine leagues. At noon Cape Donna Maria S. E. seven or eight miles.

" Friday, Sept. 14, P. M. at four saw the Navassa, S. W. by W. A. M. At day-light saw La Franchise frigate; at eight spoke her, and at noon, sent her a-head to make the land.

" Saturday, Sept. 15, P. M. At two saw the land bearing W. N. W. Set up the main and mizen lower rigging. At six, east end of Jamaica N. N. E. Point Morant N. N. W. $\frac{1}{2}$ W. off shore seven or eight miles. At eleven brought to a-breast of the Yallahs, A. M. At six wore, and made sail towards the land. At a quarter before twelve anchored in Port-Royal harbour. L'Hercule and La Franchise in company."

THE LOSS OF
 HIS MAJESTY'S SHIP, THE VENERABLE,
 OF SEVENTY-FOUR GUNS,
 CAPTAIN HUNTER,

Belonging to the Channel Fleet, under the Command of the
 Hon. Admiral Cornwallis, in Torbay.

Communicated by Lieutenant Nicolson, of His Majesty's Cutter, the Frisk,
 Plymouth Dock.

The fleet, except the Goliath and Impetueux, get under weigh
 —Great Confusion among the Ships, in consequence of a dark
 Night—The Fish-hook of the Venerable gives way, and a
 Master's Mate and Seaman drowned—A Boat lowered, which
 upsets—The Crew floating—The Ship refuses Stays, and
 goes a-shore—The Crew saved by the Assistance of the Boats
 of the Goliath, Impetueux, and Frisk—Remarks.

ON Saturday night, November 24, 1804, in consequence of the wind suddenly springing up to the N. E. a signal was made for the fleet to get under weigh, which all did except the Goliath and Impetueux, having grounded. In consequence of the darkness of the night, there was great confusion in the fleets; unfortunately his majesty's ship, the Venerable, (Captain Hunter) in fishing the anchor, the fish-hook gave way, when a master's mate and a seaman fell overboard, and were drowned. A boat and crew were instantly lowered down, to endeavor to save them, but in the hurry the after-tackle gave way, and the boat filled, consequently the crew were floating, which threw the people



—Scott and crew of the "Arcturion" —

into the utmost confusion. Another ship being almost aboard of them, owing to the darkness of the night, and the Venerable getting stern away, they endeavored to stay her; but the ship refusing stays, and not having room to wear her, she went a-shore on the north part of the bay, at a place called Roundem-Head, near Paington. This happened about eight o'clock, and on the signal of distress being made, his majesty's cutter, the Frisk, (Lieutenant Nicolson) immediately stood towards her, and on hailing to know in what manner she could be useful, she was requested to anchor as near as possible to receive the men, (the ship being at this time bilged) with which Lieutenant Nicholson immediately complied, assisted by the boats of the Goliath and Impetueux, and with those of the Venerable and Frisk. The masts were cut away immediately after she struck. When Lieutenant Nicolson saw her, which was not till sometime after; there being but little light, she appeared to be nearly upright, with the water even with the upper deck ports.

The sea being very high, and at times making a breach over her, no boat could lie alongside, so that the men were received down from the stern with ropes. Being near the rocks, and having a rope from the shore to the vessel, several got on shore by that means; but a little midshipman, in endeavouring to land in this manner, quitted his hold and was drowned. Besides the mate and midshipman, the master and ten or twelve seamen were lost. Four or five sailors were seen at times looking out at the port holes, and notwithstanding her jolly-boat hung to her quarter, yet the people on shore could not by their gestures and hallooing persuade them to fower the boat down, and quit her. It is supposed they were

ill, or more probably had got to the spirit-room, and were intoxicated.

The *Frisk* was very near sharing the fate of the *Venerable*; but the precaution of having kept the main-sail up prevented it; for had it been to hoist after the cable had parted, with 400 men on board of a vessel barely 100 tons, when every part of her upon deck and below was full, her destruction would have been inevitable; but having only the foresail and jib to hoist, and the vessel being very manageable, as soon as she gathered a little way, they stayed her, and most fortunately she came round.

The following is an extract of Lieutenant Nicolson's letter to the Hon. Admiral Cornwallis, upon this melancholy subject:

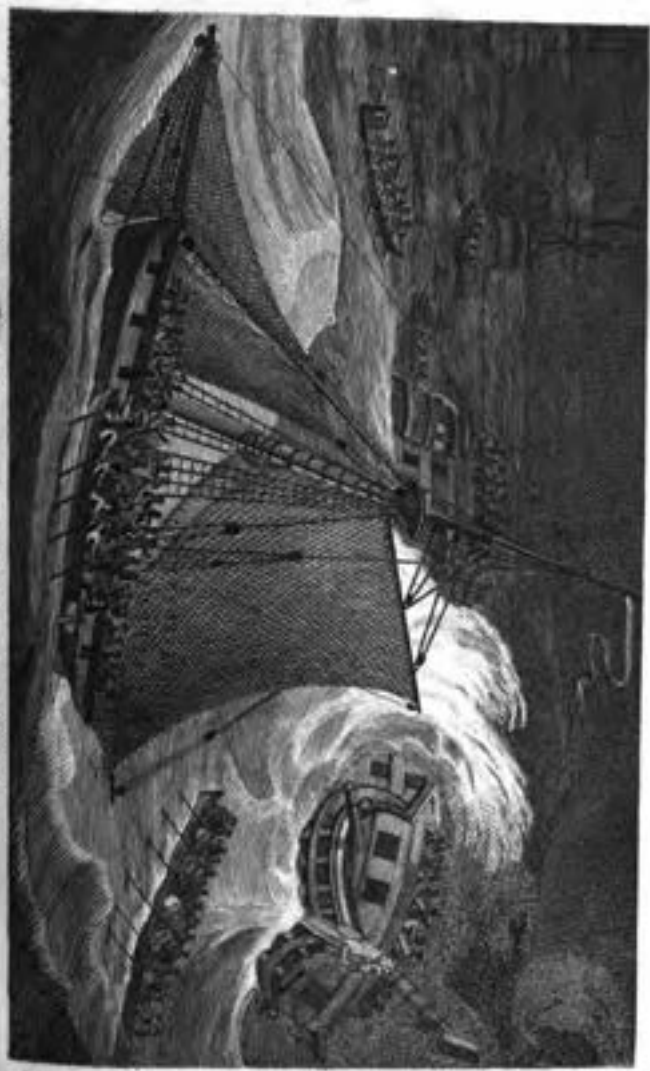
"Frisk, Torbay, Nov. 25.

"I continued after you left the bay to stand off and on, not being able to anchor the cutter with safety, from the wind being to the eastward, and a heavy swell setting in, till on the unfortunate event of the *Venerable* going on shore, when I anchored as near her as possible and received the men, who were at that time in great danger. When at midnight the *Frisk's* cable parted, having on board about 400 men, she barely cleared the rocks, which the precaution of having kept the main-sail up happily effected.

"JAMES NICOLSON."

The loss of the *Venerable* must ever be lamented, when we recollect the active part she took against the Dutch, Oct. 11, 1797, under the command of Admiral

The masthead of the schooner in the distance of the schooner of the 18th century



Duncan. She fell alongside the Dutch Admiral De Winter, in the *Vryheid*, who was for some time well supported and kept up a very heavy fire: the action becoming general, except by two or three van ships of the enemy's line, which got off without the smallest apparent injury. About half an hour after the commencement of the action on the part of the *Venerable*, a Dutch ship of 64 guns caught fire a-head of her; she wore and drove very near the *Venerable* to leeward, while they were engaged, and roughly handled by four ships of the enemy. Afterwards, while passing to leeward of the Dutch admiral and commander in chief, on the opposite tack, her starboard broadside was fired, which took place principally among the rigging, as all her masts came immediately by the board. Soon after the Dutch admiral struck his colors, all further opposition being fruitless. We have thus slightly touched on a victory, too recent to be forgotten, but which at present should certainly be remembered as a kind of monument to the lost *Venerable*.

THE LOSS OF
HIS MAJESTY'S FRIGATE, THE ETHALION,
 OF THIRTY-EIGHT GUNS,

Which was wrecked on the Coast of France, in the Night, December 24, 1799.

Observations--Intention of reconnoitring the Position of the Enemy's Fleet--Consequent Directions--Want of Wind--Rocks discovered close a-head--The Ship strikes--The Pumps work'd; Boats got out; and the Guns thrown overboard--The Stern-post knocked away--Signals of Distress--The Ship falls on the Starboard Side, and bilges in several Places--All the Crew saved, and the Remains of the Ship set on Fire--The exertions of the Officers and Ship's Company.

PAINFUL, indeed, must it be to every brave commander, who, in the midst of his most indefatigable exertions to save his country, is suddenly obliged to abandon the laudable intention, and consign to destruction the vessel from which he had fondly flattered himself with the hopes of deriving both honor and reward. Such was the case of Captain John Clarke Searle, commander of the *Ethalion*, of 38 guns, which was unfortunately wrecked on the coast of France; the narrative of which we shall give in the captain's own words:

At four P. M. Point le Cleure bore S. E. by E. three or four leagues; standing off and on, off St. Matthews, with an intention of beating to windward in the morning, to reconnoitre the position of the enemy's fleet, a service I was particularly anxious to perform, as I knew no opportunity had occurred for that purpose since the 18th

of December, when the Fishguard, Ethalion, and Sylph, were all driven off the coast by a hard gale of wind, and I knew the Fishguard could not have regained her station at that time. At eight o'clock I gave the usual necessary directions and precautions to the officer of the watch, and to the pilot for keeping the ship in a proper situation during the night; and to inform me if any change of wind or weather took place; and whenever the pilot wished the ship to be put on the opposite tack; and at the end of each watch to acquaint me, as was the custom every night, with the situation of the ship with respect to the distance from the land, St. Matthew's light then (at eight, P. M.) bore E. by N. about three leagues; the ship then standing to the southward, under her trebled reefed top sails, fore-top mast stay sail, and mizen-stay sail, with the wind S. E. and lying up S. S. W. going a knot and a half. At half past ten she was, by desire of the pilot, again wore. At twelve the light bore N. E. by E. three or four leagues, at which time Lieutenant Jounsey told me there was not much wind, and I directed a reef to be let out of the top sails, and the jib to be loosed to be in readiness to make sail at a moment's warning, which order was complied with. At half past one A. M. the light bearing E. N. E. between five and seven miles, Lieutenant Quillan, the officer of the watch, acquainted me it was the desire of the pilot to wear again, and stand to the southward till four o'clock, as there was but little wind; but at ten minutes past three, although the ship had not gone more than two miles from the time of her being wore, and the light was then in sight, and bearing N. E. by E. (the night very dark) the rocks were discovered close a-head; and in attempting to wear clear of them, the ship struck,

when I ordered the hands to be turned up, and got the pumps to work, and the boats out: sent the master to sound; started the water, threw the guns overboard, and used every exertion possible to get the ship off. At four she struck very hard, and knocked away the stern-post; made signals of distress to the Sylph. At six she fell over on the starboard side, and bilged. At daylight saw the Danae, Sylph, and Nimrod cutter; made the signal for boats to assist: finding she had bilged in several places, and parted on the starboard side amidsthips, and seeing the impossibility of saving any of the stores, sent away the idlers, and first division of seamen in our own boats to the Danae, Sylph, and Nimrod. At nine Lord Proby came alongside, and also another boat from the Danae, followed by one from the Sylph. The water was now over the lee gun-wale, and the greater part of the stern totally under water; and it was at this time difficult and dangerous for boats to approach the ship, owing to the very great surf amongst the rocks. At eleven o'clock, having got all the people out of the ship, the first lieutenant, by my directions, set fire to her remains; and Mr. Bailinghall, the master's mate, cut away her lower masts; which being done, and after I had seen all the commissioned officers and master into the remaining boat, I was then under the painful necessity of abandoning her. The anguish of my feelings during the whole of this unfortunate affair, but particularly at the moment when I was obliged to abandon the ship, those who have experienced a similar misfortune will readily judge of. I wish it was in my power on any other occasion to describe the very great merit of all the officers and ship's company; sure I am, their exertions, their promptness in executing my orders, and the stea-

dy perseverance they shewed, was never on any other occasion exceeded: for in no similar instance was there ever less confusion. I now think it necessary to observe, that the shortness of the days at this season of the year makes it utterly impossible for any ship to reconnoitre the enemy's fleet in Brest, unless she keeps off St. Matthew's during the night: and I need not observe how difficult it is to ascertain the precise distance of a light, and the uncertainty of keeping a ship in a safe position, without the assistance of some head-land, or mark for a cross-bearing; which in this instance was prevented from the extreme darkness of the night; for although the bearing of the light is always a sufficient guide with respect to the Parquet and Black Rocks; yet it is of no use to avoid the dangers of the Saintes when cruising within them; and neither myself, the master, or pilot thought it possible that the light could be seen at all at the distance of eighteen miles, which the ship was from it when she struck, although it was then so distinct that we did not believe it could have been more than ten or eleven miles distant, and this opinion will be corroborated by the testimony of all the officers. It is also material to observe, that the master of the Nimrod, who has been some time employed in the same service off Brest, was likewise on that night so deceived by the appearance of the light, that he drove amongst the rocks at a little distance from us, but got off without receiving any material damage. I flatter myself the above statement will receive the testimony and concurrence of those officers who have been employed off Brest; and that it will afford the most satisfactory proof, that my wish to keep off St. Matthew's proceeded from a zealous desire to fulfil the purport of my orders.

THE DISASTER ATTENDING
THE MARGATE HOY,

Near the Village of Reculver, February 7, 1802.

Preliminaries—Unfavorable Weather—Anchor a little Distance from Margate, till the Return of the Tide—The Strap of the Sounding Lead broke—The Vessel strikes upon Reculver Sand—They let go their Anchor; the Weather Jib-Sheet broke, and the Lee Jib-Sheet unhooked—The Tiller broke, the Rudder unshipped, and the Vessel unmanageable—Fruitless Endeavors—The Hoy sinks—Melancholy Result—Narrow Escape of the Ship-Carpenter and Others—Names and Number of those who were saved.

THE Hoy, named Margate, of Margate, (John Goodborn, master, and J. Sackett, owner,) was deeply laden with corn for the London market, and had on board twenty-eight passengers, besides the crew, consisting of four men.

They sailed about three o'clock in the afternoon of Saturday the 6th, though not with very flattering appearances as to weather; yet all of them apparently in the greatest cheerfulness, except Goodborn the captain, whose dull countenance seemed to indicate a presentiment of the succeeding calamity; and who, during the whole scene, gradually sunk under its horrors.

As the tide was on the ebb, and the wind unfavorable when they sailed, they were obliged to come to an anchor at a little distance from Margate; where they remained till eight o'clock, waiting the return of the tide;

however, the master, apprehending blowing weather, judged it most advisable to get under way before the flood-tide made; fearing they should not be able to purchase their anchor, as the wind was increasing; and by its blowing on the shore, rendered their situation dangerous.

When the tide made, the wind continuing to blow fresh from the N. N. W. and the night being dark, it was resolved, that they should turn up under the hook of Margate sand; hoping to have anchored there, but this resolution, prudent as it might be, was entirely frustrated.

After conflicting with the wind and waves until about eleven o'clock, upon making their last tack inward, and sounding, the strap of the sounding-lead broke; an accident which very rarely happens, and what is more remarkable, this strap had not been in use more than two voyages. This disaster, apparently trifling, proved to be the foremost, in a train of others, as unforeseen as inevitable. They now attempted to get the vessel about, and to provide themselves with another lead, but before they could accomplish either, she struck upon one of the banks below the Reculver sand. Alarmed by the shock, and stimulated by a desire to use every possible exertion to preserve the vessel, they let go their anchor as the only remedy in this afflictive situation, and the tide flowing, she soon rode afloat. However they got their anchor again; but in hauling in the weather-jib sheet, owing to the fury of the wind, it broke; and the lee-jib sheet being greatly agitated, became unhooked. The master having stopped the tiller to leeward, sprang forward in order to assist in getting the jib in. At this time it was that the vessel struck again, and again they

let go their anchor; but now as the height of their distress was advancing, the disastrous incidents which contributed to it succeeded each other more rapidly, for the tiller broke, and whilst they attempted to repair it (the vessel still beating vehemently on the sand) the rudder was unshipped, and she became totally unmanageable. In this perilous condition they tried the fore-pump, which being choked was rendered useless. They then sounded, and found between two and three feet water in the hold, which very soon rose above the floor of the fore-castle. As they apprehended the vessel was now sinking, they slipped the cable, hoisted the foresail, and dropped the gaff, in order to let her drive in shore; but as she could not be governed, she presently came with her broadside to the beach, and there sunk; and the tide still making, the ponderous waves rolled over her in a most tremendous manner. No language can describe the dreadful scene which now presented itself.

The mariners, when they perceived they could do no more to save the vessel, and that they must resign her to the winds and waves, directed all their cares towards the passengers. The water had been for some time pouring into the cabin from the scuttle, the companion, and the chimney; and all attempts to stop these avenues were totally defeated, by the constant dashing of the seas over them. They therefore endeavored to seize the tarpawling, which covered a stack of corn upon the deck, hoping to place it over the cabin, to prevent its being inundated; but as several of the affrighted passengers had taken refuge on this stack, they could not speedily remove the tarpawling, and no time was to be lost, for the water in the cabin was increasing very ra-

pidly, and many unhappy creatures were there fainting with fear, and almost dying with the sea-sickness. Some of these, with the assistance of the seamen and others, were immediately drawn out of this watery dungeon.

It was now that Mr. Thornton was heard in great distress uttering the most pathetic cries for his dear wife, who was in the cabin. He succeeded in extricating her from thence—but to add to his painful anxiety, his son, who was a passenger with them, was left to perish there. The unhappy husband did not long retain the dear object of his affection, for he was found soon after upon the stack lamenting for the loss of her, and saying: "Alas! she is gone, we shall all soon follow her." which observation proved too true in his case, having been by the impetuosity of the waves suddenly swept away.

When the cabin was pretty deep in water, John Wood, one of the mariners, drew up a female, but the seas being very heavy he could not keep his hold with one hand in order to assist with the other; he therefore grasped with both, and let down his foot among the struggling victims, which was presently seized by one of them, whose hand he caught hold of, hoping to rescue the almost dying creature from the jaws of death; but the waters swelling higher with every rolling sea, he lost his hold, and was obliged to relinquish his generous efforts, and abandon the rest of the drowning sufferers to their dismal fate, in order to provide for his own safety.

Mr. Field, the ship-carpenter, was assisting to repair the tiller, but the rudder being carried away during the attempt, and the vessel becoming unmanageable, he immediately anticipated what would happen, and turned

his thoughts to his own safety, and that of his beloved wife, for whom he became all anxiety : he ran to a part of the vessel where he found some rattling stuff, out of which he provided two lashings for himself and her. Expecting to find her in the cabin, he hastened thither, but was disappointed, for she had taken refuge on the stack. When in the cabin he found himself nearly up to the breast in water, with the poor creatures struggling around him. His own situation here became critical ; for two or three of the despairing creatures clung so fast to him that he could not extricate himself. They were therefore drawn up together, by (as he supposes) the exertions of the seamen ; but owing to the darkness of the night, dashing of the waters, and his own perturbation he could not distinguish who were their deliverers ; it is thought that those who were drawn up with him were soon washed off the deck.

Having found his wife on the stack, he lashed her to the boom with one of the cords he had provided ; but, in his trepidation, not being able to find the other, he bound his arm to her with the end of that with which she was fastened ; and in this position they remained whilst two or three heavy seas came over the vessel, which by degrees removed the stack from under them, and at length carried them both together into the sea. However, Mr. Field, either by laying hold of the side of the vessel, or some ropes, got back again, and lodged himself in the shrouds, from whence, in the anguish of his spirit, he could not forbear calling after his dear companion, who was now perishing, and who just before had embraced him, saying, " O, my dear, what will become of our dear children !" expecting that they would be left orphans.

According to Mr. Field's report, there were with him and his wife on the stack only Mr. Thornton, and Mr. George Bone; the former was first washed away, and then his companion, who was a local preacher among the Methodists, and who endeavored to calm the fears of the wretched crew by pious exhortations.

As for the unfortunate captain, he was seen hanging by the reef-tackle; but he soon lost his hold, fell upon the deck, and was immediately washed overboard.

John Beazley, a working gardener, near Paddington, was seen leaning on the winch, to which the fore-halliards had been brought, and the fore-sail hove up. The sea falling heavily upon him in this situation, the halliards came off the winch, and occasioned the fore-sail to run down, upon which he was carried overboard.

This unhappy man was afterwards found under the vessel, from whence he was with great difficulty drawn out. The others were strewed along the shore, except Mrs. Owen and her servant, Mrs. Tatnell, Mrs. Jacobs, Mrs. Edmund's son, and John Taylor, a youth, whose bodies were found in the cabin.

From the general account given, by both mariners and passengers who were saved, it is probable that many were washed away at an early period of the distress; as they came up out of the cabin debilitated (especially the females) by their exertions to save themselves, their fears, and the sea-sickness; and the waves which went over them soon became so heavy, that a strong man, in full possession of his vigor, could not retain his hold, unless he were so situated as to be beaten against some parts of the tackling of the vessel, or so high in the shrouds as to be above the heavy pressure of the water.

The singular preservation of Mr. Jesse Carroway deserves particular notice, for being almost exhausted with banging a considerable time by the boom, he was conveyed on the surface of a violent sea alive to the shore, whilst the same sea, as we have reason to think, hurried some to a watery death.

The preservation of those who had taken refuge in the shrouds was equally surprising, when we recollect the state of weakness to which they were reduced by long watching and fatigue; which would have proved fatal to them also, had they continued in their critical situation only a few hours longer. One of these, John Busbridge, a passenger, and a youth used to the sea, being so worn out as to be unable to use his arms any longer, was actually suspended for a short time by his feet; from which position he was removed, in a state of insensibility, by the assistance of his fellow-sufferers. John Wood too was so debilitated, that having a little stream to pass in his way to Reculver, whither most of them went when they got ashore, took the precaution of going sideways through it, fearing he should be thrown down by this feeble obstruction, and apprehending if he fell he should rise no more.

Names and Number of those who were lost.

(FROM MARGATE.)

Mr. John Goodborn, captain.

Mr. George Bone, carpenter; left a widow and four children.

Mr. Henry Thornton, ditto; and Sarah Thornton, his wife, who left five orphans.

Henry, their son, aged 13 years.

Mrs. Crow, a widow.

Thomas Edmunds, aged 9 years, son of Mr. Thomas Edmunds, of the White-Hart Inn.

Miss A. Smith Nesbitt, Holley-street, Clare-Market, London.

Mrs. Owen, Rathbone-place.

Elizabeth Wood, of Little Chelsea, her servant.

Mary Hoof, of Rotherhithe.

Sarah Watson, of Folkstone, servant at the White-Hart, Margate.

(FROM RAMSGATE.)

Mrs. Tatnell, of Ramsgate, who left a widower and four children.

Sarah Jones, Vere-street, Clare-Market, London; and Robert Offspring, Mount-street, Grosvenor-square, both servants to Miss Millar.

Robert Melville, of London, hostler.

Thomas Farndon, of Guilford, from Mr. Pierce's, shoemaker.

John Smith, Pentonville, from Mr. Spurgeon's, butcher. An American sailor, who said he had been cast away before.

(FROM BROADSTAIRS.)

Mrs. Jacobs, of Broadstairs, who left a widower with eight children.

Mrs. Field, of ditto, who also left a widower with four children.

John Taylor, son of J. Taylor, shipwright, of Wapping.

John Beazley, Lisbon-street, near Paddington, working gardener, who left a pregnant widow and three children. — Total 23.

Names of the Persons saved.

Mr. J. Carroway, Margate.	SEAMEN.	
Mr. Nuckell, libr. Broad-	Ed. Sayer, mate.	
stairs.	John Smith.	
Mr. Taylor, Margate.	John Wood.	
Mr. Field, Broadstairs.	Wm. Singleton.	
J. Busbridge, St. Peter's.		
Mr. John Dear, Ramsgate.		Total 10

The vessel not having suffered a great deal of damage, was brought into Margate pier within two or three days after her stranding; from whence she was taken to London to undergo a thorough repair.

AN ACCOUNT OF THE ESCAPE OF
MESSRS. CARTER, SHAW, AND HASKETT,

OF THE CHESTERFIELD WHALER,

From the Coast of New Guinea to Timor Island, in an open Boat, in 1793.

The Chesterfield proceeds, in company with the Shah Hormasier, from Norfolk Island to Batavia.--An Island discovered, which they call Tate Island--The Boats dispatched to examine it--Dissimulation and Treachery of the Natives--Mr. Carter wounded, and several of the Crew massacred--They reach the Boat, and succeed, after astonishing Difficulties, in making the Island of Timor--Friendly Disposition of the Natives--The Death of Mr. Carter--Punishment inflicted on the Natives of Tate Island.

ON the 29th of June, 1793, the ship Shah Hormasier, of Calcutta, in company with the Chesterfield whaler, sailed from Norfolk Island, bound to Batavia,

with a resolution to explore a passage between New Holland and New Guinea, in which they succeeded; and discovered an island, in lat. $9^{\circ} 39' 30''$, long. $142^{\circ} 59'$, which they called Tate Island. Two boats were dispatched to make a survey. They found it inhabited, and the natives making very friendly signs for the seamen to come on shore; but, as they were not armed, they did not then land. The natives afterwards came themselves on board, and bartered bows, arrows, and spears, for pen-knives, beads, &c. and, from their behavior while on board, seemed hospitable and humane. In their visit they stole a hatchet, which eventually proved nearly fatal to Mr. Shaw, the chief officer of the Chesterfield, who was sent on shore, on the 2d of July, with a boat, with Captain Hill, Mr. Carter, Mr. Haskett, and four seamen, to make observations on the soil, products, and inhabitants of this island; carrying with them articles for presents and trade, and also arms for protection. The natives showed much apparent kindness and hospitality, assisting them in landing, and kissing their hands frequently, but with a view, as it afterwards proved, of getting them in their power to rob and to kill them. The natives treacherously surrounded these gentlemen on shore, and the people in the boat, and attacked them. Mr. Carter, without provocation, received a blow on the head, and was felled to the ground, with the hatchet that had been stolen. Mr. Shaw got also wounded. Mr. Haskett discharged his musket, and the natives fled. The party reached their boat, calling out to those on board to fire; but the natives had killed Capt. Hill and one seaman, and soon after two others were found floating on the water with their throats cut. With difficulty Mr. Shaw, Mr. Carter, and Mr. Haskett got

on board their boat, which they found had been plundered of all their provisions, boat-cloaks, and their water all started; and that the fourth sailor was lying dead in the boat, mangled in a most shocking manner.

Fortunately these gentlemen got off with the boat with much difficulty, after keeping off the natives with their muskets; and by means of a sail they had not been plundered of, they made the best of their way. Mr. Carter, from the loss of blood, was obliged to lie at the bottom of the boat after his wounds had been bound up by handkerchiefs. The body of the murdered seaman was committed to the deep; and they returned thanks to the Almighty for their deliverance.

They found that they had that night drifted out to sea, and that their boat had been plundered of their compass as well as supplies, and that nothing had been left but a great-coat and some knives and scissars.

Mr. Shaw, who was the only navigator, stated, as the wind was fair, they might reach the island of Timor in about ten days. They therefore committed themselves to Providence.

On the third day of their escape from the cannibals of Tate Island, Mr. Carter's wound was so painful that he wished it examined. On cutting away his hat and his hair, which were clotted together, it was found to be in the back part of the head, and appeared to have been done by means of the hatchet. After the wound had been washed with salt water, it was tied up with a piece of a shirt, and Mr. Carter found himself much relieved.

They discovered an island and natives; but, as the fate of their companions was too fresh in their minds, they declined any intercourse with them, or the offer of

a fish from one of the negroes, though they had been fifty-two hours without breaking their fast. Mr. Shaw and Mr. Haskett relieved each other every two hours at the steer oar.

On the fifth day they caught two small birds: one was divided into three parts, and eaten with the utmost avidity: the other bird was reserved for another meal. Even with this small share of subsistence their spirits were considerably raised. They still continued to steer to the westward; the sun being their guide by day, and the stars by night. On this night they resolved, being near shoal water, with breakers, to come-to, and rest themselves for the night, in five-fathom water.

On the sixth day, in the morning, they discovered land on both sides of them, which at first greatly discouraged them; but perceiving a current, they found a passage between these islands, but no inhabitants. Mr. Shaw and Mr. Haskett landed in search of water; and finding a hole full, they drank heartily of it; but, when they had filled their keg, they found it as brackish as the water alongside. Mr. Carter's wound becoming very painful, it was again dressed with salt water; and three pieces of the skull were found to have worked out: they did not relate this circumstance to him, but gave him every assurance of his doing well.

The throat of the remaining bird was cut, and applied to Mr. Carter's mouth: and, it yielding a few drops of blood, it gave him great relief. The body was afterwards divided.

On the seventh day they were so much reduced as to be under the necessity of drinking their own urine. Though disagreeable, they found relief from it. About nine o'clock at night Mr. Shaw and Mr. Haskett found

themselves so weak, and so overcome with sleep, that they lashed the oar, and found the boat went along very steadily. After joining in prayer to the Almighty, to whose protection they committed themselves, they lay down, and had a refreshing sleep. Occasionally, however, they could not refrain from starting up, to look out for land or danger.

The eighth day they resumed the labor of the oar, which was increased by a heavy swell; and Mr. Shaw held out hopes of seeing land in a day or two. They discovered shoal water, with breakers, and the sea frequently broke over them: this rendered Mr. Carter's case truly deplorable, as he could not, from extreme weakness and inability, move from the bottom of the boat, which was so full of water that it was with the utmost difficulty he could keep his head above it. To add to their distress, Mr. Haskett was knocked out of the boat; but he was fortunately saved, with the utmost exertions of Mr. Shaw, by putting an oar under his arm, and lifting him up, as by a lever, until taken on board again.

On the ninth day they got clear of the shoals, and launched once more into the ocean; on which occasion they again relied on Providence for their deliverance. Mr. Carter's wound was again dressed and washed, and four pieces more of bone taken from his skull, and assurances given that it was looking well. They were in greater distress than ever for water. They were growing disconsolate, and were making up their minds to meet death with fortitude, having given up every hope of surviving another day, when Mr. Haskett eagerly exclaimed that he saw "land." This revived their hopes, and they made for it, conceiving it to be the island of

Timor. They saw natives, who beckoned them to come on shore; but they were fearful of landing, from past experience, until Mr. Shaw, telling them they might as well trust to being well received on shore as perish at sea (which they must have done by the next day,) they agreed to run in for the bay, and that Mr. Haskett should remain in the boat, and Mr. Carter and Mr. Shaw should go on shore in search of water. Mr. Carter, on being helped out, not being able to stand, was helped in again, and the other two advanced to the natives—one with the water-keg, the other with a musket. They were overjoyed when they heard the natives call out "Bligh, Bligh!" Recollecting that Captain Bligh was very humanely treated at Timor, they had no doubt left but that they had the good fortune to touch at the same place. The natives gave Mr. Shaw a baked yam, which he found it impossible to eat on account of his throat being so exceedingly parched, until he had quenched his thirst at a spring to which they carried him. They then filled their keg and ran to Mr. Carter, who was calling out for water with the greatest eagerness. The natives looked upon them the whole time with the greatest astonishment.

On the word Timor, which the natives repeated, they pointed to the southward, and then to a prow on the beach, intimating that they would convey them thither. In consequence of which, two muskets, and a number of knives and scissars that remained in the boat, were given them.

In their passage to Timor they were chased by a prow; on which they hoisted sail, and stood over the reef with their boat, and escaped from her. Night ap-

proaching, and the party finding themselves much fatigued, they hauled their sheet aft, and lashed their oar, as customary with them, when their boat went along shore very steadily. They then lay down to sleep, and were in the morning refreshed with the smell of spices conveyed by the land wind. Mr. Carter was so much revived that he several times exclaimed, "Keep up your hearts, my boys! We shall dine with the governor of Coupang to-day." But from shoals and points they were disappointed. "The water they had drunk tended likewise to increase their appetites. They were forced at night, notwithstanding, to pursue the same method they had formerly adopted, in order to obtain sufficient rest to enable them to go through the fatigues of the day."

On the eleventh day Mr. Shaw, from the force of the sea on the steer oar in his weak state, unluckily fell overboard; but, by holding the gunwale until Mr. Haskett came to his assistance, he was with great exertion got into the boat again.

As they were unable to weather the point which they saw a-head, they determined to run into a small bay, with an intention to land, when the natives came running towards them, and beckoned them on shore, calling out "Bligh, Bligh!"* They were helped out of their boat by the natives, and made to sit down. Coconuts, yams, and Indian corn were given them, which

* Mr. Dalrymple supposes that this consolatory word was probably *lye*, or *good*; but whatever was the interpretation of the word, the conduct of the natives proved humane and hospitable.—E.

were received with gratitude; while the natives were gazing upon the famished sufferers with silent astonishment, and inviting them by signs to eat.

Mr. Carter begged his wound might be dressed, which was now done, with fresh water: and when Mr. Shaw unbound his wound, he found it nearly healed.

By assistance the party were led up to the town, at the top of a steep hill, accessible only by two perpendicular ladders, up which they were lifted by their guides. They were taken to the chief's house amidst an immense concourse of people, who came to view these strangers; when they were again presented with corn, yams, and toddy to drink—after which the chief pressed them to take rest. They were a little alarmed at seeing two men watching at the door, notwithstanding the chief had placed himself between them and the men, and had a spear by his side. Mr. Shaw got up at night and went out at the door, to see if they would prevent him going further, but was agreeably surprised to find they only waited lest any thing should be wanted.

On the morning of the 14th of July, being the twelfth day, they were again presented with Indian corn, yams, and toddy; and on inquiry found that they were in the island of Sarrett, which was separated from Timor-land; and that they had been upon that island when they first refreshed themselves: that Tanabor was to the northward of it, and that a prow came yearly to trade there. This information greatly relieved them: and they found with pleasure the natives humane and hospitable. For one fortnight no occurrence of moment happened, except the loss of a pair of scissors, stolen by one of the children. “As they were very serviceable in cutting

the hair round Mr. Carter's wound, the chief was informed of the circumstance; and he immediately called a council, consisting of the elders of the community, when, after an hour's debate, they withdrew, and on the day following the scissars were returned.

On the 25th of July Mr. Carter's wound was entirely healed, after having had thirteen pieces of the fractured skull taken out.

They remained in perfect health until the 25th of November, when Mr. Carter caught a fever, and died December 10, 1793, much regretted by his friends, Shaw and Haskett, as well as by the natives of Timorland.

The survivors waited for the annual trading prow from Banda, which arrived, to their great joy, on the 12th of March, 1794. They sailed from Timor island the 10th of April, and arrived at Banda the 1st of May, where the governor received them with the utmost hospitality, and procured them a passage to Batavia, where they arrived the 10th of October, 1794.

It appears that the two ships, after waiting six days for their boat, making signals and firing guns, sent two armed boats on shore after their companions. The natives came down, but indicated a different disposition from that which they displayed on their first interview, and gave the people in the boats to understand that the other boat had gone to the westward; at the same time endeavoring to decoy the present party to come on shore. One of the savage leaders wielded an axe, the handle of which being painted red, identified it as the property of Mr. Shaw, and left little doubt as to the fate of him and his friends.

The two boats rowed round the island, which is about eight miles long and five broad, but without making any discovery. On their wishing to get one of the natives, in order to gain intelligence, they were attacked by a shower of arrows, which was returned by the discharge of a blunderbuss, which killed one man and dispersed the remainder. Night coming on, the boats returned to the ship.

In order to punish treachery, and to deter these savages for the future, it was resolved to detach three boats from the ships, on the 10th of July, with forty-two men, including ascars, when the natives retired. In their searches on shore they found the great-coats, lantern, and pieces of linen, of their friends—and several human skulls, and strings of dried human hands; which left them no doubt of the fate of their companions.

The men in the boats, as a punishment for their conduct, destroyed their houses and huts, and burnt sixteen large canoes.

LOSS OF THE BRIG SALLY,

CAPTAIN TABRY,

Bound from Philadelphia to Hispaniola, and the extraordinary Distresses which the surviving Part of the Crew endured.

Dreadful Situation of the Brig—Hove on her Beam Ends, and then turned Keel upwards—Persons on board—Their wants and Calamities—One dies raving Mad—They work six Days without meat, drink, or sleep—A Barrel of Bottle Beer, &c. found—Obliged to live on raw Pork, small Fish, and two or three Mice—Reduced to their last Bottle of Beer—Providentially relieved by the Brig Norwich.

AUGUST 8, 1767, while in latitude 25, having a strong gale of wind, the brig Sally was laid to under her main stay-sail till ten o'clock the next morning, when she was hove on her beam ends, and in less than five minutes turned keel upwards, so that they had only time to cut away the lanyards of her main-mast. There were on board Anthony Tabry, master; Humphry Mars, mate; Joseph Sherver, Samuel Bess, John Burns, mariners, who were drowned; six other mariners, viz. Peter Toy, Daniel Cultain, John Davis, Alexander Landerri, Peter Mayes, and William Hammon, having got hold of the top-mast which floated alongside, tied it to the stern, and supported themselves by it, till above five o'clock in the evening, when the cabin-boy swam to the hull, and threw them a rope, by which they got on the bottom of the vessel, where they were still in a dismal plight; the first want that invaded them was drink,

this drove away all thought of meat. The main-mast, with all the rigging, the lanyards having been cut away, came up alongside, from which they got the wreath, (a square hoop which binds the head of the mast,) with which, and a bolt of a foot long, they went to work on her bottom; in the mean time keeping their mouths moist, as well as they could, by chewing the stuff off her bottom, she not having any barnacles, being lately cleaned, and some lead which was on her bow, and drinking their own water: in four days time Peter Toy died, raving for drink, whose body they threw off the vessel the next day. In this manner did they work for six days, without meat, drink, or sleep, not daring to lie down for fear of falling off the vessel; the sixth day they got a hole in the brig, where they found a barrel of bottle-beer; this they drank very greedily: they soon got another parcel, when one of them put the others on an allowance. The eleventh day of their being on the wreck, they got a barrel of pork, which they were obliged to eat raw. As to sleep, as soon as they got a hole through the vessel's bottom, they pulled out a great number of staves and shingles, and made a platform in the same place, but so small it was, that when they wanted to turn, they were obliged to wait till the sea hoisted the vessel, and when she fell again with the sea, they were almost froze to death. Thus did these poor miserable fellows live for thirteen or fourteen days: after they got the pork, they made a kind of net with a hoop, some shingles, and ropes, which they got from the mast: this they let into the sea, with some pork, and caught a few small fish, which, with two or three mice they caught on board the brig, afforded them several most delicious repasts, raw as they were: this lasted but a few days, as

they could not catch any more; when they were obliged to return to their pork, which was become quite putrid by the salt water getting to it. To their great joy, on the 1st of September, in lat. 26, 15, long 70, 10, at four o'clock in the afternoon, they could just perceive a vessel to windward of them, which seemed to stand some time for them, but soon put about and stood from them; it was then they despaired, as that morning they had drank the last bottle of their beer, and that one was all they had; for that day they worked hard to get at the casks of water in the hold, but they were so far from them, that they could not have got at them in a long time: about sun half an hour high, the vessel stood for them, and came so near that they perceived a piece of canvass that they on the wreck supported on a board, bore down for it, and about seven or eight o'clock took them on board; she was the brig Norwich, Captain Robert Noyes. Thus were they relieved when death stared them in the face, by a captain who used them very kindly, gave them food and clothes, as their own were rotted off their backs, washed their sores, and gave them plasters, as they were almost raw from head to foot with the heat of the sun and salt water, which, in many places, had eaten holes in their flesh.

THE DISTRESSES OF

*M. de St. GERMAIN AND HIS COMPANIONS,**In the Deserts of Egypt,*

After a perilous Navigation to Suez, March 24, 1779.

Preliminaries—They set out in a Danish Vessel—Proceedings on their landing—Plundered, maimed, and stripped by the Arabs—Death of St. Germain's Companions—St. Germain arrives at the Country House of the Bey, and meets with timely assistance.

IN order to prove the dangers of attempting the passage of the Isthmus of Suez, on account of the ferocity of the Arabs, and the perfidy of the Beys, we lay before our readers a concise history of the dreadful sufferings of M. de St. Germain, who, and his brother M. de Chilly, were, the one commandant at Daka, and the other at Cassimbazar, two very important factories at Bengal, when they were taken prisoners of war by the English. Having obtained leave on their parole of honor to return to France, and finding no ship to bring them to Europe when they doubled the Cape of Good Hope, they set out in a Danish vessel to Suez in the Red-sea, in hopes of crossing over, with ease, the Isthmus that separates that sea from the Mediterranean, and then embarking at Alexandria for Marseilles. After a perilous navigation they arrived at Suez, the 24th of May, 1779, with several French and English, that were passengers in the same ship. They were no sooner landed, than the Da-

nish captain wrote to the French merchants at Cairo, to procure a caravan, that is, the camels necessary to carry the merchandize of the vessel which was estimated at several millions.

Egypt is governed, or rather oppressed, by sixteen Beys or Lords. The Porte preserves there nothing but a shadow of authority, that resides in the hands of a bashaw, whom the beys keep as a kind of prisoner in the castle of Cairo. In the absence of Murat Bey, the most powerful of these sixteen tyrants, who was gone to fight Haslem Bey, one of his brethren, application was made to Ibrahim Bey; he promised the most striking protection, and even offered his own people and camels to carry the goods. This proposal was accepted without hesitation: but unhappily the wealth of the caravan, which his avidity prompted him still to exaggerate, made him wish to carry it off; and he concerted for that purpose with the Arabs of Tort (famous for their ferocity and plundering) the blackest and most cowardly of all perfidies. The camels filed off from Suez the 15th of June. The travellers set out at six o'clock in the evening; the night passed without accident; but at break of day, in the middle of a defile, formed by two chains of hills, the caravan was beset by about 1200 Arabs: they first made three discharges of their musquetry, and then fell sabre in hand on the ten Europeans that composed the caravan, who being dispersed, were hacked, taken, and stripped even of their shirts, and driven naked into the desert. On the other hand, the real conductors of the camels, on the first shot being fired, which was undoubtedly the signal agreed on, turned the camels about, and drove them into the town of Tort, belonging to the Arabs, after having passed four days under the walls of Suez.

The Europeans maimed, stripped, and still pursued by the banditti, divided themselves by chance into two parties. One took the road to Suez, which was but eight leagues off, and the other, consisting of the persons who had marched foremost, and could not make their way through the body of the Arabs, to gain Suez, ran towards Cairo, which was twenty-two leagues off; but, in order to escape the ferocity of the Arabs, were obliged to take bye-roads, which increased prodigiously the distance. Unfortunately Messrs. de St. Germain, and de Chilly, were in that troop; it consisted, with them, of a black, who belonged to them; of Messrs. Barrington and Jenkins, Englishmen; of Mr. Vendelwelden, captain of the Danish ship; of an Armenian, named Paul, who was interpreter to the ship; and two Mendicant Arabs: in all nine persons.

It is impossible to describe the dreadful torments and mortal anguish that overpowered eight of these unhappy fugitives, and which M. de St. Germain could not have escaped without a miracle.

There is not a more burning climate on the face of the globe, than the deserts of Egypt: the wind that blows there is a consuming fire; there no rain ever falls: there is not a drop of water to be got, nor does a shrub grow within a space of thirty leagues; and the sand, almost turned red by the scorching heat of the sun, is composed of little angular pebbles that tear the skin, and enter it like glass: by a strange contrast the nights, in that frightful climate, are almost as cold as the days are hot; and when a man escapes the suffocating vapours of day, it is almost impossible to withstand, without cloathing, the freezing air of the night.

It was in this murdering desert, that M. de St. Ger-

main, with his unfortunatè companions, had to struggle against all the horrors of death during three days and four nights, without eating or drinking, parched with a consuming thirst, scorched by the sun, exposed naked, stark-naked, to clouds of insects and flies, the torment of which is more cruel than can be imagined; falling down twenty times in an hour with fatigue, and rising again by the excess of pain occasioned by the pebbles tearing every part of their body; walking oftentimes on their hands, and at last covered with an universal ulcer. But the greatest of his misfortunes, the most cruel of all his torments, which made him twenty times over to wish for the death he was struggling against, was to have beheld the successive exit of all his companions. Mr. Barrington was the first victim that fell; Messrs. Jenkins and Vendelweiden followed next; the black, the Armenian interpreter, and one of the Mendicant Arabs, although robust and inured to the rigor of the climate, perished like the rest. But the most terrible of all sights for M. de St. Germain, that which a feeling heart cannot figure to itself without being seized with horror, was to see his brother overwhelmed with fatigue, heat, and thirst, with twenty-two wounds of a sabre, conjuring him to abandon him, and provide for his own safety; and to be reduced to the alternative of seeing him perish before his eyes, or leave him in the desert, in order to employ the poor remains of strength he had left, to procure him some assistance. He chose the latter. The excess of their sufferings made them hope they were drawing near the end of their miseries. His strength redoubled at the sight of his brother's danger, but all his care proved fruitless. They were still at too great a distance from Cairo; and the Bey's people,

whom he had engaged to run in quest of his unfortunate brother, and the black, that accompanied him could not discover either of them; they found only the bodies of the other Europeans, and M. de Chilly either fell a victim to the many torments he endured, or he was dragged away into slavery, if he has been so fortunate as to have his life saved by any of the Arabs.

M. de St. Germain, having thus seen all his companions fall, reduced to skin and bone, having drank his urine, his lips and tongue dried to his mouth, his sight dim, his hearing gone, no longer able to speak, and seized at frequent intervals with a violent fever, and the delirium of death, having had several fits of a kind of apoplexy and lethargy, at last arrived, by a species of miracle, naked, alone, and in a dying condition, at the country-house of the Bey. The assistance he received there stopped the progress of the disorder: afterwards he was carried to Cairo, to the quarter of the Franks, where he owed his life to the skill of M. Grasse, a French physician, and to the praise-worthy care of Messrs. Magallon and Olive, merchants of Marseilles, who took him into their house.

The French were not the only persons that gave him tokens of the part they took in his misfortunes. Several Englishmen that sailed with him from Bengal to Suez, particularly Mr. Ross, who commanded the English factory at Daka, whilst himself was at the head of the French factory, gave him the most feeling proofs of their sensibility. It was with the greatest difficulty that he declined accepting the offers of every kind that were made him, chusing rather to give the preference to the French merchants at Cairo.

M. de St. Germain, being happily recovered, tried every means, but in vain, to obtain restitution of about 300,000 livres in effects and merchandize that belonged to him in the caravan; but in abandoning his fortune he must comfort himself with the thoughts, that he had the happiness to escape, all at once, every possible kind of death, hunger, thirst, suffocating heat by day, mortal cold by night, excessive fatigue, the destructive sting of the insects, the fire and sword of the Arabs, the grief of seeing his companions perish, and his inability to succor his brother,; and, finally, a long and dangerous illness, the consequences of such horrors and miseries †

NARRATIVE OF THE LOSS OF
THE AMERICAN SHIP HERCULES,
 CAPTAIN BENJAMIN STOUT;

On the Coast of Caffaria, the 16th of June, 1796.

Together with a circumstantial detail of the disasters attending the Crew
 in their long and painful Journey over the Southern Regions
 of Africa to the Cape of Good Hope.

Sailing of the Hercules from Bengal—The Tempest described—
 Dreadful situation of the Ship—Raft prepared—Instance of
 intrepidity and prejudice in a Lascar—Ship run on Shore—
 Manner of Landing—Reception by the Natives—Interesting
 particulars respecting Captain Coxson of the Grosvenor—In-
 terview with the Caffrees—Apprehensions respecting the Caffrees—
 Departure of the Crew—Countries through which they passed—
 Alarming situation of the Party at Night—Arrive on the Sum-
 mit of a Mountain, which affords a prospect transcendently
 beautiful—Thirty-six of the Crew unable to proceed, are left
 behind—Find a Christian habitation deserted—Arrival at a
 Dutch Farm—Waggons sent for the relief of such of the Crew
 as remained in the Desert.

THE account of the fate of the American ship Her-
 cules (and of the adventures and sufferings of her crew,) which set out on her voyage for Bengal in the month of December, 1795, involves so much interest, as cannot fail to prove extremely entertaining; nor can it be better detailed than from the account given by the commander, Captain Benjamin Stout; whose intention it was, to take in a private freight for Hamburgh, but not finding one that would answer his expectations, he chartered his ship to the British East India Company,

who were at that time busily employed in shipping rice for England. Intelligence having reached the settlements in India, that a failure of corn throughout the whole of Great Britain was likely to produce a famine, the most active and laudable exertions were made in India to supply the markets at home with rice; and he received on board upwards of nine thousand bags, with directions to proceed to London with every possible dispatch. The crew, most of which having been engaged in India, consisted of Americans, Danes, Swedes, Dutch, Portuguese, but chiefly Lascars, -amounting in the whole, men and boys, to about sixty-four persons. The necessary arrangements for the voyage being completed, they sailed from Sagar-roads on the 17th of March, 1796.

Nothing material occurred during the voyage until the 1st of June following, at which time they reached the latitude of about 35 south, and 28, 40 east longitude. It then began to blow a gale from the westward, and which obliged them to lay too under their mizen-stay-sail for about six days. During this time the gale continued to blow from the west, but increased progressively until the 7th, when the contentions of the sea and winds presented a scene of horror, which, perhaps, the annals of marine history give us no example. "Although bred to the sea (says Captain Stout,) from my earliest life, yet all I had ever seen before, all I had ever heard of or read, gave me no adequate idea of those sublime effects which the violence and raging of the elements produce, and which, at this tremendous hour, seemed to threaten nature itself with dissolution." The ship raised on mountains of water, was in a moment precipitated into an abyss, where she appeared to wait until the coming

sea raised her again into the clouds. The perpetual roaring of the elements echoing through the void, produced such an awful sensation in the minds of the most experienced of the seamen, that several of them appeared for some time in a state of stupefaction; and those less accustomed to the dangers of the sea, added to this scene of misery by their shriekings and exclamations.

The terrors of the day could only be surpassed by those of the night. When the darkness came on, it is impossible for man to describe, or human-imagination to conceive, a scene of more transcendent and complicated horror. To fill up the measure of their calamities, about the hour of midnight, a sudden shift of wind threw the ship into the trough of the sea, which struck her aft, tore away the rudder, started the stern-post from the hauden ends, and shattered the whole of her stern-frame. The pumps were immediately sounded; and in the course of a few minutes the water had increased to four feet. A gang was immediately ordered to the pumps, and the remainder were employed in getting up rice out of the run of the ship, and heaving it overboard, in order, if possible, to get at the leak. After three or four hundred bags were thrown into the sea, the principal leak was discovered, and the water poured in with astonishing rapidity. In order, therefore, to decrease as much as possible the influx of water, sheets, shirts, jackets, bales of muslin, and every thing of the like description were thrust into the aperture. Had not these exertions been attended with some success, the ship must certainly have gone down, although the pumps delivered fifty tuns of water an hour.

As the next day advanced, the weather began to moderate. The men worked incessantly at the pumps, and every exertion was made to keep the ship afloat. They were at this time about two hundred miles from the eastern coast of Africa.

On the 9th, although the violence of the tempest had in a great measure subsided, yet the swell of the sea was tremendous. The long-boat was ordered out; but the captain having reason to suspect that some of the crew would endeavour to make off with her, he directed the second mate and three seamen to take possession of her; at the same time giving them arms and express orders to shoot the first man who attempted to board her without his permission. They were also instructed to keep astern, but to stick by the ship until they came to an anchor.

The men having taken their stations in the boat, a raft was ordered to be made of all the large spars, which was accordingly done. The whole when lashed together measured about 35 feet in length, and 15 in breadth. At this time the captain apprehended the ship could not make the land, and being convinced, in case of her going down, that all the people could not be received into the long-boat, determined not to neglect any measure that presented even a chance of saving the whole.

When the second mate was preparing to obey the orders he had received, and take command of the long-boat, the carpenter addressed the captain in a respectful manner, and earnestly entreated him to leave the ship. On being reprimanded for not attending to the pumps, the man burst into tears, and declared, that

The whole of the stern-frame was shook and loosened in such a manner, that he expected every hour she would go down. The miserable appearance of this man, and the affecting tone of voice in which he delivered his apprehensions, considerably increased the terrors of the crew; whereupon the captain thought it necessary to declare that he would perform his duty, and stick to the ship until he was convinced from his own observation that all hopes of saving her was at an end. The carpenter repeated his solicitations, when he was ordered to his post, and assured, at the same time, that unless he made every exertion to encourage the people in their duty at the pumps, he should be immediately thrown into the sea. He retired, and exerted himself afterwards with a manly perseverance.

The captain was immediately addressed on the departure of the carpenter by many of the sailors, and on the same subject. They were so clamorous, and differed so much in their opinions, that he was nearly going to extremes with some of them.

These circumstances are mentioned as a caution to future navigators, who are entrusted with a command. They too frequently listen to the opinion of their people in time of danger, who are generally for quitting the ship, and taking to boats, masts, yards and spars formed into rafts, or whatever timbers they can lash together; indeed, as the prejudices and sentiments of the common sailors on these occasions are so various, it is not to be supposed that any thing can arise, from such a mistaken conduct, but confusion and misfortune.

A crew, such as composed that of the Hercules, which consisted of people of various nations, require indeed from their commander a peculiar attention. It

may happen, that by humouring their religious prejudices at a particular moment, an essential service may be obtained; and the following remarkable anecdote will tend to elucidate this opinion.

At a period when the tempest raged with the utmost violence, the captain directed most of the crew below, particularly the Lascars, to work the pumps. One of them, however, was perceived coming up the gang-way, with a handkerchief in his hand; and on being questioned what he was about, he answered in a tone of voice that discovered a perfect confidence in the measure he proposed, that he was going to make an offering to his God. "This handkerchief," said he, "contains a certain quantity of rice, and all the rupees I am worth; suffer me to lash it to the mizen-top, and rely upon it, Sir, we shall all be saved." The captain was going to order him back again to the pumps, but recollecting that in so doing he might throw both him and his countrymen into a state of despondency, and thereby lose the benefits of their exertions, he acquiesced. The Lascar thanked him, and he soon beheld this child of prejudice mount the tottering ladder without discovering a single apprehension. He lashed the handkerchief to the mizen-top-mast-head, fearless of all danger, and arrived in safety on the deck. Confident now that his God was the captain's friend, he went below to inform his brethren that he had done his duty; all the Lascars seemed transported with joy, embraced their virtuous companion, and then laboured at the pumps with as much alacrity and perseverance, as if they had encountered, before, neither apprehension nor fatigue. To their unceasing labours, was owing in a great measure the preservation of his people.



Illustration from the book "The Adventures of Tom Sawyer"

The shift of wind which threw the ship into the trough of the sea and tore away the rudder, was fortunately but a squall of short duration, not continuing above a quarter of an hour. Had it lasted but a little longer, the ship must have been torn to pieces. The wind came round to its former quarter, and moderated gradually.

After the long-boat had been delivered to the care of the second mate, and the raft completed, the captain held a consultation with his officers, and they were all decidedly of opinion, that it was impossible to save the ship, and that they had no other chance to preserve their lives, than to make the land and run her on shore.

The people, when informed of the issue of this consultation, appeared to work with renovated spirits. This disposition was kept up by being assured they would soon be within sight of land, and that by constantly working at the pumps, the ship would be kept afloat, until they reached the shore.

The ship for some time had been unmanageable, frequently standing with her head from the land, which all their efforts could not prevent, the captain got a rudder made out of the top-mast, and fixed in the place of the one they had lost; but it was found of little use without the help of the long-boat, which he ordered therefore to be hauled athwart her stern, and this served, although with the greatest difficulty, to get her head towards the shore, the wind being variable from the eastward. A cable could have been got out, that might have answered tolerably well to steer the ship; but the people could not be spared from the pumps to attend rousing in on the tackles, or guise, as occasion might require.

On the evening, however, of the 15th, they discovered land at about six leagues distance. All on board at this

moment expressed their joy in shouts and acclamations. The ship still kept nearing the shore, with five feet water in her hold.

On the 16th in the morning, being then about two miles from the land, and the wind from the westward, the captain ordered the anchor to be let go, that a last effort might be made to stop the leakes, and, if possible, save the ship. But her stern was shattered in such a manner, that, after holding another consultation with his officers, it was finally resolved to run the ship on the coast then opposite to them. Another gale threatened them, and no time was to be lost.

The captain immediately ordered his second mate, who was in the boat, to come on board, and he then delivered into his custody the ship's register, and all the papers of consequence he had. After providing him and his three men with water and provisions, he ordered him into the boat again, with directions to keep in the offing; and that after they had run the ship on shore, provided they got safe to land, he would search for some inlet into which he might run with safety. They desired him also to look out for signals which would be occasionally thrown out from the shore to direct his course. The mate faithfully promised to obey his instructions, and then returned to his boat.

They were now on the coast of Caffraria, within a few leagues where the river Infanta disembogues itself into the sea. A dreadful crisis approached, and they agreed to meet it with becoming fortitude. The captain therefore gave directions to set the head sail, to heave the spring well taught, in order to get her head towards the shore, and then to cut the cable and the

spring. His orders were obeyed with the greatest promptitude.

After running until within something less than half a mile of the shore, she struck on a cluster of rocks. The swell at this moment was tremendous; and from the ship's thumping so violently, it was scarcely possible for the men to hold on. In this situation she remained for about three or four minutes, when a sea took her over the rocks, and carried her about a cable's length nearer the shore, where she again struck, and kept heaving in with a dreadful surf, which every moment made a breach over her.

The lashings that held the raft having given way, and the spars carried to a considerable distance from the ship, they lost all hope from that quarter. At length, one of the crew, who was a black, plunged into the waves, and, by exertions which seemed more than human, gained and seated himself on the raft.—He scarcely remained in that situation for ten minutes, when the whole was turned over, and the man completely enveloped in the sea. In a few moments, however, they perceived him in his former seat. Again he endured a similar misfortune; and a third succeeded. Still he buffeted the waves, and gained the raft, until at length, after suffering two hours of fatigue, which, until then, the captain could not possibly imagine human nature could survive, he drifted on land.

The natives, who had kindled several fires, appeared in great numbers on the shore. They were mostly clothed in skins, armed with spears, and accompanied by a vast number of dogs. A party of them seized the man who had landed, and conducted him behind the

sand-hills that line the coast, and which hid him entirely from their view.

Twelve of the captain's people now launched themselves on different spars, and whatever pieces of timber they could find. They braved all difficulties, and at last gained the land. No sooner had they reached the beach than the natives came down, seized and conducted them also behind the sand-hills. As it was impossible for them, who remained on board, to discover what they were about, and observing several parties of the natives appear at different times on the shore, but unaccompanied by any of the people, they conceived all those who had landed were massacred, and that a similar fate awaited the whole of them. They who had remained on board the ship were obliged to shelter themselves in the fore-castle, as the wreck, becoming a fixed object, the sea made over her, and there was no other part where they could remain, even for a moment, in a state of security.

Suspense and apprehension reigned during the whole of the night. Some were of opinion, that, to avoid being tortured by the savages, perhaps thrown into the fires they had perceived on shore, it would be more advisable to resign themselves to a watery element, as in that situation they should only endure a few struggles, and then life would be no more. Others entertained different sentiments, and were for making the shore in as compact a body as possible. "We shall then," said they, "attack the savages with stones, or whatever we can find." This was over-ruled as a measure impracticable; there was no possibility of six men keeping together; but if such a number could, by a miracle, get on shore without being divided, the natives could destroy

them in a moment with their spears. The whole of this miserable night was spent in such consultations; and as the next sun was to light them to their fate, they trembled at his approaching the horizon.

As soon as morning appeared, they looked towards the shore; but not an individual was to be seen. Distraction was now visible in every countenance, and what death to choose the principal consideration. At length, about the hour of nine, the scene changed in a moment. A delirium of extacy succeeded, which no pencil can pourtray, no being can conceive, but those who beheld it. All the people who had landed the day before, were observed making towards the shore; and they soon perceived them beckoning and inviting them to land. In a few minutes, every spar, grating, and piece of timber that could be procured, were afloat, and completely occupied; some with two people, others with more, according to its size. "I immediately (says the captain) stript off my shirt, put on a short jacket, wrapt a shawl round my waist, in the corner of which I put a gold watch, and, keeping my breeches on, seized a spar, and launched into the sea. For nearly three quarters of an hour I preserved my hold, and drifted towards the shore. Sometimes I was cast so near, as to touch the rocks with my feet, then hurried away to a considerable distance; again I was precipitated forward, and in a moment afterwards carried off by the returning sea. At length a sudden jirk, occasioned by the swell, strained both my arms, and I was compelled to quit the spar. At this instant, although a considerable distance from the beach, a wave that was proceeding rapidly towards the shore, bore me along, and in a few moments cast me senseless on the sand. My people, who were on shore, observed

my situation; they ran down, and, snatching me from the danger of the coming waves, bore me to a place of security. I was insensible at this time, but soon revived, as they placed me near a fire, and used every means in their power for my recovery. The first subject of my enquiry, when my faculties returned, was, of course, the fate of my unfortunate crew; and I enjoyed the heartfelt pleasure of beholding them all around me, except those in the long-boat, and one man, who perished near the shore. I then addressed myself to the natives; but on this occasion I laboured under the difficulty of not being understood. I knew nothing of their language, and for some time I endeavoured to explain myself by signs. Fortunately there was a Hottentot present, who had lived with the Dutch farmers, and could speak their language. My third mate was a Dutchman, and these served as interpreters.

“ This difficulty being happily removed, I endeavoured by every means in my power to secure the friendship of the natives. I thanked them in the name of my whole crew, and on the part of my nation, for the liberal and humane assistance they had afforded us in the hour of our misfortune, and solicited their future kindness and support.

“ This being, as I conceived, at no great distance from the spot where the Grosvenor was lost in 1782, I enquired of the natives whether any of them remembered such a catastrophe. Most of them answered in the affirmative, and, ascending one of the sand-hills, pointed to the place where the Grosvenor suffered.

“ I then desired to know of them, whether they had received any certain accounts respecting the fate of Captain Coxson, who commanded the Grosvenor, and

who was proceeding on his way to the Cape, with several men and women passengers, who were saved from the wreck. They answered, that Captain Coxson and the men were slain. One of the chiefs having insisted on taking two of the white ladies to his kraal, the captain and his people resisted, and not being armed, were immediately destroyed. The natives, at the same time, gave me to understand, that at the period when the Grosvenor was wrecked, their nation was at war with the colonists; and as the captain and his crew were whites, they could not tell, provided they had reached the christian farms, but they would assist the colonists in the war. This affected my situation so directly, that I desired to know on what terms the Caffees and the colonists then stood.—‘We are friends,’ said they, ‘and it will be their fault if we are not always so.’

“This answer relieved me from a very serious embarrassment; but the fate of the two unfortunate ladies gave me so much uneasiness, that I most earnestly requested of them to tell me all they knew of their situation; whether they were alive or dead; and if living, in what part of the country they were situated. They replied, and with apparent concern, that one of the ladies had died a short time after her arrival at the kraal; but they understood the other was living, and had several children by the chief.—‘Where she now is,’ said they, ‘we know not.’

“After I had received every possible information on this melancholy subject, we employed ourselves principally during the remainder of the day in assisting the natives to save whatever came on shore from the wreck. When they got a piece of timber, they placed it imme-

diately on the fire, as the readiest method of procuring the iron, and which they sought after with the most persevering diligence."

When night came on, the natives retired, and they were left to sleep under the sand-hills, without covering and without food. The weather was boisterous, a strong wind from the westward, and the cold severe; a consultation was held in what manner they should dispose of themselves until the morning, and they at length resolved, that some of them should keep watch during the night, and the rest place themselves near the fire, and, if possible, obtain a little rest.

The night passed without any of the unfortunate sufferers enjoying a moment of repose,—their bodies on one side were heated by the fire; but the cold chilled the other in such a manner, as to render the pain hardly supportable. The sand, driven by the winds in prodigious quantities, filled their eyes, ears and mouths, as they lay under the banks, and kept them in perpetual motion.—They likewise entertained apprehensions respecting the natives.

At length day appeared, and the Caffrees returned in great numbers. The chief knowing they were in want of food, brought a bullock, which they immediately slaughtered by knocking the animal on the head with clubs, and penetrating its sides with their spears. It was skinned almost in a moment, and they cut it up in lumps, which they placed on the fire to singe rather than to roast, and then devoured their respective shares with the highest satisfaction. The beast, as it was given to the famished crew, it might be supposed, would be left for their disposal; but the Caffrees were

hungry, and they knew nothing of European etiquette. It is true, they presented the bullock to them as a donation; but they saw no reason why they should not dispose of the greater part of it.

On cutting up the animal, it was observed they paid a more than ordinary attention to the paunch. Several of the Caffres laid violent hands on it; and after giving it a shake for the purpose of emptying the contents, they tore the greater part in slips with their teeth, and swallowed the whole as it came warm from the beast.

Their meal, such as it was, being finished, part of the crew proceeded to the shore, and the long boat was observed at a considerable distance. The ship was dividing very fast, and the gale increasing; many things were therefore cast on shore, which the Caffres were indefatigable in procuring. A cask, however, was thrown on the beach, which considerably excited the captain's anxiety: it contained sixty gallons of rum, a quantity sufficient to have intoxicated the whole of the natives, although they amounted to at least 300. The predilection for such liquor is well known, and the consequences of their intoxication was particularly dreaded by the captain. The only way left, was to steal to the spot where the cask lay, and stave in the head without being perceived by them. This was happily accomplished, and they afterwards stripped the vessel of the iron-hoops, without discovering what had been done, or what it formerly contained.

In the general search on the shore, one of the Caffres had picked up the ship's compass. Not knowing what it was, yet pleased with its formation, he delivered it to the chief, who immediately took it to

pieces; and after contemplating the various parts, took the copperring in which it hung, and suspended it from his neck. He appeared highly pleased with the ornament; and this circumstance induced the captain to present him with one still more glittering, and of course, in his estimation, more valuable; recollecting that he had in his possession a pair of paste knee-buckles, he presented them to the chief, and hang one upon each of his ears.

The moment this was done, the chief stalked about with an air of uncommon dignity. His people seemed to pay him greater reverence than before, and they were employed for some time in gazing at the brilliancy of the ornaments, and contemplating the august deportment of their chief magistrate.

Towards evening the captain again addressed the chief on the subject of their departure. He requested he would send a guide with them through the deserts to the first christian settlement, and that nothing should be wanting on his part to recompense his kindness. The Caffree paused for a moment, and then very coolly replied, that he would gratify the captain's wishes; and being desired to name the time when he would suffer them to depart; he gravely answered, "When I consider that matter you shall be made acquainted with my determination." These answers alarmed the unfortunate sufferers. The countenance of the savage appeared to discover some hostile measure that was lurking in his minds; and yet his former conduct was so liberal and humane, that they had no just grounds for suspecting his integrity. The natives, however, were perceived consulting together in parties, and from their

gestures nothing favourable could be perceived. When the day was drawing to a close, the crew was left to rest under the sand-hills, as on the former night.

The fire was rekindled with some timber from the wreck, and sentinels placed as before. The wind blowing hard from the same quarter; they were again tormented with clouds of sand, and a chilling atmosphere. June being one of the winter months, they had to encounter the severities of the season. It was impossible to shift their quarters, as they could not procure timber to light new fires, and the Caffrees might be displeased at their not remaining in their former situation. The night passed in consultations and gloomy predictions. The captain told his people not to do any act that might have the least tendency to displease the natives; to give them every thing they asked for, as the inhabitants of these deserts were only to be dreaded when provoked. But, at the same time, if contrary to their expectation they made an attack, or endeavoured to detain them after a certain time, then he hoped they would firmly unite, and either force their way or perish in the conflict.

When the sun made his appearance, they mounted the most elevated of the sand-hills to look out for the long-boat; but she was not to be discovered in any direction.—In a short time they perceived the Caffrees advancing. Most of them had assagays in their hands; others furnished with clubs; some were decorated with ostrich feathers, and their chief wearing a leopard skin, with the captain's knee-buckles suspended as before. They saluted the crew in a very friendly manner, and were accompanied by them to the beach. The wind had increased during the night, and several parts of the

ship came on shore. One of the people had picked up a hand-saw, and as he perceived the Caffrees were indefatigable in procuring iron, he hid it in the sands.— This was a valuable acquisition, and became of infinite service to them in the course of their proceedings.

Having secured all they could obtain from the wreck, the captain requested the chief to order some of his people to display their skill in the use of the assagays. This is a spear of about four feet six inches in length, made of an elastic wood, and pointed with iron, which the natives contrive to poison so effectually, that if it wounds either man or beast, death is the inevitable consequence.

The captain's wishes were immediately gratified. The Caffrees first placed a block of wood on the ground, and then retired about seventy yards from the spot where it lay. The chief then said, they would now behold their manner of fighting when engaged in battle. These compliances, as they seemed to remove former suspicions, gave great satisfaction to the sufferers. A party of about thirty began their manœuvres. They first ran to a considerable distance; then fell, as if motionless, on the ground; in a moment they started up, divided, joined again, and ran in a compact body to the spot from whence they originally set out. After halting for about a minute, they let fly a shower of assagays at the mark, and with a precision that was truly astonishing.

Not a word more passed this day about the departure of the crew. The natives retired as usual on the approach of night. All were employed to gather wood; and after procuring a sufficient quantity, they stretched themselves on the ground, and in spite of wind, sand and cold, slept until the morning.

When day appeared, all were again employed in looking out for the long-boat; but she was not to be seen, nor did they ever hear of her again.

The Caffrees did not make their appearance this day until the sun had proceeded two hours in his course; As little now was to be procured from the wreck, Captain Stout begged the chief to appoint a guide for himself and crew, as he proposed taking his departure on the next day. "I shall furnish you with two," said the chief. These joyful tidings were delivered with so much frankness, that the captain was relieved at once from all apprehension and suspicion.

Desirous of having the Hottentot who served as an interpreter to accompany them through the desert, the chief was given to understand how much the services of this man would not only contribute to their pleasure, but also to their safety. The honest savage, however, had anticipated their wishes; he had previously mentioned it to the Hottentot, who had consented to proceed to the first christian farm. Another of the tribe, who was better acquainted with the country, had likewise agreed to be of the party; and this information which was communicated to the crew, diffused a general joy and satisfaction.

After assuring the chief and the Caffrees in general of their unalterable friendship, and that the guides should be rewarded to the extent of their wishes, "I, told him, (says the captain) we had endured great distress for want of water, and begged to know where we could procure some. 'I will conduct you,' said he, 'to a spring of excellent water; it is not far from this place; and, if you think proper, we will proceed directly to the spot.'

—No sooner was the proposal made than we set out; the Caffrees singing and dancing as they proceeded; and my people, although not without suspicion, in tolerable spirits.”

After travelling westward about four miles through a delightful country, they came at last to a wood, in the bosom of which was discovered a hollow. The Caffrees descended first, and when they all arrived at the bottom, the chief pointed to the brook. They drank of the water and found it delicious. After allaying their thirst, they looked about and from the dismal appearance of the place, were again in a state of apprehension. Being mostly of opinion, that nothing less was intended by the Caffrees than to massacre the whole party in this sequestered place; that they were decoyed here for the purpose; and that every man should prepare to defend his life. The captain, however, endeavoured to quiet their apprehensions, and at last succeeded.

The Caffrees having invited the party to remain on this spot during the night, they began to prepare wood for the fires. All hands went to work, and by the assistance of a *hand-saw*, they procured some dry trees and underwood that afforded a very comfortable fire. One of the Hottentots, who was so rich as to possess a tinder-box, struck a light; and this accommodation being not only highly useful but unexpected, gave new spirits to the whole party.

The natives, as the night came on, did not retire as usual to their kraal. This gave a fresh alarm, which did not appear to be without some cause; situated as the party then were, they were obliged to abide the event; and therefore prepared for the worst that could happen. The watch was set as formerly; but the Caffrees hud-

ding together, were soon lost in sleep. This place, however dismal in its appearance, afforded a tolerable shelter for the night; clouds of sand were no longer troublesome and the severities of the wind and cold were mitigated by the friendly shade afforded by the trees.

"We were roused," says the captain, "by the savages as the sun appeared, and we departed from this supposed Golgotha in tolerable spirits. We had, however, consumed the last pound of our bullock before we left the sand-hills, and our party began to dread an approaching famine. I mentioned the distress of my people to the chief, and he promised to relieve us. We had journeyed but a few miles, when the Caffrees told us we must remain where we were that night. We accordingly set to work to procure fire-wood, and had scarcely completed this necessary business, when the chief presented us with another bullock. It was soon dispatched, skinned, cut into pieces of about four pounds each, and we then proceeded to dress them as provision for our journey. This was a business of so much importance, that most of the day was spent in accomplishing it.

"The night passed with less apprehension than before, and when the morning came we prepared for our departure.

"The moment now arrived when the real intentions of the Caffrees were to be developed. The natives came about us, and assisted in dividing the provisions. Each man was to carry his own stock, which amounted to about three or four pounds of beef; this with some biscuits, which a few of my people had contrived to preserve from the wreck, was to serve us until we reached

a christian settlement. So far from any appearance of hostility, the natives seemed to view our departure with regret. I took the chief by the hand, and thanked him for his great and friendly attentions to me and my unfortunate crew; assuring him at the same time, that if I survived the journey, it would ever be my first consideration to render him and his people some essential service. He thanked me, and then requested I would tell the colonists our ship was lost at sea, and so distant from the land, that no part of her could possibly reach the shore. He also desired me to place the utmost confidence in my guides, as they would certainly direct me for the best. After my people and the natives had exchanged some mutual civilities, we parted, and gave one another a last and affectionate adieu."

They did not take their departure on the morning of the 23d until the sun was well up. The guides were intelligent, and gave them to understand that they must on no account travel early, as the wild beasts constantly rose with the sun, and then ranged the deserts in quest of their prey. As they were all unarmed, a single lion, leopard, or panther, could have destroyed most of them. It became therefore highly necessary they should not stir until these animals had satisfied their hunger, and were retired for the day.

Notwithstanding this cautious and necessary advice, and which was given with a laudable earnestness for their preservation, still the people were so desirous of getting on, that they grew uneasy; but the guides could not be induced to quit the fires until about nine o'clock, at which time they all proceeded, and in good spirits.

Not more than three or four of the party were at this moment in possession of shoes. They had many hundred miles to travel over unknown countries, to ascend mountains of stupendous elevation, penetrate woods, traverse deserts, ford rivers; and yet they were to combat all these difficulties bare-footed, not having saved above four pair of shoes, and even these but in sad condition.

“As my feet were naked, (says the captain) like most of my people, one of them offered me an old pair of boots which he then wore; but I refused them. My habiliments were a short jacket, a table cloth, which I found on the shore, wrapt round my loins; a shawl over it; four shirts which I wore at the same time; a pair of trowsers, and a hat. We bore to the westward on our setting out, for the purpose of obtaining fresh water in the course of our journey. Our guides observed, that near the coast the water was generally brackish; we therefore struck into the interior, and were not entirely disappointed in our expectations.”

They now travelled through a country beautifully variegated with hills, dales, extensive plains finely watered, but less wooded than the former. The grass appeared of an extraordinary height; but in the course they pursued, not a human foot-step could be traced; no cattle, no sign of cultivation could be observed. They were not interrupted by any beast of prey, although they constantly perceived their dung. At length, after travelling about thirty-five miles, they began to feel the want of water.

Having searched for this indispensable aliment with the utmost anxiety and attention, they were so fortunate as to discover, before sun-set, a brook that ran

near the corner of a wood; and here they determined to rest for the night. They began, therefore, to prepare a sufficient quantity of fuel. The wood was chiefly composed of trees that partook in some degree of the nature of thorn: they cut several, and arranged their fires. One of the Caffrees struck a light, and the whole, in a few minutes, was in a blaze. The tinder which he provided was of a particular description; it consisted of a pitchy substance, extracted from a reed, and so tenacious of fire, that a single spark from the steel caught it in a moment. The weather being cold, they resolved to sleep close to one another; but the guides told them, the place they had fixed upon to rest during the night was known to be infested with leopards; and that, if they scented the party, nothing could prevent them from destroying some of them. This intelligence induced them to enlarge their fires, and they began to consult upon other measures that were likely to contribute also to their preservation. But such is the powerful influence of Morpheus over the harassed soul, that their conversation had scarcely commenced on this important subject, when they were all relieved from any sense of danger, by gently falling into a sound sleep, in which they remained in perfect security until the morning.

No sooner had the sun peeped above the horizon, than they were all roused by the tremendous roaring of lions. Never were men in a situation more truly alarming. Had they discovered them during the night, they must have been torn to pieces when sleeping, as not an individual could attend the watch, or keep awake even for an hour. They therefore congratulated one another on finding they had all escaped, and set out about seven

in the morning, in company with their guides.—They soon arrived at the bank of a small river, which being perfectly dry, they crossed without difficulty. Shortly after they came to another, which they likewise passed in a few minutes. They reached at length some islands, from the tops of which they discovered several beautiful vales, clothed with long dry grass, small clusters of trees, and in other places, forests of considerable extent, skirting mountains of different elevations. In the course of the day, they were in great distress for want of water, and lost much time in the pursuit of it. Indeed they almost despaired of finding any, as the earth appeared so dry as to exhaust all the brooks they had visited. Luckily, however, about sun-set, they discovered a small rivulet that ran near the skirt of a forest; and, although the water was not good, yet still it relieved them from a dreadful situation.

Having travelled this day about thirty miles, they determined to remain where they were during the night. All hands, therefore, went immediately to work, for the purpose of getting fuel. They had seen no wild animals in the course of the day, but frequently observed the dung of the elephant and the rhinoceros.

As their situation for this night was as dangerous and deplorable as on the preceding one, they determined to enlarge their fires, as the only means of safety they had left. This was accordingly done, and they had the pleasure to find, when the day appeared, that not an individual was missing of the whole party.

They proceeded on their journey shortly after sun-rising; and, as they were to travel through a wood of considerable extent, the guides told them to be upon their guard, as they would certainly be interrupted by

wild animals, which resorted to that place in prodigious numbers. They determined, notwithstanding, to brave all dangers, and accordingly proceeded. They indeed escaped the lions, the panthers, the rhinoceros, the elephant, &c. but, unfortunately, about noon, came up with a horde of Caffrees, that were distinguished, by their own countrymen, as a bad tribe. They spoke at first to some Caffree women, who behaved kindly, and gave them one or two baskets of milk. These baskets are made of twigs, wove so closely together as to hold water.

Having proceeded but a short way, after receiving this instance of female liberality, they were stopt by twelve Caffree men, armed with spears, and clothed in leopard skins. Their guides, alarmed at the appearance of these savages, flew to the banks of the great fish river, which at that time was not more than two hundred yards from the place where they stood. They repeatedly called to them to return, but in vain; they immediately crossed the bed of the river, which was dry, and having reached the opposite shore, ascended an adjoining mountain with the utmost precipitation. The savages brandished their spears, and appeared by their gestures to menace the destruction of the people. They could not understand what they said; but supposed they demanded from them whatever articles they possessed; and as these principally consisted of the little stock of provisions they had left, and their clothes, they determined not to part with either.

One of the captain's people had a knife, which was slung over his shoulder. A Caffree perceiving it, made a snatch at the handle; but the owner resisting it, he lost his hold. This so enraged the savage, that he lifted

Boys of the Howvies attacked by the Caffers.



up his assagay with an apparent intention of dispatching the object of his resentment. At the moment he stood in this attitude, a more finished picture of horror, or what may be conceived of the infernals, was perhaps never seen before. The savage wore a leopard's skin; his black countenance bedaubed with red ochre; his eyes, inflamed with rage, appeared as if starting from their sockets; his mouth expanded, and his teeth gnashing and grinning with all the fury of an exasperated demon. He was, however, diverted from his purpose, and dropped the assagay.

The crew instantly proceeded to the river, and crossed it in pursuit of their guides, who were standing on the summit of the mountain; when they came up, the guides expressed the utmost satisfaction at their escape. They gave them a terrible description of the people they had just left, and assured them, if the remainder of their horde had not been hunting at the time they got to the fish river, not a man of them would have survived. They also declared, that they were the most abominable horde throughout the whole of Caffria.

Their conversation lasted but a few minutes, when they resolved to descend the mountain, and pursue their journey. Scarcely had they put themselves in motion, when a scene of the most extensive and luxuriant beauties burst in a moment on their view. The danger they had just escaped, engaged their attention so entirely, when they gained the summit, that they did not immediately perceive the world of beauties that now lay spread before them. All stood for some time in a state of rapture and amazement. The country was mostly a level, yet pleasingly diversified with gentle elevations, on the tops of which they could perceive clumps of the mimosa

tree, and the sides clothed with shrubs of various denominations. A thousand rivulets seemed to meander through this second Eden; frequently skirting or appearing to encircle a plantation of wood; then suddenly taking a different direction, glided through a plain of considerable extent, until it came to a gentle declivity; here it formed a natural cascade, and then, following its course, proceeded in an endless variety throughout the whole of the country.

As they stood gazing on this sylvan scene, they perceived innumerable herds of animals, particularly of the species of the gazelle, scouring over the plains; some darting through the woods, others feeding, or drinking at the rivulets. As far as the eye travelled in pursuit of new beauties, it was most amply gratified, until at length the whole gradually faded on the view, and become lost in the horizon. They were so wrapt in extacy on this landscape, that they forgot their danger, and remained too long upon the mountain. They at length descended, and proceeded on their journey.

Before the day closed they fixed on a place where they were to remain until the morning. It was near a wood, mostly composed of that kind of thorn already mentioned. Several of these they immediately cut, not only for the purpose of fuel, but to form a barricade or defence against the wild animals during the night.

After completing their fortification, lighting the fires, and supping in the best manner possible, they lay down to rest; but their sleep was constantly disturbed during the night, by a herd of elephants brushing through the wood, passing and returning almost every moment. Had not the fence been erected the preceding evening, they would, in all probability, have been trampled to

death by these monstrous animals. They had the good fortune, however to escape; and, about seven the next morning, proceeded on their journey, in company with the guides.

They travelled this day through a delightful country. The land, in some places, seemed to be composed of a red and yellow clay, and the valleys appeared covered with a very thick and long grass, but not a sign of agriculture was to be observed. In the course of the day, they perceived a few deserted huts, one of which they entered, but paid severely for their curiosity; as those who ventured in, were in a moment covered entirely with fleas.

Water was found sometimes; but it was brackish, although they were at least 50 miles from the sea. They kept at this distance during most of the journey.

They brought up for the night, after travelling about 35 miles, at the skirt of a small forest, and provided fuel, with a temporary defence, as before. The provisions being nearly exhausted, they were obliged to eat sparingly, although most of them were ravenously hungry.

About seven in the morning, they again set out; but many of the people dropt a stern in the course of the day, being almost worn out with fatigue. In this situation it was thought advisable for such of the party as could travel, to get forward, and provide a place where wood and water could be had. The captain was of this company; and that all those who remained behind might find their way, he ordered the Caffree guides to set fire to the long grass, which served, during the night, as a point of direction. He was likewise in expectation of

their coming up before the morning; but was sadly disappointed. They remained stationary until the sun appeared, and then went on.

Not one of the people left behind appeared this morning; but the guides were of opinion they would reach a christian settlement in the course of the day, where assistance would certainly be had. This intelligence gave them new spirits; and they travelled with an unusual alertness, until they came to a farm-house. Here relief was expected, but none was to be found: the whole place had been deserted for some time; they were obliged, therefore, to sleep again in the air, and leave their absent and miserable companions to all the horrors of the desert.

This was not a night of sleep, but lamentation. They sat round their fire, and spoke of nothing but their absent messmates and their unfortunate situation. They were left defenceless, without food, hardly able to stand erect, and in a country where the ferocious animals were most numerous. They were likewise every hour in danger of an attack from the Boshis-men, who swarm in these parts, and destroy the unhappy objects of their vengeance by arrows that are poisoned. The sensibility of the people on this melancholy occasion, displayed the genuine character of a sailor. Men who could brave all the dangers of the tempest, and face death, without a trembling nerve, even in the cannon's mouth, could not, however, speak of their distressed and absent brethren without a tear. Their own misfortunes were forgotten; and their only consideration, during the night, was their unhappy messmates, whom they never expected to behold again.

They remained here for more than an hour after the rising of the sun. Out of sixty, that composed the party, when they departed from the beach, thirty-six were so maimed and worn down by fatigue, as to be unable to travel: these remained in the desert, if not already destroyed, and had no hope of preservation, but from the exertions of the party who were able to proceed; the guides were now certain that a christian habitation was at hand. The last we saw, had been destroyed by the Caffrees during the war with the colonists; It was, therefore, determined to proceed to a place where relief could be obtained, with every possible dispatch. My people proceeded with redoubled energy; the salvation of their companions was the incentive, and that consideration banished every idea of danger or fatigue.

They travelled without a single halt for about three hours, when one of the guides, who was advanced, roared out, in a transport of joy, "I see a Hottentot, attending a flock of sheep." It was the voice of a seraph proceeding from a Caffree. They all ran to the place where he stood, and, at a considerable distance, observed a man attending a flock of at least four thousand. They moved in a body towards the shepherd, who seemed at first to be alarmed; but, perceiving they were most whites, and unarmed, he stopt until they came up. The captain requested of him to direct them the nearest way to the first settlement, which he did, and at the same time informed us, the proprietor was a good man; the distance, he said, was about three hours. The pleasure diffused throughout the party, on receiving this information, it is impossible to describe. The

captain embraced this opportunity, and went on; a general joy succeeded, and who should be foremost, the principal consideration!

At length—extatic reflection—they came within sight of a Christian farm. “Come on, my lads,” said the captain “we are safely moor’d at last; and our people, in the deserts, will be soon relieved.” Some tottered as they stood, overcome by joy, and could not move; others appeared as in a trance, until at length about ten followed him, and they entered the house of Jan du Pli-esis.

Fortunately, this was a settler of the best order, about sixty years old, born in Holland, but had resided in Africa for many years; humane, generous, and possessing a heart that appeared to be the constant mansion of a virtuous sympathy. His cottage was formed of clay, thatched with a kind of reed, and furnished with a few stools, a table, and some kitchen utensils. His family consisted of five or six sons, their wives and children, together with a daughter, making together about twenty people. His stock, however, was considerable, not less than twelve thousand sheep, and one thousand oxen.

After the alarm, which their first appearance occasioned, had subsided, the captain told the story of their melancholy disaster, and implored his assistance for the relief of the unhappy people who were left behind. This good man could not listen to the relation, without discovering by his countenance the tenderness of his nature. His face, which was naturally pallid, became, at certain intervals, of a crimson hue: these emotions appeared as the effervescence of sensi-

bility, and to exhibit, in glowing colours, the complexion of virtue.

As no time, he said, should be lost in preparing for the relief of the unfortunate people, he immediately directed two of his sons, to harness eight oxen to a waggon. His orders were obeyed with a cheerfulness that evinced an hereditary goodness, and that it had descended, unimpaired, from the sire to his children. They were directed to travel all night; and the guides described the spot, so minutely, as to avoid all possibility of a mistake. The waggon was soon out of sight, and they all sat down to partake of a sheep, which our liberal host had ordered to be killed for their entertainment.

When the meal was over, the worthy colonists began to interrogate them respecting their journey through Caffraria. He could not possibly conceive, he said, how the Tambochis could be induced to suffer their departure. They were such a horrid race, that nothing was so gratifying to their nature as the shedding of human blood. The Boshismen he also observed, were so numerous, and so perpetually on the look-out, that he was amazed at their travelling with any degree of security; but when he considered that they came through a part of Caffraria, so infested with carnivorous animals, that people could never travel safely but in parties, and well armed, he declared their being then in his house appeared to him a kind of miracle.

The captain took this opportunity of giving our worthy host a proper idea of the Tambochis. His mind had been poisoned by some of his depredating neighbours, and never going on such parties himself, had entertained these prejudices without having an opportu-

nity of knowing the contrary. He appeared much pleased at the conduct of the Tambochis, during our abode in their country, and declared this circumstance alone would relieve him from many hours of uneasiness.

His sequestered mansion was nearly surrounded by trees, on which were hung to dry the skins of lions, tigers, panthers, and other destructive animals, killed in the vicinity of his own habitation. The carcasses of two enormous creatures were observed lying near the door, which had the appearance of being recently destroyed. They were two rhinoceroses that the farmer's sons had killed, but the day before, on their own land. This gave rise to a narrative respecting these animals, which the good man related with great circumspection, and which appeared very extraordinary.

"These creatures, said the farmer, are more savage, and infinitely more to be dreaded, than any other animal of the deserts. Even the lion, when he perceives a rhinoceros, will fly from him on the instant. I had a proof of this, said he, about two years ago. As I was traversing my lands in the morning, I perceived a lion enter a thicket, about the distance of half a mile from the place where I stood. In a few minutes after I observed a second, then a third, and a fourth came; they seemed to follow one another at their leisure, and, in less than an hour, I counted nine that entered the same wood. Never having seen so many of the same species together, I was desirous to know the event of their meeting, and I concealed myself for the purpose. After waiting for rather more than an hour in my lurking place, without either seeing any of them, or hearing any noise from the quarter where they lay, I began to

despair of having my curiosity in the least gratified. At length, I perceived a rhinoceros of uncommon magnitude approach the wood. He stood motionless for about five minutes, when he arrived at a small distance from the thicket, then tossed up his nose, and at last scented the animals that lay concealed. In an instant I saw him dart into the wood, and in the space of about five minutes afterwards I observed all the lions scamper away in different directions, and apparently in the greatest consternation. The rhinoceros beat about the wood in pursuit of his enemies for a considerable time; but not finding any, he broke cover at last and appeared on the plain. He then looked around him, and, enraged at his disappointment, began tearing up the earth, and discovered every sign of madness and desperation. I remained quietly in my retreat until the animal disappeared, and then returned to my house."

The travellers slept this night on sacks, which their host had arranged for their accommodation. At breakfast on the succeeding morning, their benefactor entertained them with some very interesting observations respecting the country where he resided. He particularly stated the hardships, which the colonists endured from the restrictive orders and persecuting conduct of the government at the Cape. "I have lead ore, said he, on my own farm, so near the surface that we can scrape it up with our hands, and yet we dare not touch it—If we were known to melt and use a single pound of it, we should be all transported, for life, to Batavia."

Before they had finished their meal, their benefactor dispatched messengers to his neighbouring friends, desiring their assistance to get the crew to the Cape.

Several of them came and behaved with the greatest tenderness and liberality. They went so far as to say, that such as were desirous of remaining in the country until they had perfectly recovered, should be accommodated at their houses; and as they travelled once in every year to the Cape, they would take the first opportunity of conveying them thither. The captain thanked them for their kindness, but declined accepting their proposal, as his intention was to make the Cape with every possible expedition.

This conversation was interrupted by a Hottentot servant who ran into the house and declared the "waggon was in sight." All flew to meet it, and the captain had the heart-felt consolation of perceiving twenty-three of his unfortunate people, chiefly Lascars, laying down in the machine. On their arrival, the two sons of da Pliesies said, they found them near a wood perfectly resigned to their fate, having given up all hopes of relief. The preceding day, thirteen of their companions had separated from them; but where they had strayed to not one of them could even guess at. These poor fellows after enduring for a long time the most unexampled miseries, all arrived in safety at the Cape.

They were now forty-seven in number, and as they were to proceed in waggons, such as were afflicted with sore feet, or weak through hunger and fatigue, would not again be separated from their companions.

Their benevolent host now provided them with a waggon and two sets of oxen, each set containing eight. They were occasionally to relieve each other on the way, and two or three Hottentot servants were ap-

pointed as drivers, and to take charge of the relaying cattle. One of the farmer's sons, completely armed, was likewise directed to attend them, and the waggon was stored with provision and water sufficient until they arrived at the next settlement.

They took their departure from the hospitable mansion of the benevolent du Pliesies on the morning of the second of July. The guard was perpetually on the watch, lest the Boshis-men or the wild animals might dart upon them unperceived. About eight in the evening, however, they reached the second farm in perfect security. The distance travelled was about thirty-five miles this day, and all the people in good spirits.

The owner, whose name was Cornelius Englebrocks, they found also a beneficent character. His cottage was poor indeed; but all that he could afford he gave with cheerfulness. His neighbour's letter was produced, which he read with great attention, and then said, "my friend is a good man, and I always valued him; but you wanted no other recommendation to my poor services, than your misfortunes."

They remained here during the night, after partaking of a frugal repast which their host had provided, and which was given with many innocent apologies for its scantiness.

Before their departure on the ensuing morning, the farmer generously presented them with nine sheep. The poor man lamented he could not let them have a morsel of bread.—"We live, (said he,) the year round chiefly on mutton and game; but seldom enjoy the luxury of a loaf." He insisted, however, on the captain's taking the sheep, which he accepted with many thanks, and they then departed on their journey.

During the four or five succeeding days, they travelled on from house to house, generally at fifteen or sixteen hours distance from each other, and were received at all of them with a disinterested hospitality. These occurrences are related with a scrupulous attention to fidelity, because the colonists, without distinction, have been frequently represented as a ferocious banditti, scarcely to be kept within the pale of authority.

During several days trial they could get but little bread, and not much water. The countries were alternately hill and dale, and often afforded the most romantic prospects. They frequently perceived vast quantities of wolves, and often such droves of that species of deer which the farmers call spring buck, that one flock alone could not contain less than from twelve to fourteen thousand. Indeed many of the settlers said, they have seen double that number at one time, and frequently killed three at a single shot. Our travellers likewise saw vast quantities of guinea-fowl, which after a shower of rain, are easily caught by the farmers' dogs.

The zebra, or wild ass, is common in these advanced colonies, and many of them were seen—Ostriches likewise numerous. They had such plenty of venison at the houses where they stopped, that their stock of nine sheep, furnished by honest Englebrocks, was diminished but three in the course of six days.

From the 8th to the 16th of June, their journey was not interrupted by any disagreeable occurrence. The countries through which they passed, displayed at every mile a new change of beauties. The mountains were in many places of stupendous height, and the valleys, decorated with wood, were astonishingly fertile in vege-

table productions. One of the most extensive of these valleys, took them no less than three days and a half in passing. It is called by the settlers Long Cluff, and affords, perhaps, as many romantic scenes as can be found in any spot of the same extent on the face of the earth.

The hills for seventy or eighty miles run parallel to each other. The lands between are wonderfully rich, and produce vast quantities of a plant similar in its smell and taste to our thyme. On this fragrant herb are fed immense quantities of sheep and cattle; they devour it with great eagerness, and it gives the mutton a flavour so like our venison, that an epicure might be deceived in the taste. The valleys are generally level from eight to four miles in breadth, and in several places intersected with rivulets, on the borders of which are frequently perceived whole groves of the aloe-tree.

On or about the fourteenth, they reached the settlement of an old and blind man. He had a large family, and appeared to possess a comfortable independence. When he heard the story of the travellers, the good farmer burst into tears, and ordered a glass of brandy to be given to each of the crew. After this unusual and cheering repast, he directed some mutton to be delivered to the people, and gave them a pot to dress it in. He then requested of the captain to mess with the family, which was complied with, and when supper was ended, this worthy creature said he was so pleased with their escaping the dangers of the sea and the Caffrees, that he would celebrate the meeting with a song. He immediately began and sung with the voice of a stentor.

A general plaudit succeeded; and then their honest benefactor, said, "Now, captain, I have a favour to ask of you. Pray desire all your people to sing." It was impossible to avoid laughing at this whimsical request; but it was thought good-humour at such a moment should not be interrupted; therefore an American sailor was desired to sing one of his best songs. He no sooner began than all the Lascars tuned their pipes; this set a-going the Swedes, Portuguese, Dutchmen, and all the crew; each party sung in their several languages, and at the same time. Such a concert was never heard before; but the liberal and merry old colonists was so entertained with their music, that he had nearly dropt from his chair in a fit of laughter.

The captain was provided this night with a sheep's-skin, on which he rested under the roof of the farmer's cottage; but there was not room for all, and therefore most of the poor fellows were obliged to sleep in the air. A similar inconvenience had happened so frequently since they reached the colonies, that they determined to separate.

On the morning of the 17th they separated, and the captain took with him his chief and third mates, together with one or two more who were solicitous to accompany him. The country, as they advanced, increased in population; and the farm-houses were, in several places, not more than two hours distance from each other. Many of them were beautifully situated, and the lands produced grain, oranges, figs, and lemons in abundance. Their grapes likewise appeared to flourish, and supplied them with wine and brandies, which they vended chiefly at the Cape. Vast herds of

deer, and partridges out of all number, were seen, and immense tracts of land covered entirely with aloe-trees.

From the 17th to the 21st, they travelled a mountainous country; but the valleys constantly presented farms and habitations where the industry of the husbandman was amply rewarded. The flocks of sheep were prodigious; but the cattle were not so numerous, nor in such good condition at those seen in the more advanced colonies.

On the 22d they arrived at Zwellingdam, and proceeded to the landorise-house. The landorise is the chief man of the place, and his settlement consists of about sixteen or eighteen houses, surrounded by a delightful country, and producing grain, vegetables for culinary purposes, grapes and fruits of almost every description.

This gentleman gave them a very hospitable reception, and the next morning furnished the captain with a horse and guide, to conduct him to his brother-in-law's; that nothing might be omitted on his part to secure a favourable reception at the Cape, the captain's worthy host gave them a very kind letter to his friend General Craig, commander in chief, acquainting him with the loss of the ship, and the miseries endured by the crew in their travels through the desert. He also requested the general would do them every kindness in his power, which he would acknowledge as an obligation conferred upon himself.

They arrived at the settlement of Johanna Brinch, at Stallen Bush, on the third or fourth day, after travelling a country highly cultivated, and producing immense forests of the aloe-tree. The farmers live here in affluence, and the crew continued to experience the most

liberal and kind attention during the remainder of their journey.

On their arrival at Stallen Bush, the captain waited on Mr. Brinch, whose reception can never be mentioned but in terms of the most fervent gratitude and esteem. His residence is one of those delightful places which, from its natural situation and fertility, wraps the beholder, the moment he sees it, in a kind of extacy. The vines there are reared with great attention, and are highly productive. Grain, vegetation, and fruits, yield abundant crops; and camphire-trees of very large dimensions thrive also in the settlement. Indeed the whole settlement seemed to be so precisely what it should be, that any alteration must be a deformity. The people here dress well, but nearer the English than the Dutch style. They have nothing of that sullen taciturnity belonging to the character of the Hollander; but are sprightly and good-humoured.

“I remained two days (says the captain) under the roof of this liberal and benevolent gentleman. He pressed me to stay longer; but I was desirous of reaching the Cape, and therefore declined his hospitable invitation. In the morning, therefore, he provided me with a horse and guide, and I took my departure from Stallen Bush, on the 30th, in the morning. Our journey was but short, as we arrived the same evening at the Cape of Good Hope; and although emaciated in my frame, yet in tolerable health.”

LOSS OF

HIS MAJESTY'S SLOOP, THE BRAZEN,

Commanded by Captain J. HANSON,

Wrecked under a Cliff near Newhaven, Sussex, January 25, 1800.

First appearance of the Wreck—Measures taken to preserve the Crew—Only one Man saved—Dreadful and fatal situation of the others—Ninety-five bodies found and buried—Inscriptions on a Stone Monument or Pillar, lately erected at Newhaven, commemorative of the melancholy Event.

THE following, though concise account of the loss of the Brazen sloop of war, is an event so truly disastrous, as must impress every heart of sensibility with commiseration for the wretched sufferers.

In the evening of the 25th of January, 1800, the wind blew strong from the south-west, with much rain: the gale very much increased during the night, and at six A. M. of the 26th, an alarm was given at Newhaven, on the coast of Sussex, that a large ship, supposed to be a man of war, was on shore under the cliffs, about one mile to the westward of that place. An express was immediately dispatched to Captain Sproule,* of the royal navy, at Brighton, who commanded on that

* The very zealous, active, and humane exertions of this gentleman, to preserve the lives of his fellow-creatures, combined with his unremitting attention to the interests of the Lords Commissioners of the Admiralty, in endeavouring to save the stores of the vessel, reflect the highest honour on him as a Christian and an officer.

part of the coast, and several people instantly repaired to the place below the cliffs, near which the ship lay. Day had not yet dawned; and the violence of the wind and rain increased and prolonged the gloom; but the fatal spot was not difficult to be discovered, by the cries of the wretched mariners, who screamed aloud for help. The flood tide, unfortunately, was making just as the vessel struck, and rose so fast, while the people were under the cliffs, that they were soon obliged to return, without being of any essential service. Two machines* were now dragged to the top of the cliffs, in readiness to be used when the tide had flowed so high as to prevent any one from passing round the points of the rocks, that projected far into the sea. At day-break, the ship was seen about half a mile from shore, with her masts all gone, and in appearance a total wreck. Many of the crew, however, were still hanging to those parts most out of the water. Upon observing that some were struggling with the waves, and had a chance to reach the shore, two men† upon the cliff gallantly jumped into the cage, and were let down a precipice nearly three hundred feet perpendicular, for the noble purpose of endeavouring to rescue those who floated, from the waves. One man drifted to shore, apparently unhurt; but as the two brave fellows were advancing to his assistance, part of a loose sail was thrown over

* These machines are constructed with swing cranes, to hang over the precipice; a rope is reeved in them, and a large cage suspended from it, which is able to contain three men.

† These men were rewarded out of a subscription, raised by the inhabitants of Brighton, at the instigation, it is believed, of Captain Sproule.

him by a wave, which carried him out to sea, and he rose no more! Another, more fortunate, came to shore upon a carronade gunslide: the men caught hold of him, and placing him in the cage, he was safely drawn, with themselves, upon the cliff. On reaching the top, he appeared in strong convulsions, but soon recovered sufficiently to inform his deliverers that the wreck they saw was the Brazen sloop of war, commanded by Captain James Hanson. It is a circumstance which cannot be regarded otherwise than extraordinary, that this man, who could not swim, was saved, while the most expert swimmers in the ship were drowned.

No further attempt could be made to afford relief, as the sea now broke nearly fifty feet up the cliffs. The spectators could only sigh at the fate of the sufferers, while they beheld, in silent anguish, that two or three men were yet alive upon the wreck, without the smallest chance of escaping the lot of their companions. Their cries were distinctly heard, notwithstanding the howling of the wind, and the loud breaking of the sea.

By this time the wreck had drifted near in shore, and one man was seen to survive, lashed to the stump of the fore-mast (every wave which washed over him covering him many feet deep, and only giving him time to breathe between wave and wave) until two P. M. when he sunk down totally exhausted and lifeless.

About three o'clock the ebbing of the tide enabled the people to get under the cliff, opposite the remains of the vessel, but little could now be saved. The shore was covered with wreck for miles. Ninety-five of the crew, whose bodies floated ashore, were decently interred at Newhaven, by direction of the Lords of the Admiralty, and a handsome stone monument, or pillar,

commemorative of the melancholy event, has been erected near the grave that contains their reliques, at the expence of Captain Hanson's family, from a very appropriate design of Mr. Henry Rhodes, architect.

The inscriptions on this monument are as follow :

No. 1.

SACRED

To the memory

Of

CAPTAIN JAMES HANSON,

The Officers and Company of his Majesty's Ship
BRAZEN;

Who were wrecked in a violent storm
Under the cliff,

Bearing from this place, S. W.

At five o'clock A. M. Jan. 26, 1800;

One of the crew only surviving to tell the melancholy
tale :

By this fatal event

The country, alas! was deprived of 105 brave de-
fenders,

At a time when it

Most required their assistance :

The remains of many of them were interred near
to this spot,

By the direction of

The Lords Commissioners of the Admiralty.

"The waters saw thee, O God!"

No. 2.

The Brazen had been ordered to protect this part of
 the coast from the insolent attacks of the enemy;
 And in the evening preceding the sad catastrophe,
 Had detained a foreign vessel,
 Which
 Was put under the care of the master's mate, a midship-
 man, eight seamen, and two marines;
 Who were thereby saved from the fate of their
 companions.

No. 3.

Names of the Officers lost.

James Hanson, Esq. Commander.
 James Cook, John Dembry, Lieutenants.
 Archibald Ingram, Master.
 Patrick Venables, James Hanwell, Midshipmen.
 John Braugh, Purser.
 Robert Still, Surgeon.
 Thomas Whitfield, Boatswain.
 Robert Alder Yawrie, Gunner.
 John Teague, Carpenter.

No. 4.

The friends of
CAPTAIN HANSON
 Caused this monument to be erected,
 As a mark of their esteem for a deserving officer,
 And a valuable friend:
 It was the will of Heaven
 To preserve him
 During a four years voyage of danger and difficulty,
 Round the world;

On discoveries
 With Captain Vancouver,
 In the years 1791, 1792, 1793, and 1794,
 But to take him from us
 When he thought himself
 Secure.

"The voice of the Lord is upon the waters."

LOSS OF
 A JAMAICA SLOOP,

Commanded by Captain Nathaniel Uring, in 1711.

Intention of the voyage--They set sail in company with another sloop--A storm--Separation of the sloops--Bowsprit gives way ---Apprehensions of danger---Considerations--Prospect of land --They strike upon rocks--Main-mast cut away--The canoe launched--They quit the sloop--After much danger they search the shore. Proceedings on land--They put to sea again--Arrive at Plantane river--Various remarks and accidents--Return to Jamaica.

CAPTAIN Nathaniel Uring having been appointed to the command of a sloop to trade to the Leeward, Islands, in the beginning of November, 1711, the events which attended the prosecution of his voyage are so various and interesting, that we shall lay them before our readers in the captain's own words.

"We set sail from Jamaica in company with another sloop belonging to the same owner, in order to load

log-wood and sarsaparilla on the coast of New Spain, and had agreed to rendezvous at Truxilo, if we lost company; we touched at Blewfields, where we watered, and proceeded on our voyage. I being then unacquainted in those seas, had a pilot sent on board by the owner, and I was directed to keep company with the other sloop commanded by Captain Gill, who was reckoned a good pilot in that part of the world.

“ After we had sailed about a week from Jamaica, having little wind, we saw the coast of the Muschetos; and at the same time the wind began to freshen, with a small drizzling rain. The wind soon after shifting from the N. E. to the N. and N. by W. and blowing hard, we tacked and stood to the eastward; the wind increasing to a storm, obliged us to hawl down our main-sail and gibb, and lay by under our fore-sail. Night coming on we lost sight of our consort, and made several false fires, but was not answered, so that I gave over the hopes of seeing her any more.

“ About nine or ten of the clock at night, there being a very great sea raised by the wind, our bowsprit gave way, and fell under the lee bow; we endeavored to save it, but the sea running so high we could not, and being afraid it would stave a hole in the bow of the vessel, were obliged to cut it away; and while some men were cutting away the bowsprit, others were carrying the horse forward for a stay, in order to secure the mast, and then reefed the fore-sail and set it; but the storm continuing, we were soon obliged to hawl it down again. About eleven o'clock at night, we suddenly saw the water look very white, which made me afraid that we were upon some shoal, and immediately hove the lead, and found fourteen fathom water; we kept

hopes: but standing to the eastward, we still raised the land, and the pilot said positively he knew that it was Cape Gracia de Dios; to the eastward of which round that cape, he said was very good and safe anchoring, as the wind then was, where he had been several times; and further said that we should weather the cape in five fathom water. I was glad to hear he was so positive he knew the land; and in weathering the cape we had no more than five fathom water, which confirmed me that he was right in his judgment; as soon as we deepened the water, the pilot said it was time to bear away; we did so, but soon shoated the water again, and the pilot was afraid he was mistaken, and then said he was right again; but we soon found the pilot had deceived us, for we struck upon a shoal of rocks, and gave but few thumps before the main-mast jumped out of the step; and for fear the foot of the mast should force out the sloop's bow and sink her immediately; we made haste to cut it away; but having but one axe had hard work to do it, as we had also in cutting away the vessel's gunhill, in order to launch the canoe overboard.

"The mast being gone, we could have no assistance of tackles, and found it very difficult to launch her into the sea, she being very heavy; but being apprehensive of the sloop's beating in pieces upon the shoal, every one out-did themselves, and at last, with much ado, got her into the water, by which time it was near night; and being at least two leagues from the shore, we made haste to leave the sloop that we might reach it before it was dark, and only took with us one piece of beef, our small arms, a little gun-powder; some small shot, an axe and an iron pot, and then put for the shore, which we did not reach till near eight clock at night; when we

came near it, we saw the break of the sea so high, and at such a distance from it, we were very much afraid of the canoe's over-setting, before we should be able to get thither: but there being no way to save our lives but through that danger, we were obliged to put for it, let the consequence be what it would. It being moon-light, we watched a favourable opportunity of a smooth sea, and immediately rowed for the shore, the sea breaking over us several times before we came to it, and by the providence of God we happily landed.

“ As soon as we were all out of the canoe, we hauled her up upon the beach, and then endeavoured to go back from the water-side into the woods, which we saw at some distance, in order to get fire, and shelter ourselves, being both cold and wet, and sadly fatigued; but when we attempted to go towards the woods, we came quickly into a morass, and were up to the mid-leg, and sometimes up to the knees in mud and water; and what made it the more troublesome, it was full of long cutting grass intermixed with bryars, which very much incommoded us, and tore our legs in several places. After we had gone near a mile in this miserable way, we came to the dry land, and went into the edge of the woods, where, by the help of a pistol and some gun-powder, we made a fire and dried our cloaths; and then we cut down some small trees, with which, and the branches of others, we set up a little hut to shelter us from the rain, in which we designed to rest and refresh ourselves, after two days and a night's fatigue. We laid down in our hut, but found it was impossible to sleep, there being millions of muschetos, and other biting flies about us; so that neither mouth, nose, eyes, nor any part of us, was free.

from them; and wherever they could come at our skin, they bit and stung us most intolerably.

“As soon as it was day, we went to the water-side to look for the sloop, but not seeing her, concluded she was beat in pieces upon the ledge of rocks where we left her. Having but one piece of beef, about six pounds, which we brought from on board the sloop, and no bread for our whole company, being sixteen in number, we began to think of looking out to see what we could get to subsist on; and therefore I sent the people different ways, to hunt, and see whether they could discover any inhabitants. In about four hours some of them returned with a bunch of green plantains, which they had found growing in an old deserted plantation, where they saw sweet cassave; this discovery came very seasonable to our relief; as soon as we found bread-kind, we boiled our beef, and refreshed ourselves.

“The following day I distributed amongst the people some small arms, powder and shot, which indeed I had directed to be put into the canoe when we left the sloop, in order to kill such creatures as probably we might find in that country, to prevent our being starved, if we found no inhabitants. The men being thus provided, I ordered them to go different ways to hunt, and observe if they saw any paths in the woods by which we might find some of the natives, concluding we were not far distant from the people, by reason of the little deserted plantation, where were the remains of a little hut or Indian cabin. I also took my gun and went a different way; and espying a tyger cat upon a tree I fired, but missed her, which if I had had the good fortune to have killed, would have been sufficient to have

made us a plentiful meal. Having hunted several hours in the woods, and meeting with nothing worth shooting, I returned; and some of our people came back soon after with several large fishing hawks which they had killed; and notwithstanding they were very tough and fishy, we eat them very heartily.

"The next day, being the third after our being cast away, the people went out again to see what they could kill, and some of them soon returned with more hawks, which we were dressing, when others brought with them a large piece of a cow. When I saw the beef, I enquired how they came by it, they told me they found it single in the woods, and shot it, believing it to be wild; but soon after seeing three more which appeared to be tame, they found their mistake. I was very sorry the people were so rash, being apprehensive of the ill consequences which might attend it.

"By the time we had dined upon the beef, a native of the country came to us, who spoke broken English; by whom we understood, that about sixteen or eighteen miles farther to the southward, there were inhabitants, and that a vessel lay sunk near the shore a few miles from us, without any mast or people in her, which we judged to be our sloop. He told me also that some of our people had killed a cow belonging to Captain Hobby, one of the chief men on that side of the country; and said, he would be much displeas'd when he heard of it. I told him I was very sorry for it, but that the seamen had killed it by mistake, believing it to be wild. I was glad to hear we were near inhabitants, and that the sloop was drove so near the shore, from whence we hoped to get some provisions.

“ The weather proving more moderate, and the sea pretty well down, we launched the canoe; and while some of the men rowed her along shore, others walked by land, and so continued till it grew night, and then hauled the canoe a-shore, and turned her bottom up. Part of us took up our lodging under her, and part upon the sandy beach; but those under the canoe soon quitted their lodging, by reason the flies would not suffer them to sleep, chusing to lie in the open air, where the wind blew most of them away. In the night, two of our men left us, and carried with them my fowling-piece and a musquet, with good part of our powder and shot.

“ In the morning we launched our canoe, and pursued our journey as before. About noon we saw our vessel sunk near the shore; we went on board, but found every thing gone out of her. I ordered the canoe to Black River, where she was conducted by an Indian; and went myself to the Indian habitations, where I found most of them very happy; some of them were so drunk they could not speak. We had the good luck to find one or two sober, who shewed us where they had laid some of our provisions, which our people went immediately to dress, being all very hungry. Black River running up near the Indian habitations within the land, our people brought up the canoe; the sober Indians were very courteous, and gave us some of our own rum and sugar, with which we made some punch, and cheered our spirits; they also let us know where they had hid some of our rum, from whence we took a small cask and put it into our canoe.

“ The next day Captain Hobby came to us, and be-

haved very civilly, though he made a heavy complaint for the loss of his cow. I assured him, our people had not killed it, if they had not believed it had been wild; at which he seemed better satisfied, and was very friendly, seeming sorry for our misfortune.

“ This country being all a low flat morassy ground, we were grievously pestered with flies, so that it was almost impossible to sleep. As to the Indians, I did not perceive they found any inconvenience, or that they took any notice of them.

“ In four or five days we fitted our canoe as well as we could, in which we fixed a small fire hearth to dress our provisions, having put into her as much provisions and water as we could go safely to sea with. Taking with me eight of my people, we put to sea, intending for Truxilo, which was the place appointed for our rendezvous, and where we expected to find our consort. Captain Hobby lending us another canoe to carry the rest of our men, we rowed round the cape where we were cast away, which we then knew went by the name of the False Cape; which makes me believe some other people had been deceived in it as well as my pilot, who had given it that name. When we were passed the cape, we stood down along the shore with our sails; and at night we let go our graplin, and lay till morning for fear of passing our consort, which we hoped to see upon the coast. As soon as it was light, we weighed, and pursued our voyage, keeping as near the shore as we could with safety, by reason we designed to call at Plantain River, to enquire whether they had seen her pass by. At night we anchored again. We boiled the pot every day; our food was flour and water boiled like hasty-pudding, with some little bits of

beef to give it a relish, instead of butter and salt. In prosecution of this voyage in the canoe, I found it very troublesome and fatiguing; for having no rudder, it was very hard work to steer her with a paddle, for which I had occasion to use my whole strength. Being at that work most part of the day, I was heartily tired before night; and scorching in the sun all day in the latitude of 16 degrees, added to our pain. But the fatigue of the night was still worse than the day; for the canoe being very leaky, it was impossible for me to sleep in her bottom, where the water washed continually from side to side; I therefore laid one of the paddles across the canoe's gunhil, to keep my legs out of the water, and one of the seats or thouts I placed under the lower part of my back, with my shoulders on the stern sheets: in this manner I slumbered, and got now and then a short sleep.

“ Three or four days and nights passed in this manner, till we discovered the huts on the point of Plantain River, where we saw the English flag hoisted. As soon as we opened the river, we put in for it; but found the water so shallow, and a great sea beating on the shore, it was with great difficulty we got in without being over-set or filled with water. As soon as we arrived in the river, we were welcomed a-shore, by the white men which resided at that place; we told them our story, and enquired if they had seen any vessel lately on that coast; they said they had not, but commiserated our condition, and gave us such fresh provision as they had.

“ After we had refreshed ourselves, and cheered our spirits, we set about fixing a rudder to our canoe, which we completed that night. When it was bed-time, I

asked one of the inhabitants to shew me where I should lodge; which being conducted to, I went to sleep; and though I found it hard enough for my sore bones, I slept very heartily, being the first tolerable night's rest I had got since our being cast away.

“ Having lost good part of our powder and shot by our two deserters, when we were going to Black River, I let the white men know our necessity, who supplied us with some more; and having staid only one night at this place, in the morning we took our leave, and pursued our voyage for Truxilo. We left Plantain River, and steered along shore for Cape Comerone; passed by it; and after several days and nights being at sea with our usual fare, we came in sight of the port of Truxilo, but found no vessel there, which gave me additional trouble and anxiety. We put our canoe's head to the eastward, in order to return to Plantain River; but had not rowed above five or six miles, (being now obliged to row against the wind,) before the sky began to lour, grow cloudy and thicken a-pace to the northward, which threatened an approaching storm. It being then about four or five o'clock in the afternoon, I thought it high time to provide for our safety before night, by putting the canoe a-shore, or into some river; but there being a very great sea, either was very dangerous; and to keep the sea in a storm was still worse; and so of the two evils I chose the lesser. Seeing the opening of a river, we endeavoured to get in; but the sea ran so high at the mouth of it, it filled our canoes and threw us ashore on the west side. With a good deal of labour we freed her, and put her into the river. It being now night, we anchored in the middle of the stream, in hopes of being

free from flies. The night proving very stormy, we thought ourselves very happy we had got into so good an harbour. In the morning we rowed about two miles up the river; and observing a little ridge of land standing above the rest, we landed there, and soon after pitched our tent with our canoe's sails; we cut down branches of the cohone trees, to lay at the bottom of it to sleep upon, and keep us from the wet ground. The weather continued very stormy, and in the night there fell such a prodigious deal of rain, that it occasioned a continual rivulet to run through our tent; and we lay in water, though it was placed on the highest ground; being also very much pestered with Muschetos, and other stinging flies, which would not suffer us to sleep.

“ In the morning the rain ceased, and it grew fair weather, though the wind continued to blow hard. We began to look about us to see what we could meet with for the mouth, and went on the other side of the river in order to hunt. We saw a large guanoe on the bough of a tree, which one of our people endeavoured to take with his hand, but it escaped into the river, and so we lost a creature which would have given us all a good meal. We had not gone far into the woods, before we saw a company of large black monkeys, of which we killed several, and then returned to our tent. Our people thought these monkeys excellent victuals, and eat them very greedily; though for my own part, I was several days before I could prevail with myself to taste them, they looked so like young children broiled. But it was not long before I got over the prejudice, and eat them as heartily as any of our men. The flesh of a

monkey has something of the taste of ill-fed pork, and are about the bigness of a full grown hare.

“ After two or three days being in the river, we rowed up several miles, to see if we could discover the signs of any inhabitants, or a more convenient place to pitch our tent; but found the whole country flat and morassy, and not the least sign of any people. The weather continued bad for eight or ten days, it often raining very hard: and being still plagued with flies, we were obliged to quit the woods, and go to the sea-side, into the breeze, to get rid of them; but found we had not changed much for the better, for the sand flies there were almost as troublesome as the muschetos in the woods.

“ In a day or two after we changed our quarters, one of our people took a bicatee asleep upon a log of wood in the river, as it was sunning itself, on which we feasted plentifully. It is an amphibious creature, and like what is called a tortoise or land turtle. In two or three days after we removed to the sea-side, I was seized with a violent pain in my right thigh; it swelled extremely, and looked very red, insomuch that I could neither stand nor go; what with the excessive pain of my thigh, and the biting and stinging of Musthetos and sand flies, I had no rest either night or day, my hands being always employed in beating off the flies from my face. Our powder and shot being all spent, except a little reserved to make a fire, we lived chiefly upon cabbage, which grew there in great numbers, some of the trees to fifty or sixty feet high, their circumference being about four or five feet. The cabbage is close, very white, short, and well tasted, and I thought, sweeter and better than our English cabbage. In this river we frequently saw

numbers of large alligators, and it was usual for 8 or 10 of them together to come ashore upon a point of sand near the river's mouth, in the middle of the day, to sun themselves. Our provisions growing short, before I was lame, I endeavoured to shoot some of them for food, but had not the good fortune to kill any.

“ When we had been here ten or twelve days, the weather was grown pretty tolerable, but there was still a great sea beat upon the shore, when the seamen took it in their heads to go to sea in the canoe, in order to get to Plantain River; and notwithstanding my lameness and earnest entreaties to the contrary, I could not prevail with them to stay a day or two till I was better, in which time the sea might have fallen, and we should then not run half the risque in going out of the river, as at this time. I made shift to crawl to the canoe, and placed myself in the stern sheets, and with the help of my boatswain undertook to steer her. It is commonly observed, that the sea breaks upon the shore in three or five seas quickly succeeding each other, and then a small intermission, when it is most proper to put from the shore. Being come to the river's mouth, as soon as the great seas were over we rowed out; but our canoe being heavy, we were not able to get without the breakers before the great seas approached us, at which time we were a good distance from the shore between the breakers; and seeing our danger, I encouraged the people to row briskly over them; but the sea rose so high, and broke so terribly, they were all alarmed and confounded; the sea broke in upon us, and the canoe being filled half full, canted her broadside to it for want of their pulling with their oars as they ought to have done. I perceiving our danger, and another sea ready to break in upon us,

with the help of my boatswain I turned the canoe's head to the shore; and the very moment we had so done, the sea broke over us from end to end, filled the canoe, and forced her very swiftly towards the shore; the seamen sitting still prevented her oversetting; one sea following close upon the back of another, quickly drove us on shore on the west side of the river; happy it was for us that the canoe's stern was to the sea when it reached us, or otherwise she must have been turned bottom up; and being in the current, which ran strong out of the river, would have drove us to sea, where we had no chance for saving our lives. We hauled up the canoe, and freed her, and with a good deal of labour and pains put her again into the river. When the seamen were got into safety, they swore the most bitter oaths, that they would not go to sea in the canoe any more, but would travel by land to Plantain River.

“ They communicated to me their intention, and desired what provisions was left might be equally shared. I then represented to them the lame condition I was in, and that it was impossible for me to travel by land, since they saw I could hardly stand; and conjured them not to leave me in such sad distress, where I must inevitably perish, being incapable of helping myself. I desired they would stay but two or three days, in which time my leg might possibly grow better, or the sea would be smoother, so that we might be able to proceed without much danger; and also represented to them the very great hazards and difficulties which would attend their going by land, the many large rivers that were between us and Plantain River, besides the fatigue of travelling, and the risque they ran of the wild beasts devouring them, in which that country abounded; but all

I said could not divert them from their present purpose.

“ The pilot, who was a poor helpless old fellow, and a boy, were the only persons left with me ; they had divided the provisions, and left me such a share as they thought fit, which was hardly equal to theirs, and prepared for their journey, by packing up every man his little bundle. I began seriously to reflect, and consider with myself what course to take, having since our attempt to go out of the river found a very sensible alteration in my leg for the better ; which I made no shew of, but limped as before, in hopes my lameness would have induced them not to have left me in that helpless condition : but when I saw they kept to their resolution, and even took the axe with them, which was all we had to trust to, to keep us from starving, I halted after the man who had the axe, and desired he would let me have it, but found him inflexible. I then endeavoured to force it from him ; but he calling others to his assistance, prevented my taking it.

“ I knew that about eight miles distant was the great river of Romain, which they must pass to go to Plantain River ; and considered when they saw it, if I went with them, by my pointing out the hazard and difficulty to get over it, I might perhaps persuade them to return ; and therefore took up my bundle, and followed them. When we came in sight of the river, I found it very broad, and a rapid stream ; the people began immediately to cut down some dry trees, in order to make a float to pass over it, and the mean while I sat down on the bank with one of them, who had been lately sick, and had no great relish for the journey. As we were viewing the breadth of the river and the swiftness of the

stream, I took the opportunity to represent the great difficulty and danger which attended the passing it; and that we should be drove out of the river's mouth, before it was possible for us to reach the opposite shore; that we had not only that river to pass, but several more such, before we came to Plantain River, and many other difficulties to encounter, therefore I thought we had better return to the canoe, and wait a few days for a favourable opportunity to put to sea, in which we could not possibly run a quarter part of the risque and danger we were throwing ourselves into. This man being feeble and tired with his walk, lent an open ear to all I said, and communicated it to the rest of the people. They having already tired themselves by cutting down trees, the axe being dull, and having not yet provided a quarter part of what was wanted for making the float, began to listen to the man, and think there was some reason in what he said; upon which they grew more serious, and retired into the woods out of my hearing, to consult what was most proper to be done, and came to a resolution to return to our former quarters; accordingly we all went back.

“ I began to flatter myself, that I had obtained my purpose to go into the canoe, which I was desirous to do for two reasons; one was, because it would prevent the great hazard and labour we must expect in going over the several rivers which we must pass, besides the fatigue of travelling about sixty miles upon the sand, in a very hot country, and the danger of being devoured by tigers, alligators, or other ravenous beasts; and the other reason was, if we travelled by land, I must leave the canoe, with the greatest part of my cloaths, besides the small arms and the iron pot, which was so useful to

us. When we returned to our old quarters, we fed chiefly upon cabbage, saving the little provisions we had left to the last stake. Here we remained three or four days, it being tolerable fair weather; and the sea being much smoother, I proposed to put to sea; but the seamen refused, and swore they would not go in her any more. I talked pretty smartly to them, and told them what they deserved; and that if but one man would go with me, I would leave them. My boy and two men consented to go; and we set out accordingly about eight o'clock in the morning, and in about three hours we reached the mouth of the river of great Romain; to which place several of the people (growing into better temper) went with us, and assisted us to make our bark logs. We found scattered upon the banks of the river several bamboo trees, which we got together, and cut them into proper lengths, and fastened them to each other to make bark logs, in order to get over the river. We had a fishing line, which was divided between us; myself and the boy one half, and the two men had the other half, each bark log carrying two persons. We left the axe with the rest of the people, who returned to the canoe, and we set forward with our two bark logs; we paddled up close by the side of the river, keeping as much out of the current as possible, intending to go a good way up it before we endeavoured to cross it, that we might be in no danger of driving out of the river's mouth. We kept paddling till half an hour past six o'clock at night; and seeing a fine green spot, clear of bushes close to the river's side, we landed there, and took up our abode that night; but just as we were stepping ashore, several large alligators flounced from thence into the water close by us, at which we were very much

startled. Finding this place convenient for us, we made fast our bark logs, and then made a fire, to prevent the tygers or alligators from disturbing us. Being tired, we soon fell asleep round the fire; for the fatigue of the day had made us forget the danger of the night. We had provided a pistol, and a little gun-powder in a calabash, which was close waxed up, to prevent its being damaged with water, with which we made a fire when we found it necessary.

“ In the morning, as soon as it was light, we mounted our bark logs, and continued paddling up the river; but the stream was so rapid that we went up but slowly, and sometimes were not able to bear up against it. We endeavoured to haul up by the branches of the trees which hung over the river, but they being tender twigs, afforded but little assistance. When I came within my depth, I waded, and pushed the bark log before me, but was soon out of foot-hold, and then mounted the bark log again, and worked with our paddles, and yet made but little riddance, finding it very hard to strive against the stream. We often saw large alligators leap from among the bushes into the water just by us; notwithstanding which I was obliged to run the risque of being seized by them, there being often a necessity to wade, or we could not force the bark log against the stream. At last, with great toil and danger, in six or seven hours, we got three or four miles up the river, till we came the length of an island which laid near a quarter part over it; but was hard put to it to get thither, the island dividing the stream of the river, and redoubling its force, so that it was with great difficulty we reached it. When we had surmounted the difficulty, we rested awhile, and then paddled about half a mile farther up the side of

the island, and believing ourselves so far up that we might safely venture to cross it, we put over and happily reached the other side about a mile above the river's mouth, then drove down the current till we came to a convenient place near its entrance, where we landed about three o'clock in the afternoon. The weather being extremely hot, and having no wind and only my shirt on, and that leaving my thighs very often bare, the heat of the sun scorching them made me frequently throw water on them to keep them cool, not thinking of the consequence; but soon after we landed I found them extremely sore, very red, and blistered in several places, which grew very painful. We unlashed our bark logs for the sake of our linn, eat a little morsel of bread with about an ounce of raw salt beef, and filled up, with the limpid stream. Being thus refreshed, we set forward, and travelled eight or ten miles that night; before it grew dark we made a fire near the sea-side, in order to take up our lodging, but having had no water since we parted from the river of Romain, we were almost famished, and ready to die with thirst; having found some cocoa plumb trees, where we took up our quarters, we searched them very narrowly for fruit, and found two or three plumbs, which moistened my mouth, and gave me great relief. In a little time after, by digging in the sand, we found fresh water, with which we satisfied our thirst.

“As soon as it was day, we pursued our journey; and about ten o'clock in the morning, we came to a river, with a very deep and rapid stream, but not above a quarter so broad as that we had already passed. Finding bamboes scattered over the point of the river, we gathered them together, and began to make our bark

logs. In about three hours we completed them, and put over the river, which we found less trouble in passing than we expected, by reason half the breadth of it on the farthest side proved to be shoal water, and not above mid-leg deep, which we found little inconvenience in wading through. When we were over, and had taken our line from the bark logs, it being about two o'clock in the afternoon, we set down by the riverside to dinner. When we had eat as much as we could afford, and washed it down with large draughts of water, we proceeded on our journey; but found it very troublesome travelling on dry and loose sand, besides the inconveniency of bad shoes. We attempted several times to travel through the woods, but found the under-wood so thick, and the ground morassy, there was no passing that way, and were obliged to keep by the sea side. We waded over several rivers, some up to our knees, others to our middle, and others up to our chin. One of the men could swim, and he used to try first whether the rivers were fordable, which, if he found, we forded over; and if not, we made our bark logs, and went over upon them. We travelled about eight or ten miles after we were over Limehouse River, (for so that river was called where we dined), and it being near night we made a fire according to custom, and rested till morning; we then went forward, fording over many rivers in our way. About noon we came to a head-land that jugged into the sea, which put a stop to our going by the sea-side; the rocks being very high and steep, and the sea beating violently against them: we chose to go back into the woods, where we found it less troublesome, with an intent to go through the country till we should get on the other side of the head-

land; and accordingly marched up the hills for that purpose, having with great difficulty travelled up and down several, where we were obliged to haul ourselves up from tree to tree, and slide down again on the other side, easing ourselves down the branches to prevent our falling. Having wandered several hours in this manner, and being in hopes we had passed the head-land, and withal beginning to be apprehensive we should not be able to get out of the woods before night, there being more danger of wild beasts, and much more unwholesome sleeping than at the sea-side; we therefore thought it absolutely necessary to recover it before it was dark; and having descended between two hills into a deep narrow valley, we found a fine rivulet, which was very seasonable to quench our thirst. I concluded this rivulet led to the sea, and therefore followed the stream; but it having many turnings and windings, we went several miles before we came to it, and to our great mortification, found ourselves still on the same side, and not far from the place where we entered the woods. The sun being set, we gathered wood and made a fire, where we continued till the morning, and then attempted to get over the hill, but found it impossible to force a way through the penguins, bryars, and other prickly plants which grow there. We retired, after tearing our cloaths, and losing some of our flesh; and then took a very desperate resolution to climb over the cragged part of the rocks, which was very steep and high, and extremely dangerous to pass; which we went over by stepping from one hole in the sides of the rocks to another, and from one crag to another, holding by the ragged part of it with one hand, and our spare cloaths with the other, and by the assistance of providence we

got all well over. We now went on cheerfully, believing the worst of our journey was over; and in about an hour after, by the sea-side, I found a cocoa nut; I soon opened it, and saw it full of milk, which I drank with great pleasure, and divided the nut among the other people. After we had travelled about ten miles, we came to another point of rocks, but this we got over without much difficulty. When we had gone about six long miles farther, it growing night, we made our fire according to custom, and in the morning we proceeded on our journey, fording over many rivers; it was showery weather, and being but thin clothed, I was often wet to the skin, but soon dried again by the wind and sun. About nine o'clock in the morning, we came to a low flat point of land, which, by the sea beating continually upon it, had washed away the earth from the roots of the trees which had grown there, and were lying scattered very thick all over the point.

“ Having got over this troublesome place, we went in expectation every moment of coming to some habitations. We went on several miles further, but found no sign of inhabitants; and having made an end of our little provisions the day before, we began to be quite out of heart, and apprehensive of starving, having nothing with us that could by any means provide for our subsistence. We came to a large lake or lagoon of water, which had a communication with the sea, the stream of which I observed ran out of the sea into the lagoon. One of our men forded it, and went on the other side to see what he could discover; and in about two hours, returned with the joyful news of having discovered the print of a man's foot, which gave us hopes we were not far from the inhabitants. With much ado

we forded over the mouth of the lagoon, and continued on our journey till we came to another deep and rapid river, which there was no passing without bark logs; we fell to our old work of gathering bamboes, and such dry wood as we could get to make them; but they being very scarce, we could not gather so many together that night as we wanted. We made a fire upon the point of the river, where we took up our lodging; several showers of rain incommoded us very much, and had almost put out our fire, and we grew faint and weak for want of sustenance; however, about nine o'clock the next morning we finished our bark logs, and put over the river. When we landed, we dried our cloaths, that we might travel the lighter; which had been our custom in our whole journey, they being wet in passing the rivers; and we were continually pestered with muschetos and sand flies, and more so whenever we sat or lay down. We proceeded along the shore, and had not gone above half a mile, before we discovered a path which led into the woods, the sight of which gave us all inexpressible joy; we followed it, and in about half a mile farther we saw a hut, and soon after, to our great comfort, a white man appeared. He asked us who we were, and from whence we came; we related to him our misfortunes; he pitied our condition, and asked where the captain was, he was told that I was the person, and my name: he said he knew me when I commanded a packet-boat to Jamaica, and what his cottage afforded I should be very welcome to. He soon provided us with something to eat, which we had great need of. This person's name was Luke Haughton, whose family consisted of two women and an Indian boy of above fifteen years of age; the boy was his

slave, as was one of the women, who used to sleep with him and dress his provisions, whom he kept as his wife; the other woman was slave to a white man who was absent. A little distance from Luke Haughton's, there lived another white man, who had also two slaves, an Indian man and woman. I told Haughton where we had left the rest of our company, and would have hired him and the other white man to have fetched them up in their canoe, and for their trouble I promised them our canoe, iron pot, and small arms; but they would not undertake so dangerous a voyage on any account; and these people had like to have paid dear enough for their indiscretion, for if it had not been for a Jamaica sloop, who by great accident passed by that coast, and seeing a smok on the shore, and knowing there were no inhabitants near that place, supposed they were people in distress: it being fair weather and smooth water at the same time, they sent their canoe thither and took them on board when they were almost starved, the pilot having had his reward for undertaking what he was incapable of, he being starved to death. The seamen would have shot him long before I left them, if I had not prevented them. My padron's habitation was near cape Camerone, which is the western part of the muscheto coast that is inhabited. He lived in the same manner as the natives; when he wanted provisions he went a hunting, and always brought home something to eat, sometimes warree or deer, and at other times corrisos, quams or monkeys, though he would seldom kill corrisos or quams (not thinking them worth a shot) if he could either kill warree, deer or monkeys. When he returned, we had as much boiled as would serve the family, and the rest was barbecued to keep it from stinking, not be-

ing provided with salt enough for that purpose; nor would salt preserve it so well. The warree is shaped like a hog with this difference, they are of a less size, their ears, legs and tail are shorter in proportion than those of a hog, and have what they call a naval upon its back, which is placed about two thirds towards the tail, and are two lumps of flesh about the bigness and shape of their kidneys, which lie just within the skin on each side of the back bone, between which issues out a matter which casts forth a strong scent, not much unlike that of a fox: they keep in droves; their flesh is very sweet and good, I think much better than European pork. When they find themselves hard chased, they will turn upon dogs or men, and often wound the dogs with their tusks; and sometimes the men are in great danger of being hurt by them. They are easily discovered by the scent. It is an ordinary thing when they are to windward of you, to smell a drove of them more than a mile. The picrary is much such another creature; both these are reckoned the best food the country affords. The deer are small and seldom fat. Monkeys are the same as those already described, which are generally fat. The corriso is near as big as a middling turkey, the colour inclined to black; it has a yellow bill, and the cock has a fine tuft or plume of feathers; on his head of several colours, which makes it a beautiful bird; but their flesh is not quite so good as that of a turkey. The quam is not so big as the corriso, but the flesh is better tasted, and is generally fatter. I am informed these fowls lay but two eggs before they set. The inhabitants always take care to bury their bones to prevent the dogs eating them; for they say if the dogs eat them, it will make them run mad. Their

bread rind is sweet cassave and green plantain roasted, which we had mostly from old Indian plantations up the river. This shews the country has been full of inhabitants, though there are so few now: besides the old Indian plantations, each white man has a small plantation of plantain and bannanoe trees; and when they had a mind to encrease their number after gathering the fruit, they dug up the roots, and divided each of them into three or four parts, and planted them again; and from each part there sprung a tree.

“ On Christmas eve my padrone went out a hunting, in order to provide against the festival, and had the good luck to bring home both warree and corrisos. He invited his neighbour to dine with us on Christmas day, when we had both boiled and roast, on which we feasted very plentifully; and to regale after dinner, instead of punch or wine, we had pumpkin mishlaw; which is made thus, the pumpkins are cut in small pieces and boiled; the inside of which is mashed to a pulp in the liquor it is boiled in, and being served out in calabashes when it is hot, we drank it with a good gust, and passed the day very cheerfully. In two or three days after my padrone took it into his head to visit the white men at Plantain River, he, leaving about three days' provision for the family, said he would return again by the time it was expended, in order to provide us more. Having made an end of our provisions the third day, and no padrone appearing the next morning, I took a gun and our fishing-tackle, and the Indian boy with me: we went up the river with our canoe to the plantation, designing to kill a corriso or quam, which were often there devouring the fruit; and if that failed, we intended to fish in the river. As soon as I landed, I heard the cherup-

ping of a corriso, which I endeavoured to shoot; but it fluttering from tree to tree, I could not get within reach of it; and in the pursuit, lost the bird and my way both. When I left the chace, I endeavoured to find the canoe; but instead of going towards it, wandered farther into the woods, and found myself merooned, for so they call those people that have lost themselves in a wood. I walked, endeavouring to find my way, and hallow'd several times, in hopes of being answered by the Indian, which might have directed me; but hearing no answer, concluded I had got a good way into the woods; and being entirely at a loss which way to go to recover the canoe, I began in earnest to consider of the properest means to find it, and determined to mount the first tree I could climb. Having found one fit for my purpose, I got up it, and from thence saw the river; and being acquainted with the manner of its course, I judged whereabout the plantation was; having finished my views, the sun keeping in a certain position, I bent my course towards that part of the river where I judged the canoe was. And in passing through the woods, I came to a large cotton tree, which could not be less than twenty five foot in circumference; having passed it, going forward, I found the under-wood so close that I could not force my way through for a long time, and was at last obliged to creep through the thicket, which gave me much trouble, besides the loss of my clothes, which was mortification enough, in a country where I could not get more; but my chief concern being now for my life, that did not much affect me. When I was through it, I found the woods more open, and continued my course till I came to a place where the water had been newly dried up, and left an oosy clay behind it, of such a

hardness, fit to take any impression, and saw there the fresh print of the footing of a large beast, which I took to be a tiger's. This sight startled me, and I immediately examined my gun, to see if I was in a condition to shoot if I met it; and soon perceived the priming was lost out of the pan, and having no more powder with me, I would have avoided going that way; but saw the under-wood so close every where else, that there was no getting through it; and considering I might as well meet the tiger in the thicket as any where, I kept my course. Having gone about half a mile farther, I saw the opening of the woods; and soon after, to my great satisfaction, I came to the plantation, and found the canoe, and resolved with myself, not to run into the same danger any more, but went to fishing, and by night had caught nine small fishes, three of which would make a middling herring; we returned to our habitation and had them dressed; I took three of them for my own share, and left the rest for the family. I am ready to think most people will believe I did not want sauce to them, having eat nothing all the day. The next day we went a fishing again, having the day before had enough of hunting; we caught about fourteen or sixteen small fishes, which made a good meal for the family; we eat them boiled, and the sauce to them was the water they were boiled in; our bread was either roasted plantains or cassave roots, and little enough of them.

“ Within about a mile and half from us, there lived two or three families of Indians; one of them coming to our habitation, enquired after my padrone, and when we expected him to return; and withal, asked me what we did for provisions: I told him we fared hard enough. He said, if they had known we had been in want of

food, that they would have supplied us and desired me to lend him a gun, which I did; he went over the river, and in about an hour returned with a large fawn, which was soon dressed, had a side of it boiled, and in our bellies. The Indians were so kind as to bring us something or other to eat every day, so that we did not want for food any more. In about ten days my padrone returned from Plantain River, whom I was very glad to see. He excused himself for staying so long, telling me the people of Plantain River would not let him come away sooner. I recounted to him my adventure in the woods, which he only laughed at. The next day he went a hunting, and furnished us with more provisions. In his leisure hours, he used to entertain me with stories of his travels, and the hardships he had met with, in being several times made a prisoner by the Spaniards, in both Mexico and Peru: he had been prisoner a long time at St. Juan d'Uloa, which is a large and strong fort, with more than 120 pieces of brass cannon. It is built upon an island which makes the fort of Levera Cruz, where there is a large fair town; it is situated at the bottom of the bay of Mexico, and is the barcadare for that kingdom. The city of Mexico is eighty leagues from thence, within the land; which city I have been credibly informed by a Spanish merchant who lived there, that it is one third part as big as London, and that there are six thousand coaches in it. My padrone had also been prisoner at the Havannah, on the island of Cuba, and often told me how both that place and Levera Cruz might be surprized by the English; and recounted to me how a number of bucaniers surprized, took, and plundered the latter. The bucaniers having mustered all their strength, resolved upon sacking that town; and

being arrived within sixteen or eighteen miles of it, they anchored with their ships, and landed their men undiscovered; they marched that night about ten or twelve miles, and in the morning retired between the high sand-hills which lie all along that coast. The men lay hid all the day, and marched again in the night, in order to surprize the town in the morning, at the opening of the gates, which they effected thus: The bucaniers were about 600 men; when they came near the town they halted, and sent a small party that could speak Spanish, habited like the country people, in order to seize on one of the gates, as soon as they were opened, which was executed thus: At the opening of the gates, one of the party mounted a ladder, which led up to the bastion, or tower that commanded the gate, and, under pretence to beg fire of the centinel to light his pipe, with his pistol he killed him, which was the signal for seizing the gate; it being immediately put in execution, they gave notice to their main body, who instantly marched into the town, and at the same time attacked and took another small work, both which they guarded, and then marched into the parade. Most of the Spaniards being in bed, could not presently get together, but soon took the alarm, and formed a body of horse and foot; they marched in good order through one of their broad streets, to attack the enemy in form; the bucaniers being drawn up upon the parade, and seeing the Spaniards marching towards them, prepared to receive them; and part of them drew up at the end of the street in which the Spaniards were marching, and when they came near enough to engage, they fired upon them; the bucaniers having disposed themselves in such order, that as soon as their first rank had fired, they marched

beyond the street, and the second took place, and so the third; so that they kept a continual fire upon the Spaniards, and having killed many of them, and their horses not being able to stand the fire, they were soon put into disorder, and fled; the bucaniers pursued them, but the Spaniards flying out of one of the gates into the country, they left the chase; the castle of St. Juan taking the alarm, fired briskly into the town, in order to beat out the enemy, but they being resolved to plunder it before they left it, called a consultation, to consider what was proper to be done, and resolved to seize on the fathers which had most authority and respect among them; and having beheaded some of them, obliged others to carry them in a little boat to the castle, and present them to the governor, and tell him, if he did not leave off firing immediately, they would use all the fathers in the town in the same manner. The governor being exasperated at so inhuman and barbarous an action, redoubled the fire, which the bucaniers finding, they shut all the gates of the town, and would not suffer any more of the inhabitants to leave it, but drove them all in a body to that part of the town, which lay next the fort, and most exposed to the fire from thence; so that if they would not forbear firing they should kill their own men. When the governor saw it, he was moved with compassion for the inhabitants, and ceased firing. The bucaniers plundered the town, and when they had so done, marched out, carrying away with them some of the chief of the inhabitants as hostages for a sum of money, which they demanded for not burning it; and so retired to their ships with very little loss.

“ The Spaniards have since that time built watch-towers, and keep centinels all along that coast, in order to prevent the like surprize.

“ When my padrone had finished this story, he told me that one of his acquaintance had been taken prisoner by the Spaniards, either in-cutting wood, or in some expedition against them, which I do not remember; but he having been kept a prisoner a long time, was at last put on board one of their galleons to be sent to Old Spain, of which he had terrible apprehensions; in being kept close prisoner there; and as the ship passed by the island of Cozumel, which is desert, and near the coast of Honduras, the ship was to the windward of it; and it being very fine weather, he took this opportunity just at the dusk of the evening, and slipped out of one of the ports and swam for the shore, though they were near three leagues from it. He got safe to the island; but when he found himself there, he was in a bad condition; for his fire-works which he had fastened with his frock to the nape of his neck, were either lost or rendered useless; so that he could get no fire. At his first landing, he lived upon cockles and other shell-fish, till seeing great numbers of large snakes, which they call oulers, that are not venomous, he killed several of them; and having flead them, he split them in pieces, dipped them in salt water, and dried them upon the rocks in the sun, and found this food much more agreeable to him than his shell-fish, there being no fresh water on the island but what lodged in the holes of the rocks when it rained, always finding enough to satisfy his thirst. In this manner he lived without fire for near six months, till a sloop

happened to touch there to cut some fire wood, who took him on board, and was found very hearty and in good plight. These and some other the like stories, my padrone used to entertain me with, and hearing him describe all the islands and coasts in the bay of Honduras, and those about us, where he had often travelled to and fro for many years, and I knowing the draughts of those parts where I had been to be very false, which was the cause of the loss of our vessel, for though our pilot was ignorant, if I had had a good draught of the coast, I could have preserved the sloop.

“ These considerations put me upon drawing a draught of those coasts, which will be very useful to masters of ships that may, by accident, be drove into those seas, or trade thither, and are unacquainted therewith. Having advised with my padrone about it, he encouraged and said, he would give me an exact account of that part which I had not seen, and supplied me with paper for that purpose. In order to draw the said draught, I made a wooden pair of compasses, and a scale, my ink was made with gun-powder, and my pens with the feathers of wild fowl; with these utensils I drew the draught of the bay of Honduras, describing all the islands therein, and the coast of the muschetos, which, with some alteration I have made since, and is a pretty good one.

“ In a day or two after I had finished my draught, our neighbouring Indians came to pay us a visit, and invited my padrone and myself to an entertainment, which was to be the next day at their habitations.

“ When we came there we found the fathers of the families lying in their hammocks, talking to each other: the younger men sitting on mats, and the women attending them; there being two or three families residing together, who made a small society, they being now altogether, made about sixteen or eighteen in number; some were eating and others drinking; they welcomed us, and entertained us with broiled mullet; they generally broil their fish and boil their flesh; some of their favourite wives were sitting by them, and others handing about mishlaw, which is a drink they make with ripe plantains, in the following manner: They take of them a certain number sufficient to make the quantity of liquor they design, and squeezing them into small pieces, put them into a vessel with as much water as is proper for fermenting it; and after it has remained in the vessel two days, it is fit to drink. The women that are appointed to serve the liquor about, dips the calabash into the vessel, and takes it out almost full, and with their hands squeeze the plantains and water together, till it is come to a pulp, the liquor running between their fingers, taking out the strings, and mixing it well together, till it is of such a thinness fit to drink, and then handed it to the people sitting round, which they all drank off, first to the fathers of the families, then to the younger men, and so to the favourite wives, and then to the children. They often sat at these drinking bouts a day and a night, if the liquor lasted so long, and drink it till they were intoxicated; it is unpleasant to the taste. They have another drink that they sometimes make, which they call cassave mishlaw; they first boil the sweet cassave, and then cause it to be chewed by their young women that have the cleanest

mouths; and putting it into a vessel with water, they let it stand two or three days, in which time it ferments, and then drink it in the same manner as the plantain mishlaw. The Indians invited me to taste of their mishlaw; and my padrone assuring me it was made of plantains without any mixture of cassave, I was prevailed upon to drink a calabash of it, which I was the rather induced to, that the Indians might not be out of humour for my refusing their civility; though, I must confess, I had no great liking to it, seeing how the women managed it. When I had almost emptied my calabash, I found in it some strings of the cassave root; upon which I told my padrone that I believed he had deceived me, and that there was cassave mishlaw mixed with the plantain. He laughed, and so did the Indians; and then I perceived it was plantain and cassave mishlaw mixed together, which made me not very fond of it, and I refused to drink any more. My padrone drank very plentifully of it, though he knew their manner of making it. We staid with them about three hours, and then took our leave; and in returning home and talking with my padrone about the manner that we might make it, and drink it, he said, that it would not ferment except it was chewed: however, I prevailed with him to try, and having boiled some cassave roots, and bruised them in a mortar, I put them into a jar with a sufficient quantity of water, and let it stand three or four days, but it would not ferment, which made me think that the salivial juices, which mixed with the roots while the Indians were chewing it, was the cause of the fermentation. My padrone had a great number of pumpkins which grew about his house, and his Indian women used to make pumpkin mishlaw almost every day about four of

the clock in the afternoon, which served us instead of tea, and is made in the manner before described: The Indians observe the text in scripture, they take no care for to-morrow; but when their provisions are all expended, and they are so hungry that they can fast no longer, they concert matters over night which way they shall hunt the next day, and rise about two or three o'clock in the morning, get into their canoes without saying a word to each other, and paddle so far up the river as they think proper, and are generally in the woods before break of day, that as soon as the day-light appears they may have the better opportunity of securing their game. When they find a drove of warree or piccarie, they throw themselves into a circle and surround them, having dogs with them, and being armed with guns and lances, which way soever the game turns some of the Indians meet them, and often kill a great part of the drove: I saw them bring home ten at one time, of which they gave us two. When any of their family are sick, they kill guanoes to make them broth, which they reckon very wholesome, and proper for sick people. If they are tired with eating flesh they go a fishing, and so from time to time hunt or fish as they like best, the whole society take part of what they bring home. The women go sometimes into their plantations, and bring with them such fruit as it affords, or is wanted to dress their provisions: They also make matts. The men are generally a tall, well-shaped raw-boned strong people, nimble and active, long black strait hair, are very ingenious, and friendly to the English, and very dextrous at throwing the lace, figig or harpoon, or any manner of dart, and shoot exceeding well with a bow and ar-

row, as well as with small arms, the last of which they buy of the English. They go off to sea at a certain time of year with a little fleet of canoes to the muscheto reefs, which is about twelve or fifteen leagues from the coast, to take turtle for the sake of the shell; which they send to Jamaica, to sell or dispose of to the traders that come upon that coast, for guns, powder and shot, hatchets, axes and iron pots. Some of their boys make it their business to catch parrots and monkeys, with which they purchase beads, knives, or such other trifles. Some few of them have separated from the main body, as those at cape Camerone, our neighbours, and gave this reason for it; They said, that some people who were not of the ancient inhabitants, but new upstarts were got into the government, and behaved themselves with so much pride and insolence that they could not bear it, and therefore had separated from the main body. They related the matter thus: A ship with negroes by accident was cast away on the coast, and those who escaped drowning mixed among the native muscheto people, who intermarried with them, and begot a race of mulattoes, which were the people that society could not brook should bear any kind of command amongst them. Captain Hobby, who had his cow killed by our people, was of that race, his mother being a negroe. All the difference I observed between them was, the native Indians had long black hair, and the mulatto race had strong bushy curled hair, a little changed in their skin; the copper and black mixing made some alteration. I could not learn their manner of worship, or that they had any particular days set a-part for that purpose. When I had been at my padrone's between two and three months,

and heartily tired with this manner of life, one morning, about two o'clock, I heard a sudden noise of the firing of a gun at sea; and imagining it to be from our consort sloop, which I supposed was returning again to Jamaica, and believing the captain had heard of our misfortune, he had made it his business to call here; and as Plantain River was the most convenient place for anchoring, I imagined he had fired a gun to give us notice of his passing by for that place. Upon hearing this, I immediately got up, telling my padrone my thoughts, and my intention to go to Plantain River: He endeavoured to persuade me to stay till day-light, to see if any vessel was in sight or not; and told me probably it might be some old tree that was fallen down, which made that noise we heard. I said that I imagined it to be the Captain Gill, and was resolved to go for Plantain River, where I hoped to find him. Having made my best compliments to my padrone for all his favours, I took my leave, and set out about break of day, in hopes as it grew lighter to have seen the sloop I expected; but no vessel appearing in sight, I walked briskly along the shore till I arrived at the Indian plantation, our neighbours, which was directly in my way. There being beyond them a very broad river which I must pass, I desired of the Indians to let one of their young men put me over; which was immediately granted, and one of their women gave me a roasted plantain, which was all the provision I had for my journey. Going down the branch which led to the main river, finding it fresh water, I eat my plantain while I had drink, being apprehensive I should not meet with any more until my arrival at Plantain River. When I landed on the other side I pursued my journey, and was in hopes, as I round-

ed the cape, to have discovered the sloop; but to my great mortification I saw no vessel. I began to think the noise I had heard was occasioned by the fall of an old tree, as my padrone had suggested; but considering Plantain River was a more likely place for vessels to come to than the cape, I chose to proceed, and travelled briskly on. The weather was extremely hot, which made me very thirsty; but not being able to find any fresh water, I made what haste I could in order to reach Plantain River before night; and about four o'clock I saw the huts there. By the time I got thither I was very faint, and almost ready to die with thirst, being extremely fatigued, as any one will readily believe, having travelled twenty miles upon the sand in the scorching sun without a drop of water. The inhabitants gave me such refreshments as their huts afforded, though not sufficient to allay my appetite. When I had rested, and was a little refreshed, I prevailed with one of the people to put me over the river, where most of the white people had their habitations. I told them my reasons for my coming thither; they said I should be welcome to such as they had, till I could get an opportunity of embarking for Jamaica. These people informed me, that several of the white men and Indians were gone to Sandy Bay, which is beyond Cape Grace de Dios, where the chiefs and greatest body of the Muscheto Indians have their habitations, in order to concert measures to enter upon an expedition against the wild Indians: for so they call those which do not live under the Spanish government, but have fled from their cruelty, and taken up their abode in some obscure place in the woods. The manner of these expeditions are thus: When they have concluded what number of men is proper for their design, they fur-

nish themselves with a sufficient number of canoes, dories and pit-pans, which last is like a worst cooler: They are made long and narrow, will carry two men, and draw not more than four inches water, which they make use of to go over the shoal places in the rivers; and being provided with arms, ammunition, provisions and necessaries for such an expedition, they set forward; but first enquire of their sookeys, which are commonly interpreted priests, what success they are like to meet with, and will not stir until their sookeys assure them of a prosperous voyage. They seldom undertake an expedition of this kind, without some information from one of their Indian slaves, in whose fidelity they are satisfied, and know where the wild Indian settlements are; he undertakes to be their guide, and conduct them to the place, to which they go sometimes fifty or sixty leagues by sea, before they arrive at the river's mouth which leads up near the settlement they intend to attack. They go into the river with the smallest canoes, leaving the rest at the mouth of it; and oftentimes go up it forty or fifty miles; and when they draw near the Indian settlements, they paddle up the river very softly, and hide themselves under the bushes till night, to avoid being discovered. When they arrive at a proper place, their guide conducts them to the town, which they surround, and seize all the inhabitants, who are all made slaves; but it sometimes happens, that the guide misses his way in the night, and they are descried by the inhabitants, who take the alarm. While some are defending themselves, others make their escape into the woods, so that few are made prisoners, except women and children, who are generally sent to Jamaica, and sold for slaves. I have seen many of those poor wretches sold there,

which have had so pitiful a look it would soften the most obdurate heart. My padrone's wife was one of those people, and some other white men kept these women as their wives, which live tolerably well.

“ When the Muscheto people are out on one of these expeditions, if they do not return by the time they are expected, their relations and friends grow uneasy, and often consult their sookeys to know where they are, what success they have had, and when they will return. All which questions they pretend to answer, upon consulting some dæmon or spirit which they are supposed to converse with: but they return answers in such dubious terms, that will admit of any construction, so that they are always in the right. When their sookeys are applied to in a proper manner, that is, with making them a good present, they retire to a little hut in a remote part of the woods, which is sacred, and where no one must presume to go but themselves: When they go upon these enquiries, they sometimes remain about three or four hours before they return, and are commonly in a violent sweat when they come out of these huts, and communicate to the people what they think most proper to the present purpose. These sookeys have gained great credit among the people, by their pretending to foretell future events: there are numbers of these sort of people, as well among the negroes as the Indians, and are more properly conjurers than priests, who have the advantage of living free from care, being supplied with necessaries by the public. We may observe nearer hand, in Popish countries, great numbers of men, not much unlike the Indian sookeys, or the negro fitish man, who by their art and cunning, have got so much the better of their fellow-creatures, that a good part of the

world are their slaves. I was credibly informed that a white man from Jamaica, having lived some years amongst those people, and being a subtle cunning fellow, and observing the sookeys were well provided for, set up the trade with as good success as any among them. But to go on: When the Indians return from an expedition, if they have had success, every man has such a share, according to what part he furnished at their setting out. If any of them are killed in the enterprize, he who had the chief direction of that affair must make satisfaction to the deceased relations, by making them presents, in order to pacify them for such loss, and become a continual rent-charge to them. I enquired into the nature of their government, and what number of fighting men they could raise; and found, by the best information, that they were a kind of monarchy, having a chief which they call king; though there are several other chiefs that have great power and authority among them; but no man was compelled to go upon any service, and they are not above eight hundred fighting men. They are of the race of people which the Spaniards found when they conquered that country; and though they have been obliged to leave the more champaign country for a low morassy one, they have always maintained their liberty, notwithstanding the Spaniards have made several attempts to destroy them, but as often failed in their designs by the courage and bravery of those people, who have gallantly defended themselves, and killed great numbers of Spaniards, when they have invaded them, and now live in the greatest enmity with them, and kill them wherever they meet with them, which they call hiding them. I am credibly informed, that about two years since the Muscheto

people had notice, that the Spaniards had formed a design against them and were preparing to invade them; which they were no sooner assured of; but they, like a brave and gallant people, sent out a fleet of canoes, armed with some hundreds of their best men, in order to intercept them; and proceeded with their fleet towards that part of the coast where the Spaniards were preparing for their expedition, which was near the river of Looe; but not meeting them as they expected, judged they were not ready, and therefore put into a river in order to intercept them as they passed by, and contrived the matter thus: They sent a nimble canoe out of the river as a scout, with orders, as soon as they should discover the enemy, to paddle off the shore, in order to draw them from thence, that they might have no opportunity of escaping, having other people on the look-out ashore: and after waiting several weeks, they discovered the Spanish fleet of canoes, who chased their scout; which observing the foregoing directions, paddled off the shore, and the enemy after her: when they saw their plot succeed according to their wishes, they took their opportunity, and put all out of the river, and put the Spaniards off from the shore as they designed, and attacked them so furiously, that they were soon conquered, and killed them every man except one negro, who spoke English, that pretended he had been made a prisoner by them, and forced on that expedition, to whom they gave quarter; but soon after they went ashore, he made his escape to the Spanish settlements, and gave them an account of what was become of their friends.

“The inhabitants of Jamaica had a project of inviting the Muscheto people to live there, and assigning

them certain lands as their own possessions, and they should have and enjoy all the liberties of Englishmen; but whether that project was brought to perfection, or that the people of the Muschetos did not like to quit their own country, I am unacquainted; but certain it is, they are still there. About four or five years since, the government of Jamaica made a law, for inviting several hundreds of them to that island, in order to take or destroy the run-away negroes, which did much mischief to the out-plantations, and accordingly sloops were sent to invite them: and there went to Jamaica about two hundred, which were formed into companies, under officers of their own nation, and were paid forty shillings per month, and every man shoes. They staid at that island several months, and performed the service they were employed in very well, and were sent home again well pleased. I being then at Jamaica, we had the story from them as follows: When they were out in search of the run-away negroes, and having some white men for their guides who knew the country, one of them seeing a wild hog, shot it; at which the Muscheto Indians were much displeas'd, telling them, that was not the way to surprize the negroes, for if there were any within hearing of that gun, they would immediately fly, and they should not be able to take any of them; and told them, if they wanted any provisions, they would kill some with their lances, or bows and arrows, which made no noise. They are excellent hunters and fishers, and no people so expert and dexterous at striking fish as they are; so that they look upon it as the greatest ill-luck, if they miss a fish when they have a fair stroke at it: and when any one has observed another to miss his aim, he will tell him, by way of derisj'on, ' brother, your

hand is crooked, some body has lain with your wife.— Few of the Jamaica sloops go to sea without one of these Muscheto men, whom they give good wages to, and are treated in the friendliest manner by the commanders, being always their companions, and called brother. The governor has a particular article in his instructions, from the King of Great Britain, to show kindness, and afford them his protection.

“ As often as a new governor arrives at Jamaica, the king, or some of their chiefs, go up to compliment him on his accession to his government, who are kindly treated by the governor, and sent away with presents. The chief of their fruits which are the most useful, are plantains and bannanoes : they have pine-apples in plenty, Indian corn, potatoes, yams, and other roots ; and have also sugar-canes, which they plant: All along the coast are several kinds of ravenous beasts, as tygers, leopards, tyger-cats, snakes, and baboons. The tygers or leopards were so bold at Plantain River, that they frequently seized the poultry among the habitations, and were twice among the houses whilst I was there. The baboons at Cape Camerone sometimes made so much noise in the night, that we could not sleep. All the rivers swarm with allegators, and there are plenty of guanoes. The shape of the allegator is so well known, that I need not describe it. A guanoe is something like a lizard ; I have often killed them of five foot long, which we reckon pretty good eating, but their eggs exceed all others in taste, and eat like marrow. There is also the mountain cow, which I have heard described much as Captain Dampier does : I have seen a print of the feet, which I was told was the mountain cow's : and once at the Grout, by Portobello, I eat part of one, which both

looked and tasted like beef. Captain Dampier describes it thus : This beast is as big as a bullock of three years old : it is shaped like a cow in the body, but her head much bigger ; her nose is short, and the head more compact and round ; she has no horns ; her eyes are round, full, and of a prodigious size ; she has great lips, but not so thick as the cow's lips. Her eyes are in proportion to the head, rather broader than those of the common cow. Her neck is thick and short ; her legs also shorter than ordinary ; she has a pretty long tail, thin of hair, and no bob at the end ; she has coarse thin hair all over her body. Her hide is near two inches thick ; her flesh is red, the grain of it very fine, the fat is white ; and all together, it is sweet, wholesome meat. One of them will weigh five or six hundred weight. This creature is always found in the woods, near some large river, and feeds on a sort of long thin grass or moss, which grows plentifully on the banks of the rivers, but never feeds on savannahs or pastures of good grass, as all other bullocks do ; when her belly is full, she lies down to sleep by the brink of the river, and at the least noise slips into the water, where sinking down to the bottom, though very deep, she walks as on dry ground. She cannot run fast, therefore never rambles far from the river, for there she always takes sanctuary in case of danger ; there is no shooting her but when she is asleep. Manatee and turtle are also found on this coast. When I had been at Plantain River about ten days, we saw a sloop stand in for the shore, which came to an anchor off the river's mouth ; she hoisted English colours, and sent their canoe for the shore, but was upset in the breakers, and all the people put a swimming for their lives ; however, they came all well on shore. We gathered up the oars, and

hailed up the canoe; and I soon learned from the people that their sloop was laden with log-wood, came from the bay of Honduras, and was bound to Jamaica; but that they had been looking for that island so long, till all their provisions were spent, and could not find it; and in standing to the southward they saw the land, and made it to be Plain-tain River, which some of them had been at before, and were come hither in hopes of being supplied with provisions. I was exceeding glad to hear they were bound for Jamaica, having now great hopes of getting thither again; for though I fared tolerably well for provisions, I had little pleasure in my company, who were a rude unpolished crew, and I was heartily tired with this Indian manner of living. A white man, that sometimes used to reside at this place, was part owner of the sloop, but was then gone to Sandy Bay, in order to go on an expedition against the wild Indians before-mentioned; and the person who had the care of his affairs, having some provisions of his, concluded to put on board the sloop a barrel of beef and one of flour, and send them forward for Jamaica. I was very willing to make use of this opportunity of a passage; but considering the master of the sloop was incapable of navigating her, I consulted with the person who supplied the provisions, in relation to the conducting the vessel: observing to him, that they in the sloop had lost themselves, and by great accident were come thither, or must all have perished by the ignorance of the master; and told him, if the master of the sloop would leave the direction to me, I would venture to go in her, but if not, I had rather wait till another opportunity, for I was apprehensive of being put into the same condition they had so lately been in. He thought this a very reasonable request, it being for the safety of the vessel, as well as my-

self, and thereupon sent an order to the master to leave the navigating the ship to me.

“Matters being thus concerted, the provisions, water, and wood were put into the canoe, and I went on board with them. The master, made some scruple to obey the order, (so loath people are to part with power, though they are never so incapable of governing.) I told him he need not be under any concern, for I had no intention of depriving him of his command: but what I did, was for my own preservation, as well as their’s; since, by experience, they had so lately been in such danger for want of knowledge: at which the master seemed content, and I took the direction of the vessel upon me. We weighed anchor, and set sail for Jamaica. But before we left Plantain River, we had provided some ozinbrigs and a sufficient quantity of silk grass which grows in that country, which we made twine of: and when it proved little winds or calm, we lowered the sails and mended them, they being old, and torn in several places, which was our constant custom, as often as we had opportunity, being so fortunate to have fair weather.

“In about ten or twelve days, we made the Grand Caymanos, so called from the great number of crocadiles found there, when first discovered by the Spaniards, cayman being a spanish word for crocadile. When we saw the island, the master, and a pretended pilot, said it was not that island, but the South Keys. He said, that he had lived upon the Grand Caymanos, and had seen it often, and knew the make of the island very well; and that which we saw was not it but the South Keys, and would have shaped their course accordingly for Jamaica. I now found the precaution I had taken at my going on board the sloop to be of great service, finding the peo-

ple so very ignorant, and if I had not been with them, they never would have reached Jamaica. I knew the island by my latitude and distance, though I had never before seen it, and shaped my course accordingly thither. The wind being then northerly, in two days after we saw that island, which none of the sloop's crew knew, nor would any of them believe it to be Jamaica till we came close into the land, and then they were convinced, and acknowledged their ignorance. I took no more upon me as to the direction of the vessel, but left it to the master, and in three or four days more we arrived in Port-Royal harbour, and so ended a most troublesome, fatiguing and painful voyage. On my arrival at Jamaica, my friends and acquaintance rejoiced to see me, having heard that I was drowned. The owner of the sloop at Jamaica offered me the command of her; but I excused myself, chusing to wait for a better command."

THE DESTRUCTION OF
HIS MAJESTY'S SHIP, QUEEN CHARLOTTE,
 OF 110 GUNS,

Captain Todd, bearing the Flag of Vice-Admiral Lord Keith;

Which took Fire off the Harbour of Leghorn, on the 17th of March, 1800;

The destination of the Queen Charlotte—The Fire discovered, within sight of Leghorn—Boats deterred from approaching the Ship—The lower-deck ports opened—The cocks turned, and water thrown in at the ports—Heroic conduct of Captain Todd and his First Lieutenant.

THE Queen Charlotte was, perhaps, one of the finest ships in the British navy. She was launched in 1790, and her first cruize was with the fleet fitted out against Spain, in consequence of the dispute respecting Nootka Sound. Lord Howe, who was commander in chief of that fleet, was then on board of her; and she also bore his lordship's flag on the first of June. After which she was sent to the Mediterranean, and was the flag-ship of the commander in chief on that station. In March, 1800, she was dispatched by that nobleman to reconnoitre the island of Cabrera, about thirty leagues from Leghorn, then in the possession of the French, and which it was his lordship's intention to attack. On the morning of the 17th the ship was discovered to be on fire, at the distance of three or four leagues from Leghorn. Every assistance was promptly forwarded from the shore, but a number of boats, it appears, were de-

tered from approaching the wreck, in consequence of the firing of the guns, which were shotted, and which, when heated by the fire, discharged their contents in any direction.

The only consolation that presents itself under the pressure of so calamitous a disaster is, that it was not the effect either of treachery or wilful neglect, as will appear by the following official statement of the carpenter:—

“ Mr, John Braid, carpenter of the Queen Charlotte, reports, that about twenty minutes after six o'clock in the morning, as he was dressing himself, he heard throughout the ship a general cry of ‘ fire.’ On which he immediately ran up the after-ladder to get upon deck, and found the whole half-deck, the front bulk-head of the admiral’s cabin, the main-mast’s coat, and boat’s covering on the booms, all in flames; which, from every report and probability, he apprehends was occasioned by some hay, which was lying under the half-deck, having been set on fire by a match in a tub, which was usually kept there for signal guns.—The main-sail at this time was set, and almost entirely caught fire; the people not being able to come to the clue garnets on account of the flames.

“ He immediately went to the fore-castle, and found Lieutenant Dundas and the boatswain encouraging the people to get water to extinguish the fire. He applied to Mr. Dundas, seeing no other officer in the fore-part of the ship (and being unable to see any on the quarter-deck, from the flames and smoke between them) to give him assistance to drown the lower-decks, and secure the hatches, to prevent the fire falling down. Lieutenant Dundas accordingly went down himself, with as many

people as he could prevail upon to follow him : and the lower-deck ports were opened, the scuppers plugged, the main and fore-hatches secured, the cocks turned, and water drawn in at the ports, and the pumps kept going by the people who came down, as long as they could stand at them.

“ He thinks that by these exertions the lower-deck was kept free from fire, and the magazines preserved for a long time from danger ; nor did Lieut. Dundas, or he, quit this station, but remained there with all the people who could be prevailed upon to stay, till several of the middle-deck guns came through that deck.

“ About nine o'clock Lieutenant Dundas and he, finding it impossible to remain any longer below, went out at the fore-mast lower-deck port, and got upon the fore-castle ; on which he apprehends there were then about one hundred and fifty of the people drawing water, and throwing it as far aft as possible upon the fire.

“ He continued about an hour on the fore-castle ; and finding all efforts to extinguish the flames unavailing, he jumped from the jib-boom, and swam to an American boat approaching the ship, by which he was picked up and put into a tartan boat in the charge of Lieutenant Stewart, who had come off to the assistance of the ship.

(Signed) “ JOHN BRAID.”

Leghorn, March 18, 1806.

Captain Todd remained upon deck, with his First Lieutenant, to the last moment, giving orders for saving the crew, without thinking of his own safety. Before he fell a sacrifice to the flames, he had time and courage to write down the particulars of this melancholy event, for the information of Lord Keith, of which he gave

copies to different sailors, entreating them, that whoever should escape might deliver it to the admiral.

Thus fell victims to perhaps a too severe duty, the captain and his first lieutenant, at a time when they still had it in their power to save themselves; but self-preservation is never matter of consideration in the exalted mind of a British naval officer, when the safety of his crew is at stake.

Lord Keith and some of the officers were providentially on shore, at Leghorn, when the dreadful accident occurred. Twenty commissioned and warrant officers, two servants, and 142 seamen, are the whole of the crew that escaped destruction out of nearly 900 souls on board, that for nearly four hours exerted every nerve to avoid that dreadful termination which too surely awaited them.

LOSS OF THE SHIP CORNELIA,
CAPTAIN BLISS;

Wrecked in her passage to New York, July 11, 1804.

The Ship strikes on, as is supposed, another Vessel--All endeavours to save her ineffectual--The Boats prepared--Two Ships discried, to the great joy of the Crew--The humane assistance of their Captains--State of the Wreck.

THE account of this deplorable disaster we shall give our readers in an extract of a letter from Capt. Bliss, to a gentleman in Philadelphia, (dated Ship Vigilant, at Sea, July 12,) which must consequently render its authenticity indisputable.

" This melancholy and most singular circumstance took place in the following manner: July 11, at eleven P. M. in lat. 46°. long. 40°, the ship under full sail, with a fair wind, going about seven knots; she struck on what I suppose a vessel, bottom up, with such violence, that it was some time before she could recover herself. We immediately applied the pumps, and finding sufficient employ for them, we cleared away the fore-peak, by throwing the staves overboard, and to our utter astonishment found the stern started, and several of the hoodseuds opened, so as to admit of several thicknesses of blanket. It now being four o'clock, we discovered the gripe carried away, hanging by some of the lower bolts only; and after five hours very hard pumping, found four feet water in her hold. All those circumstances comprised together, rendered our situation at once hopeless and deplorable, and all our exertions to stop the leak of no effect. We now employed some hands in preparing the boats, and in making every necessary arrangement, as the late alternative for our preservation.

" At ten o'clock, the people, after all their exertions at the pumps, finding six feet water in the hold, began to be disheartened and low-spirited; but to our extreme joy and satisfaction, two ships were descried from the mast-head, which gave us all new life and spirits: the people being re-animated, plied the pumps with great alacrity; but they being a great distance to windward, and bound to the westward, it was 2 P. M. before they came up with us; we then had eight feet water in the hold: they proved to be the South Carolina, Captain Steele, bound for New York; and the Vigilant, bound for Portland: Captain Steele having a great number of

passengers on board, we concluded to go on board the *Vigilant*, Capt. Prentiss. I feel myself much indebted to those gentlemen for their prompt and humane assistance, and also to Mr. Bailey, a gentleman passenger on board, who made us a tender of part of his accommodations.

“ Captain Steele staid by us till seven o'clock: by this time we had got most of our provisions and water on board the *Vigilant*; and when the *South Carolina* left us, the water was up even with the lower-deck. We were employed till nine o'clock, in getting our baggage, stores, &c. out of the ship; and Captain Prentiss being willing to stay till morning, in hopes of saving something of consequence, we all went on board the *Vigilant*, fourteen in number, and left the *Cornelia*, with her lower-deck under water. Early the next morning the boats returned to the ship, and found her full of water. It now blowing fresh from the S. W. and the ship lying over very much, the boats were ordered to leave her: therefore all our endeavours to have something from the general wreck proved abortive. At half past eight o'clock A. M. I had the extreme mortification to see her capsize and carry away her masts. In this situation the *Vigilant* made sail, and left her. Thus fell the good ship *Cornelia*, by an accident, which human prudence could not foresee, nor human assistance prevent.”

The remainder of the captain's letter contains his hopes of meeting a vessel for England, and his intentions of chastising another, when arrived.

THE LOSS OF
THE SHIP ANNE, CAPTAIN KNIGHT,

On a Reef of Rocks, five Leagues to the Northward of the Southernmost
 Southelepar Island, on the 19th of April, 1804.

BY AN OFFICER.

An alarm of Land--Breakers appear ahead--Methods used to avoid the threatening danger--The Ship strikes--All efforts to relieve her ineffectual--Misconduct of some of the people--The water within one foot of the twin-decks--The Ship bilges and falls over on her starboard beam-ends--Disobedience and villainy of the Lascars--Escape of the Captain, &c. in the Long-Boat.

THE weather, previous to the 19th of April, had been extremely dark, when, at 11 P. M. of that day the seacunny of the watch called out that he saw the land, and before it was possible to wear the ship, the breakers appeared ahead--put the helm down immediately for the purpose of bringing her head to the westward, but before it could be effected, the ship struck on a reef of rocks, sand and stones--furl'd all the sails to prevent her going further on the reef--hoisted out the boats, and run the stream anchor out to the north, to keep her from forging ahead on the reef; sounded astern of the ship, and found the deepest water to the N. N. W. carried the small bower anchor out in a N. N. W. direction, and let it go in four fathom rock, sand and stones; hove a great strain on the small bower, and finding that she did not

go off, left of heaving, and sent the people below to heave out the stones, and stave the salt-water casks forward.

At twelve, the appearance of a squall from the southward, loosed all the sails, and hoisted them: at half past twelve a heavy squall from the southward, with heavy rain, hove all a-back, and kept heaving a great strain on the small bower, but without effect. Sent the people below again for the purpose of heaving up the stones, and at half past one, having lightened her considerably, hove again the small bower, but without effect: sent the people below again to heave out the remainder of the stones; but instead of doing that, and exerting themselves, and doing what was necessary for the safety of the ship, many of them began to plunder what they could lay their hands on, saying, that there was no danger, the land being very near. At three, hove again on the small bower, but without effect, and pumping out the water started. At four the gunner reported four feet water in the hold; still kept heaving, and at day-light the water had gained on the pumps to eight and a half feet; a heavy swell setting in, the ship began to strike very hard, and observed several large pieces of sheathing and other parts of her bottom come up along side.—At five the rudder unshipped, and carried away the greater part of the stern, and stove in the counter on the starboard side, the water being within one foot of the twin decks. At half past five, the ship being bilged, fell over on her starboard beam ends; finding nothing further could be done for the safety of the ship, left off pumping: the captain then ordered the Syrang and Lascars to get the masts and sails in the boats, also some rice and water for

the people, which they refused to do, saying there was plenty on the island, and began to plunder the great cabin, and the officers' chests and trunks, during which time the captain being below for the purpose of securing his papers, he heard one of the Lascars (Mahomed) saying to some of those who refused to get the provision in the boat, that when they got on the island, they would take the first opportunity of killing the captain, officers, and seacunnies, and seizing the boats, and going to the Malabar Coast.

In consequence of which the captain was resolved to quit the wreck as soon as possible, with as many of the other party as the boat could carry, and to leave the pinnace for the rest, with instructions to follow them; during this time the seacunnies had got the long-boat's mast and sails in, with a small quantity of water and biscuit; and at seven, after consulting with the officers of the ship, who were of opinion that nothing further could be done, quitted the wreck in the long-boat with the following people, for the purpose of making the best of their way to the Malabar coast: at the same time the pinnace left the wreck, but was soon out of sight; when they quitted the wreck she was laying on her starboard beam ends, and nearly full of water.

A List of the people saved in the long boat.

Thomas Knight, Commander; John Wheattail, pilot for the Red Sea; Edward Greaves, 2d officer; John Lunardy, gunner; four Seacunnies, and six natives.—
Total 14.

The reef on which the Anne struck, bore from S.W.

to E. N. E. the Southernmost of the Souhelepar Islands bore S. E. by W. and the Northernmost ditto. E. S. E. distance from the Southernmost about six leagues, and from the Northernmost about four or five—the extreme length of the reef ten or twelve miles, of which reef no mention is made of in any of the charts on board.

LOSS OF

HIS MAJESTY'S SHIP ROMNEY,

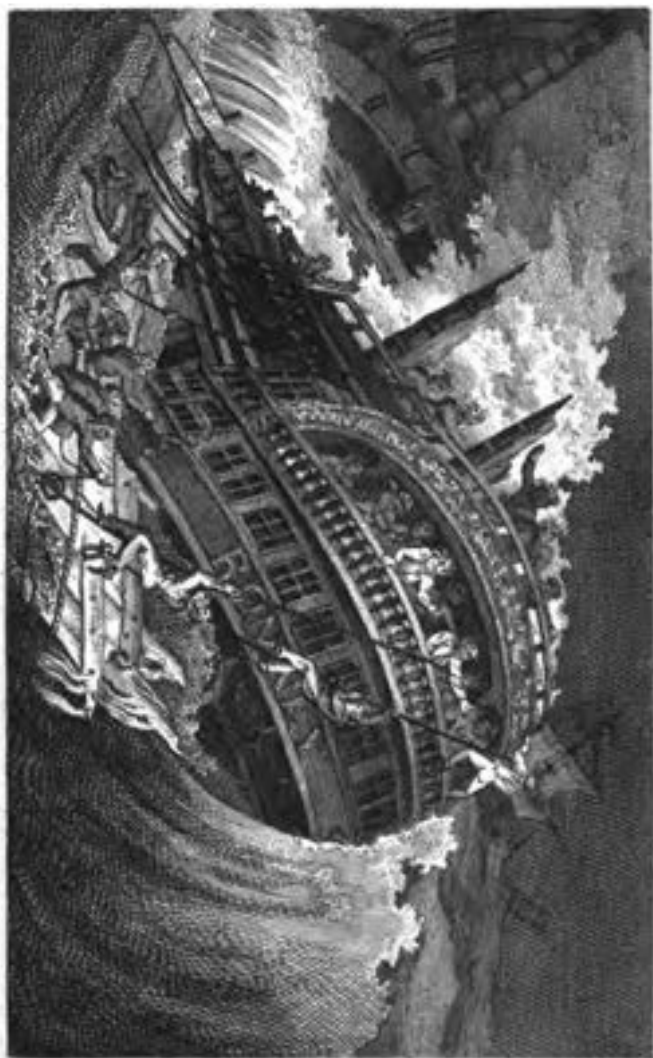
HON. CAPTAIN COLVILLE;

Which was unfortunately wrecked on the South Haak, off the Texel,
November 19, 1804.

The Weather very foggy and unsettled--A large Ship discovered through the fog, which proves to be a Merchantman on shore--Mistake of the Pilots--The Ship Strikes, and the wind increases--All hopes of saving her at an end--Philanthropy of the Dutch Admiral Kirkhert.

FOR the satisfaction of our readers we shall give an extract of a letter from the Hon. Captain Colville, late commander of his Majesty's ship Romney, dated Helder, (North Holland,) Nov. 21, giving a concise but satisfactory account of this much-to-be-lamented disaster.

“ It is with feelings of the sincerest regret, and which I feel but little capable of expressing, that I sit down to discharge the painful duty of acquainting you with the total loss of his Majesty's ship the Romney, on Monday



the 15th instant, off the Haaks, on the S. W. part of the sand, owing to the mistake of the pilots, although regular soundings had been taken on our run from Yarmouth, whence we sailed at nine A. M. on the preceding day.

" I felt confident, a few minutes before the ship struck, that we were still on the edge of the broad Fourteens, and having then sounded, they proposed standing in, under the sail then set, viz. doubled reefed top-sail, and foretop-mast stay-sail, with the wind at S. S. W. until they should be in ten or eleven fathoms. To this I objected, as, from the unsettled appearance of the weather, and the thickness of the fog, I deemed it imprudent to approach the shore, in quest of Rear-Admiral Russel, to whom I was proceeding conformably to my orders. We were accordingly in the act of wearing, when a large ship, apparently at anchor, was discovered through the fog bearing E. by N. We then stood towards her, to make her plainly, but had not proceeded on that course (under the above-mentioned sail) more than four or five minutes, when we perceived her to be a large merchantman on shore. The pilots then wished to haul off, on the larboard tack; but, before the ship could be brought to the wind, she struck. The wind continued to increase, the fog being again very great, and a heavy sea got up; the ship struck so hard as to cause her to make so much water, that in a short time all hopes of saving her were at an end. There then remained but the hope of saving to his Majesty's service the officers and crew. In that hope I have, from a combination of unfortunate circumstances (and more especially from none of our cruizers being attracted to us by the guns we had fired, which I had flattered myself would have

been the case yesterday when the weather was clear), been disappointed.

“ That every possible exertion was made to lessen the calamity, after having struck, I trust will appear from minutes. It will be a great consolation to myself and officers to know that they have that effect. Under the uneasiness of mind which the loss of the ship, I had the honour to command, naturally occasions, I feel some alleviation in reflecting upon the zealous, active, and orderly conduct of my officers and crew, in circumstances the most trying, and in which they endured the severest hardships with cheerfulness, and in perfect reliance on Divine Providence, whose interposition in our behalf was strongly evident.

“ When the ship floated a little, she was, by letting go the bower anchor, brought to swing her head to the wind, which enabled her to hold together, and so bore through the horrors of the night, which we certainly should not otherwise have survived.

“ We have experienced from the Dutch Admiral Kirkhart, every attention that our distressed situation made so necessary, and which his disposition seems incapable of withholding, even from an enemy; but the wants of my fellow-sufferers are great, for not an article of clothing or any thing else was saved by any one from the general wreck. I hope the Dutch government will be disposed to alleviate in some degree their wants, in clothing particularly, and I have solicited the assistance of Rear-Admiral Russel in obtaining these necessaries.

“ I have reason to believe we shall be sent to Amsterdam, until exchanged.

“ The crews of the launch and jolly-boat, who had been found to bear up for the Texel, joined me here

this day. The barge was swamped alongside. One cutter, in returning from her attempt to bring to our assistance a galliot who passed us, heedless of our distress, was driven among the breakers on the Haaks, and overset. The other cutter, equally unsuccessful in an attempt to bring to us a schuyt that was to leeward, was under the charge of Lieutenant Baker, who, unable to regain the ship, judged it most prudent to bear up for the Texel, in hopes of obtaining assistance for us, which, however, the state of the weather did not allow of being afforded that night."

Those who were saved became prisoners on shore at the Texel; nine seamen were drowned, and thirteen others who left the wreck upon a raft of timber, were picked up by one of our cruisers, and safely lodged on board the Eagle.

In the preceding letter, the very humane conduct of the Dutch admiral is particularly conspicuous, and adorns his brow with a laurel which the most gallant actions could not have secured him. Humanity is a divine attribute; and what we naturally looked for, as the result of such exemplary conduct, has at length taken place. It has abated the virulence which the calamities of war naturally engender between contending powers; and an exchange of prisoners has been the consequence.— May the period be not far distant, when those perfidious Batavians, who, deluded by the intriguing influence of the Gallic usurper, have reduced their countrymen to a state of oppression and slavery, be brought to a due sense of their guilt, and eventually be the means of their emancipations.

NARRATIVE OF THE
LOSS OF THE BRIG TYRREL,

CAPTAIN ARTHUR COCHLAN;

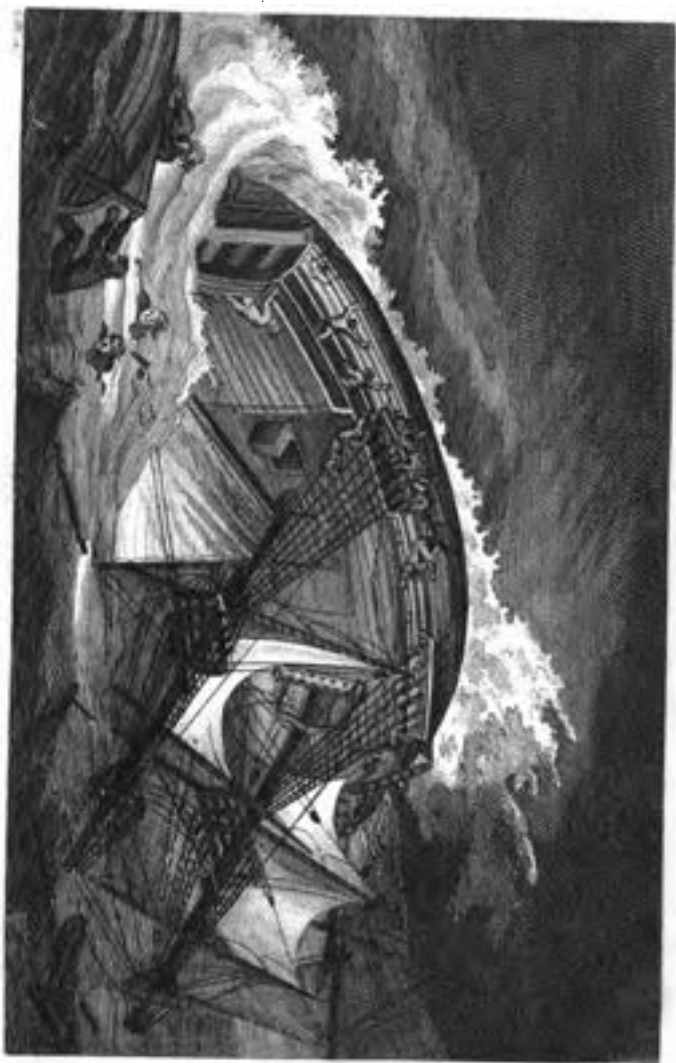
Which was overset in a Gale of Wind in her passage from New York to Antigua, July 1st, 1759.

Communicated by T. Purnell, the Chief Mate.

Cursory Observations—They proceed on their Voyage—A Storm and general Alarm—The Captain agrees to make for Bacon Island Road—The Vessel laid down on her beam-ends by a sudden gust of Wind—Dangerous situation and dreadful appearance of the Vessel—They quit the Wreck and enter the Boat—They make a Sail of frocks and trowsers—The seventeen in the Boat gradually diminished by death—All die except Purnell the Chief Mate—His forlorn situation and wonderful deliverance.

IN addition to the many dreadful shipwrecks already narrated, the following, which is a circumstantial account given by T. Purnell, chief mate of the brig Tyrrel, Arthur Cochlan, commander, and the only person among the whole crew who had the good fortune to escape, claims our particular attention.

On Saturday, June 28th, 1759, they sailed from New York to Sandy Hook, and there came to anchor, waiting for the captain's coming down with a new boat, and some other articles. Accordingly he came on board early the succeeding morning, and the boat cleared, hoisted in, stowed, and lashed. At eight o'clock, A. M. they weighed anchor, sailed out of Sandy Hook, and the same day at noon, took their departure from the High Land Never Sunk, and proceeded on their passage to An-



figua. As soon as they made sail, the captain ordered the boat to be cast loose, in order that she might be painted, with the oars, rudder, and tiller, which job he (Captain Cochlan) undertook to do himself.

At four P. M. they found the vessel made a little more water than usual; but as it did not cause much additional labour at the pump, nothing was thought of it. At eight, the leak did not seem to encrease. At twelve, it began to blow very hard in squalls, which caused the vessel to lie down very much, wheteby it was apprehended she wanted more ballast. Thereupon the captain came on deck, being the starboard watch, and close reefed both top-sails.

At four A. M. the weather moderated—let out both reefs:—at eight it became still more moderate, and they made more sail, and set top-gallant sails; the weather was still thick and hazy. There was no further observation taken at present, except that the vessel made more water. The captain was now chiefly employed in painting the boat, oars, rudder, and tiller.

On Monday, June 30, at four P. M. the wind was at E. N. E.; freshened very much, and blew so very hard, as occasioned the brig to lie along in such a manner as caused general alarm. The captain was now earnestly entreated to put for New York, or steer for the Capes of Virginia. At eight, took in top-gallant-sail, and close-reefed both top-sails, still making more weather. Afterwards the weather became still more moderate and fair, and they made more sail.

July 1, at four A. M. it began to blow in squalls very hard; took in one reef in each top-sail, and continued so until eight A. M. the weather being still thick and hazy.—No observation.

The next day she made still more water, but as every watch pumped it out, this was little regarded. At four P. M. took second reef in each top-sail, close reefed both, and down top-gallant-yard; the gale still increasing.

At four A. M. the wind got round to N. and there was no likelihood of its abating. At eight, the captain, well satisfied that she was very crank and ought to have had more ballast, agreed to make for Bacon Island Road, in North Carolina; and in the very act of wearing her, a sudden gust of wind laid her down on her beam-ends, and she never rose again! At this time Mr. Purnell was lying in the cabin, with his clothes on, not having pulled them off since they left land. Having been rolled out of his bed (on his chest), with great difficulty he reached the round-house door; the first salutation he met with was from the step-ladder that went from the quarter-deck to the poop, which knocked him against the companion, (a lucky circumstance for those below, as, by laying the ladder against the companion, it served both him and the rest of the people who were in the steerage, as a conveyance to windward); having transported the two after guns forward to bring her more by the head, in order to make her hold a better wind; thus they got through the aftermost gun-port on the quarter-deck, and being all on her broadside, every moveable rolled to leeward, and as the vessel overset, so did the boat, and turned bottom upwards, her lashings being cast loose, by order of the captain, and having no other prospect of saving their lives but by the boat, Purnell, with two others, and the cabin-boy (who were excellent swimmers) plunged into the water, and with great difficulty, righted her, when

she was brim full, and washing with the water's edge. They then made fast the end of the main-sheet to the string in her stern-port, and those who were in the fore-chairs sent down the end of the boom-tackle, to which they made fast the boat's painter, by which they lifted her a little out of the water, so that she swam about two or three inches free, but almost full. They then put the cabin-boy into her, and gave him a bucket that happened to float by, and he bailed away as quick as he could, and soon after another person got in with another bucket, and in a short time got all the water out of her. They then put two long oars that were stowed in the larboard-quarter of the Tyrrel into the boat, and pulled or rowed right to windward; for, as the wreck drifted, she made a dreadful appearance in the water, and Mr. Purnell and two of the people put off from the wreck, in search of the oars, rudder, and tiller. After a long while they succeeded in picking them all up, one after another. They then returned to their wretched companions, who were all overjoyed to see them, having given them up for lost. By this time night drew on very fast. While they were rowing in the boat, some small quantity of white biscuit (Mr. Purnell supposed about half a peck), floated in a small cask, out of the round-house; but, before it came to hand, it was so much soaked with salt water, that it was almost in a fluid state; and about double the quantity of common ship-biscuit likewise floated, which was in like manner soaked. This was all the provisions that they had; not a drop of fresh water could they get; neither could the carpenter get at any of his tools to scuttle her sides, for, could this have been accomplished, they might have saved plenty of provisions and water.

By this time it was almost dark ; having got one compass, it was determined to quit the wreck, and take their chance in the boat, which was nineteen feet six inches long, and six feet four inches broad ; Mr. Purnell supposes it was now about nine o'clock : it was very dark. They had run 360 miles by their dead reckoning, on a S. E. by E. course. The number in the boat was 17 in all ; the boat was very deep, and little hopes were entertained of either seeing land or surviving long. The wind got round to westward, which was the course they wanted to steer ; but it began to blow and rain so very hard, that they were obliged to keep the boat before the wind and sea, in order to preserve her above water. Soon after they had put off from the wreck the boat shipped two heavy seas, one after another, so that they were obliged to keep her before the wind and sea ; for had she shipped another sea, she certainly would have swamped with them.

By sun-rise the next morning, July 3, they judged that they had been running E.S.E. which was contrary to their wishes. The wind dying away, the weather became very moderate. The compass which they had saved proved of no utility, one of the people having trod upon, and broken it ; it was accordingly thrown over-board. They now proposed to make a sail of some frocks and trowsers, but they had got neither needles nor sewing-twine ; one of the people, however, had a needle in his knife, and another several fishing lines in their pockets, which were unlaid by some, and others were employed in ripping the frocks and trowsers. By sun-set they had provided a tolerable lug-sail : having split one of the boat's thouts (which was of yellow deal,) with a very large knife, which one of the

crew had in his pocket, they made a yard and lashed it together by the strands of the fore-top-gallant-halyards, that were thrown into the boat promiscuously. They also made a mast of one of the long oars, and set their sails, with sheets and tacks made out of the strands of the top-gallant-halyards. Their only guide was the north star. They had a tolerable good breeze all night; and the whole of the next day, July 4, the weather continued very moderate, and the people were in as good spirits as their dreadful situation would admit.

July 5, the wind and weather continued much the same, and they knew by the north star that they were standing in for the land. The next day Mr. Purnell observed some of the men drinking salt water, and seeming rather fatigued. At this time they imagined the wind was got round to the southward, and they steered, as they thought by the north star, to the north-west quarter; but on the 7th, they found the wind had got back to the northward, and blew very fresh. They got their oars out the greatest part of the night and the next day the wind still dying away, the people laboured alternately at the oars, without distinction. About noon the wind sprung up so that they laid in their oars, and, as they thought, steered about N. N. W. and continued so until about eight or nine in the morning of July 9, when they all thought they were upon soundings, by the coldness of the water. They were, in general, in very good spirits. The weather continued still thick and hazy, and, by the north star, they found that they had been steering about N. by W.

July 10.—The people had drank so much salt water, that it came from them as clear as it was before they drank it; and Mr. Purnell perceived that the second

mate had lost a considerable share of his strength and spirits; and also, at noon, that the carpenter was delirious, his malady encreasing every hour; about dusk he had almost overset the boat, by attempting to throw himself overboard, and otherwise behaving quite violent. As his strength, however, failed him, he became more manageable, and they got him to lie down in the middle of the boat, among some of the people. Mr. Purnell drank once a little salt water, but could not relish it; he preferred his own urine, which he drank occasionally as he made it. Soon after sun-set the second mate lost his speech. Mr. Purnell desired him to lean his head on him: he died, without a groan or struggle, on the 11th of July, being the 9th day they were in the boat. In a few minutes after, the carpenter expired almost in a similar manner. These melancholy scenes rendered the situation of the survivors more dreadful: it is impossible to describe their feelings. Despair became general; every man imagined his own dissolution was near. They all now went to prayers; some prayed in the Welch language, some in Irish, and others in English; then, after a little deliberation, they stripped the two dead men, and hove them overboard.

The weather being now very mild, and almost calm, they turned to, cleaned the boat, and resolved to make their sail larger out of the frocks and trowsers of the two deceased men. Purnell got the captain to lie down with the rest of the people, the boatswain and one man excepted, who assisted him in making the sail larger, which they had completed by six or seven o'clock in the afternoon, having made a shroud out of the boat's painter, which served as a shifting back-stay. Purnell

also fixed his red flannel waistcoat at the mast-head, as a signal the most likely to be seen.

Soon after this some of them observed a sloop at a great distance, coming, as they thought, from the land. This roused every man's spirits: they got out their oars, at which they laboured alternately, exerting all their remaining strength to come up with her; but night coming on, and the sloop getting a fresh breeze of wind, they lost sight of her, which occasioned a general consternation; however, the appearance of the north star, which they kept on their starboard-bow, gave them hopes that they stood in for land. This night one William Wathing died; he was 64 years of age, and had been to sea 50 years: quite worn out with fatigue and hunger, he earnestly prayed, to the last moment, for a drop of water to cool his tongue. Early the next morning Hugh Williams also died, and in the course of the day another of the crew; entirely exhausted, they both expired without a groan.

Early in the morning of July 13, it began to blow very fresh, and increased so much, that they were obliged to furl their sail, and keep the boat before the wind and sea, which drove them off soundings. In the evening their gunner died. The weather now becoming moderate, and the wind in the S. W. quarter, they made sail, not one being able to row or pull so out at any rate; they ran all this night with a fine breeze.

The next morning (July 14,) two more of the crew died, and in the evening they also lost the same number. They found they were on soundings again, and concluded the wind had got round to the N. W. quarter. They stood in for the land all this night, and early on July 15 two others died: the deceased were thrown

overboard as soon as their breath had departed. The weather was now thick and hazy, and they were still certain that they were on soundings.

The cabin-boy was seldom required to do any thing, and as his intellects, at this time, were very good, and his understanding clear, it was the opinion of Mr. Purnell that he would survive them all, but he prudently kept his thoughts to himself. The captain seemed likewise tolerably well, and to have kept up his spirits. On account of the haziness of the weather, they could not so well know how they steered in the day-time as at night; for, whenever the north star appeared, they endeavoured to keep it on their starboard-bow, by which means they were certain of making the land some time or other. In the evening two more of the crew died; also, before sun-set, one Thomas Philpot, an old experienced seaman, and very strong; he departed rather convulsed: having latterly lost the power of articulation, his meaning could not be comprehended. He was a native of Belfast, Ireland, and had no family. The survivors found it a difficult task to heave his body overboard, as he was a very corpulent man.

About six or seven the next morning, July 16, they stood in for the land; according to the best of their judgment; the weather still thick and hazy. Purnell now prevailed upon the captain and boatswain of the boat to lie down in the fore-part of the boat, to bring her more by the head, in order to make her hold a better wind. In the evening the cabin-boy, who lately appeared so well, breathed his last, leaving behind the captain, the boatswain, and Mr. Purnell.

The next morning, July 17, Purnell asked his two companions if they thought they could eat any of the

boy's flesh; and having expressed an inclination to try, and the body being quite cold, he cut the inside of his thigh, a little above his knee, and gave a piece to the captain and boatswain, reserving a small piece for himself; but so weak were their stomachs, that none of them could swallow a morsel of it; the body was therefore thrown overboard.

Early in the morning of the 18th, Mr. Purnell found both of his companions dead and cold! Thus destitute, he began to think of his own dissolution; though feeble, his understanding was still clear, and his spirits as good as his forlorn situation could possibly admit. By the colour and coldness of the water, he knew he was not far from land, and still maintained hopes of making it. The weather continued very foggy. He lay to all this night, which was very dark, with the boat's head to the northward.

In the morning of the 19th, it began to rain; it cleared up in the afternoon, and the wind died away; still Purnell was convinced he was on sounding.

On the 20th, in the afternoon, he thought he saw land, and stood in for it; but night coming on, and it being now very dark, he lay to, fearing he might get on some rocks and shoals.

July 21, the weather was very fine all the morning; but in the afternoon it became thick and hazy. Purnell's spirits still remained good, but his strength was almost exhausted: he still drank his own water occasionally.

On the 22d he saw some barnacles on the boat's rudder, very similar to the spawn of an oyster, which filled him with greater hopes of being near land. He unshipped the rudder, and scraping them off with his

knife, found they were of a salt fishy substance, and ate them; he was now so weak, the boat having a great motion, that he found it a difficult task to ship the rudder.

At sun-rise, July 23, he became so sure that he saw land, that his spirits were now considerably raised. In the middle of this day he got up, leaned his back against the mast, and received succour from the sun, having previously contrived to steer the boat in this position. The next day he saw, at a very great distance, some kind of a sail, which he judged was coming from the land, which he soon lost sight of. In the middle of the day he got up, and received warmth from the sun as before. He stood on all night for the land.

Very early in the morning of the 25th, after drinking his morning draught, to his inexpressible joy he saw, while the sun was rising, a sail, and when the sun was up, found she was a two-mast vessel. He was, however, considerably perplexed, not knowing what to do, as she was a great distance astern and to leeward. In order to watch her motions better, he tacked about. Soon after this he perceived she was standing on her starboard-tack, which had been the same he had been standing on for many hours. He saw she approached him very fast, and he lay to for some time, till he believed she was within two miles of the boat, but still to leeward; therefore he thought it best to steer larger, when he found she was a top-sail schooner, nearing him very fast. He continued to edge down towards her, until he had brought her about two points under his lee-bow, having it in his power to spring his luff, or bear away. By this time she was within half a mile, and he saw some of her people standing forwards on her deck

and waving for him to come under their lee-bow. At the distance of about 200 yards they hove the schooner up in the wind, and kept her so until Purnell got alongside, when they threw him a rope, still keeping the schooner in the wind. They now interrogated him very closely; by the manner the boat and oars were painted, they imagined she belonged to a man of war, and that they had run away with her from some of his Majesty's ships at Halifax, consequently that they would be liable to some punishment if they took him up: they also thought, as the captain and boatswain were lying dead in the boat, they might expose themselves to some contagious disorder. Thus they kept Purnell in suspense for some time. They told him they had made the land that morning from the mast-head, and that they were running along shore for Marvelhead, to which place they belonged, and where they expected to be the next morning. At last they told him he might come on board; which, as he said, he could not without assistance, the captain ordered two of his men to help him. They conducted him aft on the quarter-deck, where they left him resting against the companion. They were now for casting the boat adrift, but Purnell told them she was not above a month old, built at New York, and if they would hoist her in, it would pay them well for their trouble. To this they agreed, and having thrown the two corpses overboard, and taken out the clothes that were left by the deceased, they hoisted her in and made sail.

Being now on board, Purnell asked for a little water, Captain Castleman (for that was his name) ordered one of his sons (having two on board) to fetch him some; when he came with the water, his father looked to see

how much he was bringing him, and thinking it too much, threw some of it away, and desired him to give the remainder, which he drank, being the first fresh water he had tasted for 23 days. As he leaned all this time against the companion, he became very cold, and begged to go below : the captain ordered two men to help him down to the cabin, where they left him sitting on the cabin-deck, leaning on the lockers, all hands being now engaged in hoisting in and securing the boat. This done, all hands went down to the cabin to breakfast, except the man at the helm. They made some soup for Purnell, which he thought very good, but at present he could eat very little, and in consequence of his late draughts, he had broke out in many parts of his body, so that he was in great pain whenever he stirred. They made a bed for him out of an old sail, and behaved very attentive. While they were at breakfast a squall of wind came on, which called them all upon deck; during their absence Purnell took up a stone bottle, and without smelling or tasting it, but thinking it was rum, took a hearty draught of it, and found it to be sweet oil; having placed it where he found it, he lay down.

They still ran along shore with the land in sight, and were in great hopes of getting into port that night, but the wind dying away, they did not get in till nine o'clock the next night. All this time Purnell remained like a child; some one or other was always with him, to give him whatever he wished to eat or drink.

As soon as they came to anchor, Captain Castleman went on shore, and returned on board the next morning with the owner, John Picket, Esq. Soon after they got Purnell into a boat, and carried him on shore; but

he was still so very feeble, that he was obliged to be supported by two men. Mr. Picket took a very genteel lodging for him, and hired a nurse to attend him: he was immediately put to bed, and afterwards provided with a change of clothes. In the course of the day he was visited by every doctor in the town, who all gave him hopes of recovering, but told him it would be some time, for the stronger the constitution, the longer (they said) it took to recover its lost strength. Though treated with the utmost tenderness and humanity, it was three weeks before he was able to come down stairs. He stayed in Marvelhead two months, during which he lived very comfortably, and gradually recovered his strength. The brig's boat and oars were sold for 95 dollars, which paid all his expences, and procured him a passage to Boston. The nails of his fingers and toes withered away almost to nothing, and did not begin to grow for many months after.

END OF VOL. III.

J. CUNDEE, PRINTER, IVY-LANE.

This Day is published, price 3s. sewed.

Phantasmagoria;

OR,

AUTHENTIC RELATIONS

Of all the most remarkable

APPARITIONS AND VISIONS,

WHICH HAVE APPEARED

From the earliest Periods to the present Time;

including

DREAMS

OF A VERY SINGULAR NATURE,

And other

OMINOUS CIRCUMSTANCES,

Which have led to the most astonishing and extraordinary Events, by
their operation on the Human Mind.

The whole carefully selected from ancient and modern History;

INCLUDING

GLANVILLE, BOWMAN, AUBREY, MORETON,
DUNCAN CAMPBELL,

And many other celebrated Writers, who have made *Supernatural
Appearances* their peculiar Study.

ALSO,

In Four Volumes, price 16s. boards,

THE

MYSTERIOUS FATHER;

OR,

TRIALS OF THE HEART:

A NOVEL.

WRITTEN BY A LADY.

PUBLISHED BY J. CUNDEE, IVY-LANE,
PATERNOSTER-BOW.

